

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda
THURSDAY, JUNE 12, 2014

9:00 A.M. to 11:30 A.M.

Pleasant Hill City Hall – Community Room
100 Gregory Lane, Pleasant Hill

TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion, or other indication that action will be taken is included on the agenda or attachments thereto.

- 1. Convene Meeting/Pledge of Allegiance/Self-Introductions**
- 2. Public Comment:** At this time, the public is welcome to address TRANSPAC on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments.

- 3. Approval of May 8, 2014 TRANSPAC Meeting Minutes**

ACTION: Approve minutes and/or as revised/determined.

Attachment: May 8, 2014 TRANSPAC Minutes

- 4. A Proposal to Distribute Central County Measure J Line 28a Funds Presented by Ray Kuzbari, City of Concord Transportation Manager**

The following text is a review of the TRANSPAC TAC May 22, 2014 meeting discussion on the use of Measure J Line 28a Funds. TRANSPAC Manager Barbara Neustadter advised that the TAC had previously discussed ways to distribute Central County Measure J Line 28a funds. Measure J defines line Subregional Line 28a funds as follows: TRANSPAC will propose programming funds for any project or program identified in the Expenditure Plan, and to meet other future transportation needs of Central County eligible under the provisions of the Act.

Ray Kuzbari explained that last year a Central County program (Line 28a funds) had been highlighted as a result of a request from the City of Pleasant Hill for the use of those funds due to a shortfall in a federally funded project on Contra Costa Boulevard. The shortfall constituted an emergency and possible loss of the project implementation. At that time, there was \$2.3 million available in the Line 28a account and Pleasant Hill requested \$750,000 for the Contra Costa Boulevard project which brought the account balance down to \$1.55 million. Also at that time, the TAC discussed how to use the Line 28a money and the overall protocol process that should be considered for the use of those funds.

Mr. Kuzbari noted that a proposal had been discussed that was project specific, and more emergency based, similar to the Pleasant Hill request for the use of 28a money, although that proposal was not something that could be used by each city. It was based on when there was a jurisdictional need, there could be a request for the money. He noted that the issue had gone dormant for awhile but it was time to address it again.

Referring to budgetary problems in the City of Concord, Mr. Kuzbari had been struck by how critical the situation was in Concord given the lack of local matching funds which made it impossible to pursue grant funds. He explained that 11.47 percent minimum, and usually more, was required to make a project viable due to administrative costs. It became clear to him that Concord had critical projects for safety purposes that were waiting in line because Concord did not have the funds and could not leverage with federal money.

As the issue of 28a was on his mind, Mr. Kuzbari stated that Concord had return to source funds although the total was not sufficient for its needs, and he suggested the same would likely be the case in other jurisdictions. He was also aware of the 2.09 percent additional Measure J funds to local jurisdictions for Local Street Maintenance (LSM) and Improvements funding, and suggested that the LSM funds be augmented with the 28a funds to make it easier to use the money to augment the 18 percent funds with no strings attached; the use of the funds did not have to be project specific, just allocated every year, with no conditions. So he had contacted Contra Costa Transportation Authority (CCTA) staff and had run the idea by them to see if his plan was viable and he had been told that would be acceptable and that, in fact, the Southwest Area Transportation Committee (SWAT) currently used the same method. All SWAT had to do was submit a report to the CCTA by September of each year to identify what had been done with the money. John Cunningham noted that SWAT had been doing that for the last couple of years.

Mr. Kuzbari presented a proposal for the distribution of Line 28a funds considering the 2.09 percent distribution based on population, which was broken down by Regional Transportation Planning Committee (RTPC). He noted that \$600,000 was typically credited to Line 28a each October, and with the current \$1.55 million available now, by October 2014 there would be \$2.15 million available in the account, which he had divided equally over 2014/2015 and distributed over the course of the two years taking out the \$750,000 already allocated to the City of Pleasant Hill. Using the same distribution, he identified how much each city would receive up to 2017. He had stopped in that year given the possibility of an extension of Measure J. If TRANSPAC agrees to the proposal, each city would have a distribution over the next few years with the exception of Pleasant Hill, which had received so much over its share that even after four years the other cities would not have caught up to Pleasant Hill's proportionate share.

Mr. Kuzbari suggested that the proposal with the use of 28a funds would be an augmentation to return to source funds. Ms. Neustadter reminded the TAC that the City of Pleasant Hill was in danger of losing a project on Contra Costa Boulevard. The allocation of Line 28a funds to Pleasant Hill ensured that the project could go forward.

Tim Tucker supported the proposal but wanted to include a footnote to make it clear that \$750,000 had already been allocated to Pleasant Hill. He asked if Pleasant Hill would be zeroed out until what it had previously been allocated had balanced out.

