

**Summary Minutes**  
**TRANSPAC – November 13, 2008**

**ATTENDANCE:**

**Elected Officials:** David Durant, Pleasant Hill, TRANSPAC Chair; Julie Pierce, Clayton, CCTA Representative, TRANSPAC Vice-Chair; Guy Bjerke, Concord; Cindy Silva, Walnut Creek, CCTA Representative. Absent: Susan Bonilla; Mark Ross (excused)

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

**Staff:** Deidre Heitman, BART; Ray Kuzbari, Concord; John Greitzer, Contra Costa County, Martin Engelmann, CCTA; John Hall, Walnut Creek; Tim Tucker, Martinez; Lynn Overcashier, Corinne Dutra-Roberts, Leona Gee, 511 Contra Costa; Barbara Neustadter, Connie Peterson, TRANSPAC staff.

**1. Meeting was convened with a quorum by Chair Durant at 9:14 a.m. Pledge of Allegiance/Self-Introductions – completed**

**2. Public Comment**

Tim Tucker thanked Barbara Neustadter, Hisham Noeimi and Mark Ross for their help in obtaining a seven acre parcel north of the Martinez Intermodal Station for additional parking.

**CONSENT AGENDA: Pierce/Bjerke/Unanimous**

**3. Approved the October 9, 2008 minutes**  
**END CONSENT AGENDA**

**4. Conversation with BART Board President Gail Murray, BART Board of Directors**

BART Board President Murray gave a presentation to TRANSPAC that addressed a number of issues of interest, including an update on BART's budget, the Demand Management Study, system capacity issues, the station modernization program, and updates on projects. Ms. Murray provided an overview of the BART system and how it serves the Bay Area. She explained that the FY 09 BART Budget had lost \$8.7M after the State adopted its budget in September, and she outlined the various strategies being considered to deal with the shortfall.

Kenya Wheeler, BART Project Manager, reported that the Demand Management Study has generated a lot of feedback from the public. The purpose of the Demand Management Study is to examine issues such as how to manage peak demand, encourage off-peak travel, defer capacity investments, and consider revenue generation for capital needs. Ms. Murray added that BART could return to TRANSPAC for an update when the study is done in the spring of 2009.

Ms. Murray discussed system capacity issues, noting that downtown San Francisco is the biggest issue during the peak a.m. and p.m. commute times. Short- and long-term solutions might be car configurations, use of 3-door cars, upgraded train control to run more frequent trains and station access.

A number of station modernization efforts are underway, including the stations at Pleasant Hill, Ashby, Union City, and Powell Street. Current projects include the Pleasant Hill Transit Village, where the first phase is scheduled for completion in 2010. The Walnut Creek TOD is in the EIR stage. BART is looking at the Concord Naval Weapons Station reuse plan development. Construction is underway for the environmentally-friendly Concord Car Washer to be completed in May 2009. Other projects include initiating the Smart Card for parking fees starting in Walnut Creek and Orinda this month. While eLockers for bikes are considered in all Contra Costa stations, the project is tied to Measure J funds that won't be available until 2012, so BART is

looking for other funding in the interim. In Orinda, a pilot program is planned where 40 solar panels will be installed that will run the station sustainably.

Further discussion brought up questions about future solar installations at other stations, contingency planning for future development that anticipates increases in the number of new riders, a second transbay tube, other types of service and technology, and issues concerning insufficient parking and imposition of fees. Other questions included increasing the length of trains; looking at discounting off peak pricing; and the possibility of encouraging business and commercial TOD instead of residential. BART will consider various combinations of a number of strategies.

**ACTION: Thanks to President Murray, Kenya Wheeler, Rod Lee and TRANSPAC TAC BART representative Deidre Heitman.**

- 5. Authorization to submit applications to CCTA for FY 2009/10 Measure C, Carpool, Vanpool and Park and Ride Lot Funds as well as FY 2009/10 Bay Area Air Quality Management District TFCA Funds and MTC CMAQ (Employer Outreach Funds), and if approved, to execute required grant contracts and enter into cooperative agreements with the respective funding agencies.**

Lynn Overcashier, 511 Contra Costa Program Manager, said that for 16 years the emphasis of 511 Contra Costa has always been on air quality. With the passage of AB 32 and SB 375, 511 Contra Costa is well-positioned to help jurisdictions to meet their goals for Greenhouse Gas Emission reductions. Staff is currently working with several cities on these efforts and hopes to expand to all cities. Overcashier noted that 511 Contra Costa is now a green business partner and is awaiting certification with the Green Business Program. Programs and projects are being geared to help jurisdictions achieve their goals for the climate change action plan, including car sharing workshops and implementing flexible work schedules for employees. Other programs include the placement of eLockers throughout the County, researching funding for clean fuel infrastructure, and surveying employees about the transportation they use to get to work. She requested to be contacted by city staff who is working on climate change elements.

The TRANSPAC TAC reviewed the proposed programs and grant application submittals at its October 23, 2008 meeting and recommended approval to TRANSPAC.

