

**Summary Minutes
TRANSPAC – February 12, 2009**

ATTENDANCE:

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

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

Staff: Ray Kuzbari, Concord; Eric Hu, Pleasant Hill; Cindy Dahlgren, County Connection; Martin Engelmann, CCTA; Jack Hall, CCTA; John Hall, Walnut Creek; Tim Tucker, Martinez; John Greitzer, Contra Costa County; Lynn Overcashier, 511 Contra Costa; Barbara Neustadter, Connie Peterson, TRANSPAC staff.

1. **Meeting was convened with a quorum by Chair Durant at 9:10 a.m.
Pledge of Allegiance/Self-Introductions – completed**
2. **Public Comment** – Barbara Neustadter circulated a TRANSPAC roster and requested that corrections/updates be made to the contact information.

CONSENT AGENDA: Pierce/Silva/Unanimous

3. **Approved the December 11, 2008 minutes
END CONSENT AGENDA**
4. **Update on the Diablo Valley College (DVC) Transit Center and Pacheco Transit Hub Projects presented by Cindy Dahlgren, Director of Administration, County Connection**

Mrs. Dahlgren provided an update on the status of these two transit projects. For the Pacheco project, a cooperative agreement with Caltrans has been executed after considerable negotiation. The design is at about 75% completion, and the project's construction schedule has ground-breaking sometime in mid to late summer. Although part of the funding is coming from the next round of bond money that is not being released from the State, the project is moving ahead and it is hoped that the money will be released in March. Design funds had run out earlier and work was halted, moving the schedule back six weeks. Still pending is a review of the agreement with Caltrans for maintenance of the landscaping, shelters, lighting and keeping it clean. County Connection also hopes to get Express Bus money from Measure J for this project.

The DVC Transit Center project, which is part of the College's Master Plan, is also moving forward. TPLUS money was needed to complete the project's design and it is on schedule to start construction this summer. The parking lot needs to be completed before school begins or the project will be delayed for a year. Mrs. Dahlgren passed around a brochure that showed the project's design. Currently, County Connection is working on an MOU with the college to outline its responsibilities. The Transit Center will have a walk-up window for purchasing tickets

and getting information. There will be rest facilities for drivers and staff, but are not available to the public.

It was noted that the total cost of the Pacheco project is about \$2.8 million and DVC is \$4 million, which required more advanced design work.

Neustadter congratulated Mrs. Dahlgren and the County Connection for making this happen, especially given all the issues involved.

ACTION: Report accepted, with thanks to Mrs. Dahlgren.

5. TAC Recommendation on Projects to be Submitted for Federal Earmarks as part of the Next Transportation Bill (bill not yet named or numbered)

In December, CCTA staff notified Contra Costa cities, towns and transit operators that it was developing a list of specific project earmarks to be included in the Federal transportation reauthorization act, and determined that RTPCs should be involved in the prioritizing process. It was noted this is very different from the stimulus package. The CCTA staff estimates that Contra Costa could receive \$40-\$50M for earmarked projects with about \$10-\$12M for each RTPC area. Project sponsors must follow federal rules, and projects must be completed within the expected six year span of the new transportation bill. The TAC struggled to formulate a recommendation that meets the established requirements, but its recommendation is listed below in priority order and the amount of the requested earmark is shown in parentheses:

- 1) SB I-680 HOV (\$10M)
- 2A) YVR widening (\$10M)
- 2B) Contra Costa Boulevard (\$10M)
- 3) Martinez Ferry terminal (\$10M)

Member Silva asked for more information, including a description of these projects, the issues, and the consequences of not doing them.

Member Ross commented that \$10M seemed to be high for the Martinez Ferry terminal project. Tim Tucker said their consultant felt it was an appropriate amount and the numbers will depend on the chosen option in the EIR.

Ray Kuzbari said that the Ygnacio Valley Road problem has existed for decades. It involves a four-lane portion of road between Cowell to Michigan, which should have six lanes based on the volume of traffic. Signal coordination alone cannot resolve the problem. The cost of the project has now increased to \$12 M, and the difference will be covered by City of Concord.

