



CONTRA COSTA  
**transportation  
 authority**

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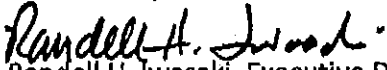
Randell H. Iwasaki,  
 Executive Director

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## MEMORANDUM

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To: Barbara Neustadter, TRANSPAC  
 Andy Dillard, SWAT, TVTC  
 Jamar Stamps, TRANSPAN  
 Christina Atienza, WCCTAC  
 Richard Yee, LPMC

From:   
 Randell H. Iwasaki, Executive Director

Date: July 24, 2012

Re: Items approved by the Authority on July 18, 2012, for circulation to the  
 Regional Transportation Planning Committees (RTPCs), and items of interest

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At its July 18, 2012 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **SB 375/SCS Implementation Update: Approve Transmittal of Comment Letter on the Scope of the One Bay Area Plan DEIR.** At the July Planning Committee meeting, staff reported on recent meetings and events pertaining to the Implementation of SB 375 and the development of a Sustainable Communities Strategy for the Bay Area, and reviewed a letter to MTC which was drafted by staff commenting on the scope of the One Bay Area Plan DEIR. *The letter (included in the July Authority packet, Agenda Item 2.B.8), was signed by Chair Tatzin and transmitted to MTC on July 5<sup>th</sup>.*
2. **Safe Routes to School (SR2S) Planning and Programming Process.** Approximately \$245,000 in federal Surface Transportation Planning (STP) funds is available to carry out the Strategic Plan approved by the Authority in March 2010 to develop a SR2S Master Plan, and allocate SR2S funds available through MTC. A re-definition of the Authority's SR2S approach is proposed in support of a countywide strategy that provides value at a local level and acknowledges the depth and breadth of SR2S programs that already exist in many parts of Contra Costa. *The Authority authorized staff to develop a new RFP based on a*

2999 Oak Road  
 Suite 100  
 Walnut Creek  
 CA 94597  
 PHONE: 925.256.4700  
 FAX: 925.256.4701  
 www.ccta.net

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*revised scope of services and undergo a competitive selection process to retain a new consultant for the work. (Attachment)*

- 3. Implementing the OneBayArea Grant.** In May, MTC approved Resolution 4035, which outlined the process for allocating federal funding through Fiscal Year 2015–16. A substantial amount of that funding will be allocated by the Congestion Management Agencies (CMAs) through the OneBayArea Grant, also known as OBAG. The OBAG process outlined in Resolution 4035 places a number of new requirements on both CMAs and local sponsors. For the CMAs, these requirements include the preparation and adoption of a PDA Investment & Growth Strategy by May 1, 2013. For local sponsors, they include adopting complete streets policies and getting HCD certification for their housing elements. *By consensus, the Authority supported the Planning Committee's recommendations and staff's approach, which will include a report with additional detail in September.*



Handout: Item 4.B.6  
 (July 18, 2012 Authority Meeting)  
 Note: Changes from the Authority Agenda packet are shown in double ~~strike~~through/underline.

