

TRANSPLAN COMMITTEE
Antioch - Brentwood - Pittsburg - Oakley and Contra Costa County

MINUTES

October 11, 2018

The regular meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Diane Burgis at 6:30 P.M.

ROLL CALL / CALL TO ORDER

PRESENT: James Coniglio* (Pittsburg), Doug Hardcastle (Oakley), Kerry Motts (Antioch), Kevin Romick (Oakley), Duane Steele (Contra Costa Planning Commission), Robert (Bob) Taylor (Brentwood), Jamie Tobin (Brentwood), Sean Wright (Vice Chair, Antioch), and Diane Burgis (Chair, Contra Costa County)
*Arrived after Roll Call

ABSENT: Salvatore (Sal) Evola (Pittsburg)

STAFF: Jamar Stamps, Senior Transportation Planner, TRANSPLAN Staff

PUBLIC COMMENTS

There were no comments.

CONSENT ITEMS

On motion by Kevin Romick, seconded by Doug Hardcastle, TRANSPLAN Committee members adopted the Consent Calendar, as follows:

3. Adopted Minutes from the September 13, 2018 TRANSPLAN Meeting
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register

The motion carried by the following vote:

Ayes: Hardcastle, Motts, Romick, Steele, Taylor, Tobin, Wright, and Burgis
Noes: None
Abstain: None
Absent: Coniglio, and Evola

STANDING ITEM: CONCORD COMMUNITY REUSE PROJECT (FORMER CONCORD NAVAL WEAPONS STATION) UPDATE

Jamar Stamps, TRANSPLAN Staff, reported that there were no updates at this time on the standing item related to the Concord Community Reuse Project, formerly known as the Concord Naval Weapons Station (CNWS), led by the City of Concord.

CONSIDER:

- 1) **AN EXCEPTION TO POLICY 8 IN THE 2016 MEASURE J STRATEGIC PLAN TO ALLOW THE PROGRAMMING OF eBART MEASURE J SAVINGS TO THE ANTIOCH BART STATION PARKING LOT EXPANSION; and**
- 2) **AN AMENDMENT TO THE 2016 MEASURE J STRATEGIC PLAN TO PROGRAM \$1.82 MILLION IN FUNDS FROM THE EAST COUNTY “BART PARKING, ACCESS AND OTHER IMPROVEMENTS” CATEGORY TO THE ANTIOCH BART STATION PARKING LOT EXPANSION, AS RECOMMENDED BY THE TRANSPLAN TAC**

Mr. Stamps advised that the item to be considered by the TRANSPLAN Committee was an exception to Policy 8 in the 2016 Measure J Strategic Plan and an amendment to the 2016 Measure J Strategic Plan to program \$1.82 million in funds from the East County “BART Parking, Access and Other Improvements” category to the Antioch BART Station Parking Lot Expansion, which had been discussed and recommended by the TRANSPLAN Technical Advisory Commission (TAC) at its last meeting.

Mr. Stamps noted that in 2015, the Contra Costa Transportation Authority (CCTA) had received additional capacity to program funds in program categories for Measure J. When the eBART and Highway 4 projects were being developed, TRANSPLAN had taken action to marry all the funds towards the capital projects. The funds had been replenished with the proviso that any Measure J savings realized after the completion of both State Route 4 East Widening and eBART would first be redirected to reduce the East Contra Costa Regional Fee and Finance Authority’s (ECCRFFA’s) commitment to the State Route 4/Balfour Road Interchange project. An exception to the policy and provision were required to allow the use of the funds elsewhere.

Joel Keller, BART Board of Directors, thanked the TRANSPLAN Committee for the opportunity given that the highly successful eBART project on day one had ridership 25 percent above forecast. Actual ridership had exceeded 700,000 trips in October; daily trips were over 8,000 and some days there had been 9,000 daily trips. While short-term improvements had been made, BART was working with riders to find other options. The demand was at the Antioch station due to riders from southeast Antioch, Oakley, and Brentwood, and the parking stock had to be increased. He reported the one deliverable within the budget was the approximately 800-space parking area between the station and the maintenance facility.

Mr. Keller reported that BART staff would ask the Antioch City Council at its meeting on October 23, to support the project for the parking lot expansion.

Rick Rattray, BART Project Manager, reiterated the situation where BART parking was insufficient. He presented a PowerPoint to identify BART's success and the greater than expected ridership, reported that staff had looked at multimodal access improvements and other options, and explained that the surface parking concept adding over 800 spaces would help meet eBART's parking needs. He presented a video overview of the eBART station and vehicles, and reiterated the increased ridership of passengers at Antioch, which had been projected at 1,575 initial ridership at the expected eBART opening in 2015, to reach 4,100 riders by 2030. That forecast had been updated in 2016, with 2,270 riders at opening in 2016. There were currently 3,050 daily riders at the Antioch Station, almost double what had originally been envisioned. The proposed solution would almost double the parking.

