

TRANSPAC SUMMARY MINUTES
May 10, 2007

ATTENDANCE:

Elected Officials: Julie Pierce, Clayton, CCTA Representative, TRANSPAC Chair; David Durant, Pleasant Hill, TRANSPAC Vice-Chair; Charlie Abrams, Walnut Creek, CCTA Representative; Mark Ross, Martinez.

Absent: Susan Bonilla, Contra Costa County (excused); Bill Shinn, Concord (excused).

Planning Commissioners: Bill Brumley, Concord; Donnie Snyder, Contra Costa County; Jon Malkovich, Walnut Creek. Vacant Seat: Martinez.

Absent: Bob Armstrong, Clayton; David Mascaro, Pleasant Hill

Staff: Qamar Khan, Ray Kuzbari, Concord; Steve Goetz, Contra Costa County; Hisham Noemi, CCTA; Cindy Dahlgren, CCCTA; Richard Pearson, Martinez; John Hall, Walnut Creek; Eric Hu, Pleasant Hill; Corinne Dutra-Roberts, 511 Contra Costa Transportation Analyst; Barbara Neustadter, Connie Peterson, TRANSPAC staff.

Public: Roberta Mendonca - Growth Options 21

Meeting was convened by Chair Pierce at 9:05 AM without a quorum.

1. **Convene meeting:** Pledge of Allegiance/Self-Introductions – completed.
2. **Public Comment:** None

CONSENT AGENDA

3. **Approval of the March 8, 2007 minutes.**
4. **Appointments to the TCC for the April 2007- March 2009 term.** The TAC recommended reappointment of John Hall, City of Walnut Creek, Richard Pearson, City of Martinez and Eric Hu, City of Pleasant Hill to serve as TRANSPAC's TCC representatives for the April 2007-March 2009 term.

END CONSENT AGENDA

ACTION: A vote on the Consent Agenda was delayed until quorum was present. Was approved unanimously.

REGULAR AGENDA

Chair Pierce changed the order of the agenda to accommodate the schedules of two committee members. An urgency item was also added to the agenda because no meeting is scheduled for June. The agenda was changed to the following order: #7, 6A, Urgency Item, 9, 8, 5, and 6B. The remaining items were heard in order.

5. Update on the Pacheco Transit Hub Project by Celinda Dahlgren, Director of Administration, Central Contra Costa Transit Authority

DISCUSSION: Mrs. Dahlgren presented an update on this project. She expressed appreciation for the cooperation of all the project partners and to Jean Finney, Director of Community Relations for Caltrans District 4. She outlined the various sources of funding for this project, stating that nearly all the money needed had been secured. Regional discretionary funds (earmarks) had been requested to complete the project.

Mrs. Dahlgren continued the presentation by discussing the goals, design, and schedule for this project. She noted how unusual it was for a sponsor to approach Caltrans with a partnership proposal in which the money had been secured and for the sponsor to take the role of the project lead. Mrs. Dahlgren stated that the PSR was submitted in April to Jerry Morgan at Caltrans with a review completion date of May 21. An extension has been awarded to Nolte to continue the design work. This is an aggressive schedule and building is expected to commence by spring.

Neustadter added that Cindy Dahlgren had faced many challenges throughout this process and now success is in sight.

ACTION: Report accepted.

David Durant arrived at 9:20 am.

6. A) Review of Proposed Additional Measure J Strategic Plan policies and B) Discussion of Updated Measure J Strategic Plan Programming

DISCUSSION:

Neustadter presented the staff report on Item 6, beginning with Part A as it relates to the Additional Policies proposed by the Authority to guide the development of the first Measure J Strategic Plan. The TAC reviewed the Policies and made the recommendations beginning on Page 28. Neustadter briefly outlined each of the points in the staff report, stating that the TAC reviewed policies No. 2, 6-11 and recommended approval. Policy 5 might need to be revised pending the outcome of discussions about CCTA's application of administrative costs. Policy 11 was approved with the committee title edit as shown in the packet.

Neustadter continued with a discussion of outstanding issues. TRANSPAC Measure J Arterials category is oversubscribed. The TAC addressed that issue in a new programming document shown under Item 6 B. The TAC also addressed Advance Programming of future STIPS. Advance Programming means that instead of the Authority issuing a Call for Projects on a competitive basis, we would all come to an agreement and preprogram the dollars that are expected to be available under the STIP for specified projects.

