

SUMMARY MINUTES
TRANSPAC - September 10, 2009

ATTENDANCE:

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

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

Staff: Eric Hu, City of Pleasant Hill; Ray Kuzbari, Concord; Tim Tucker, Martinez; Jeremy Lochirco, Walnut Creek; Deidre Heitman, BART; Lynn Overcashier, Corinne Dutra-Roberts, 511 Contra Costa; Barbara Neustadter, Connie Peterson, TRANSPAC staff.

Meeting convened with a quorum by Chair Ross at 9:09 a.m. David Durant arrived at 9:15 a.m.

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

2. Public Comment – Congratulations were extended to Tim Tucker on his appointment to the TCC.

2. CONSENT AGENDA: Silva/Pierce/unanimous

a) Approved the July 9, 2009 minutes.

b) Appointment of Tim Tucker, City of Martinez, March 31, 2011 to replace John Hall (Walnut Creek) for the remainder of the current TCC term.

END CONSENT AGENDA

4. Presentation by Beth Lee, Assistant Director of Airports, Buchanan Field

As follow up to her visit in March 2007, Beth Lee gave an update on Buchanan Field. Since the last presentation, the airport completed its Master Planning process and adopted the Master Plan in 2008. Ms. Lee said that Barbara Neustadter has been given a copy of this document on a disc and noted that it is also available on the Contra Costa County Airports website.

Ms. Lee said that the primary focus at the airport is the implementation of its Master Plan. The airport is landlocked with about 40 acres left to develop, and the Master Plan will guide future airport development in a manner that provides the best public benefit as well consideration of the surrounding community. The airport is also focusing on financial issues as it looks at reducing expenses and making good use of funds so that it is well positioned for the future.

Ms. Lee spoke of the airport's involvement in the Regional Airport Planning Committee and the ability to serve as a reliever airport when the major airports become saturated. Buchanan will probably capture the next level of commercial activity with routes to Los Angeles, Phoenix, Seattle, Las Vegas and most western areas. To remain in a good position to handle that future demand, it is important to continue working closely with communities.

Ms. Lee briefly discussed Byron, a secondary airport which is in a good position for growth, providing that the necessary infrastructure is brought in. Barbara Neustadter asked what the timeline for additional development in Byron was. Ms. Lee answered that Byron has been affected by the economic downturn, and this year three of the four projects slated for construction fell through. A fourth project is being revamped so that it could begin next spring. Ms. Lee said that the infrastructure is another airport priority and they will continue to work with different regional partners on road projects and getting utilities closer to the airport.

Michael Murray asked if the airport would be involved with the potential Hot Springs redevelopment. Ms. Lee said that although not directly, there is interest in getting a connector to the airport if a feasible project is created.

ACTION: Thanked Ms. Lee for the presentation.

5. 511 Contra Costa Electric Vehicle Program presented by Corinne Dutra-Roberts

Corinne Dutra-Roberts said that until 2004, the County had a clean fuel vehicle program administered by the SWAT area, which provided assistance with vehicle purchases of up to \$10,000 per jurisdiction.

In responding to cities' needs to reduce their carbon footprint in accordance with their climate action plans, 511 Contra Costa staff developed a plan to assist the cities obtain electric charging stations. Cities can use the electric charging stations for their fleet vehicles as well as make them available for public use. Walnut Creek has already installed three charging stations and Pleasant Hill will install three this week. 511 Contra Costa has also received a request from the City of Pleasant Hill to help fund an electric vehicle.

Member Silva asked if sufficient funds were available for the five jurisdictions and the County under this program. Dutra-Roberts answered that funds were available for any city that had adopted a program for electric charging stations. Member Bjerke asked about the cost for a bollard and electric car for cities that request the \$10,000 incentive. Dutra-Roberts said that the cost of the bollard was \$3,000 (not including installation) and vehicles range in cost from \$10,000 to \$30,000.

Michael Murray asked whether this would be an overnight or two hour charger, and Dutra-Roberts replied that it could be either. He asked if such a program might simply be transferring the carbon footprint from the vehicle to a gas or electric generation plant somewhere else. Overcashier said that this plan is being pursued because the Bay Area Air Quality Management District considers it the preferable technology. Dutra-Roberts pointed out that it eliminates the cold start, which is the most harmful part of the combustion engine trip. Member Durant added that even if it's a modest greenhouse gas reduction, the State legislature says it should be done. Member Murray said that it's actually a net increase somewhere else and seems to defeat the true goal. Member Pierce said that it becomes a local air improvement. Member Murray stated that this is a global issue rather than just a county issue. Dutra-Roberts noted that a solar power option for the charging stations is available for additional fee, but it may not be cost-effective.

Member Armstrong said that in the Plan, previous infrastructure improvements were discussed. He asked if that infrastructure for natural gas was still being maintained. Dutra-Roberts knew of two

CNG facilities that operate in this area and in Oakland. Overcashier said that there are also facilities on Arnold Drive and in San Ramon and added that the future of this technology could be uncertain because car manufacturers are now producing electric vehicles. Member Durant noted that cities still have these facilities.

511 Contra Costa seeks TRANSPAC's concurrence to use previously allocated Measure C/J TDM funds to assist TRANSPAC and TRANSPLAN jurisdictions purchase electric vehicles for city or county use, up to \$10,000 per jurisdiction.

ACTION: Concurred in the use TRANSPAC/TRANSPLAN TDM Measure C/Measure J funds for the proposed electric vehicle program. Moved by Member Bjerke, second by Member Pierce. Ayes: Ross, Silva, Durant, Armstrong, Vavrek, Malkovich. No: Murray

6. 511 Contra Costa Partnership with the Contra Costa Centre Association to fund a demonstration shuttle to Downtown Pleasant Hill presented by Lynn Overcashier

Lynn Overcashier said that over 1,000 AAA employees will be relocating to a new building near the Pleasant Hill BART station. 511 Contra Costa was approached by Pleasant Hill Economic Development staff expressing interest in encouraging employees to take a shuttle or public transportation to downtown during the core midday lunch hour. In support of trip reduction practices, 511 Contra Costa and Contra Costa Centre staff have worked together to create a demonstration route from Contra Costa Centre to downtown Pleasant Hill twice a week. Contra Costa Centre owns a vehicle and has a driver who would be available for midday driving.

Staff also has had discussions with Cindy Silva to consider the feasibility of running the shuttle to Walnut Creek on two other weekdays. Contra Costa Centre would consider the shuttle if 511 Contra Costa funded a demonstration project. Overcashier would like to have flexibility in using Measure J and/or Measure C funds for this purpose. She believes that running a shuttle for two days a week to Pleasant Hill could be done for less than \$11,000. If the Walnut Creek pilot is included, the amount of the request would be increased to \$25,000.

The demonstration project would take place from October 1 – December 31. Contra Costa Centre would do the marketing while 511 Contra Costa would work with merchants in Pleasant Hill and Walnut Creek to obtain discounts or other incentives for shuttle riders.

Deidre Heitman asked if the shuttle would go on to the BART station property. Overcashier answered that it would go to three facilities in Contra Costa Centre, but not BART. Because of insurance restrictions, it would be available only to employees in Contra Costa Centre with IDs.

Chair Ross brought up the issue of public funds being used for the benefit of private business. Overcashier said that public funds have been used in the past at Contra Costa Centre for a midday shuttle. Member Silva pointed out that programs supporting employer transportation alternatives ultimately take public funds and pass them through a private entity. Overcashier reiterated that this is a pilot project and the issue will be evaluated.

There was further discussion about the Pleasant Hill BART station not being included in the shuttle route. Member Durant said that in the past the County Connection had considered a shuttle from

BART, but the need for midday service had not been determined. Member Murray thought that to encourage the Transit Village concept it might be beneficial to find ways to cover part of the additional insurance cost to provide service for non-employees as well. Member Bjerke noted that the Transit Village would eventually be self-sufficient and this would serve as a temporary solution. Member Silva said that because there are no services in that area, people are getting in their cars at lunchtime and driving into Pleasant Hill and Walnut Creek. The shuttle would help ease the resulting parking and congestion issues. Member Pierce concurred with the use of \$25,000 for the pilot project for Pleasant Hill and Walnut Creek and suggested considering ways to expand the service to other riders in the future if feasible.

ACTION: Concurred with the request for the use of up to \$25,000 in TRANSPAC/ TRANPLAN TDM Measure C and/or Measure J funds for a demonstration shuttle from Contra Costa Centre to downtown Pleasant Hill and Walnut Creek. Pierce/Bjerke/unanimous

7. TRANSPAC and CCTA Representatives' Reports. The minutes of the following Authority meetings were included in the packet: Special Board Meeting Minutes of June 3, 2009; Executive Committee Meeting Minutes of June 17, 2009; Authority Meeting Minutes of June 17, 2009; Authority Special Meeting Minutes of July 1, 2009 and a Summary of 2009 Transportation Financing Actions, as approved by the Authority on August 26, 2009.

a. CCTA meeting

Member Pierce reported that CCTA approved revisions to the Forward Interest Rate Swap that included reducing the \$300 million Swap to \$200 million by buying out \$100 million not required at this time because of receipt of federal money.

b. Administration and Projects Committee meeting

Member Pierce reported that the Administration and Projects Committee discussed the Authority's office space lease which expires in May. The Authority is considering renewing the lease at its current location because of favorable terms offered by the landlord. Also discussed was the Measure J Strategic Plan Update. Because of lower sales tax revenue projections and increased debt service, some projects will need to be delayed and the funding cap for projects lowered. Of concern was how to keep commitments to projects so that other sources of funding would not be lost. The issue of sub-regional equity for funding projects resurfaced as it appears STIP funds might not be available.

Neustadter said that of an \$80 million commitment of ECCRFFA funds, only \$30 million is expected to be available for SR 4. About \$200 million could be lost if the eBART and SR 4 projects don't go forward, but this situation might change if the Caldecott bids come in low. Member Pierce said that the Authority is working with their funding partners to determine if the Authority can keep the funds for East County projects instead of having the funds go back to the contributors when bids come in low.

In legislative matters, SB8744 (HOT Lanes) has become a two-year bill. SB1175 (Toll bridge) is in limbo due to the Department of Finance's concerns about paying for bridge maintenance. SB 406 (\$2 fee for licenses) for sustainable community strategies as required by SB375 is in a wait and see mode. Gas tax funds and the gas tax formula were also under discussion.

8. Reports from Staff and Committees - information

- a) Lynn Overcashier presented the 511 Contra Costa report. Noting that this was a Spare the Air Day, she passed out examples of a recent promotional postcard that offered tips on how to spare the air. She also distributed copies of the Annual Report which provides a three-year update of the program and outlines its effectiveness over time. Also noted was the anticipated release of 511 Contra Costa's free Bay Area air quality iPhone app. The 511 Contra Costa website continues to add features such as recent videos of the Benicia Bridge Bike Lane that show access at the ends of the trail.
- b) Barbara Neustadter reported that the TRANSPAC TAC reviewed the Draft Congestion Management Program (CMP) via e-mail over the summer break. After TRANSPAC approval, County Connection comments will be forwarded to CCTA by the September 21, 2009 deadline.

ACTION: Accepted the 511 Contra Costa report and approved forwarding the County Connection CMP comments to CCTA. Pierce/Silva/unanimous

9. Correspondence/Copies/Newsclips/Information - Accepted

10. For the Good of the Order

Chair Ross congratulated 511 Contra Costa for being recognized by the Association of Bay Area Governments for its certification in the Bay Area Green Business Program. He also thanked John Hall (not present) for his service to TRANSPAC. Chair Ross reported on the latest information on Mike Shimansky's medical condition.

- 11. The meeting was adjourned at 10:16 a.m.** Due to scheduling conflicts on October 8, the next TRANSPAC meeting will be held on Friday, October 2.