

**Summary Minutes
TRANSPAC – November 10, 2005**

ATTENDANCE:

Elected Officials: Julie Pierce, Clayton, CCTA Representative; Mark Ross, Martinez; Dr. Michael Harris, Pleasant Hill; Charlie Abrams, Walnut Creek, TRANSPAC Chair, CCTA Representative. Absent [Excused]: Bill Shinn, Concord; Mark DeSaulnier, Contra Costa County.

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

Staff: John Templeton, Concord; Steve Goetz, Contra Costa County, Cindy Dahlgren, CCCTA; Richard Pearson, Martinez; Steve Kersevan, Steve Wallace, Pleasant Hill; John Hall, Walnut Creek; Lynn Osborn, 511ContraCosta Program Manager; Barbara Neustadter, Julia Fuller, TRANSPAC staff.

Public: Lisa Bobadilla, Darlene Amaral SWAT, 511 Contra Costa; Linda Young, WCCTAC, 511 Contra Costa.

Meeting convened with a quorum by Chair Abrams at 9:09a.m.

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

Chair Abrams welcomed Greg Bedard, Chief of Staff for Supervisor Mark DeSaulnier.

2. Public Comment

Chair Abrams read a letter from Phyllis Roff into the record, which stated: “Dear Chair Charlie and Colleagues: I thought about offering you some political tricks in exchange for treats but I had to abandon the idea because my big mouth and busy black felt pen had already robbed me of any bargaining tricks. In one way or another, I had revealed that I was taking no position of Walnut Creek’s Measure R, my opposition to East County’s P, K and L and my support for all four of the Governor’s initiatives. Some of my friends, I fear, thought I had taken leave of my senses but I countered that I was sick and tired of the status quo to the roots of my hair. Imagine how vindicated I felt when I picked up on October 30 the Times’ Perspective. Of course, November 8th will tell the last chapter of a very expensive and in some cases, divisive campaign and election. Knowing how broadminded and fair TRANSPAC is, I still count on your friendship. Call it Faith! Happy Thanksgiving. (Signed) Phyllis. Abrams responded that Roff’s reluctance to endorse Measure R is probably why Walnut Creek didn’t get enough votes to pass it. She also had some of the initiatives right.

Chair Abrams thanked Dr. Harris for filling in for David Durant and establishing a quorum. Abrams noted that Dr. Harris had to leave the meeting early so some items requiring a quorum would be taken out of order. [Item 7. RM2/I-680 Gap Closure Study; and Item 10.c Proposed new TDM staff position] The approval of the minutes was deferred to the next meeting.

CONSENT AGENDA: Deferred to December meeting.

3. Approval of September 8, 2005 TRANSPAC meeting minutes

END CONSENT AGENDA

4. Presentation of the 2004/05 Annual Report by Contra Costa 511 Program Managers

The Measure C Growth Management Program requires the completion of a biennial Compliance Checklist for a jurisdiction to receive its Local Street and Road Maintenance funds.

One of the items on the Checklist includes reporting on activities to implement a Transportation Demand Management/Transportation Systems Management (TDM/TSM) program. The State-mandated Congestion Management Program (Prop 111 gas tax funds) requirements also include a TDM/TSM element.

To maximize efficiency and effectiveness and to avoid implementation of separate TDM programs in each jurisdiction, regional TDM programs were established through the RTPCs in 1992. These programs currently include the SWAT, TRANSPAC/TRANSPLAN and WCCTAC TDM programs under the unifying identity of 511 Contra Costa.

Osborn began the presentation by introducing the other program managers: Lisa Bobadilla, (and Darlene Amaral) from Southwest County, SWAT, 511 Contra Costa and Linda Young, West County, WCCTAC, 511 Contra Costa. Osborn reviewed the information presented in the power point presentation which was included in the packet.

The three Program Managers presented the FY 2004/05 Annual Report for the 511 Contra Costa Program. Highlights of many TDM programs were presented as were projects implemented over the last year. Emissions reduction results were included in the report as is required by the Bay Area Air Quality Management District which allocates Transportation Fund for Clean Air (TFCA) funds for the programs and projects. The funds are provided keyed to vehicle trips reduced and translated to emissions reductions. Measure C funds are also provided by CCTA for administration, overhead and other TDM program elements (e.g. 511 Contra Costa, TRANSPAC and TRANSPLAN websites, residential outreach, etc.) which are not eligible for TFCA monies.

Osborn summarized the 511 Contra Costa projects and programs, Countywide Incentive Programs and Employer Outreach efforts including opportunities utilized to sign up commuters without necessarily having to go through their employers. She detailed the elements of the various activities her staff performs in Central and East Contra Costa. She described how staff works with employers to mitigate parking and commute problems of employment sites especially in relocation situations. The staff also works with the cities to sponsor transportation fairs and provide additional information about commuter services to employees and members of the public. Employer contacts as well as the emissions reduction information was detailed in the packet on the power point presentation. Her goal is to increase the number of active employers and increase the participation of existing active employers in the various programs.

Lisa Bobadilla presented a summary of the programs for which she is responsible in Southwest County. These include the Vanpool Incentive Program, the South County Carpool to School Program and the Clean Fuel Vehicle Project. She works with South County employers including the Bishop Ranch Business Park. There were 156 new vanpools formed last year and those riders were given half off their vanpool fare for the first month of participation. Linda Young described the West County Employer Outreach Program, the Guaranteed Ride Home Program and the "Making Public Transit Work for You" Video project, an instructional video guide for using Bay Area Public Transit which is produced in six languages.