The TAC is interested in using that technique to obtain funding for Measure J projects that are not fully funded, noting that there are no fully funded projects under Measure J. However, STIP funding is appropriate for some but not all projects in Measure J. It is the TAC's understanding that the Authority will issue a Call for Projects on June 7, 2007, and have requested representatives to serve on the subcommittee for the 2008 STIP. John Hall has volunteered for this task. The TAC believes that in moving forward, developing implementable project financial plans based on project readiness can eliminate direct competition for STIP funding in Contra Costa, saving time, effort and money in the preparation of applications. TAC recommends supporting the concept of Advance STIP programming.

Abrams inquired about the Marina Vista southbound off ramp project, asking why it had not been done as part of the construction of the Benicia Bridge project.

Pearson explained that in 1976 a fatal bus accident occurred on the off-ramp, and some of the Caltrans people who were there at the time are still with Caltrans, and they want no involvement with it even though the accident wasn't fault of Caltrans or the ramp.

Pierce added that if Caltrans were to fix it that could be construed as an admission of culpability that could encourage lawsuits.

ACTION: Approve the recommendations on the Additional Policies as suggested by staff. Durant/Abrams – unanimous.

Further discussion clarified that the consultant costs under "other" category meant overall project management tasks that Nolte performs.

Hisham Noeimi noted that this is a policy that is carried forward from Measure C and is not an increase, and essentially just involves the Nolte contract.

Pierce commented that given the value that the Authority receives from the Nolte contract, it would be difficult to get any other consultant that is better or does the work at a lower cost.

Neustadter added that from time to time Nolte has functioned as an extension of Authority staff by providing non-project consultant assistance—such as Human Resources—that is outside the realm of projects. Because of Nolte's skill set and knowledge, time and money was saved.

Pierce stated, in response to a question by Qamar Khan, that when the Authority put out a call for projects, only two consultant firms applied, and one of those was not qualified. Nolte was awarded the contract because no one else of that caliber could do the job or was willing to bid on it. Even when consultants were invited to apply for only a specific aspect of the work, there was still no response. The extra one half percent is probably justified. Nolte has done good job.

Abrams commented that this issue had been previously raised issue with Authority, and he was satisfied that the cost to hire staff to do this work would be higher than the consultant cost.

An Urgency Item was presented at this time:

As TRANSPAC is not scheduled to convene in June, and because CCTA is going to issue a 2008 STIP "call for projects" in June, staff requests that TRANSPAC consider supporting the submission of a 2008 STIP application for a \$1.2 million restriping project on I-680 sponsored by CCTA or other appropriate agency.

DISCUSSION:

Neustadter presented an overview of the Livorna Lane Drop pavement improvement project (see hand-out). A Caltrans pavement improvement project will start south of the interchange. South of this is a proposed a restriping project to assist the transition through the interchange.

ACTION: Motion to approve adding this urgency item to the agenda. Durant/Ross – unanimous.

Neustadter resumed the discussion, reiterating that the request is to support the submission of a 2008 STIP application for \$1.2M for the restriping project on I-680 South. Three projects come together in the same area—the SB HOV lane, to the south is pavement rehab project, and south of that is the striping project that will help the entire corridor. This is not the interchange itself.

Chair Pierce expressed hope that the work would be coordinated so that the projects would be completed at the same time.

ACTION: Approve the request support for the STIP application to the Authority for funding. Ross/Abrams – unanimous.

6 B) As noted in the CCTA Additional Policies staff report, TRANSPAC needs to revisit its Bond list submission, which is oversubscribed in the Major Streets category in 2012. Due to the press of TAC activities, the TRANSPAC TAC only was able to have a full discussion of the project list revisions at its April meeting.

DISCUSSION:

Pierce commended staff for the effort that went into the preparation of the agenda packet, and expressed appreciation that everyone had reviewed the packet in advance.