Mr. Kuzbari stated it would probably take a total of five years for Pleasant Hill to balance out. He suggested if the economy was good, more money would be available and the other jurisdictions would catch up faster and normal distributions could then be allocated. When asked if he had talked to the City of Pleasant Hill about the proposal, he stated that he had not.

The TAC thanked Mr. Kuzbari for the time and effort on the preparation of the proposal. Ms. Neustadter asked Mr. Kuzbari if he wanted to prepare a list of the kinds of activities that could be considered for the use of the funds such as a local share allocation.

Mr. Kuzbari recommended that the Line 28a funds be used the same way as the 18 percent return to source and the 2.09 percent LSM funds; all transportation related. He added that everyone would have to realize that by the end of September each year a report would have to be submitted to CCTA to show that the funds had been used for transportation projects or programs.

Jeremy Lochirco verified that there was no requirement that the funds could not be used for operational programs. Ms. Neustadter concurred that the Line 28a funds could be used for Measure C/J projects and programs in the transportation arena. The Line 28a definition is explicit regarding the use of these funds for projects or programs.

Mr. Kuzbari emphasized that the funds could be used for anything transportation related; design costs, right-of-way, staff costs, and construction among others, and there were no conditions as long as the use was transportation related.

Mr. Lochirco commented that a lot of transportation planning positions were usually a drag on a City's general fund in that they were not revenue generating, and creating an opportunity that could actually support that position or the function of a position would be important. He suggested in some cases that funds could be used to hire consultants for transportation planning work. He noted in the City of Walnut Creek there were some projects where that money could be used and there were personnel costs that supported transportation planning efforts or transportation engineering efforts that would be important to fund. He referred to the Community Development Block Grant (CDBG) dollars that had been used for housing and suggested a similar process with the Line 28a funds for transportation.

Mr. Kuzbari suggested that Line 28a funds could be spread over a number of different projects just as using the return to source 18 percent match funds, staff could potentially work on a project and the Finance Department could recoup the associated costs by using funds allocated to a particular project to cover those costs. He added that the proposed Line 28a allocation would just be part of the local Measure J that would become available to a city as long as it was spent on something that was transportation related, and the CCTA had verified that could be done. He added that could be done in the same distribution of the 2.09 percent but would not be subject to the Compliance Checklist. A report by September each year would be required by the CCTA to identify how the money had been used.

Mr. Cunningham stated that the proposal did not change the eligibility of the funding stream but could be used as a regular ongoing stream of funds.

Mr. Lochirco asked if that money could be used as a TRANSPAC share. Mr. Kuzbari concurred and stated it would be no different than the use of local Measure J funds.

ACTION: Recommended that Ray Kuzbari's proposal on the distribution of Central County Measure J Line 28a funds be forwarded to TRANSPAC by the TAC for consideration and approval. (Tucker/Lochirco/Unanimous)

ACTION: Approve the TAC recommendation regarding the distribution of Central County Measure J Line 28a funds.

Attachment: Central County Proposed Distribution of Measure J Program 28(a) Funds to Local Jurisdictions

5. What's up at the Bay Area Air Quality Management District by Mark Ross, TRANSPAC Chair

6. 511 Contra Costa Staff and TRANSPAC Report:

A. 511 Contra Costa Report.

Attachment: TRANSPAC/TRANSPLAN 511 Contra Costa TDM Spring 2014 Update dated June 12, 2014.

B. TRANSPAC Report. Update on JPA Actions

ACTION: Accept reports and/or as determined

7. TRANSPAC CCTA Representative Reports: Reports on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and the CCTA Board meeting (Members Pierce and Durant).

On May 21, 2014, the CCTA approved the release of a "Call for Projects" for the Priority Development Area (PDA) Planning Grant Program. As part of its Resolution 4035, MTC allocated \$2.745 million to the Authority to help local jurisdictions in planning for and implementation of PDAs. This PDA Planning Grant Program must be consistent with the county's adopted PDA Investment & Growth Strategy. Authority staff has prepared a "Call for Projects" for the PDA Planning Grant Program for release. Following the release, a subcommittee to the Technical Coordinating Committee (TCC) will evaluate the grant applications received. The subcommittee is comprised of local staff representatives from the four subareas of Contra Costa. Staff seeks Authority approval to release the "Call for Projects" for the PDA Planning Grant Program.

ACTION: Accept report and/or as determined

8. CCTA Executive Director's Report Regarding Authority Actions/Discussion Items

Attachment: Executive Director's Report dated May 21, 2014.

9. Items Approved by the Authority on May 21, 2014 for Circulation to the Regional Transportation Planning Committees (RTPCs) and Related Items of Interest

Attachment: Letter to RTPCs from Randell H. Iwasaki dated June 4, 2014 regarding items approved by the Authority on May 21, 2014.