Osborn noted that the Program Managers are able to adjust incentives to the market place. The gas scrip provided under the various Carpool Programs was increased in response to the recent increase in gasoline prices. TDM staff has worked with BART parking staff to reserve carpool spaces in the BART parking areas and could provide subsidies to carpoolers to BART should BART decide to charge everyone equally for parking in BART station lots. The Carpool to BART program maximized the parking infrastructure by reserving parking for carpools and day use.

The College Commute Program promotes carpool and transit ridership to all schools in the county. This and the other transit incentive programs are coordinated with the bus companies. Subsidies are provided to promote new ridership and include buy one get one free passes and rides for 25 cents to celebrate CCCTA's 25th Anniversary. This kind of cooperation is intended to promote transit use and maximizes marketing dollars for both TDM and Transit Operators.

The SchoolPool Program was converted primarily to public bus ticket incentives because of the lack of school bus availability and the difficulty of ride matching with parents working or not having access to automobiles. Carpool assistance has worked with larger schools such as Carondolet and DeLaSalle where parking lots are constrained and students are more willing to consider carpooling. This requires much onsite activity and support for carpooling not only by the school administration but also by the parents and student body.

The South County implemented its own ride matching program and made it available to students in Lafayette, Moraga and Orinda. Lamorinda does have a school bus program which was funded by Measure C so the majority of participants in the ride matching program are in the San Ramon Valley. Bobadilla reported that they too were finding more success in students participating in transit sponsored program and fewer participants in the online ride matching program.

The bus tickets are sent out with schedules and bus route information tailored to the participant's particular school.

Young explained the Guaranteed Ride Home Program which is only available to people who work in Contra Costa County. Participants are provided with a set of six vouchers to have on hand to use in case of an emergency like unexpected overtime or sickness. Last year 485 people used the vouchers but over 2700 people are enrolled in the program. It provides an incentive for commuters to try transit or carpools or vanpools knowing that they have a way home in the case of an emergency so it is an enhancement for all of the incentive programs. The average distance for commuters is creeping up well over 35 miles one way.

Osborn briefly described the website and noted that it is frequently changed to keep it interesting as well as to respond to the needs of Spare the Air marketing or new commuter programs. Members were asked to submit suggestions for locations of bike racks or lockers which can also be funded by TFCA. The racks must be located in a public place like a school, park or public agency.

Osborn pointed out that out of the range of projects across the Bay Area, our projects are very successful in their cost effectiveness per ton. Ours are significantly lower and we try to change and update them to stay current as well as effective and responsive to the needs of the community.

Ross asked if there is anyway to keep parking at BART stations free. Osborn responded that she has communicated frequently with BART about the parking requirements at stations and keeps in contact as the rules governing BART parking is considered for change. Ross suggested that TRANSPAC write a letter to the BART Board expressing concern about charging parking fees at the BART stations. Osborn did indicate that her program could be modified to include a subsidy for carpool parking at the stations. Neustadter noted that BART staff will be making a presentation to TRANSPAC in February so this issue can be included on their agenda. If TRANSPAC sends a letter now then BART will have time to draft a response before the February meeting. Osborn noted that her staff has helped with signage in Central County but there are still stations which do not have signage that designates the combined mid-day and carpool parking lots.

Abrams was concerned that BART is developing principles that will apply to all transit stations but the four stations we have in Central County are all very different from each other. Walnut Creek's spaces are filled by 7:40 a.m. most days and North Concord doesn't fill up at all. These are factors that BART needs to consider. Abrams would like to see an individualized parking plan that brings in all the variations of parking scenarios including reserved multi-day stays for people going to the airport. Abrams would like that message worked into the letter.

Ross said it seemed to him that if you wanted to encourage more people per car to come to your small parking lot that you would give them free parking. Osborn noted that Orinda station doesn't have carpool parking at all.

Abrams said BART needs to take into account local factors when determining a parking fee structure. BART might be able to charge a little bit more at the Walnut Creek and Pleasant Hill stations than at some of the other stations. There are special problems in Walnut Creek where the lot fills up by 7:30 am. Some of those people live within a half or 3/4 mile of the station. Those people might be encouraged to ride a shuttle bus instead of driving. Ross suggested valet parking might be successful.

Abrams was irritated about the measurement system enforced by the Air District to regulate dollars by measuring effectiveness in thousands of particulates per ton. Ross said the guidelines are important to prevent each Director from funding his or her favorite project. There must be a quantitative analysis to provide an adequate checks and balances system for allocation of funding. The Air Board is using cost effectiveness as a metering device on applications. This is a countywide program coordinated among the regions within the county and doing well in terms of cost effectiveness. The success has been well documented over the last 12 years. Neustadter suggested that programs like this which are countywide and successful should get a pass on the cost/tons requirement. Ross said that could be something the Air Board could take into consideration. He suggested a letter to the BAAQMD to make such a request. If there is a quantitative measure of effectiveness then the suggestion may be considered. If you get 22 directors who each want to fund a pet project then there won't be any money left over to compete for the remainder of the funds.

These funds are already subvented by vehicle fees by county. Our county gets this money based on that calculation. Ross said there are directors in other counties who want their projects funded. Ross suggested that the Program Managers write to him as Secretary to the Air Board. Abrams said this is an almost impossible situation. There is no project that is just an "air quality" project; all of the projects are a mixture of many facets.

Dr. Harris left the meeting at 9:45 a.m.