Eric Hu talked about the project on Contra Costa Boulevard that extends from Second Avenue in the north and to Taylor Boulevard in the south. The project scope involves bringing that corridor to standard with roadway alignments, lane width consistency and signal design. This project is important in terms of safety – a recent study showed that the collision rate on this one block of roadway was twice the state average, and where one or two vehicle/bike collisions occur every month. The signal designs date back to the 60's when Contra Costa Boulevard was a state

highway. This is a big project for the City to come up with enough money, but the feasibility of doing the project is very high. This was not a capacity or a right of way issue, but a redesign issue.

Member Ross asked if there had been thought about a bus expressway down Contra Costa Boulevard, and Mrs. Dahlgren answered that it was a corridor identified as such. Bob Armstrong asked if the work could be done without involving Caltrans. Chair Durant explained that that because Caltrans controlled the signal and off ramp, it would still be necessary to go through the process with them. Hu said that Caltrans staff has been open to considering the signal modification.

Member Silva asked what was the advantage of funding the I-680 SB HOV project this way versus Measure J. Neustadter said that technically this project is funded and wouldn't need this funding source. But given the larger economic issues, Measure J projects might have to be moved into the future, and going after an earmark for the project that is a good contender would free up money from Measure J. This is not a reflection of the value of project but a funding issue.

A list of earmarks developed by all the RTPCs was handed out. Neustadter said that the TAC's recommendations have been prioritized.

There was discussion of the strategies to consider whether a highway project or arterial might have a better chance for funding. Pierce noted that the SB HOV project might be a higher priority for MTC, and it could have better leverage as an interstate project. Member Silva noted that the other RTPC recommendations also focus on highways. Bjerke added that when considering the regional requests, the HOV lane will look better. He added that the TAC has done good job of prioritizing projects that gives them the best chance of funding.

ACTION: Moved to endorse the TAC's Federal earmark recommendations for transmission to CCTA. Ayes: Bjerke moved / Pierce second / Durant, Silva, Bonilla, Armstrong, Vavrek. Opposed: Hoag

6. Central County Action Plan Update

The TRANSPAC and TRANSPLAN TACs met in January to discuss the issues surrounding the TRANSPLAN TAC's concern with the disparity between East County's 2.5 Delay Index and Central County's 5.0 Delay Index on SR-4 in the respective Action Plans. The TACs decided to recommend that TRANSPAC and TRANSPLAN form a partnership to develop a Corridor Management Plan for SR 4 and connecting/ supporting arterials. WCCTAC has expressed participating as well. The TACs are still working on specific language to be inserted into each Action Plan and annotating respective MTSOs.

The Action Plan Subcommittee met on January 22, 2009 and developed extensive Action Plan edits which have been incorporated into the document. The Subcommittee will meet again after this meeting to finalize the document for review/action at the March TRANSPAC meeting. Neustadter thanked the Subcommittee for is efforts in preparation of this document.

ACTION: TRANSPAC agreed to: a) consider the joint TAC recommendation for corridor management plans; b) support TAC and staff participation in the Caltrans/CCTA CSMP; and c) recognize the continuing efforts of the Action Plan Subcommittee.

7. TRANSPAC and CCTA Representatives' Reports. The minutes of the December 17, 2008 and November 19, 2008 CCTA Board meetings were included in the packet.

- a) **Administration and Projects Committee meeting** – Member Pierce reported that the Administration and Projects Committee meeting received reports on issues dealing with the economy. Included was a discussion of the East Contra Costa Subregional Transportation Fee Projection, which generates fees that help fund Route 4 and Bypass projects. Financial projections need to be revised downward to reflect the decrease in houses being built. It will be necessary to look at how to reprioritize or reallocate other resources and requests to complete these projects. The Measure J Strategic Plan will also require updating because of lowered sales tax projections. The APC also received a briefing from the Authority's financial advisor on the current financial situation with discussion of bond financing strategies for Measure J.
- b) **Planning Committee meeting** – Member Durant reported that at the Planning Committee meeting, the Measure J Paratransit Allocation was approved. Most of the meeting involved reviewing the Joint Policies Committee's (JPC) proposed policies for implementation of SB 375. CCTA staff created a matrix that showed the proposed draft policies and the impacts within the County. Comments and recommendations will be presented in a letter to the JPC, but it was noted that the response must be formulated carefully and should provide constructive feedback on the draft policies.