Mr. Rattray presented the multimodal access options and their estimated cost, and reported that other parking options had been considered. Thirty five stalls had been added by restriping the existing lot, and on-street and surface parking had been considered as had the addition of motorcycle parking, attendant-assisted parking, and shared parking. The solution had been determined to be a surface parking concept where over 800 parking spaces could be accommodated. A preliminary schedule had been proposed to have the BART Board approve the parking with an opening expected by the summer or fall of 2020 at a cost of \$16.1 million, with funding sources through BART, the Metropolitan Transportation Commission (MTC), CCTA Measure J, the eBART category, ECCRFFA funds, and moving access funds from Measure J to fund the parking. He identified the requested action and explained that ECCRFFA would be asked to expand the scope of work for Appropriation Resolution No. 15/01 to include: 1) project closeout activities; 2) design and construction of a new surface parking lot at the Antioch Station; and 3) additional eBART vehicles.

Bob Taylor noted that the City of Brentwood was expected to pull a number of building permits in the next few years and the City of Oakley would be issuing building permits as well. As a result, he asked if the proposed increase of 800 spaces would be sufficient to meet the parking needs by 2020.

Kevin Romick commented that there would be park and ride lots throughout Antioch, Oakley and Brentwood which should be able to accommodate the future riders on eBART.

Mr. Keller explained that those park and ride lots, and Pittsburg's restriping along its parking lot and along Bliss Avenue, could potentially add 200 parking spaces. Forty spaces were available today on Bliss Avenue, spaces were available at the Pittsburg/Bay Point Station, and approximately 200 spaces would be available at the North Concord/Martinez Station until the proposed surface parking lot and others could be completed.

In response to a question as to whether vertical parking could be considered in the future, Mr. Keller explained that the proposed 800 surface parking spaces at a cost of \$16 million represented \$20,000 per parking space while a structure would cost \$40,000 to \$50,000 per parking space. He suggested that additional parking spaces might be found elsewhere and added that the site would be conducive to Transit Oriented Development (TOD). He did not think it likely that the BART Board would approve a parking structure in Antioch or any other BART station.

Mr. Keller added that the more modes required to get to a station would be a disincentive to use the station. He noted that a bus ride could be an attractive alternative given the current freeway backup that was getting worse. Ideally, BART would either be brought to Brentwood or be expanded in Antioch to accommodate everyone. The parking proposal would help although the ridership would continue to increase and more parking would be needed.

TRANSPLAN members commented that the surface parking lot proposal would likely meet today's needs only and not the parking needs of the future.

Mr. Keller suggested that the Brentwood Transit Center would be a popular option for Brentwood and Oakley, and moving forward they would get that built and continue to work with Tri Delta Transit on their Brentwood and Oakley lots, and it may be that the parking lot to be built would be full when built.

In response to comments that the proposed 800-space parking lot would be a distance from BART and shuttles might be required to accommodate those riders, Mr. Keller clarified that BART riders looking for parking were imaginative and creative even if they had to walk a bit. He explained that every location would have to be evaluated as to its appropriateness for traffic relief. What had now been proposed was the fastest, affordable, deliverable project that could accommodate the Antioch Station, although that would not be the only parking to consider. He also clarified the data used to identify ridership as the Association of Bay Area Governments (ABAG's) projections related to growth and a CCTA transportation model.

Given that parking had also been an issue with the opening of the Pittsburg/Bay Point station, some TRANSPLAN Committee members recommended that BART use prior experiences to address a lack of parking in the future, although other members commented that most other BART stations did not rely on vehicle access and the BART Board would not support the parking needs of East County given the reliance on vehicles to access the station. Members did not think there would ever be enough parking for BART, and given the expected growth in the area suggested that other ways and opportunities of moving people to and from would have to be found, such as the use of Uber, Lyft, and other ride share.

On motion by Kevin Romick, seconded by Bob Taylor, TRANSPLAN Committee members adopted the following:

- 1) An exception to Policy 8 in the 2016 Measure J Strategic Plan to allow the programming of eBART Measure J savings to the Antioch BART Station Parking Lot Expansion, and
- 2) An Amendment to the 2016 Measure J Strategic Plan to Program \$1.82 million in funds from the East County "BART Parking, Access and Other Improvements" Category to the Antioch BART Station Parking Lot Expansion, as recommended by the TRANSPLAN TAC.

The motion carried by the following vote:

Ayes: Coniglio, Hardcastle, Motts, Romick, Steele, Taylor, Tobin, Wright, and Burgis

Noes: None

Abstain: None

Absent: Evola

ADJOURNMENT

Chair Burgis adjourned the meeting of the TRANSPLAN Committee at 7:06 P.M. to Thursday, November 8, 2018 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk