

**Summary Minutes**  
**TRANSPAC – February 9, 2006**

**ATTENDANCE:**

**Elected Officials:** Julie Pierce, Clayton, CCTA Representative; Bill Shinn, Concord, TRANSPAC Vice-Chair; Mark Ross, Martinez; David Durant, Pleasant Hill; Charlie Abrams, Walnut Creek, TRANSPAC Chair, CCTA Representative. Absent: Mary N. Piepho, Contra Costa County.

**Planning Commissioners:** Joe Odrzywolski, Clayton; David Mascaro, Pleasant Hill; Absent: Bill Brumley, Concord (Excused); Robert Simmons, Walnut Creek (Excused); Donnie Snyder (Excused). Vacant Seat: Martinez.

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

**Public:** Jay Lutz, Walnut Creek resident; Joelle Fockler, Contra Costa Centre; Kevin Hagerty, Todd Morgan, Michael Tanner, Steven Kappler, BART.

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

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

Chair Abrams welcomed David Mascaro, Pleasant Hill Planning Commissioner, to TRANSPAC.

**2. Public Comment**

Chair Abrams read into the record a letter from Phyllis Roff, which stated: “Dear Chair Charlie and Colleagues: Happy Valentine’s Day to the most elite group in transportation! Thank you Chair Charlie for leadership aimed at solving our most vexing transportation problems. Welcome Bill Shinn, to the seat kept warm for your appearance by your colleague, Charlie. I hope you have a great year. I know that you see most of my letters to the editor because the Times prints them. But I am spreading out. Wrote one to the Brentwood News in Brentwood in an effort to smear Pombo. I will be supporting Laura Canciamilla and the governor. It is time overdue to see some changes for the common good. I am overjoyed by ACA 28, the Canciamilla/Richman bill to form a Citizens Assembly for electoral reform. Where have the Democrats been for the last 30 years when State governance was all but dead on the vine? I hope they find sense enough to support ACA 28 and convince the Republicans to demonstrate bipartisanship by joining the support. Some of you know and others may have heard that I was a rabble-rouser in my very early twenties and I just get better at it at 85. Woe to those on the wrong side of what serves the public good. (Signed) Phyllis.

Chair Abrams noted that Roff’s comments were always an interesting addition to the TRANSPAC Agenda. He reported that she has been having some health problems and he was glad to see that she maintained her sense of humor. He was appreciative of her always cogent comments.

**CONSENT AGENDA: Pierce/Shinn/unanimous**

**3. Approved December 8, 2005 TRANSPAC meeting minutes  
END CONSENT AGENDA**

#### **4. Presentation/discussion on the BART Central Contra Costa Crossover Project by Steve Kappler, San Francisco Bay Area Rapid Transit District**

TRANSPAC reviewed this project in December 2004. Work on the project has proceeded since then and BART received \$25 million from Regional Measure 2 for the project. The purpose of the crossover project is to provide BART with operational flexibility to allow trains to be "turned back" before the end of the line to allow more service to be provided to southern Alameda County and the West Bay. Mr. Kappler provided an update on the project, its schedule and financial plan. City of Walnut Creek staff has been involved in project development and commented extensively on the Negative Declaration prepared for the project. The City's comment letter was in the packet.

Mr. Kappler discussed the environmental process, project description and public comments received in response to BART's outreach on this project. Project impacts were determined to be mitigatable and a description was released to the public in November. There was an outcry that the public meetings were too close to the holidays and so additional public hearings were scheduled. Kappler was very surprised at the number of comments received. There was a good turnout for the meetings with most concerns raised over noise and the location of the gap breaker station.

The original intent was for the Board to adopt the project at the last meeting in January but that hasn't happened due to the enormous number of comments from the public and from the City of Walnut Creek regarding the possible relocation of the gap breaker station on the west side of the track by the City's Corporation Yard instead of on the east side closer to the residential neighborhood.

Kappler described the BART system map and noted that seven new stations have been added. The Concord line is the backbone of BART, the most heavily traveled. When there is a bottleneck in the vicinity of Walnut Creek and Concord then the entire system is affected. The crossover project area provides a means for trains to cross from one track to the other between the Walnut Creek and Pleasant Hill stations. Currently if a problem occurs in this area, the train has to be returned to the Concord yard or pulled forward to the turnback at Lafayette. A bottleneck is created when only one track can be used for service. Another expensive solution is to stage an extra train at the Concord yard. Two crossovers are needed to provide the ability to turn trains in the space of a couple of thousand feet instead of miles.

Since 1972, four times the number of people are moving through the system. BART's goal is to be able to turn trains back to San Francisco at Pleasant Hill. Kappler showed a picture of the aerial alignment. From an operational standpoint BART wants both crossovers as close to the station as possible. Two gap breaker stations will be added. These are necessary to supply power to the new track at each turnout location. The housing for the switch system is 18' x 28', 12.5' high and will cost about \$1M.