**Planning Committee STAFF REPORT**

Meeting Date: July 5, 2012

<b>Subject</b>	<b>Safe Routes to School (SR2S) Planning and Programming Process</b>
<b>Summary of Issues</b>	Approximately \$245,000 in federal Surface Transportation Planning (STP) funds is available to carry out the Strategic Plan approved by the Authority in March 2010 to develop a SR2S Master Plan, and allocate SR2S funds available through MTC. A re-definition of the Authority's SR2S approach is proposed in support of a countywide strategy that provides value at a local level and acknowledges the depth and breadth of SR2S programs that already exist in many parts of Contra Costa. Staff seeks Authority direction on next steps.
<b>Recommendations</b>	<del>Staff seeks redirection from</del> <u>The Planning Committee recommended Option 2 below, followed with continued discussion with the an expanded SR2S Task Force that included the RTPC managers and other stakeholders. Further discussion could be scheduled for</u> <u>A revised proposed scope and schedule would be brought back in September 2012. After the Planning Committee meeting, staff learned that due to federal requirements, Option 2 was no longer viable because more than a year has past since the conclusion of the last selection process. Therefore, to comply with the federal process, staff recommends Option 3 below: Develop a new RFP based on a revised scope of services.</u>
<b>Financial Implications</b>	Approximately \$245,000 in STP funds is available to carry out the SR2S component of the CMA Strategic Plan for Cycle 1 federal funding.
<b>Options</b>	<ol style="list-style-type: none"> <li>1. Continue working with the existing consultant (Parisi) to complete various SR2S tasks</li> <li><del>1.2.</del> <u>2. Contact the second- and third- ranked consultants to respond to RFP 10-7 (either DKS Associates, or Ryan Snyder), and engage one of them to conduct the remainder of the work.</u></li> <li><del>2.3.</del> <u>3. Develop a new RFP for continued consultant based on a revised scope of services, and go through the competitive selection process to retain a new consultant to complete undertake the work (Note: Under existing Authority policy, Parisi</u></li> </ol>

<p>Attachments (<i>Revised Attachment A; See PC Packet dated 7/5/12 for Attachment B.</i>)</p> <p>Changes from Committee</p>	<p>would not be excluded from submitting a proposal)</p> <p>A. Draft SR2S Discussion Paper No. 1 (<u>Revised to reflect changes as presented and discussed at the Planning Committee meeting</u>)</p> <p>B. SR2S Survey Completion Items</p> <p><i>The Planning Committee approved moving forward with Option 2 (above) using Discussion Paper No. 1 as a policy framework for developing a revised scope of work and entering into a new contract with one of the qualified consultant teams that responded in September 2010 to Authority RFP 10-7 for Safe Routes to School consultant support. In consultation with an expanded SR2S Task Force that includes the RTPC managers, staff will develop a scope of work and cost estimate for remaining work for Authority review and approval in September 2012.</i></p> <p><u>Subsequent to the Planning Committee meeting, Authority staff learned that Option 2 was no longer viable for a federally funded project because:</u></p> <p><u>a) more than a year had transpired since the last selection process reached its conclusion in October 2010; and</u></p> <p><u>b) RFP 10-07 for the SR2S Master Plan was not scoped as an ongoing services contract. To select the second- or third-ranked consultant, the RFP would have had to have specified that a list of qualified consultants was going to be created with the intent of selecting consultants from that list to perform services on an as-needed basis.</u></p> <p><u>Consequently, Authority staff recommends Option 3 – Develop a new RFP based on a revised scope of services.</u></p>
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## EXECUTIVE DIRECTOR'S REPORT

July 18, 2012

### **City of Pinole: June 14, 2012**

Martin Engelmann and I met with Pinole Council Member Roy Swearingen, City Manager Belinda Espinosa, and Development Services Director Dean Allison. They wanted to know what the risks were if they pulled out of WCCTAC. We reviewed how the City has invested its return to source dollars and what grants and services WCCTAC and CCTA have provided over a five year period.

### **Scott Rawlins KPMG: June 15, 2012**

CCTA staff met with Scott Rawlins, former Deputy Director at Nevada DOT to understand how they implemented Construction Manager//General Contractor (CM/GC). He also explained the differences between design build and CM/GC. After deploying both procurement tools in Nevada, it was his opinion that CM/GC will replace design build in the future.

### **FHWA Active Transportation and Demand Management Workshop: June 19, 2012**

I was invited to participate on a panel by the FHWA to discuss how we are implementing Active Transportation and Demand Management in California. The invitees to the workshop were: Connecticut Commissioner of Transportation James Redeker, Philadelphia Deputy Mayor for Transportation and Utilities Rina Cutler, New Jersey Transit Executive Director Jim Weinstein, MARTA General Manager Bev Scott, New Jersey PTA Executive Director Mary Murphy, SANDAG Executive Director Gary Gallegos and me. The mission of the workshop was to provide the FHWA with executive-level guidance and insight regarding how best to advance and adjust institutional culture and organizational strategies to include a more pro-active approach to traffic management programs and identify the necessary organizational and cultural strategies within state, local, and regional transportation agencies to sustain these programs.