Pierce was mystified about how this is calculated. The cost effectiveness numbers are interesting especially the Guaranteed Ride Home program which is an effective tool which does not receive enough acknowledgement or the recognition it deserves. She sees that the program money was used by 485 people and wonders sometimes if we should just use the money to buy those 485 people a vehicle. The Guaranteed Ride Home program is an insurance policy for people to feel comfortable using the other incentive programs. Pierce thinks this is a very important program. Pierce said the public supports the quest for clean air but there is a point where one questions how much does each trip actually cost and what are we accomplishing.

Osborn responded that funding is received based on the effectiveness of the programs as calculated by the Air District's particulates per ton measurements. Neustadter noted that we did have to go through the Freedom of Information Act to get the information on how the Air Board calculated the effectiveness figures. There is a difference in perspective between "air" people and "transportation" people which is an ongoing problem. Osborn said that the programs do make a difference if cleaner air is the objective because there was only one exceedence in the Air Quality measurement for the Bay Area last year.

Ross said that Spare the Air Days take thousands of cars off the road and add to people's awareness of the things they do that can contribute to air pollution. He noted that the Bay Area can lose billions of dollars in transportation funding if it is found to be out of compliance.

Abrams thanked Osborn for her excellent presentation and said he appreciates her ability to get through all the bureaucracy and difficult calculations to do what we are able to do to qualify for the funding and to continue these programs.

Action: Accept report with thanks to the TDM Program Managers: Lynn Osborn, TRANSPAC/TRANSPLAN; Lisa Bobadilla, SWAT; Linda Young, WCCTAC.

5. Presentations by TRANSPAC Local Agencies on Projects of Subregional Significance

Chair Abrams requested reports from TRANSPAC area agency staff on local projects with subregional significance. In addition to a description of the project (general purpose, scope, funding and schedule), staff have been requested to describe impact, if any, on surrounding communities and project coordination efforts with those communities and to indicate how TRANSPAC might assist sub regional coordination efforts and successful project implementation.

A) City of Clayton – Pierce reported that there are currently no projects of subregional significance in Clayton. She noted that any future project on Marsh Creek Road would have a huge subregional effect. Abrams noted that the volume changes on that road have nothing to do with transportation service but have to do with the fact that Marsh Creek Road is the fastest way to get to Antioch, both in time and distance, especially from huge parts of Concord, Clayton and Walnut Creek that are some distance from the freeway. Pierce said it has become a very dangerous route because of the curves and speeding motorists, but widening it is not an option because of the topography and because it is a very heavily used bike route. Abrams said widening it would not necessarily attract more traffic. Kersevan asked if Clayton has installed radar signs on Marsh Creek Road and Pierce responded that there is no money to do that. Clayton may consider roundabouts to slow the traffic flow.

Pierce also reported that the City is seeking a legal opinion regarding raising the speed limit on Clayton Road. The city applied for TFCA funds for radar signs but the project did not qualify. Templeton said the signs have made a difference in speeding on the Market to Meadow segment in Concord. There have been a lot of complaints, and gunshots to the signs, but they do warn motorists of their speed which helps slow them down.

B) City of Concord

Abrams asked Templeton about the issues involved in signal metering on Kirker Pass, what has been successful and what should be done differently. Templeton said it is working and differences are apparent through the corridor with better traffic flow. There are still periodic questions from people living in East County but they are reminded that there are also plans in East County for some traffic management signaling.

Templeton distributed a Commerce Avenue Extension map and expressed his appreciation for the opportunity to discuss some of the projects happening in Concord that are of regional interest and receiving regional funding. The City has been successful in getting a federal earmark of \$1.6M by working with Congresswoman Tauscher's office. The additional money enabled the City to fund an additional turn lane at the off ramp southbound 242 to Concord Ave. Now there are two dedicated right hand turn lanes and motorists should see much better operations. One impact of federal money is the increased requirement for data collection and more studies. Concord anticipates starting construction summer, 2007.

The next project is the Concord Blvd. sidewalk path from Farm Bureau Road to the north side of Concord Blvd. They were successful in getting funds through the Transportation Authority's portion of the regional bike-pedestrian program. This area has quite a few transit trips and is also designated as a bike route in the Countywide Bike Plan. The total project cost is almost \$800K and \$572K came from a grant for design. Templeton expects to see construction in 2006. In the next call for regional bike-pedestrian projects, Concord will be applying for another section on Concord Blvd. There are no sidewalks or a curb on Concord Blvd. and pedestrians have to walk on the dirt edge of the street so hopefully this will be an improvement.

Brumley asked if Concord Blvd. will be widened where it goes from 3 to 4 lanes down to 2. He noted that sidewalks are important but it seems that a reduction of lanes causes more accidents. Templeton said Concord would be able to do a little widening on this project but they don't have the funding now to do all that they want to do. Someday it will be four lanes but there is no project in the works immediately that will solve that problem.

Concord is in the process of updating the General Plan. A draft will be issued in late December or early January. The Planning Commission and the City Council will then review the plan. One of the significant features of this General Plan is that it includes the Naval Weapons Station for the first time. The time for the Senate and House to veto all proposed base closures is gone and the inland portion of the Weapons Station is now officially closed. Concord has applied to be the local redevelopment agency and hopes to be able to start the planning efforts on the Weapons Station by this spring.