Sound walls can be added to mitigate noise and vibration from the new trackway. BART is planning 300 ft. of soundwall to the south and about 500 ft. of soundwall to the north. Pictures of the planned improvements were included in Kappler's slide show. The retaining wall is about 14' tall with the sound wall on top only in the location where the clicking from the crossover of the train occurs. Probably only the top few feet of the gap breaker housing will be visible.

The southern crossover is shorter by a scale of about 250-500 ft. The only time this will be used is when a work-around for maintenance is needed. It should be used very little. The gap breaker is needed at the southernmost point of the turnout where the retaining wall is located with parking stalls off the street. Local neighbors have objected to the visual and want to know if the gap breaker station can be located on the other side of the tracks, away from houses and more toward the Walnut Creek corporation yard. Discussions are ongoing with the City of Walnut Creek on this change. The City is concerned with the number of vehicles that will need access and what it will look like.

Kappler had environmental documents to hand out if anyone was interested. The construction plan is to create a flat area along Jones Road and pre-assemble parts of the switches to install on the tracks. The proposed project construction was to be completed by September, 2008 but the additional public discussions have caused the schedule to slip. Time is indeed money. The project cost estimate was projected at a half million dollars for the right-of-way and \$20.5M for construction. The overall budget is \$25M.

The benefit of the project is to increase the reliability of service in Walnut Creek and Pleasant Hill and to provide additional seating capacity during peak hours. It gives additional flexibility in operations and delay management improves as does maintenance capacity. Impacts were assessed and mitigation measures proposed for air quality, loss of existing trees, potential to buried archeological artifacts, soil erosion, and compliance with the state's noise sensitive areas. The slides listed the impacts and mitigations planned. BART doesn't anticipate that vibration will increase to significant levels however if it does then mitigation will be provided. Frogs can be installed to allow trains to go one way or another. The construction noise will be abated as much as possible. If residents are disturbed by the noise as equipment is brought in, BART will set them up in motels or hotels.

There are very few sections in BART that do not have a crossover and both are in Contra Costa County: El Cerrito del Norte to Richmond and Walnut Creek to Pleasant Hill. When any problems occur as trains come out of the Concord yard, it takes a long time to drag the train to Lafayette or back to the yard. Usually a problem will happen right away and the crossovers will facilitate returning the trains to the yard quickly. Ross thanked Kappler for his thorough report.

The current status of the project is that the decision regarding the placement of the gap breaker has not been made. It doesn't matter to BART and it may be more beneficial on the corporation yard side because fewer noise complaints will most likely be generated from the corporation yard than the neighbors. The City of Walnut Creek has some concerns about trucks going through the yard, what the building will look like and what will be the impact on the Corporation Yard. BART staff will need to meet with Walnut Creek staff regarding property mapping, deeds, language of agreements and final approval.

**No Action Taken: Chair Abrams thanked Mr. Kappler for his presentation.**

**5. Presentation/Discussion of BART Parking Programs by Kevin Hagerty, Manager of Parking, Transit and Shuttle Programs, San Francisco Bay Area Rapid Transit District**

Mr. Hagerty briefed TRANSPAC on BART's parking programs in September 2004. At that time, TRANSPAC sent a letter to Kathleen Kelly, then Executive Manager, Planning and Budget, regarding a number of BART's parking program issues including access assessments at the Concord and North Concord/Martinez BART stations and the impact of the fare

differential between those two stations, a set aside of parking for carpoolers/bus riders at the Pleasant Hill BART station, BART station signage and development plans at Pleasant Hill and Walnut Creek BART stations.

In December 2005, TRANSPAC sent a letter to BART Board President Joel Keller regarding BART's proposed approach to parking charges at some of its stations. TRANSPAC requested clarification of BART's purported policy of charging for carpools and mid-day parkers as well as long-term parking for those traveling to the Oakland and San Francisco airports. In response, TRANSPAC received a letter from Carter Mau, Manager, Customer Access Department, describing BART's parking fee program.

Mr. Hagerty welcomed the opportunity to come back to TRANSPAC and provide an update on the parking program at BART including BART parking resources, parking programs, new proposed revisions to the carpool program and proposals for mitigation at the Pleasant Hill BART station during construction of the new 1500 space parking garage.