**ACTION: Motion to approve the submission of the described grant applications and to execute required grant contracts and cooperative agreements was made. Bjerke/Silva/Unanimous**

- 6. Preparation for the November 17, 2008 CCTA Workshop to discuss Corridor Management and related Growth Management Program issues.**

At the October 23, 2008 TRANSPAC TAC meeting prior to the issuance of the November 5, 2008 CCTA staff report to the Planning Committee, the TAC considered whether any additional GMP changes needed to be examined. Given that the GMP Task Force work regarding proposed revisions to the implementation documents is going well, the TAC's recommendation is that the TDM/TSM Model Ordinance be updated to reflect the new focus on SB 375. This information was relayed informally to the GMP Task Force at its October 23, 2008 meeting and TRANSPAC is requested to consider a formal request to CCTA regarding the recommended update to the TDM Model Ordinance and indicate if there are any additional issues regarding the GMP that the TAC should review.

It was noted that the correct date for the CCTA workshop is November 19<sup>th</sup> at 6 p.m. Chair Durant encouraged TRANSPAC members to attend this meeting. Neustadter said that at the last

Planning Committee, much of the discussion had been on formatting, which has been changed to make the document easier to read. Discussion of items of substance was minimal as most has been incorporated into the proposal that will be presented to the Authority at its November 19<sup>th</sup> Board meeting. The GMP has been worked on by many groups (PC, Growth Management Task Force, TRANSPAC TAC, other TACs other RTPCs) and everyone at that level seems to be in general agreement with what is in the packet.

The core issue to be discussed by the Authority is whether to proceed with an amendment to the Expenditure Plan. If it does want to proceed with an amendment, the document proposes items to be eliminated. If not, the fall-back position will come to the implementation documents to streamline the process used by the jurisdictions.

There was discussion about procedural actions when issues like this are presented to TRANSPAC. If there is a proposed amendment to Measure J, all jurisdictions will be advised about it and the amendment will need to be voted on by each jurisdiction. If not, there will be administrative type changes that may or may not come to the attention of the Council and Planning Commission.

Durant said he was pleased to see this document after all the effort in getting the necessary discussion underway. Formatting will help, it frames the discussion points, and there will be some other changes that are not shown in this draft. Engelmann noted that they have not heard comments from the Citizens Advisory Committee.

Silva asked about the MTSO shown on page 5 of 9. Neustadter said there will be MTSOs but not hard targets. Durant said the big concern with MTSOs was that they would not be achievable, or to make them achievable they become meaningless. The second concern is that if MTSOs haven't been met, would the money be withheld. Authority staff suggests clarifying that these are objectives, and unless we are egregiously not pursuing them, it would not prevent getting money under Measure J. Neustadter added that there is no penalty if the objective is not achieved. Concerns were expressed about public perception of project impacts and avoiding accountability.

Neustadter said if the proposed project is in the adopted General Plan, it is in the CCTA Travel Demand Model and its impact has been accounted for and assessed. A General Plan Amendment requires the application of technical procedures to determine what the impact is on the regional network. Most of the time the impact is minimal. Hall mentioned that there are two issues 1) the CEQA issue, looking at impacts what you are going to do to mitigate them; and 2) Measure J compliance – the language here helps with Measure J compliance, but still can deal with impacts in CEQA system. Neustadter said that TRANSPAC's Subregional Transportation Mitigation Program is predicated on CEQA and wants traffic analyses to be as well. The STMP pays for mitigation required by projects if other jurisdictions are impacted. The key issue is the Actions, and TRANSPAC has done a good job in the implementation of its Actions.

**ACTION: No action was taken.**

**7. TRANSPAC and CCTA Representatives' Reports. The minutes of the September 17, 2008 CCTA Board meeting were included in the packet.**

a. Planning Committee meeting

Member Durant reported that the Planning Committee approved forwarding recommended projects for the Lifeline Program to MTC for \$8M in FY 09-11 funding. There was discussion of the Transportation for Livable Communities program and discussion of equity in allocation

of funds for regional transportation operators. Appointment of a new CAC member, Sally Germaine, was announced.

b. Administration and Projects Committee meeting

Member Pierce reported that the Administration and Projects Committee discussed the implementation of the Measure J Projects Policy and a Measure J Strategic Plan Amendment to reprogram funds from Richmond Parkway to the Marina Bay Railroad undercrossing. Among the legislative issues was the HOT lanes issue, where there was general opposition to idea given that it is not corridor-based, questions remain as to who controls the money for each corridor, and that it is being imposed on each area without consideration of choices that fit each area's needs. Representative Amy Worth was present and heard the arguments against HOT Lanes to convey to MTC. The action at the Authority was to suggest MTC study the pilot project in Alameda and Santa Clara and present the results for review.

Member Pierce brought attention to a letter from the City of Antioch in the APC packet about the TOD project envisioned at the Hillcrest station. There are two possible scenarios for station location, and Antioch is requesting that BART consider the City's preferred alternative.

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

**a) Additional SB 375 information.** The CCTA report "Items approved by the Authority on October 15, 2008 for Circulation to the Regional Transportation Planning Committees (RTPCs) and items of interest" includes an attachment which is an extract on SB 375 by Morrison & Foerster staff.

**b) Measure J CC-Transportation for Livable Communities (TLC) Program.** CCTA staff has initiated a preliminary discussion with the Planning Committee of the Measure J CC-TLC Program and has requested authorization to begin development of program guidelines and approval of the proposed schedule. This information will be reviewed by the TRANSPAC TAC at its November 20, 2008 meeting.

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

**10. For the Good of the Order Clip and save 2009 TRANSPAC Meeting calendar attached**

**11. The meeting was adjourned at 11:11 a.m.** The next TRANSPAC meeting is scheduled for December 11, 2008 at 9 a.m. in the Community Room, City Hall, City of Pleasant Hill.