Through the General Plan, Concord is looking at 13-15,000 homes with over 30,000 people and 15,000 jobs to develop in an area of approximate 8 square miles. Concord will be going through the planning effort over the next few years and would like to get money from the Federal Government to do that. The Plan will cost anywhere from \$5-8M and Concord will be looking for grants and every other funding opportunity it can find. The Federal Government requires that there is substantial community input and a lot of technical advisory groups. Concord will be looking for a lot of support and input in this area.

Brumley asked if the segment of Willow Pass Road from Highway 4 which runs through the Naval Weapons station is going to change. Templeton replied that the build-out of the area will take 25-30 years and the zoning and land use plan is not yet known. There is some vision to set up a transit village near the North Concord BART station. If this base closure happens like others, Concord may sell off blocks of the land. The City wants to work with any developers to ensure the development program is manageable. Pierce said some funding could come from a developer interested in doing the job but Abrams said no developer could come up with all the funding needed. Templeton was not sure what will happen to Bailey Road through the re-use plan. There are many questions that still need to be answered.

The Willow Pass/Highway 4 Interchange preliminary cost estimate improvement package for \$13-15M has been considered for Measure J funding. Abrams said there are two Willow Pass interchanges and Templeton said he was referring to the one near Highway 4. Another project under consideration is the Panoramic Drive extension from the BART station to Willow Pass Road which will be a primary connection. The Council has set a goal of maintaining at least 50% of the Weapons Station as Open Space and there are a number of bicycle trails already out there. The City doesn't want homes on top of the ridges and the City wants an extensive trail system connected to the Open Space.

The Monument Corridor Plan is community based. MTC designated 25 areas around the Bay Area as low income sites where they wanted to do more transportation planning. One of the areas targeted was the Monument Corridor. MTC is providing Concord with \$60K to develop a plan and requires that the City do substantial outreach to the community to find out what they envision as their needs for transportation improvements. When Concord was first approached the city feared this would be a planning effort which would later be shelved due to lack of financial support; however MTC has set aside \$15M to be used over the next three years which will be given out to nine Bay Area counties. Contra Costa should receive approximately \$2.4M. The Authority took delegation of those funds and envisions a call for projects in March with perhaps \$800K for the next three years. Templeton distributed a handout which gives a lot of options for projects that might be considered. Buying bikes to give to the community or buying cars for sharing will remain within the realm of opportunities in the plan. Concord staff will certainly be talking with neighbors and with TRANSPAC staff in the beginning of the process. Once a plan is in place, Concord can look a few years down the road to see if there are funds set aside for signals and trails to help subsidize these projects.

TRANSPAC has helped Concord out a lot in this area. The traffic mitigation fee program includes Pittsburg, the County and the City of Concord. Concord was concerned with some development in Pittsburg, especially around Bailey Road and hoped to get funding from Pittsburg to mitigate the impact on Bailey and Concord Blvd. Legally Concord can only get Pittsburg to pay their fair share for the cost of improvements but there is now a mechanism in place which is being reviewed by County Counsel which will allow Concord to move forward once it is approved. Templeton thanked TRANSPAC for the letter which was sent on Concord's behalf to support the City's goals.

One last project is a traffic signal timing project through MTC which is funding about 60 intersections on regional corridors including Concord, Pleasant Hill and some for Caltrans. In addition, Concord is using some of its own funds to look at signal timing changes for the rest of the intersections in Concord. The City will be tweaking those changes over the next few months.

C) Contra Costa County

Steve Goetz had 3 projects to review with TRANSPAC. Two are adjacent to Martinez and one is in the unincorporated Pleasant Hill BART station area.

Segment One of the Pacheco Boulevard Projects is to widen Pacheco Blvd. to four lanes from Morello Ave. to Arthur Rd. and install sidewalks and Bike Lanes. The cost is estimated at \$6,363,000 and the funding source has not yet been identified. The project is still in the planning phase. Segment 2 is at the other end of Pacheco Blvd. and includes widening Pacheco Blvd. to four lanes from Arthur Rd. to Blum Rd. in the unincorporated area only. The total project cost is estimated at \$1,946,000 with \$800K funded by Measure C, and \$300K by Area of Benefit (AOB) Fees leaving \$846K with a funding source to be identified. Segment 3 is the most expensive segment which will construct a new railroad over-crossing on Pacheco Blvd. and realign the

roadway to improve geometrics. The total project cost is \$9,377,000 with \$600K from AOB fees, \$3.662K from the Tosco/Solano Mitigation Fund (County fees received through the Tosco Refinery to replace capacity lost through the closure of Solano Way), \$2.210K from Measure C and almost \$3M unidentified. The concept is that this will provide a four lane crossing section to connect segments one and two.

There are some development projects and a lot of infill development activity in Pacheco. About 300 dwelling units are in various stages of approval or construction. The county is anticipating a traffic study to look at the problem areas in conjunction with the City of Martinez for the intersection at Arnold Drive and Pacheco. One project is to upgrade Arthur Road to provide access to the freeway but the timing of that project hinges on the I-680/4 interchange. Given the cost, the County decided to get a design exception to tie this project to recent construction of the I-680 interchange. The County would not want to proceed with segment 3 independent of Caltrans work on the railroad project. Goetz had no idea what phase of the I-680 Interchange Project this railroad project is tied to and asked if perhaps TRANSPAC can help monitor that.

The County continues to look at the school district boundaries in the area and will discuss with Martinez any opportunities for school grants to make sure there is adequate pedestrian accommodation. The County is working with CCCTA and Pacheco on these issues as well.