BART's parking resources consist of a little over 46,000 parking spaces at 33 of its 42 stations. Thirty one percent of the spaces are located on the C Line between Pittsburg/Bay Point and Orinda. 9,500 spaces are located within the four central Contra Costa stations (Walnut Creek, Pleasant Hill, Concord and North Concord). There are 1,977 spaces at North Concord and 2,141 spaces at Pleasant Hill. The parking lot does fill up at Walnut Creek by 8 a.m. and at Pleasant Hill by 8:30 a.m. BART surveys this statistic in fall of every year. BART is one of the largest managers of parking facilities in the country; however BART is not in the parking business. It is in the business of transporting people and providing access options to people for getting to the train. BART has created a number of parking options in addition to pedestrian, paratransit, bicycle and bus access options.

BART has a monthly reserve program which sells about 4,600 monthly reserve spaces. BART sells 672 monthly permits in the four Contra Costa stations with a range from \$42 to \$115. Parking rates are determined by a market based system. The rate at Walnut Creek is \$63/month.

When the extension to the airport opened, there was concern about providing long term parking and the program initially was created at only three stations: El Cerrito del Norte, Bayfair and Walnut Creek. The program was tried for six months and wasn't successful because it didn't give people enough options and wasn't convenient. The program was modified to include a web based reservation program and became available at all BART stations. Since that time a couple of the stations have been withdrawn but all Contra Costa stations have a web based reservation system in effect. A permit is printed out which is displayed in the car windshield with your license number but no expiration time to avoid being targeted by burglars. Time can be extended from out of town on line which is a big advantage. Police receive a list of the expiration dates so that they can go out and enforce the permits.

When a permit is ordered, a receipt is emailed with immediate confirmation. Last year 45,000 days of long term parking were sold. Contra Costa has been a big user of this program with about 30% of the total usage at the four central Contra Costa locations.

In May, 2005 the BART Board of Directors approved a criteria based daily fee program for BART stations. Initially ten stations met this criteria and BART is now in process of implementing daily fees at these ten stations. A station has to be full three or more times a

week with a percentage of spaces sold for monthly parking to me. The program will be implemented at West Oakland, MacArthur, and Rockridge in the next two to three months. The plan is to get the other six stations up and running, including Orinda, Lafayette, Walnut Creek and Dublin. The daily fee is usually \$1 but at West Oakland the fee is set at a market rate of \$5. There are a lot of commercial operators in the vicinity of the station and a lot of people using the West Oakland station do not live in the neighborhood. Parking there is still cheaper than paying the bridge toll and parking in San Francisco.

BART is also implementing a single day reservation program at the ten stations as the stations go into the daily fee structure policy. The program is similar to the monthly reserve and long term parking program. It is web-based so patrons can go on the internet and order a permit for a specific day. They can reserve a spot at Walnut Creek online by paying a premium for it. It allows a patron to purchase a permit which guarantees them a spot in the reserved area up to 10 a.m. The daily pay program works by validation of a stall number within a fee area by entering the station and validating the parking with a BART ticket or cash. In Central Contra Costa people are now validating parking for free. This system has been used to eliminate parking lot use by non-BART patrons.

**Councilmember David Durant entered the meeting at 10:13 a.m.**

BART has a little under 1400 spaces reserved for carpool parking. Carpool parking is only allocated at 17 of 33 stations. BART is aware of 22,000 permits issued for carpools. The current carpool program is operated under a procedure in which each individual in the carpool must apply for a carpool permit. At least two permits must be placed on the dashboard when the car is parked in the designated BART carpool space which is restricted until 10 a.m. This parking is close to the station. At the four central Contra Costa stations, 400 spaces or 29% were allocated for carpooling but the program is not functioning efficiently. It is rampant with abuse and a number of people park with two permits on the dashboard and only one person exiting the vehicle. Police doing a sting operation issued 300 citations for violators at one station within a week. The new signage program attempts to include all of the permit programs into one permit area but doesn't allow BART to continue the present operation where signs designate carpool stations. BART would like to have one permit area with one basic sign and allocate numbers within each of those categories for one particular day.

Recently a meeting was called including MTC's 511 to talk about what can be done to operate a more efficient program. The direction BART is heading is to have everyone reapply for a permit. Carpool parking would be allocated to every station but it would require advance reservation. Two individuals could go to the website, put in two member codes, print out a permit and park in a reserved spot. The individuals could purchase a permit for five or six days at a time and wouldn't have to call in every day. The number of permits available at each station will probably be limited and issued on a first come, first serve basis. Fines will be increased from \$25 to \$75-\$100 for violations. Abuse is a very serious problem.

Carpoolers are required to pay daily fees; however BART will give serious consideration to waiving that fee to provide an incentive to carpool to the station. This waiver is still under consideration. It could be a big benefit to BART to increase the number carpooling and consequently increase the number of BART patrons. BART wants more people to ride the train and wants to maintain its business as transporting people not parking management.

Hagerty is hoping the new program can be implemented by fall but there is still a lot of work to do to get information out to all BART's patrons and to have people reapply for permits.