Neustadter said that this started as a result of TAC discussion on April 26 and further discussion with Hisham Noeimi of the Authority. Changes to the TAC's recommendations were necessary, and the TAC has seen part of this proposal via e-mail. In the packet are the original letter submitted to the Authority in October and the TRANSPAC Measure J Strategic Plan Revision dated 4/30/07. This is a result of TAC discussion and the Authority staff's version of how we ought to approach the Strategic Plan. As mentioned previously under 6A, the major street category is oversubscribed. The TAC is recommending Advance STIP programming. The committee's choices are to go back for further discussion at the TAC, send the changes to the Authority, or start over.

Neustadter outlined each of the line items, highlighting changes from October's submission as follows:

I-680 Carpool Lane Gap Closure – the original did not include the \$3.5M for the Carpool Lane Gap Closure project but now is in 2012. The reason is because when the spreadsheet was reworked, it was necessary to meet the overall bond amount of \$172M and the Measure J amount in each category. The amount remaining was added to the carpool lanes.

Major Streets was a category that had major changes, and was the most difficult to come up with a reasonable methodology to get the projects funded.

Pacheco Blvd was disaggregated into two phases: Phase 1) \$4.93M is in the 2009 bond, slightly higher than a straight line division on \$8M of previous submission; Phase 2) has been moved out to the 2012 alternative project category (if the Authority needs a back-up project that is ready to go). The amount was increased slightly. Both phases include local contributions as described in the project fact sheets. We also put the \$4.9 for Pacheco Boulevard into an Advance STIP request, possibly for 2010. It is believed to be a good contender for advance STIP funding as it is a major arterial.

Kirker Pass Truck Lanes – Phase 1 northbound is currently at \$5.8M. The County has advised that there is \$1.2M in Proposition 42 funds available for that project, resulting in a decrease in the request for that particular phase. For Phase 2 southbound, the real cost is now \$14M. The committee may wish to consider increasing the Advance STIP request by \$7M to cover the full cost of the southbound truck lanes should it be done solely inside the TRANSPAC area, or consider other options involving the East County RTPC.

Court Street Overpass in Martinez - Phase 1 is being carried \$9.7M the same as before, but the Phase 2 Auto Bridge was deleted. This could be put back in the list or more advance STIP programming.

The Buskirk Avenue realignment project was carried at \$8.95M and was reduced by \$1M to make the numbers work, and the extra \$1M was put on the Advance STIP request list.

Alhambra Valley Road was moved out to a STIP request with more information added on the local contributions to the project.

There is \$38.75M in the 2009 Bond and \$9.25M in 2012. Yesterday that the County advised that it is interested in moving \$5.8M for Kirker Pass NB from 2009 to 2012, which can be easily done. We have stayed at \$48M in this category and are currently carrying a minimum at \$17.3M as part of an Advance STIP request. The committee might want to take the number higher based on the issues brought up today. The Bond total of \$172M has been met.

Pierce commented that Advance STIP could be an unknown factor because the state might not have the money available when our turn comes. We are still technically \$20M short.

Neustadter added that it could actually be more than that. In the 680/242 category, there are three projects in the project development category that are good STIP contenders and need to be in the line for STIP funding.

Pierce added that TRANSPAC should be going after discretionary funding (earmarks) as long as possible.

Neustadter noted that earmarks and STIP are federal dollars and there is a price that comes with it. If it's a small project, the price might not be worth it. The committee was also reminded that these costs were 2006 dollars and there will be escalation.

Durant asked what would be the possible downside of asking for STIP funds.

Neustadter answered that this is not available for arterials. This is all about staging. The first level of staging is the projects that are on the state highway system. We're sitting behind East County's highway projects that use STIP money. At some point, East County's draw on STIP dollars will decrease; the "bite" each year may be less. In the past TRANSPAC has delayed the highest priority projects in favor of East County because Central County is also a beneficiary.

Neustadter said that with 680/4 and the other Measure J State Highway projects, we'll be in a "go" position. The arterials as well can be programmed over a series of STIPs where the projects have to be carefully chosen to go into a package for Advance STIP commitment. The second level of staging is positioning projects to move forward into future.

Pierce said that realistically, we are not bonding for the entire amount of Measure J funds. We can't bond for everything and there is a certain amount of pay as you go funding available in later years.

Neustadter added that the last TAC recommendation relative to Advance STIP programming was saved for last: that Bob McCleary go to Sacramento and get the money we need and bring it back to us!

Durant said this reflects a job well done. Sooner is better because costs will continue to escalate and delays in projects will hurt in the long term.

