

**SUMMARY MINUTES
TRANSPAC April 16, 2009**

ATTENDANCE:

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

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

Staff: Ray Kuzbari, Concord; Eric Hu, Pleasant Hill; Deidre Heitman, BART; Martin Engelmann, CCTA; Leah Greenblat, Lafayette; John Hall, Walnut Creek; Lynn Overcashier, 511 Contra Costa; Barbara Neustadter, Connie Peterson, TRANSPAC staff.

Chair Ross convened the meeting at 9:10 a.m. with a quorum.

1. **Convene meeting: Pledge of Allegiance/Self-Introductions – completed**
2. **Public Comment** – Bob Armstrong requested that an article be included in the “Newsclips” section which reported on the state’s fines to BART in the death of worker James Strickland last fall. BART is appealing Cal OSHA’s decision and the fine. Mr. Armstrong believes that Mr. Strickland’s reputation has been besmirched by this action, and he asked TRANSPAC to consider sending a letter to BART asking it not to appeal. The article will be included in the newsclip section of next month’s agenda.

CONSENT AGENDA: Pierce/Silva/unanimous

3.1) Approved the March 12, 2009 meeting minutes.

3.2) Authorized the TRANSPAC/TRANSPAC TDM Program (511 Contra Costa) to submit a grant application through its fiscal agent, the City of Pleasant Hill, to the Bay Area Air Quality Management District for electric charging stations for interested Contra Costa jurisdictions.

END CONSENT AGENDA

4. **Concord Naval Weapons Station Presentation by Michael Wright, Reuse Project Director**

Michael Wright and Bruce Knopf delivered a presentation on the status of the Concord Naval Weapons Station (CNWS) reuse plan. In January, the Clustered Village concept was designated as the preferred alternative by the Concord City Council. The City has submitted its Preferred Reuse Plan Alternative to the Navy as well as its Homeless Assistance Plan to HUD as required by federal law. Mr. Wright noted that this plan includes a number of family housing units to be constructed both on and off the base to help with the needs of the homeless. It also dedicates a portion of land on which a food bank facility will be constructed to serve both Solano and Contra Costa Counties.

The Preferred Alternative consists of three clustered villages with a parkway running through the center. Plans call for a dedicated bus service to connect the villages to BART with the intention of getting people out of their cars and keeping the community walkable. The plan sets aside about 66% of the site as passive open space for habitat protection as well as for improved park areas and greenbelts connected with bike trails. An area has been set aside for a new Cal State East Bay campus and another large area has been reserved for the County Sheriff and County Fire District to build a training facility and emergency command site. About six million square feet of commercial/retail flex space has been designated.

Mr. Wright outlined the estimated timeline for the project. The City and the Navy both have many processes to complete before development can begin. The Navy will proceed with its federal environmental review and consultations with agencies concerning endangered species and historical preservation. The City's tasks include finalizing the DEIR, adopting a final reuse plan and amending the General Plan. The estimated time frame of 2011 for the transfer of the property (as shown on the handouts) may be optimistic. Mr. Wright opened the discussion for questions.

Mark Ross asked if this was going to be a redevelopment area. Guy Bjerke answered that it is something that's being considered and will be decided in the next quarter.

Bob Armstrong asked if the demolition would be done by the Navy or by the City. Mr. Wright answered that it was unlikely to be done by the City. If it is transferred for Public Benefit Conveyance the Navy may elect to remove some buildings and bunkers. For the portions going out through public auction, the Navy may transfer it in a "dirty" or contaminated state. The new property owner could get the property at a discounted price, and perform the cleanup under regulations of the EPA and state boards. Mr. Wright added that judging by past history of bases, it is often better for the property to be transferred that way.

David Durant thanked Mr. Wright for listening to all the stakeholders and for developing an exceptional plan. He asked what objections, if any, have been made. Mr. Wright said that there are still some concerns about the open space area, and questions remain about how much habitat mitigation will be required. There have been conversations with neighbors to the east about traffic and impacts to Highway 4 and 242. In this round of the DEIR, more intersections and connections with Highway 4 in the Pittsburg area have been added.

Member Bjerke said that when the City Council finalized this alternative, it added some density to the villages in order to increase the buffer between the villages and the existing neighborhoods. There had been some level of opposition to the clustered village concept, but neighborhoods seem to be satisfied with the overall plan.

Deidre Heitman commended Mr. Wright on the outstanding job that has been done in the process with the public meetings and consultations with BART and other agencies. She asked if the TOD and residential high density had been lowered over time. Mr. Wright said that as shown in the program summary it goes higher to 50 units/acre. Ms. Heitman also asked if there had been more discussions with Cal State or other entities about the educational campus, as this would impact the North Concord BART station. Mr. Wright reported that they have had a series of follow up discussions with Cal State to get updates on their project plans. Similar discussions will take place with all public benefit applicants. If CSU's request for a public benefit conveyance is not successful, the portion can still be set aside for another educational use to tie in with research and technology activities.

Chair Ross asked about the project's transportation element and if contact has been made with service providers. Mr. Wright answered that they have been in contact with all service providers as part of Transportation Advisory Group. There is some concern especially with the bus providers, given discussions about service reductions and the impact on equipment. These issues will be addressed closer to development.

Member Bjerke said that Mr. Wright and Mr. Knopf are making presentations to all jurisdictions' City Councils and are available for briefings. The City is trying to be as proactive as possible relative to outreach and we want to make everyone aware of where we stand and to provide the opportunity for input. He noted that presentations are scheduled for the Walnut Creek and Pleasant Hill City Councils.

ACTION: Thanks to Mr. Wright.

5. Proposed Measure J Amendment Language

In March, TRANSPAC approved a request to the Transportation Authority for a for Measure J amendment to allow the use of Additional Bus Service Enhancements, Program 19a and Additional Transportation Services for Seniors and People with Disabilities Program 20a, for existing and/or modified service under defined circumstances. To expedite the process, the TRANSPAC TAC offers the following proposed language, shown in bold and italic type, as amendments to the Central County subregional description of Programs 19a and 20a. This language is proposed to be inserted as a second paragraph after the current language. The Chair's and TRANSPAC Manager's edits are shown in underline/strikeout. If approved, the language will be transmitted to the Authority this afternoon.

Current Measure J Expenditure Plan language for Program 19a:

Funds will be used to enhance bus service in Central County, with services to be jointly identified by TRANSPAC and County Connection.

Proposed language to add as a second paragraph to Program 19a:

In years when revenues are declining have declined from the previous year, funds may be used for enhanced, existing, additional bus service and/or modifications-modified bus service; in years when funding allows for growth in service levels, these funds would be used for bus service enhancements; and if County Connection's funding levels are restored to 2008 levels, these funds should shall be used to enhance bus service. TRANSPAC will determine if the use of funds by County Connection or other operators meets these guidelines for the allocation of these funds.

Current Expenditure Plan language for Program 20a:

Funds will be used to supplement the services provided by the countywide transportation program for seniors & people with disabilities and may include provision of transit services to programs and activities. Funds shall be allocated annually as a percentage of total sales tax revenues, and are in addition to funds provided under the base program as described above.

Proposed language to add as a second paragraph to Program 20a:

In years when revenues are declining have declined from the previous year, funds may be used for supplemental, existing, additional or modified service for seniors and people with disabilities; in years where funding allows for growth in service levels, these funds would be used for service enhancements for seniors and people with disabilities; and if funding levels are restored to 2008 levels, these funds should shall be used to enhance services for seniors and people with disabilities. TRANSPAC will determine if the use of funds proposed by operators meets these guidelines for the allocation of these funds.

ACTION: Approved the Proposed Measure J Amendment language as revised for Program 19a and Program 20a. Durant/Pierce/Unanimous.

6. TRANSPAC and CCTA Representatives' Reports. The minutes of the February 18, 2009 CCTA Board meeting were included in the packet.

- a. CCTA meeting
Members Durant and Pierce reported that CCTA discussed AB 744 (Torricono), the proposed Bay Area HOT lanes network.

The HOT lanes topic generated considerable discussion. Member Durant said that Torrico had introduced the HOT Lanes concept into Bay Area as a mandate to convert HOV lanes into paid express lanes. The Transportation Authority did not have a favorable response to this concept in the past, and it appears that the concerns voiced by the Authority and other counties have finally been heard by MTC. The Authority is willing to change its position to support the bill with amendments. The VTA transmitted a letter that articulated the points to give CMAs more control over defining the corridors; allow CMAs to approve corridor management plans; ensure phasing plans for development and dedication of funds to public transportation; keep 95% of the revenue in the corridor where generated and; sunset the legislation in five years. At the MTC hearing on Friday, the Transportation Authority and its representative to MTC outlined the concerns and the MTC committee agreed that these issues should be addressed.

Member Pierce noted that a special Authority meeting has been scheduled for Thursday, April 23 at 6 p.m. to review the amendments.

Armstrong asked for clarification on the meaning of the sunset clause. Martin Engelmann explained his understanding that in the legislation, all CMA ownership of the lanes sunsets within one year and MTC gets the facility and the revenues within one year.

Member Pierce noted that MTC would prefer not to do operational studies to evaluate whether HOT lanes are right for a corridor but it is unlikely that Caltrans would allow implementation of toll lanes without such studies. These studies are important and should be required to take all issues into account. She noted that Christine Atienza of West County, who has done research on HOT lanes in other areas, pointed out that HOT lanes are not effective without four lanes to a total with two in each direction. In most places there is only the option of converting an existing HOV lane, and that might be an issue that kills its profitability. Member Durant said that part of the amendment to the language of the legislation would have to include studies of effectiveness and a strategic plan for the corridors. He noted the air quality issues as well.

Also discussed was a proposed CCTA economic stimulus plan through accelerated payment of Local Streets and Roads funds for jurisdictions that submitted their Growth Management Compliance Checklists early. All other jurisdictions will receive second payments on September 1.

b. Administration and Projects Committee (APC) meeting

Member Pierce reported that the Administration and Projects Committee approved Measure J funds for construction after completion of a peer review of the design plans for the Ygnacio Valley Road permanent restoration project; approved sending a letter of support for the eBART project; and discussed the Caldecott Tunnel Improvement project. The APC passed a resolution for salaries and benefits which establishes staff salary ranges and benefits for the upcoming fiscal year. Authorization was requested to issue an RFQ to form the investment banking underwriter team that will assist with the structuring of the bond transaction, the rating agency approach, and marketing of the bond sale. Two special Board workshops were proposed.

Several legislative items discussed, including: SB 406 (DeSaulnier) - a bill that would authorize an MPO or COG to impose a vehicle registration fee to fund development and implementation of regional blueprints; ACA 9 (Huffman) – a proposed constitutional amendment that would lower the voter threshold for bonds and special taxes for public facilities and housing to 55%; and AB 1135 (Skinner) - a bill that would require motor vehicle owners to report their odometer readings as part of the annual vehicle registration process. No action was taken on any of the legislative items.

c. Planning Committee meeting

Member Pierce reported that the Planning Committee approved the City of Pleasant Hill's Calendar Year 2006 & 2007 Growth Management Program (GMP) Compliance Checklist. It was reported that all 20 local jurisdictions in Contra Costa are in compliance with the Measure J Urban Limit Line (ULL) Requirement.

7. Reports from Staff and Committees - Information Received

- a) 511 Contra Costa Report - Lynn Overcashier, Program Manager, reported that ten of the 20 jurisdictions have expressed interest in electric vehicle charging stations. In the next two weeks the Air District will have meetings where it will be determined whether some of its policies can be loosened to accommodate projects such as this. In previous years, electric infrastructure and CNG infrastructure project types were eligible to receive TFCA funds. The Air District is trying to distribute as much money as possible to as many jurisdictions or agencies that apply for the regional funds. On April 20th a request will be made of the Pleasant Hill City Council (511 Contra Costa's fiscal agent) for permission to apply for a TFCA regional grant for a countywide electric charging infrastructure program. In other matters, staff is completing the FY07-08 annual reports and working on status reports for FY08-09 and applications for FY09-10.
- b) Neustadter announced that funding for the Central, East, West SR 4 Corridor Management study has been approved by the Transportation Authority. Thanks to Bob McCleary and the Transportation Authority for approving \$150,000 in the Congestion Management Agency 2009-10 budget to fund the study. Work by the three managers and TACs will begin in the fall.

8. Correspondence/Copies/Newsclips/Information - Accepted

9. For the Good of the Order

Neustadter noted that an updated TRANSPAC roster was included in the packet. Anyone interested in the Caldecott Tunnel and Devil's Slide field trips should notify her.

Chair Ross asked Member Bjerke if TRANSPAC could do anything to help with the Reuse Plan. Member Bjerke said that having the Corridor Management Study will be of great help in addressing a regional strategy for Highway 4. Concord is in an additional research and review period of the environmental process, and the Navy will probably wait until the City is done before they start. The timeline discussed today is optimistic and conservative. We have tried to make it as transit-friendly as possible.

Neustadter said that the TAC is working on an update to the 2009 Strategic Plan in preparation for the September bond sale. Although the numbers are down, Concord-sponsored projects are still on the table and we are looking at ways to get those funded.

Member Pierce said that the Authority is working on the Strategic Plan. With sales tax revenues are down over 10%, they are adopting a conservative view. The bulk of Measure J money goes to programs at a set percentage, which by default are already capped by revenue. Capping the amount on the projects is being discussed. The Authority may need to look at amending Measure J to allow the diversion of monies from future programs that are augmentations (such as express bus service) in order to keep our heads above water. She corrected a misinterpretation by SWAT that we were going to try to cut out the school transit program, which was not the intent. TLC funds might be able to backfill the school bus programs if needed.

10. **Meeting was adjourned at 10:41 a.m.** The next TRANSPAC meeting is scheduled for May 14, 2009 at 9 a.m. in the Community Room, City Hall, City of Pleasant Hill unless otherwise determined.