### **Google: June 20, 2012**

Martin Engelmann, Peter Engel and I visited Kevin Mathy Transportation Manager for Google in Mountain View. We met with Rolf Schreiber. He is in charge of deploying level 2 electric vehicle charging stations throughout the Google campus. REWS Transportation Specialist Anna Walters also met with us. Her focus is van pools. She is interested in our Dynamic Ridesharing project. Kevin gave us a presentation on their bus transportation program. We also got to sit in a Google bus. Their buses are specifically designed for Google. We also got to take a look at the autonomous car.

### **OBAG Grant requirements and PDA Investment Strategy Meeting: June 20, 2012**

Brad Beck attended the OBAG meeting at MTC. He provided some feedback about our concerns with the guidelines for the deployment of the OBAG program.

**Paul Brubaker: June 21, 2012**

I met with the former US DOT Research and Innovative Technology Administration Administrator in Walnut Creek. Mr. Brubaker is working on a new fare box technology for transit. His technology uses smart phones in lieu of fare cards and could have applicability with our operators. He would like to have a meeting with our three Contra Costa based transit operators.

**Sand Creek Interchange and Freeway Conversion Ground Breaking Event: June 22, 2012**

We celebrated the start of the long awaited Sand Creek Interchange and freeway conversion project that extends from Lone Tree to a little past Sand Creek. This is a partnership project with funding coming from the Prop 1B CMIA program. CCTA Commissioners celebrated with Congressman McNerney, Senator DeSaulnier, Assembly Member Buchanan, and other elected officials. There was media coverage of the event.

**Mineta Transportation Institute (MTI) Dr. Peter Haas: June 25, 2012**

Dr. Haas met with interested staff of CCTA and other Contra Costa agencies regarding the Master's Degree program at MTI.

**Workshop on Strategies and Best Practices for State DOT Support of Plug-in Electric Vehicles (PEVs) and Infrastructure in Raleigh, North Carolina: June 25-26, 2012**

Martin Engelmann attended this two-day workshop as a representative of local agencies interested in accelerating the deployment of PEVs. The Workshop was organized and facilitated by the Center for Climate and Energy Solutions – a nonprofit organization that works to advance policies to address energy and climate change initiatives. Travel, hotel, and per diem expenses were paid through a State Department of Transportation Pooled Fund Study.

**Express Lanes Executive Steering Committee: June 26, 2012**

Ross Chittenden and I attended the Express Lanes meeting at MTC. The agenda was focused on the status of the I-680 and SR 237 projects. We made the comment that at future meetings we would rather focus on the governance issues that need to be resolved.

**Meeting to Discuss Ferry Service in Contra Costa: June 26, 2012**

At the May Authority meeting, the members discussed several pieces of correspondence received from TRANSPLAN and the Contra Costa Board of Supervisors regarding the implementation of a region-wide emergency water transportation plan by the Water Emergency Transportation Authority (WETA). The letters outlined concerns by East County agencies with WETA's approach and strategy, and contained a request by the Board of Supervisors that the Authority take the lead in trying to arrive at a solution. Authority staff was directed by Chair Don Tatzin to schedule a meeting with staff from the three areas of Contra Costa with existing or proposed ferry service to discuss the situation and the possibilities going forward.

Pursuant to this directive, on June 26, staff met with staff of TRANSPLAN, TRANSPAC, WCCTAC, Contra Costa County, the cities of Martinez, Hercules, Richmond and Antioch to begin this discussion. The participants agreed that Contra Costa would benefit from a uniform strategy and a 'holistic' approach regarding ferry transportation in the county. They agreed to meet again—possibly with WETA staff—to assess the status of ferry transportation in Contra Costa—current and planned—in

light of financial, technical and political considerations and see what options might be worth pursuing.

**California Transportation Commission (CTC) meeting in Ontario: June 27-28, 2012**

CCTA Chair Don Tatzin, Ross Chittenden, and I traveled to Ontario to attend the CTC meeting. Although we pulled our \$44 million CMIA savings request, we wanted to make sure we were present to talk to CTC Commissioners about our proposal and also to enter comments into the record regarding the proposed change in the CMIA savings policy. The policy proposed to take any future savings and fund existing State Highway Operation and Protection Program (SHOPP) projects. We prepared a short speech for Chair Tatzin to present at the CTC Meeting. Chair Tatzin, Kenny Kao (MTC), Patricia Chen (LA Metro), and Gary Gallegos (SANDAG) all spoke in favor of an extension of one or two months before the CTC took an action on this policy change. Chair Tatzin requested that, if the policy is approved, the CTC consider other mobility projects or SHOPP eligible projects when the list of projects is developed. CCTA staff would be willing to work with CTC staff on the modifications. Despite the well-articulated reasons for postponing the decision, the CTC Commissioners unanimously approved the revised policy and took credit for the completion of the CMIA program. According to CTC information, all of the original 54 projects programmed in 2007 have been allocated. An additional 38 projects were amended into the program using construction bid savings captured at award. One project remained to be allocated and it has been delivered and was ready for allocation by the Commission. We are developing Plan B.

**Dr. Watanabe, Chairman of the 20<sup>th</sup> ITS World Congress to be held in Tokyo Japan: June 28, 2012**

I met with Dr. Watanabe, Senior Technology Officer and Chairman of the Tokyo ITS World Congress, Yoshikatsu Nakamura, Group Vice President & Coordinating Officer, and Yutaka Okayama Project General Manager Environmental Affairs Planning Group for Toyota. Mr. Watanabe was interested in making the ITS World Congress more interesting to the attendees. We talked about the philosophy used when the ITS World Congress was held in San Francisco in 2005. Toyota sponsored the 2004 ITS World Congress in Nagoya Japan.

**Caldecott Tunnel Medallion Design Competition: June 29, 2012**

CCTA Chair Don Tatzin and I kicked off the Caldecott Medallion Design Competition judging in the Diablo conference room. We introduced ourselves to the three judges and thanked them for their service. There were a number of choices from each school category. I am sure it was difficult to pick the winners.

**Sand Creek Project Partnering Session: July 6, 2012**

Ross Chittenden, Amin AbuAmara, and I attended a formal partnering session with Bay Cities/Myers JV (JV) team. We held an executive session with the executive team from JV from 8-10:00 a.m. The executive representatives from the JV were the Presidents, Area Managers, and Superintendent from the respective companies. After a short break, the sub-contractor representatives and other members of the JV joined us for a more detailed partnering session. Team members review the goals, stakeholders, challenges, assets and resources, and finally measurements for the project. Statistics show that projects that begin with a partnering focus have less claims, disputes, and lawsuits. We will be inviting representatives from the City of Antioch and Brentwood to future partnering sessions. If you are interested, please let me know.

**Transportation Research Board (TRB) Managed Lanes Committee: July 9, 2012**

Ross Chittenden was accepted as a member of the TRB Managed Lanes Committee. This committee is concerned with the evolving role of high-occupancy vehicle, high-occupancy toll, and managed lanes in response to the challenges of congestion, energy consumption, and climate change. The committee evaluates research proposals and disseminates best practices through a variety of communication methods including TRB mid-year and annual meetings.

**CCTA Tech Series: July 12, 2012**

The fourth tech series was held at our office and the topic was design build. The speakers were Ray Tritt, Caltrans Design Build Program Manager, Steve Whitaker, HNTB Design Build Manager, and Richard Grabinski, Flatiron Western Region Manager. They discussed how the Design Build procurement tool can help agencies manage risk. The event was well attended.

**Media Training: July 16, 2012**

Ivy Morrison from Circlepoint conducted media training for select Authority staff, consistent with our staff development and communications enhancement objectives.

***Out of State Travel – Prior Reporting Period*****ITS America Annual Meeting: May 21-22, 2012**

As reported in June, I attended the ITS America Annual Meeting in Maryland on May 21-22, 2012. Expenses including registration, travel, lodging, and meals totaled \$1,914.31.