Pierce suggested that if Proposition 42 funds flow the way they're supposed to, little improvements can be taken care of locally.

ACTION: Approved the proposed Updated Measure J Strategic Plan Programming for TRANSPAC projects for submission to CCTA. Agreed by consensus.

7. Approval of the City of Martinez's request to submit a Measure J Advance for \$6 million (plus costs) for the Martinez Intermodal Project as part of the CCTA's Commercial Paper Program.

DISCUSSION:

Barbara Neustadter reported that the City of Martinez is working on a CTC allocation request for \$5.5M right of way acquisition for Phase 3 of the Intermodal project. The City would also like to take advantage of the CCTA's Commercial Paper program to secure advanced Measure J funding. The request is for \$6M (plus costs) to couple with the STIP to enable acquisition of land on north side of the tracks. The City is asking for TRANSPAC's approval to proceed with its formal request to the Authority. The Authority had this item on the APC agenda last week in anticipation of TRANSPAC's affirmative response.

Pierce said that this is a very good deal, and mentioned that she had notified the Authority at the Administration and Projects Committee that formal action would be taken today by TRANSPAC.

Abrams added that this is a worthwhile project supported by the committee all the way through, and it's worth speeding up.

Neustadter noted that the land cost has tripled since the City originally tried to acquire the property in 1998.

Pierce said that MTC Capitol Corridor had disregarded the importance of the Martinez station, which is one of the busiest train stations in the nation. Accelerating this program will save money.

ACTION: Approved City of Martinez's request to seek an Advance of Measure J funds for the Intermodal Project. Abrams/Ross, approved unanimously.

8. Measure C Reprogramming Request for the Contra Costa Boulevard Signal retiming Project.

DISCUSSION:

Neustadter stated that the TAC recommended approval of moving funds from the Pleasant Hill Road Safety Realignment project to the City of Pleasant Hill's Contra Costa Boulevard signal retiming project. The City has received some money from MTC but additional funds are needed to obtain the software. Due to the location, SWAT will be asked to concur. If SWAT agrees, the County will make this request to CCTA.

ACTION: Approved the proposed Measure C fund reprogramming, subject to SWAT concurrence. Ross/Abrams – unanimous.

9. Review of 2007-08 TRANSPAC Budget

DISCUSSION:

Neustadter pointed out some changes to the annual budget format, including combining ten line items of benefits into one line item; renaming compensated balances line item "accrued leave"; and allotting fifty hours of time for the TDM Program Manager to perform new assignments and to begin the succession planning process. An additional \$300 is proposed for postage to cover the postal rate increase and the costs associated with TRANSPAC's additional activities. The TAC reviewed the proposed budget at its April 26, 2007 meeting and recommended approval.

ACTION: Approved adoption of the proposed 2007-08 TRANSPAC budget as submitted. Abrams/Durant – unanimous.

10. TRANSPAC and CCTA Representatives are requested to report on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Abrams), and CCTA meetings (Members Pierce and Abrams).

Authority Meeting – Pierce reported on the Authority's discussion of salaries and benefits, noting that after salary surveys were conducted, some salary ranges were adjusted but did not exceed the average of the others. An additional study was requested.

Planning Committee - Neustadter reported on the status report for the 2009 RTP and the ABAG focus effort, which had also been e-mailed to TAC members. The Countywide Bicycle Pedestrian Plan consultant agreement is on its way to the Authority. The major topic was the approval to release the Request for Proposal for the I-680 Express Bus Access Study. Comments were collected after the review of the study, and it's on its way out to the consultant community. Next is the consultant selection committee of TAC members. Also discussed was the public outreach plan for the Countywide Comprehensive Transportation Plan that would include considerable effort for public involvement. A Call for Projects for the CCTP project list is underway.

ACTION: Reports accepted.

11. Reports from Staff and Committees

- a) The RM2 Study I-680 HOV Express Bus Access Study Policy.

Neustadter said that comments on the RM2 draft scope of work were submitted.

- b) 511 Contra Costa Monthly Report and actions taken to respond to the Macarthur Maze Meltdown

Pierce congratulated the 511 Contra Costa staff for doing an outstanding job and for getting the PR on all the local news networks.