BART is proposing to implement an assisted parking program at the Pleasant Hill BART station as work on the transit oriented development project begins. The first phase of the project is to build a 1500 space parking garage adjacent to the existing garage. As the garage is built developers will start taking surface parking and start working on the residential and commercial and office portions of the project. There is a footprint in which they are going to build the garage. The proposal is to bring in a professional parking operator who has experience in running parking assist programs for the 171 people who now park in the spaces within the footprint. One would drive into a lot on the north side of the garage where permit parking is now located and the permit parking would be moved to the south side of the station. An attendant will be present who will park cars in a stacked format. Once rush hour is over, he will restack the vehicles based on patron return time. When one returns for his vehicle, the attendant will retrieve it or allow the patron to get it himself. The same lot can therefore accommodate 400 vehicles for the 23 months while construction is ongoing. This allows current patrons to use the station during construction with a minimal inconvenience, i.e. retrieval time. The other option is not to provide any replacement parking or replacement parking much further away.

Ross suggested more enforcement to help manage carpool parking and minimize abuse. BART is hoping when the permit areas are consolidated it will be easier for enforcement personnel to monitor abuse during the time before 10 a.m. when the parking reverts to non-permitted parking.

Pierce thought that long term parking is something that will just grow in popularity and wondered how BART will accommodate that future growth. BART may end up limiting the number of single day permits. At Rockridge before there were about 25 spaces designated monthly reserve. Now that this area is called a permit area, it will be expanded by 35-40%. BART can sell up to 60 single day first come, first served reservations similar to the monthly reserve program. Not everyone uses the lot every day so there is some minimal overselling. BART has received very few complaints about this system.

Pierce thought that the permit system being available only until 10 a.m. is limiting. BART makes it clear on the application that the guarantee for a space is only good until 10 a.m.

Engelmann asked if BART's evaluation process takes into account the fact that if people get stung when they try to use the system then when they come home at the end of the day they might decide not to ride BART again. He thought BART might be losing riders with each sting operation. He thought it was a better approach to have enforcement personnel in the permit area turning away people who were in single occupant vehicles trying to park in the carpool lot. It was a less painful experience to be turned back rather than pay a huge fine. Some of those people may go home and vow never to ride BART again.

Hagerty said BART police observed construction workers for adjacent projects parking at the Dublin/Pleasanton BART station. It is BART's policy to try to warn people and do things to mitigate the problem before it becomes punitive. If someone has a wrong number in the validation process BART has been over-generous if it is a first offense. New technology is being explored which can identify first offenders, who get a warning and subsequent offenders who receive stiffer and stiffer fines. Hagerty is concerned about people who run into these

kinds of problems because they don't use the system often and then don't come back if they have a bad experience. There is also a problem at some stations when the validation machines are out of order.

Osborn asked if there is a philosophical reason why BART would restrict the number of patrons who apply for carpool permits. Is BART interested in generating more income for carpool versus daily reserve? Hagerty responded that BART is trying to start out with some base number which is being determined in consultation with 511 Contra Costa and others. BART won't restrict the number of people applying for carpool permits but do have to restrict the number of spaces allocated to carpool permits per day. It is to BART's advantage to increase that number if it can be determined that there is a bigger demand. Then the number of spaces available can be increased with justification. If some stations have carpool spaces that aren't being used then the numbers may be reduced to maximize BART patronage.

Abrams said that one of the problems is that BART sets systemwide parking parameters. Each station needs an individualized parking management plan because all have different requirements, patronage, geographical limitations, and access issues. Abrams suggested that some of the parking mitigation measures for BayPoint would not be effective in Walnut Creek for instance. Hagerty said BART is moving in that direction. BART will have to assess demand at each station and be flexible in terms of implementation. The BART Board approved market based charges for parking. When implemented, BART parking fees for stations will apply weekdays from 4am to 3pm, so parking after 3pm on weekdays and all day weekends will be free. Single day reserved parking is tied to the monthly reserve rates. For instance, Walnut Creek monthly fee is \$63 or \$4/day. Single day parking will be \$5 or \$1 above the monthly rate. Pleasant Hill is \$42/month so daily parking would be \$2. Some directors are adamantly opposed to the daily parking fee. Abrams quipped that the one thing that BART doesn't have enough of is parking spaces and that is the one thing they are giving away for free.

Templeton asked who is paying for the attendant parking at the Pleasant Hill station. He also asked if the parking fees are going back to each station to support its parking program. Hagerty said the developer is picking up fees for the parking management program in Pleasant Hill as a parking mitigation measure. If the program is successful, BART might look at it for other stations. Right now, parking fees go into the General Fund. This morning the BART Board is considering returning 25% or less of the parking fees into an access fund. There will be an initial allocation of \$625,000 reserved for an access fund which comes out of parking revenue. Should additional stations be added, that number will be renegotiated. The access fund is intended to provide improvements in access to BART stations. It could be a subsidy for transit services or could fund pedestrian walkways or more bike racks. That money could also be used to leverage other funds and some priority could be given to stations charging development fees to increase BART ridership.