Chair Durant expressed concern about the link between transportation-based funding to aggressive GHG emissions reduction. It needs to be set up so that transportation funding does not get channeled over to GHG reduction at the expense of transportation system improvements. In addition, the draft policies propose creation of a new review body with a potential for having too much control, making it more difficult to improve and fix roads. Member Pierce added that there needs to be a change in way we think (a culture shift) and transportation must take this into account, without losing transportation money.

Member Bjerke suggested that for policy discussions, it would be helpful to have the documents referenced and agendaized. Chair Durant noted that these documents are available on the CCTA website as well as ABAG. Member Bonilla agreed with a point made earlier that there needs to be proactive efforts in communicating any proposed policy changes such as this. It might be good to have people go to the MTC meetings, for example, and report back. Member Pierce agreed that there needs to be much more communication than in the past, with fewer filters, and more time for review information.

8. Reports from Staff and Committees – Reports accepted
a) 511 Contra Costa report by Lynn Overcashier, Program Manager

Ms. Overcashier reported that 511 Contra Costa had submitted transportation elements for consideration of the Bay Area Green Business Program for their certification checklist. It is working with local jurisdictions to develop GHG emissions reports that include 2005 base year calculations for Climate Action Plans. It is also offering writing assistance for grant funding for jurisdictions.

9. Correspondence/Copies/Newsclips/Information – Accepted

10. Election of TRANSPAC Chair and Vice Chair for the 2009 term commencing immediately.

ACTIONS:

A. Elected Mark Ross as TRANSPAC Chair for the 2009 term. Durant/Pierce/Unanimous

B. Elected Cindy Silva as TRANSPAC Vice Chair for the 2009 term. Bjerke/Pierce/Unanimous

C. Acknowledgment of Chair Durant’s year of service as 2008 Chair. Chair Durant was presented with a commemorative gavel plaque in recognition of his year of service as Chair. On behalf of all TRANSPAC members, Neustadter thanked Member Durant for an entertaining and educational year. He was then presented with a beautiful polished wood “applause box,” which brought to mind “spontaneous parades in SIM City.”

11. TRANSPAC Appointment to the Contra Costa Transportation Authority for the 2009-2011 term commencing February 1, 2009. NOTE: Pursuant to the TRANSPAC Joint Agreement, Section VI (e) (3) which is consistent with the CCTA Administrative Code, only elected officials may vote on this item.

ACTION: Reappointed David Durant as TRANSPAC CCTA Representative for the 2009-11 term commencing February 1, 2009. Ross/Silva/Unanimous

12. Appointment of TRANSPAC CCTA alternate(s) for the CCTA representative appointed to the 2009-2011 term. NOTE: Pursuant to the TRANSPAC Joint Agreement, Section VI, (e) (3) which is consistent with the CCTA Administrative Code, only elected officials may vote on this item.

ACTIONS:

A. Appointed Cindy Silva as the second alternate for the CCTA Representative appointed for the 2009-11 term commencing February 1, 2009. Pierce/Bjerke/Unanimous

B. Appointed Guy Bjerke as the third alternate. Durant/Pierce/Unanimous

13. For the Good of the Order.

Member Silva suggested that it would be helpful to obtain a large map of Central County to display at future meetings.

Neustadter said that TRANSPAC will be getting a new County Planning Commissioner on the February 24. She added that the Livorna restriping project will be advertised in October and will go to construction early next year. An informal request was made to Caltrans staff to start the project at the Livorna end and go south. A request to Caltrans to restripe ASAP will be formalized through the Authority.

Overcashier noted that 511 Contra Costa has a newly-designed website with updated features including a map of casual carpool locations.

14. Meeting was adjourned at 11:17 AM. The next TRANSPAC meeting is scheduled for March 12, 2009.