Corinne Dutra-Roberts, 511 Contra Costa Transportation Analyst, reported on that agency's response to the MacArthur Maze "meltdown." 511 Contra Costa initiated a promotion for Contra Costa County residents driving to San Francisco that offered free tickets to try commuting by BART. The response to this promotion was overwhelming, generating about 4,000 applications so far. The applications were screened for eligibility, and about 1,000 were fulfilled as of yesterday. The dollar amount behind this effort totals about \$360,000 if all comes through. In a cooperative effort to help with the costs, SWAT and WCCTAC agreed to re-program their own program funds. These arrangements will be fi-

nalized pending Air District approval. Antioch will consider unprogramming money from an arterial project that could be used now and repaid in 07/08.

Pierce asked if any federal reimbursement funds were available, given the emergency nature of the situation. Dutra-Roberts replied that based on information received during a May 9th conference call in which she, MTC and Caltrans participated, it appeared that this would not qualify for federal funds.

Snyder commented that during a recent luncheon with Representative Ellen Tauscher, it was suggested that in addition to the federal funds to be granted for rebuilding the structure, funds would also be available to reimburse small programs in these situations. He suggested that staff contact Ellen Tauscher's office. They wanted to make sure

Dutra-Roberts reported that the group at the regional level (which were involved in the conference call) are formalizing agency tasks can be used to approach the state in the future. Questions to be answered are what kind of existing funding is available for what categories and what types of entities would be eligible to receive it—County, MTC, transit operators? As a result of this event an issue surfaced concerning insurance for park and ride liability that MTC and Caltrans will work on.

Pierce commented that this incident underscores the importance of emergency preparedness, and related a recently-discussed scenario in which the closure of Ygnacio Valley Road would have a similar effect on transportation through our area that the MacArthur Maze had.

Bill Brumley complimented those involved for the speed with which this was accomplished, particularly since the initial repair estimate had been 2-3 months or more.

Qamar Khan also mentioned that the rerouting through Oakland took only an additional five minutes.

Neustadter thanked the other sponsors that volunteered to unprogram their TDM programs to assist with the cost. Issues have been identified that need to be addressed before another issue on the freeway system occurs. We got a lot of e-mails during the emergency promotion, and the best was from staff at AC Transit who was delighted that there was a structure in place to get to Contra Costa commuters and to provide an alternative in a hurry.

Dutra-Roberts stated that e-mail requests were coming in at about 75/hour from the 511 Contra Costa website. She reported the offer has now officially ended.

Pierce stated that this incident has raised awareness of the program and that it is available to facilitate people getting onto transit.

Dutra-Roberts also noted that a Bus to BART kick-off event would take place on Monday May 14. 511 Contra Costa staff would join staff from the County Connection and BART in placing flyers on cars in the parking structure/lot to announce the Bus to BART promotion.

c) TRANSPAC/TRANSPLAN TDM Program is looking at moving into new office space.

Neustadter reported that because the TDM program's office lease ends in August, it is considering moving to The Terraces office building in Pleasant Hill, which offers more space for the same rate. It is also closer to City Hall, the Authority and amenities.

d) Oral report on the April 23, 2007 Concord Naval Weapons Station Transportation Technical Advisory Group meeting. (attachment)

Neustadter reported that the CNWS meeting was interesting and has a lot of issues to address. Julie Pierce had attended public outreach sessions and noted that Michael Wright had done them well.

ACTION: Reports accepted.

12. Correspondence/Copies/Newsclips/Information - accepted

13. Tales of the Martinez-Benicia Bridge Tour on April 12, 2007 – A number of TRANSPAC members and staff attended this tour and appreciated the opportunity to see the construction of the bridge as it approaches completion. Pierce had expressed some concern that the height of the rail on the sides of the bridge was very low. The ribbon cutting is expected for the weekend before Labor Day, and Open Road Tolling will be finished to coincide with Bay Bridge closure.

14. Caldecott Tunnel Tour is scheduled for June 14, 2007 AT 10 a.m. – The committee was reminded that the time had been changed to 10 a.m. Directions to the site and an Oakland Tribune informational article were included in the packet.

15. For the Good of the Order: None

16. Adjournment. Meeting was adjourned at 10:40 a.m. TRANSPAC will tour the Caldecott Tunnel in June and will convene again on July 12, 2007 unless otherwise determined.