Ross asked about BART's position on casual carpooling. He wondered if people who casual carpool to work by meeting at BART stations and then return home on BART could get a pass from BART for parking. BART acknowledges that casual carpooling numbers are growing but BART's position on casual carpooling is that it is not bad in itself because it provides people with another option for commuting. However, when it interferes with BART's ability to accommodate its own riders by reducing the available parking spaces then BART is opposed

to it. It has become a major problem at Lafayette where there can be over 100 casual carpoolers using the lot on any given day. Casual carpoolers argue that BART is used to get back to their cars but BART wants riders to use the system both ways.

At North Concord, where there is plenty of parking, casual carpooling is not enforced via the validation process. BART's policy is that if you park in our lot we want you to use BART but if there are empty spaces then casual carpooling is not being enforced.

Neustadter asked how much money is going into the General Fund and was told \$5M with an increase anticipated next year. She wondered if it was less of a parking management system and more of a revenue generating system. The response was that it depends on who you talk to. When the Board approved parking fees BART was trying to solve a budget deficit and part of the solution was to raise money through parking fees. BART has incurred costs to set up parking facilities which were paid out of the General Fund. Neustadter added that even if all the parking revenues are allocated to the access fund, it would still be difficult to construct a lot of new parking.

Hagerty added that while there is a demand by patrons for more parking at BART stations, a lot of neighborhoods in communities close to stations don't want more parking and more congestion. Abrams noted that every station is different and its needs must be considered within that context.

Goetz raised the issue of parking subsidies and suggested a dollar a day was the approximate cost to maintain a parking space at BART. He asked if BART had ascertained an annual cost to maintain each parking facility. A few years back an analysis was done which determined the cost to maintain a garage, including enforcement for the structure, is \$1.35 per space; and the cost for surface parking was around a dollar a space. However, there are no industry standards and many different types of operation to consider. Obviously the cost is much higher if funds are collected and attendants are present.

Abrams said TRANSPAC appreciated the opportunity to address these issues. Pierce suggested sending a letter to BART requesting that they consider each individual station's needs relative to the carpool parking policies. Pierce wanted to maximize the number of carpools in each station. Abrams reiterated his concern when BART makes system-wide policies because all of the individual BART stations have different needs, different patrons and different impacts on the surrounding jurisdictions. Osborn added that 511Contra Costa would continue to work with BART to improve the service to carpoolers. Her staff assisted with patron counts in the last few years which provided BART staff with a wealth of data. Everyone agreed that one major problem is the lack of enforcement. Hagerty agreed and noted that there is one agent for three stations in central Contra Costa. Abrams suggested that BART turn over the management of the parking to Walnut Creek because he felt they could do it more efficiently.

**Action by Consensus:**

**Accepted report with thanks to Mr. Hagerty and directed staff to transmit comments to BART including details of TRANSPAC's concerns regarding the proposed changes in the BART carpool parking policies.**



**6. Presentation of the 2006/07 Transportation Fund for Clean Air (TFCA) and Measure C Grant Applications for the TRANSPAC/TRANSPLAN Transportation Demand Management Program by Lynn Osborn, TRANSPAC/TRANSPLAN Program Manager**

Ms. Osborn presented the program of projects for the FY 06/07 grant cycle and reported on new BAAQMD legislation that can impact program implementation. The TRANSPAC TAC reviewed the summary application at its January 26, 2006 meeting and recommended approval of the TDM applications subject to conformance with 2006/07 BAAQMD guidelines.

Each year TRANSPAC/TRANSPLAN implements TDM programs on behalf of Central and East county jurisdictions' Growth Management and Congestion Management programs. Osborn explained the source of funds from TFCA, MTC and Measure C. CMAQ funds were recently received to implement employer outreach projects. TRANSPAC/TRANSPLAN TDM includes residents, employees and students traveling through, from and to Contra Costa County. Osborn plans the projects to ensure maximum cost effectiveness. The TDM Programs proposed for funding this year include Employer Outreach, Countywide Transit, Carpool, SchoolPool projects, bicycle facilities, website services and management for TRANSPAC, TRANSPLAN and 511Contra Costa.

The ride-matching portion of the SchoolPool project is being integrated into the Carpool Project and the bus ticket portion is being integrated into the Countywide Transit Project to facilitate administration of the projects. Fewer projects are easier to track and improve the cost effectiveness based on Air District criteria.

Staff is working with employers trying to get additional active participants in the program. Staff can encourage carpooling and provide consulting on parking management policies and relocation needs. Osborn is going to meet with the Central and East County jurisdictions' Economic Development Directors to explain TDM programs available through 511Contra Costa, including parking management programs, on-site access programs for worksites, incentives for taking transit, forming carpools and vanpools, Guaranteed Ride Home, as well as brochures and mitigation measures for new developers.

The Transit Project has two new elements. One is a demonstration project providing a Class Pass for Los Medanos College (LMC) in cooperation with LMC and Tri-Delta Transit. A student could use his/her student identification card to ride on any Tri-Delta bus for free at any time, (except some long distance express bus service).

The second project is called Bus-to-BART and offers signage for direct bus service to the BART stations. There will be a transit incentive element which provides a free County Connection pass and a BART pass to entice commuters to get on the bus instead of driving.

The Bicycle Rack project provided e-lockers at the Pleasant Hill BART station. Osborn offers bike racks to any jurisdiction that needs racks. Racks must be installed in a public location and a list of the locations is needed in advance to include on the application to the Air District for funding. Please let Osborn know if there is a need in your jurisdiction for bike racks.

Osborn reported that the funds requested is at approximately the same level as last year from all three funding sources: MTC CMAQ funds, TFCA and Measure C. The Air District legislation has new requirements which include a timely use of funds provision. If funds are not allocated to an allowable, cost-effective project within six months of becoming available,

the funds return to the Air District for re-allocation. Currently these funds get reprogrammed in our county. This makes it all the more imperative to allocate funds to programs that are cost-effective. Osborn tries to put place-holders and language into the applications that would allow program integration on behalf of TRANSPAC/TRANSPLAN jurisdictions to ensure against the loss of funding.

Ross said the genesis of this legislation is the desire of those on the Air Board to fund their special projects. Other counties roll the money over indiscriminately. He said he is very proud of the projects we do in Contra Costa County. He felt Contra Costa made the most effective use of the money allocated to it and congratulated Osborn on successful management of the program. He added that he would like to see the Los Medanos class pass program at DVC. Osborn responded that she and her staff tried to work with DVC to create such a program over ten years ago. The staff attended many meetings trying to develop a plan and at the time came up with a cost of \$10 per student. Unfortunately the idea was turned down even though CCCAN offered to pay for a portion of the cost per student. The Los Medanos subsidy only costs 511ContraCosta a dollar per student so adequate funding is ensured.

Dahlgren said that CCCTA has been asked by DVC what it would cost in additional parking fees that would accomplish the same thing, i.e. allowing all DVC students to ride the bus for free. CCCTA was also asked what the cost would be to boost service to DVC at night. DVC felt it would be easier to tack these costs on to a parking fee which doesn't require a vote by the student body to approve it. She noted that this will be considered as CCCTA works on the DVC Transit Center project. CCCTA will definitely involve 511 Contra Costa in this effort.

Ross suggested as part of the school access project that "No Idle Zones" protocols might be considered for the next funding cycle. He asked Osborn to investigate this concept more. Apparently it is very successful in the northwest. Osborn suggested it might be compatible with the Safe Routes to School aspect of her projects. Commissioner Odrzywolski said that Wisconsin has a policy against engine braking for big rigs which helps with air quality.

**ACTION: Durant/Pierce/unanimous**

**Authorized submission of applications for a) 2006/07 BAAQMD TFCA funds subject to conformance with 2006/07 BAAQMD policies and b) Measure C funding, and c) MTC CMAQ Employer Outreach funds and d) to execute grant contracts with the BAAQMD, MTC and CCTA via the City of Pleasant Hill should funding be approved.**

**7. TRANSPAC and CCTA Representatives reports** - The minutes of the November 16, 2005 and December 21, 2005 CCTA meeting were included in the packet.

**a. CCTA meeting**

Member Pierce said that the City of Clayton's request to CCTA for advancement of Local Street Maintenance and Improvements funds off year payments was approved once it became clear that what they were asking for was not a change in policy. Everyone understood that it won't cause any shortfalls on any of the existing projects so Clayton will have a whole lot more money to go ahead and do some major maintenance projects this time which is a huge gain on local streets and roads.

The CCTA Planning Committee staff report which includes a chart of the new off year “pay dates” for affected jurisdictions was also discussed. CCTA staff reports and Clayton’s letter were included in the packet.

Pierce reported that the CCTA staffing study was finished and will be on the next agenda for approval. There is a new Program Manager position which will report directly to the Director and will be the coordinator of the regional effort. Everyone is starting to gear up for programs and starting to work on projects for the upcoming year.