On the west side of Martinez is a portion of the Bay Trail which is an abandoned road (Carquinez-Scenic Drive) which now functions as a part of the trail. There have been landslides within the project limits which need to be repaired. The project is to repair the landslides and construct a 14 ft. wide bicycle, pedestrian and equestrian path along the Carquinez Scenic Trail between Port Costa and Ozol. The total project cost is \$1.759M with \$201,757 to be funded locally (ABAG) to help with design and \$1M Federal Transportation Authorization Act funds. The remaining \$557,243 funding source has not been identified.

Ross asked for a timeline on the project and Goetz said 1/5 of the full amount of federal funds are received every year and the project is tied to the federal funding stream. There are no developer fees available at this time but the County is trying to use other revenue sources.

Ross noted that even though this road is closed, it gets quite a bit of use and is a very popular trail. He asked if Goetz has approached the Park District (EBRPD) for funding. Goetz responded that the agencies are working together but haven't yet found a joint funding opportunity that works. EBRPD has their own projects and this project is low on the Park District priority list. Goetz added that this Trail was the highlight of the Congressional Delegation tour several years ago and it would be nice to have this piece done for the opening of the new bridge.

The multiphase project area around the Pleasant Hill BART station in the redevelopment area is part of a Specific Plan and identifies bike and pedestrian facilities proposed as part of the plan. The handout shows existing or future bike and pedestrian facilities. The projects in yellow haven't been done yet but are funded.

Two million dollars was received for the Iron Horse Bridge over Treat from MTC. A TFCA grant was received for self service bike lockers. These lockers are different from the ones at the BART station. All internal bike facilities are part of the BART parking lot project. The (purple) area is under study, and the sand-colored area is where future planning will take place. There is a definite need to provide better accommodation to bikes and pedestrians within the BART parking area development.

TLC grant funding studies are underway to fund the Pleasant Hill BART shortcut path from Las Juntas under the BART tracks to the pedestrian trail to connect up with Bancroft and provide a more direct path for the neighborhood and a more secure way to get to the BART station. It is part of the BART station access plan being worked on by BART, Walnut Creek, Concord, CC Centre Advisory Committee, the County and the neighborhoods to address security and design issues. The County will have a presentation to Walnut Creek and Concord to get their endorsement and to help get funding. The County is working with BART and Walnut Creek to verify exactly where the cables to the electrical box are buried before anyone starts digging the path.

D) City of Martinez

Pearson reported that the Alhambra Ave. has three phases of improvement to a four lane arterial. Measure C money was obtained for the first phase and Martinez is now in the second phase which will be funded in part by Measure C money. The third phase will be funded by Measure J.

The Martinez Intermodal opened in 2001 with only about one third of the projected parking built. Since then the City has been looking for money to build the additional parking but costs of construction have gone up astronomically. There is hope that 2001/02 STIP money will be available as well as money from Measure J. The Authority is recommending an additional \$3.5M in the new STIP to get the right-of-way before it gets too expensive to build.

The new downtown Specific Plan is coming to the City Council for a hearing next spring. New residential units are planned and a lot of people are excited about it. The area is mostly industrial land that will now be rezoned into multiple dwelling condos. Part of the Emerald Project is to work with the Park District to build two segments of the Bay Trail along the railroad tracks and several other segments on which they are working. The City would like to have a bridge from the Regional Shoreline waterfront park to cross over the tracks but it is a very expensive project and may ultimately have to be funded by Measure J.

E) City of Pleasant Hill

Kersevan announced that Buskirk Ave. recently opened to its new five lane configuration. That project will ultimately be extended to Hookston Ave. The reason it has not been done currently is due to problems with right-of-way. As a developer steps forward and owns all of the project, the City will continue the planning process for development of that shopping center. Handouts were included in the packet. Ultimately the alignment will be a mixture of traffic engineering and development needs. The original funds for Oak Park Blvd. were appropriated and used for funding for the current Buskirk improvements.

F) City of Walnut Creek

BART has been meeting with Walnut Creek staff on the crossover where the Contra Costa Canal Trail crosses the BART track. This will be the first of two crossovers, the high speed crossover which takes Pittsburg bound trains and crosses them over to SF bound side of the Pleasant Hill platform so an extra train can be added. South of that there will be a slow speed crossing to accommodate the other direction. This will enable BART to deal with breakdowns more quickly. The original crossover was up an embankment so it has been difficult to maintain because maintenance workers have to carry equipment by hand up the embankment. The crossovers now being proposed will have a service roadway up at the level of track and will result in a sound wall and a retaining wall with a ramp for service vehicles to drive up. Pierce raised the issue of how long that road and wall will be and Hall responded that is the same concern Walnut Creek staff has been raising with BART. BART's perspective is that BART can build switches into the track and

slide the switches into place from the road in order to avoid interruption of BART service. Hall has learned a lot about methods for building crossovers while running trains 22 hours a day. Abrams noted that the wall might well be an improvement over the current view from that spot. Hall said the site now has a lot of trees that have died and it may be possible to add more landscaping later.

Hall reported that Walnut Creek received an earmark from the Federal Budget Bill in the amount of \$800K for a pedestrian improvement project along the northside of Ygnacio from Homestead to John Muir. He noted that 75,000 vehicles a day drive past that 5' wide stretch of sidewalk and for safety of the pedestrians and Walnut Creek schoolchildren who use that route, the sidewalk should be either widened or relocated. Hall doesn't have a final project proposal at this time.

Walnut Creek is also going through a General Plan update. The Steering Committee initially running the process suggested the possibility of considering a couple of new roadways. After going through a very quick evaluation process, the possibilities narrowed down to new roadways to provide access to the Shadelands area. Not unexpectedly, there was great public participation when the new roadways were discussed and needless to say there are no new roadways now proposed in Walnut Creek.

The interesting thing from an environmental impact report of the General Plan is that the transportation model shows that the freeway will be significantly congested and predicts that traffic will be going onto arterials and down Ygnacio and off the freeway. Hall was concerned that we may have a bad index on Ygnacio. He suggested that TRANSPAC consider reviewing the current Action Plan and looking at the arterials and asking if the TSOs are appropriate. Neustadter noted that updating the Action Plan is on her list for the new Measure J and she is looking at money from the Authority to pay for it.

Hall reported on the progress on downtown parking and improvement to the downtown shuttle. The parking study found that at peak period (1pm-2pm) on an average day, Walnut Creek parking is 80% occupied. Everyone wants to park on the street in front of the business of the intended visit. Pierce thought the 50 cent/hour charge to park on the street was high. Hall responded that the draft recommendation was to look into implementing market rate parking on the street. The consultant set a goal of 85% occupancy rather than cost. The consideration is to adjust the parking rate to achieve doubling the rates at \$1/hour. Hall reported getting all sorts of input and concern from the business community about this type of concept.

Hall said his last item was the improvement to the downtown shuttle. The look of the shuttle will be enhanced and will look like trolleys with a roof bell, wood siding, decorative lights and new wheels. The trolleys will be seen on the street possibly by the 28th of the month. Broadway Plaza has come forward with funding to extend the hours of the trolley from 7am to 11pm. Shoppers will be encouraged to jump on the bus and ride around while shopping in Walnut Creek. The trolley will take riders from BART around the downtown area and past the ice skating rink. It's about a 20 minute route. One of the long term recommendations is to change the route and decrease the waiting time as more and more people try the trolley.

G) County Connection

Dahlgren said CCCTA has six projects coming up that have some sub-regional impact. Two are operational projects: starting December 5th the Express Route from Martinez to Walnut Creek BART via Sun Valley Mall and DVC will be implemented. Service will be every 30 minutes during the peak and 45 minutes off peak on weekdays only. Operating money is coming from RM2 funds. A promotional piece will go out which allows a free ride by buying two punch passes for the

price of one. Dahlgren was grateful to 511 Contra Costa for funding the promotion. There is also a new all-nighter service which provides regional service to as a substitute for BART from midnight to 5am. There is only enough money to subsidize BART from 14th and Broadway in Oakland to Concord BART. There is not enough money to go all the way to BayPoint. Hourly headways will be provided starting December 5th. Regional service throughout the Bay Area will be in place by mid-January including LATVA, Muni, AC Transit, and all the other bus companies. There will be 24 hour service in some corridors with stops at Orinda, Lafayette and Walnut Creek BART stations. After Walnut Creek, the buses will use surface streets to go through Pleasant Hill and Concord's Monument corridor. Again, there will be a promotional direct mail piece sent out which includes a 2 for 1 special for all-nighter service. From Oakland to Contra Costa the fare will be \$3 but throughout Contra Costa the regular bus fare will remain in place. There will be a huge regional marketing piece out in January. Marketing pulled together the maps of the whole system and all transfers are timed to two markets: swing shift workers and people who are partying in the Bay Area and want to get home.

CCCTA received an Environmental Justice Grant from Caltrans in the amount of \$87K to create a community marketing effort in conjunction with Concord to focus on people in the Monument Corridor: how they get transportation information, where they get it and what is the best way to reach people with new marketing strategies and new service information. Part of the funding will pay for the recruitment and training of 5 Spanish speaking volunteers to work within the community to help people use the system and find out about all the resources available to them. There will be a project survey on Routes 111 and 114 to see how people found out about the service.

A lot of transit operators in the Bay Area have put off buying buses until decisions are made about the next clean fuel air quality approach so there seems to be a temporary surplus of federal money. CCCTA is developing projects for that money concentrating on security upgrades at facilities and on buses including cameras, locks, facility upgrades, vehicle location and stop announcement systems which have the capacity to include boarding information and details. CCCTA is looking at upgrading the rest of the fleet to have that information available which will cost \$4M over two years.

The two largest projects are referenced in the packet under item 10 and include the Martinez Park and Ride lot and the DVC Transit Center. About 3.5 years ago a location for the Martinez Park and Ride lot was identified. The location fell through but conversations were initiated with Caltrans about expanding the Park and Ride lot at Blum Road. Preliminary discussions took place and Dahlgren received a letter indicating Caltrans wants to work with her on the project. There is \$92K in TFCA money to do an environmental traffic design and engineering study to come up with a set of plans and then another \$1.4M is available for construction. There is a good working group moving forward on the work scope of this project including the Pacheco Municipal Advisory Committee, Caltrans, CCTA, and TRANSPAC. CCCTA is very excited about doing this project in phase fashion in order to adapt later to slip ramps when they come.

The DVC Transit Center Project Advisory Committee includes the DVC Community College District, the City of Pleasant Hill, TRANSPAC, and CCTA and is working on a draft work scope for design environmental engineering and plans. They hope to put this on the street by the first of December, and have \$1.75M to do that. Dahlgren was very happy about the help TRANSPAC and 511 Contra Costa provided to make this happen. All these projects will have a significant amount of impact on how people can use transit in Central County.

Abrams said this exercise has been very helpful. One of the goals of TRANSPAC is to promote regional cooperation and this kind of discussion helps everyone know what is being done

throughout the county so we can help support and/or assist one another. He suggested this would be a good thing to do on an annual basis, to present projects in some version as a way to better coordinate individual efforts that have regional significance.

No Action Taken: The Chair thanked presenters for the information shared and recommended that this type of report be done every year.

6. North Central Voluntary Clean Air Plan

The TRANSPAC TAC reviewed the final North Central Voluntary Clean Air Plan at its September 22, 2005 meeting. The TAC recommended that TRANSPAC send the attached letter to the Board of Supervisors indicating the Plan is an excellent toolbox for clean air activities and that TRANSPAC intends to continue its clean air activities provided that funding remains available. The TAC further recommended that adoption of the Plan should rest with its member jurisdictions rather than TRANSPAC. A letter from the City of Concord Mayor Laura Hoffmeister transmitting the City's position to Supervisor DeSaulnier was included in the packet.

Reports Received; No Action Taken

7. RM2 I-680 Gap Closure Study – Incorporation of RM2 funding into TRANSPAC's 2005/06 Budget

At its September meeting, TRANSPAC approved a Memorandum of Understanding (MOU) and an agreement with CCTA for the conduct of the RM2 I-680 Gap Closure Study. At the time of TRANSPAC's action, the "not to exceed" amount of the agreement had not been determined. Since then, a project and administrative budget for TRANSPAC's Study Administrative Manager and Administrative Assistant staff members and the City of Walnut Creek staff has been developed and accepted by CCTA staff.

The budget assumes an 18-month study with a start date of December 1, 2005. The cost for both the Administrative Manager (2 hours per week) and for the Administrative Assistant (3 hours per week) is \$29,712.61 including a 10% contingency.

Monday night the agreement and MOU was approved by the City of Pleasant Hill to incorporate that funding into TRANSPAC's 05-06 budget. Next step is for the Council to approve a contract amendment for Neustadter.

ACTION: Pierce/Snyder/unanimous

Approved staff recommendation to incorporate RM2 funding into TRANSPAC's 2005/06 budget as follows:

A) Approved a 2005/06 Budget Amendment to increase the Administrative Assistant line items by \$5,017.48 (fully burdened) and line item 1198 TRANSPAC Manager (Neustadter Associates) by \$5,298.22.

b) Approved a contract amendment for Neustadter Associates to incorporate the RM2 Study scope and increased funding as well as a request to the City of Pleasant Hill City Council to approve that amendment.

C) Moved to include the remaining balance of the \$29,712.61 RM2 Study budget in the 2006/07 TRANSPAC budget.

8. Talk of the Tour - Reflections of the October 13, 2005 Martinez- Benicia Bridge Toll Plaza Tour

Bill Brumley brought some wonderful pictures of the tour to share with the group. Pierce said it was a very interesting tour to see the foundation of the pipelines and need for safety facilities for crossing while under construction. It was also noteworthy that the group had observed the bridge fee collection process which was later discussed in the newspaper. The same issues raised by TRANSPAC were recognized by the newspaper, that Caltrans is looking for ways to prevent loss of funds and better accountability for the collection of all tolls including those charged to FASTRAK accounts. Pierce was surprised that there were not better security measures in place to prevent the money from walking away. The facility is beautiful but Caltrans needs to find a way to collect the money efficiently and keep it securely in the public coffers.

ACTION by Consensus: Convey thanks to Caltrans.

9. TRANSPAC and CCTA Representatives Reports. The minutes of the September 29, 2005, September 21, 2005 and July 20, 2005 CCTA meetings were included in the packet.

a. Administration and Projects Committee meeting

Member Pierce reported that the Administration and Projects Committee (APC) discussed adjustments to the shifting of funds and investment timelines. The forward interest rate swap for bonding is looking less profitable as interest rates continue to climb. The Committee is looking at the Strategic Plan study advancing the State Route 4 east widening now that the environmental clearance has been obtained for the whole stretch. APC is also looking at how best to use all of the dollars available for the entire funding to accelerate building of SR4 west. The Admin Committee will be overseeing the funding to keep this from being a project that goes on forever and ever. East County has increased developer fees from \$8400/house to \$15,000 a house.

The Call for STP Projects is out.

Neustadter distributed a handout from CCTA showing a minor change on the second page of the Funding Plans for Existing STIP Projects (Rev 3) delineating how the Martinez Intermodal got its \$3.5M from I-680/SR4 Design Funds.

b. Planning Committee meeting

Member Abrams reported that the majority of work accomplished by the Planning Committee involved beginning discussions on how to move from Measure C to Measure J. There was discussion about how to get advance funding to preserve cost effectiveness and move some of the projects in Measure J up more quickly.

Neustadter added that in the not too distant future TRANSPAC will be faced with updating the Action Plan as well as new procedures for Measure J programs. Pierce added that another responsibility will be the accounting of the return to source process.

Reports Received; No Action Taken

10. Reports from Staff Committees - Accepted

a) Measure J Growth Management Task Force. In response to a request from CCTA, John Templeton, City of Concord and John Hall, City of Walnut Creek have volunteered to represent the TRANSPAC TAC on a CCTA Technical Coordinating Committee (TCC) new subcommittee, the Growth Management Task Force. The Task Force mission is to assist the

transition from the Measure C to the Measure J Growth Management Program. It is anticipated that other agency staff will be called on as needed to address C to J transition issues.

b) Update on I-680/SR 4 Park and Ride Lot. Packet included the October 3, 2005 letter from Cindy Dahlgren, CCCTA to Caltrans District 4 Director Bijan Sartipi and the October 3, 2005 e-mail and aerial site picture provided by Caltrans Project Manager, Jerry Morgan. The small boxed area in the photo is an area to be retained for Caltrans use.

c) Proposed new TDM staff position. Over the past few years, the TRANSPAC/TRANSPLAN TDM program staff has used short-term temporary help on a regular basis to assist in data input to meet the requirements of the Bay Area Air Quality Management District. Earlier this year, TRANSPAC approved using the services of an intern for the data input tasks.

On July, 1, 2005, an intern, Leona Gee, was hired under the City of Pleasant Hill Personnel Policies, to handle data processing for the TRANSPAC/TRANSPLAN SchoolPool program. Ms. Gee's facility with data processing work has relieved other TDM staff of this task and allowed more efficient and effective implementation of our various programs.

Under the City of Pleasant Hill Personnel Procedures, interns and part-time employees may only work 1,000 hours in a 12-month period and there are no provisions for contract employees. Although, Ms. Gee's services continue to be necessary, her term of employment must terminate in December 2005. Another intern may be hired for 1,000 hours or temporary help may be used. However, TDM staff will have to repeatedly train new personnel, an onerous time-consuming task.

Due to the increased responsibilities undertaken by the TDM Program Manager on behalf of the CCTA and the current discussions regarding shifting additional responsibilities from CCTA to the TDM program as well as the additional responsibilities necessitated through the new funding and agreement with MTC for employer outreach as part of the Regional Rideshare Program (and the prospect of more such responsibilities), the TDM Program Manager proposed adding a regular staff support position.

The TRANSPAC TDM program was initiated in 1992 with two employees and a part-time administrative assistant. In the 1997 TDM Program merger with TRANSPLAN, an East County staff position was transferred to the TRANSPAC program and that same staffing level remains today. Based on the current CCTA funding formula, the TRANSPAC/TRANSPLAN program comprises 57% of the county, WCCTAC about 22% and SWAT about 21%.

WCCTAC employs 3.0 full time professionals and other support staff (not 3.5 as indicated in the packet; thanks to WCCTAC staff for providing the correction) to implement the Countywide Guaranteed Ride Home program (100%), West County Employer-Based Trip Reduction (EBTR) and the I-80 Transit Incentive Program. The City of San Ramon implements SWAT's TDM program and employs 3 full time professionals and other support staff to implement the Clean Fuel Vehicle Program, 25% of the Countywide SchoolPool Program, Southwest EBTR, and Countywide Vanpool program.

The TRANSPAC/TRANSPLAN TDM Program implements 100% of the Countywide Carpool Program, 100% of the Countywide Transit Incentive Program, 100% of the Carpool to Bart Program, 100% of the College Commute Program, 100% of the Bike Rack Installation project, 100% of the Residential Outreach Program, 75% of the Countywide SchoolPool program, 50% of the Countywide EBTR Program and hosts the 511 Contra Costa, TRANSPAC and TRANSPLAN web sites with 3 professionals and one part-time support staff. Based on the current increased and expected future workload, staff believes that an additional support staff position is warranted.

The TRANSPAC Manager and the TRANSPAC/TRANSPLAN TDM Program Manager sought TRANSPAC's concurrence to add a regular staff position to the TDM Program. Funding for the position is available through TFCA, Measure C and CMAQ. The TDM program is fully grant funded and there is no cost to local jurisdictions. The TRANSPAC TAC reviewed this proposal on October 27, 2005 and concurred in the recommendation to add a staff position.

ACTION: Ross/Pierce/unanimous

Accepted reports and approved staffing proposal.

11. Correspondence/Copies/News clips/Information - Accepted

Correspondence:10/20/05 Items approved by the Authority on September 29, 2005 and September 21, 2005 for Circulation to the Regional Transportation Planning Committees (RTPCs) and items of interest are included under item 9; 10/11/05 WCCTAC Status letter from Chair Sharon Brown to Bob McCleary, CCTA Executive Director; 9/30/05 and 9/22/05 Items approved by the Authority on September 30, 2005 and September 22, 2005 for Circulation to the Regional Transportation Planning Committees (RTPCs) and items of interest; 9/29/05 e-mail from BART Board President Joel Keller on BART's new parking fee program; 9/14/05 SWAT Status letter from Hillary Heard, SWAT administrative staff to Bob McCleary, CCTA Executive Director; 9/13/05 September TRANSPAC Status letter from Chair Abrams to CCTA Chair Abelson; September 30, 2005 CCTA Project Status Report

News clips: **Contra Costa Times: 9/26/05:** "East County's economy faces some challenges", "East County's growth presents some challenges", "Housing costs, worries intensify", "Young Oakley is a city coming of age"; 9/19/05 column by TRANSPAC Chair Charlie Abrams, "City Council not responsible for overbuilding"; **San Francisco Chronicle:** 10/27/05 "Mount Diablo ranch caught up in politics"; **Bay Area Monitor, October/November 2005,** "Regional Rail Plan Leaves the Station", "High-Tech Travel Solutions: Intelligent Transportation Systems"; **NEWSWEEK,** 10/24/05 The Technologist column, "Turning the Car Keys Over to the Car" .

12. Adjournment. The meeting was adjourned at 11:25 a.m. The next TRANSPAC meeting is scheduled for December 8, 2005.

Chair Abrams, at Member Pierce's request agreed that the letter to the Board of Supervisors on the North Central Voluntary Clean Air Plan (Item 6) should be sent now instead of held until the December meeting.