

WCCTAC
West Contra Costa Transportation Advisory Committee
Meeting Minutes, 11 September 2009

Members Present: Maria Viramontes, Chair (Richmond); Janet Abelson (El Cerrito); Tom Butt* (Richmond); Ed Balico (Hercules); Genoveva Calloway (San Pablo); Roy Swearingen, Vice-Chair (Pinole); Joe Wallace (AC Transit). Absent: Joel Keller (BART); John Gioia (Contra Costa County); Tom Hansen (WestCAT); Jeff Ritterman (Richmond).
*arrived after roll call.

Staff Present: Christina Atienza, Valerie Lipscomb, Joanna Pallock, John Rudolph, Linda Young; Matt Kelly, CCTA; Michael Rodriquez, Meyers Nave.

Location: San Pablo Council Chambers, 13831 San Pablo Avenue, San Pablo, CA 94806

1. Call to Order Self-Introductions. *Chair Viramontes* convened the meeting at 8:02 a.m.

2. Public Comment. There were no comments from the public.

CONSENT CALENDAR

ACTION: *Director Wallace* moved to adopt all items of the Consent Calendar, excluding Item #8c. The motion was seconded by *Director Swearingen*, and passed unanimously.

- 3. Approved Minutes and Summary of July 31, 2009 Board Meeting.**
- 4. Approved Summary of the August 27, 2009 Technical Advisory Committee (TAC) Meeting.**
- 5. Received Staff Reports.**
- 6. Received Update on AB 744 (Torrico) Regional Express Lane Network.**
- 7. Approved Staff Comment Letter on Preliminary Draft Richmond General Plan Update.**
- 8a. Approved FY 08-09 and FY 09-10 Claim for Additional Bus Service Enhancements (Program 19b) Funds.**
- 8b. Approved Programming of FY 08-09 Allocations for Additional Transportation for Seniors and People with Disabilities (Program 20b).**

DISCUSSION ITEMS

- 8c. FY 08-09 and FY 09-10 Claims for Additional Transportation for Seniors and People with Disabilities (Program 20b).**

ACTION: *Director Wallace* moved to approve Item #8c, seconded by *Director Abelson*, and passed unanimously.

DISCUSSION: *Ms. Atienza* noted that the table on page #8c-2 should be amended so that the cell in the first column, fourth row, contains “EBPC” – East Bay Paratransit Consortium. *Ms. Atienza* also clarified the map on page #8c-10 in response to *Director Swearingen’s* question about the coverage areas of different paratransit operators.

9. AC Transit Draft 2009 Service Adjustments Plan.

ACTION: *Director Swearingen* moved to send an amended WCCTAC comment letter on the proposed Service Adjustments Plan to AC Transit, seconded by *Director Wallace*, and approved unanimously.

DISCUSSION: *Director Wallace* noted that the 2009 Service Adjustments Plan is not yet finalized, as there are a number of public meetings still to be held, and the agency has initiated efforts across the board, including staff reductions, to maintain as many service hours as possible. *Ms. Atienza* noted that the process of identifying potential cuts in service has included an effort to optimize service throughout AC Transit’s service areas, and commended AC Transit staff and management for their thoughtful attention to the potential impacts of these cuts on riders. *Ms. Atienza* explained that the handouts on this item included a timeline of AC Transit Board decisions and public workshops, with proposed implementation to take effect on January 10, 2010. *Ms. Atienza* summarized the subcommittee’s priority concerns: (1) Line 74 to Marina Bay; (2) transfer issues between AC Transit and WestCAT; and (3) Line 74 to Orinda. *Ms. Atienza* summarized the public workshops in Berkeley and the City of San Pablo, noting that the Berkeley workshop did not contain voices from the El Cerrito community, and some persons attending the meeting in the City of San Pablo advocated for Line 74 to Orinda and requested enhancements to the 72 Lines, as well as sustained mid-day service to Hilltop Green.

Director Abelson stated that continuing mainline service on the 72, 72M and 72R should be a top priority, and suggested that transit riders will generally stop riding buses when headways are greater than 30 minutes. *Director Wallace* supported *Director Abelson’s* suggestion that trunkline service should be preserved, and suggested that the “Class Pass” fare instrument, such as has been implemented in the City of Berkeley, should be examined for expansion to other cities. *Chair Viramontes* noted that the Line 74 in Marina Bay is important for many reasons including (1) the Richmond Police Department is still located in Marina Bay, and people with business with the RPD frequently need to take public transit; (2) a service provider and an employment site for developmentally disabled young adults are located along the Line 74 Marina Bay route, and these young adults use the bus daily; (3) the City of Richmond is trying to increase residential density in the Marina Bay area; and (4) the state Health Department employs 2,000 persons at a location in Marina Bay. In support of Line 74, *Director Swearingen* expressed the view that the Line 74 is faster and less expensive than BART from West County to Orinda.

10. Draft Comments on Point Molate Resort and Casino DEIS/EIR.

ACTION: *Director Swearingen* moved to send amended comments on the Point Molate Casino Resort DEIS/EIR Traffic Analysis to the City of Richmond, seconded by *Director Balico*, and carried unanimously.

DISCUSSION: *Ms. Atienza* introduced *Ms. Lina Velasco* from the City of Richmond; *Mr. John Salmon*, from Upstream Point Molate; and *Mr. Mike Taggart*, from AES. *Ms. Atienza* noted that Richmond staff and the developer have expressed a willingness after the comment period to sit down and talk about WCCTAC's comments, and that a revised traffic study to accompany a revised Draft EIS/EIR might not be necessary, as long as these talks are substantial and not merely a paper exchange. *Ms. Atienza* also noted that in addition to the concerns expressed in the draft comments, three other issues – the ferry proposal, potential impacts on STMP, and the full costs of mitigation measures – remain to be addressed, and that the City of San Pablo had requested an extension to the comment period.

Director Abelson inquired about the publicly funded portion of mitigation measures for the proposed project. *Chair Viramontes* stated that STMP projects are not necessarily identical to the projects that will be necessary for mitigation of the proposed project's expected impacts. *Ms. Atienza* said that developers of projects that cause impacts are required to pay their fair share of costs associated with mitigation. *Director Balico* suggested that mitigation must be funded 100%, and if a jurisdiction collects only 25% of the funding for mitigation, the fees collected need to be returned; jurisdictions need to figure out a way, given all future public funding, to meet the complete funding requirements for mitigation with only a "fair share" contribution from the developer.

Director Swearingen suggested restricting traffic going into the casino by not allowing automobiles, or alternatively, charging \$10 for parking, and dedicating the parking revenues toward public transportation and safety. *Director Abelson* suggested that BART service and TDM programming should be highlighted. *Director Butt* remarked that most major transportation facilities in West County, such as I-80, I-580, and the Richmond San Rafael Bridge, are designed to take people through West County; the proposed project is an effort to bring people to West County, but the existing transportation facilities are inadequate for this purpose. *Director Calloway* noted that the Class 2 machines at Casino San Pablo generate traffic at different rates than the Class 3 machines proposed for Point Molate, and require different mitigations; and that the City of San Pablo would require additional time and information to prepare its comment letter. *Director Wallace* noted that developers are interested primarily in profit, including shedding costs by imposing funding burdens on local public entities; further, that a large casino will impose hardships on residents of the local communities, especially with regard to traffic, demoralized citizens, and litter.

Ms. Atienza outlined draft comments, including concerns about how the West County Action Plan was apparently not used as a regulatory framework for traffic analysis.

Director Abelson inquired about ferries to and from San Francisco, Marin, and points outside West County. *Ms. Atienza* explained that trip distribution and mode assignment are key elements of all traffic studies, and these evaluations are not clear in the current Draft EIS/EIR. *Director Abelson* expressed concern that the Point Molate ferry proposal may lead to decreased interest in either or both of the ferry proposals currently on the table in West County, as there may not be enough funding for all three; that WETA should be included in discussions about prioritizing ferries in West County; that the BART system has underutilized capacity in reverse commute directions and during off-peak hours; and that a shuttle system connecting BART to the project

site might be worth exploring. *Chair Viramontes* explained that all modes will be necessary, and that from a policy point of view the City of Richmond should determine whether one or both of its ferry terminals and participation in a ferry system should be privatized. *Director Balico* noted that the project's proposed ferry terminal and system may have impacts on the Hercules and Richmond Marina Bay ferry terminal projects. *Director Butt* observed that recent events at Marina Bay, in which more than 4,000 attendees were brought in nightly by extensive ferry service, demonstrate Richmond's capacity to develop event centers not dependent on roadways. *Director Wallace* stated that transportation infrastructure for patrons of gaming establishments should not be funded out of scarce public resources dedicated to public transit.

Director Butt emphasized that the roadway configuration leaving Point Molate heading eastbound on I-580 is very dangerous, and requires extensive scrutiny, and that safety needs to be a larger concern in planning this project. *Director Butt* also noted that the toll plaza is subject to severe delay and is the only access point to the project site, and that completion of the Bay Trail in this vicinity is a high priority. *Ms. Atienza* noted that in addition to CEQA and NEPA, project sponsors must address the collaborative, multi-jurisdictional planning process requirement of Measure J or risking losing their 18% return-to-source funding for local streets maintenance.

STANDING AGENDA ITEMS

11. **Correspondence/Other Information:** Received. No comments.
12. **WCCTAC Board and Staff Comments:** No comments.
13. **Other Business:** None.

CLOSED SESSION

14. **Adjourn to Closed Session: Executive Director's Performance Evaluation, Work Plan, and Contract Renewal.** The Board adjourned to closed session at 9:30 a.m. in memory of Fidel Lopez, father of Richmond City Councilmember Ludmyrna Lopez.

OPEN SESSION

15. **Adjourn.** The Board reopened to open session and adjourned until October 30, 2009, at 7:45 a.m.