**b. Planning Committee meeting**

Member Abrams reported that the Planning Committee discussed the same issue about advancing funding, a couple of issues related to the approval of bicycle projects and TFCA remainder funds. Engelmann said CCTA is wrapping up the last Growth Management Study and the 2004/05 checklist has been released. Any jurisdiction who wants the money can get a checklist in now. The HCD requirements have already been met so just dot ‘i’s’, cross ‘t’s’ and count cars.

**Reports Received; No Action Taken**

**8. Reports from Staff Committees - accepted**

**a) SWAT Staffing.** SWAT, via its fiscal agent, the City of Lafayette, has engaged the services of Natalie Chakoff Fay to provide administrative and some staff services for SWAT.

**b) Update on I-680/SR 4 Park and Ride Lot.** In response to a request from the TRANSPAC Manager, CCTA staff graciously responded in the affirmative to fund the services of Nolte Associates to develop a conceptual layout for the proposed park and ride lot (pre and post slip ramp construction). Cindy Dahlgren, County Connection and the TRANSPAC Manager met with Nolte staff to review preliminary assumptions and layouts. Another meeting will be scheduled when new layouts are available for review.

**c) County Connection has released a Request for Proposal for the DVC Transit Center Design Phase.** The proposal meeting is scheduled for February 10, 2006 and the proposals are due on March 24. Interviews are to be held on April 10 and contract award is expected on May 18.

**d) The TRANSPAC TAC is continuing discussions with the City of Pittsburg staff on the implementation of the East County segment of the East/Central County Traffic Management Plan.**

**e) The CCTA intends to amend the 2005 Strategic Plan to conform to the revised I-680/SR4 Interchange programming approved in November. TRANSPAC supported the STP programming proposal.**

**No Action Taken**

The 9<sup>th</sup> Circuit Court of Appeals ruled that Caltrans will have to prove to the USDOT that discrimination exists among big contractors who share a \$4B pot of transportation construction funding. Caltrans has implemented the Disadvantaged Enterprise Program for 27 years and requires a percentage of transportation construction contract dollars to go to services provided by minority and woman-owned business.

**9. Correspondence/Copies/Newsclips/Information - accepted**

**Correspondence:** 1/19/06 Items approved by the Authority on January 18, 2006 for Circulation to the Regional Transportation Planning Committees (RTPCs) and items of interest; 1/19/06 New member packet letter from the TRANSPAC Manager to new Contra Costa County Representative, Supervisor Mary Piepho; 1/19/06 New member packet letter from the TRANSPAC Manager to new Pleasant Hill Planning Commissioner Representative David Mascaro; 1/17/06 TRANSPAC January 2006 status letter to CCTA Executive Secretary Danice Rosenbohm; 1/3/06 thank you letters from the TRANSPAC Manager to Tracy Craig, Craig Communications and Beth Lee, Airport and Development Manager, Buchanan Field and Byron Airports for the December 8, 2005 TRANSPAC presentation on Buchanan Field; 12/22/05 Items approved by the Authority on December 21, 2005 for Circulation to the Regional Transportation Planning Committees (RTPCs) and items of interest; 12/20/05 TRANSPAC Status letter from Chair Abrams to CCTA Chair Abelson; 12/20/05 Chair Abrams to BAAQMD Secretary Mark Ross requesting less frequent post-program monitoring for TFCA funded projects; 1/14/05 letter from Tracy Craig, Craig Communications, thanking TRANSPAC for the opportunity to present the Buchanan Field Master Plan and indicating the incorporation of TRANSPAC suggestions in the community outreach plan; 12/8/06 Status letter from Hillary Heard, SWAT administrative staff to Bob McCleary, CCTA Executive Director; 12/5/05 WCCTAC Status letter from Vice Chair Maria T. Viramontes to Bob McCleary, CCTA Executive Director; 1/12/05 letter/newsletter from Joel Keller, President, BART Board of Directors and Chair, eBART Partnership Advisory Committee (ePPAC) on the eBART project; County Connection, October 2005 Fixed Route Reports; December 31, 2005 CCTA Project Status Report

**Newsclips:** East Bay Express: 1/04/06 "Ghost Town, what if they built the development of the future and no one came?"; S.F. Chronicle: 1/29/06 "IN PRAISE OF SUBURBS"; 1/27/06 "Lawmakers promote 'citizen assembly' for California"; 1/23/06 "Greyhound to cease Quicklink bus service; Move incenses Davis Vacaville-S.F. commuters"; 1/18/06 "Trip time service doubles its coverage"; 1/13/06 "How to make Bay Area bus transit more competitive with driving"; 1/29/05 "Farley Baba's 2006 Predictions"; Contra Costa Times: 1/25/06 "Agency's approval of toll hike is likely"; 1/19/06 "The evolution of downtown"; 1/19/06 "Berkeley transit village plan draws neighborhood fury"; 1/29/05 "Metering expected to divert autos" (Buchanan Road signal timing in East County); 12/04/05 "BART station to model the future"; Hammacher Schlemmer: "Levitating Hover Scooter".

**10. Election of TRANSPAC Chair and Vice Chair for the 2006 term commencing immediately**

**10. A. Action: Pierce/ Durant/unanimous:**

**Elected Councilmember Shinn to be Chair of TRANSPAC for the 2006 term.**

**10. B. Action: Durant/Abrams/unanimous:**

**Elected Councilmember Pierce as TRANSPAC Vice Chair for the 2006 term.**

**Chair Abrams congratulated them both and wished them a successful year.**

### **10. C. Acknowledgment of Chair Abrams' year of service as Chair**

Newly elected Chair Shinn was asked to come up with some humorous quips about Charlie but was unable to find anything funny about him. He noted that Abrams is a very serious Engineer and has done an excellent job as Chair this past year. He presented Abrams with a Gavel Plaque honoring his term as Chair of TRANSPAC for 2005 and thanked him for his service.

Abrams said this has been an outstanding group with which he has had the pleasure to work. Neustadter presented Abrams with a portable traffic sign that talks. Abram can stop traffic outside his office door, allow pedestrian access or forbid entry to his office altogether. The talking traffic sign with three messages per disc has something every traffic engineer needs to effectively manage traffic within his office. Abrams suggested his grandson may have some designs on the sign after he sees it.

**11. TRANSPAC Appointment to the Contra Costa Transportation Authority for the 2006-08 term.** (NOTE: Pursuant to TRANSPAC Joint Agreement-Section VI (e) (3) which is consistent with the CCTA Administrative Code-Section 104.3(a), only elected officials may vote on this item). Member Pierce currently holds this appointment for the 2004-2006 term.

#### **ACTION: Durant/Shinn/unanimous**

**Reappointed Councilmember Julie Pierce to the position of TRANSPAC CCTA Representative for the 2006-08 term commencing February 1, 2006.** Pierce said she has enjoyed the responsibilities of this position over the last thirteen years. She asked everyone to be sure to let her know if there is anything needed and she'll go to the Authority and fight for it.

**12. Appointment of TRANSPAC CCTA alternate(s) for the CCTA representative appointed under item 11.** (NOTE: Pursuant to the TRANSPAC Joint Agreement, Section VI, (e) (3) which is consistent with the CCTA Administrative Code, Section 104.3(a), only elected officials may vote on this item.)

The first alternate for a TRANSPAC CCTA representative is the other CCTA representative. This approach is used when a TRANSPAC CCTA representative cannot attend a standing CCTA Committee (Administration and Projects Committee or Planning Committee) meeting.

A second alternate is required in the event that the other CCTA representative is not available. Staff suggested that TRANSPAC consider the appointment of a third alternate who may be called on in the event that both second alternates for TRANSPAC's CCTA representatives are unavailable. Under this approach, the progression of alternates would be as follows:

- 1) Each TRANSPAC CCTA representative is the alternate for the other for standing CCTA Committee meetings.
- 2) The second named alternate for each TRANSPAC CCTA Representative will attend CCTA Board meetings or other necessary functions in the event that the TRANSPAC CCTA representative is unable to do so. These alternates may serve for one another.
- 3) In the event that neither second alternate is available, the third named alternate may be called to serve.

Member Shinn was appointed the second alternate for TRANSPAC CCTA Representative Abrams for the current CCTA term (2005-2007) in February 2005.

CCTA has added a requirement that CCTA representatives notify the CCTA 72 hours in advance if unable to attend a scheduled meeting. In the past TRANSPAC staff have assisted representatives with CCTA notification and finding an alternate for a meeting. This assistance will continue to be available.

**ACTION: Pierce/Shinn/unanimous**

**1) Appointed Councilmember Durant as a designated second alternate for the CCTA Representative appointed for the 2006-08 term commencing February 1, 2006 (Councilmember Pierce).**

**2) Appointed Councilmember Ross as a third alternate to be used by both TRANSPAC CCTA representatives if both second alternates are not available.** Unfortunately Ross has a conflict with Martinez City Council meetings on Wednesday. Ross was assured that his third place position was a matter of pragmatism not a reflection of his abilities.

**13. 2006 TRANSPAC Meeting Schedule was included in the packet for information.** It was noted that the December 14, 2006 TRANSPAC Holiday Party meeting will need to be held in another location or the date changed.

**14. Adjournment.** The meeting was adjourned at 11:23 a.m. in memory of Julie Pierce's mother, Bernice Barnes.

The next TRANSPAC meeting is scheduled for March 9, 2006.