- 10. TAC Oral Reports by Jurisdiction:** Reports from Concord, Clayton, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available.

ACTION: Accept reports and/or as determined

11. Agency and Committee Reports:

- TRANSPAC May 13, 2014 status letter to Randall Iwasaki, CCTA
- TRANSPLAN report of May 8, 2014 meeting
- SWAT
- WCCTAC
- County Connection – Fixed Route and LINK reports may be downloaded at:
<http://cccta.org/public-meetings/agendas/os-march-2014>
- CCTA Project Status Report may be downloaded at: <http://transpac.us/wp-content/uploads/2008/08/CCTA-Project-Status-Report.pdf>
- CCTA Board Agenda for May 21, 2014 meeting may be downloaded at:
http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=61
- CCTA Administration & Projects Committee Agenda for June 5, 2014 meeting may be downloaded at:
http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=168
- CCTA Planning Committee Agenda for June 4, 2014 meeting may be downloaded at:
http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=35

ACTION: Accept reports and/or as determined.

12. For the Good of the Order

- 13. Adjourn/Next Meeting.** The next meeting is scheduled for July 10, 2014 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

TRS June 12 2014

TRANSPAC Meeting Summary Minutes

MEETING DATE: May 8, 2014

ELECTED OFFICIALS PRESENT: Mark Ross, Martinez (Chair); Julie Pierce, Clayton, CCTA Representative; David Durant, Pleasant Hill, CCTA Representative; Tim Grayson, Concord; and Loella Haskew, Walnut Creek

PLANNING COMMISSIONERS PRESENT: Keith Haydon, Clayton; John Mercurio, Concord; Bob Pickett, Walnut Creek; and Diana Vavrek, Pleasant Hill

STAFF PRESENT: John Cunningham, Contra Costa County; Martin Engelmann, Deputy Director Planning, Contra Costa Transportation Authority, Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Tim Tucker, Martinez; and Barbara Neustadter, TRANSPAC Manager

GUESTS/PRESENTERS: Chadi Chazbeck, HNTB, Deborah Dagang, CH2MHill; Alex Evans, EMC Research; Bill Gray, Gray-Bowen; Chris Lau, Senior Civil Transportation Engineer, Contra Costa County; Bill Loudon, DKS Associates; Angela Viller, Transportation Department, Contra Costa County; Darrell Vice, HNTB; Elaine Welch, Senior Helpline Services; and Leslie Young, Golden Rain Foundation, Rossmoor

MINUTES PREPARED BY: Anita Tucci-Smith

1. Convene Meeting/Pledge of Allegiance/Self Introductions

The meeting was convened at 9:03 A.M. by Chair Mark Ross, who announced that it was Bike to Work Day, the Pledge of Allegiance was observed, and self introductions followed.

2. Public Comment

There were no comments from the public.

CONSENT AGENDA

- 3. City of Concord Measure J Reprogramming Request.** The City of Concord is requesting a Measure J Reprogramming Request for Major Capital Complete Streets. The TRANSPAC TAC approved this request at its April 24, 2014 meeting
- 4. Approval of April 24, 2014 Special Meeting TRANSPAC Minutes**

On motion by Director Pierce, seconded by Director Durant, to adopt the Consent Agenda, as shown, carried by the following vote:

Ayes: Durant, Grayson, Haskew, Haydon, Mercurio, Pickett, Pierce, Ross, Vavrek
Noes: None
Abstain: None
Absent: Mitchoff, Stewart

END OF CONSENT AGENDA

- 5. Countywide Transportation Plan – Public Outreach Effort.** Alex Evans of EMC Research will provide a brief overview of their 2014 polling research as part of their work on CCTA's Countywide Transportation Plan (CTP). The polling data may help to inform both the CTP and a possible future transportation sales tax measure. The presentation will include a high-level look at the countywide level results, with breakouts for Central County, where relevant.

Alex Evans, EMC Research, stated that as part of the effort in the CTP and potentially an adjustment to Measures C and J, EMC had been tasked to conduct community research. As part of the process, focus groups had been conducted in 2013, two groups in each of the four Contra Costa County regions. A survey of County voters had been conducted in February 2014 and one of the outcomes of the survey was there might be more support than had been expected for a possible increase in sales tax for transportation. Because of that, EMC had been asked to conduct a second survey, although after analysis it was agreed that 2014 was too soon and 2016 provided a better opportunity for the CCTA to produce a successful effort.

Mr. Evans identified the findings of the focus group: that the importance of traffic and transportation as high-profile problems is returning with the resurgence of the economy; that while the road/highway network is catching up with population growth in the area, BART and public transit remained inadequate; and voters could see the promise of public transit through their experiences with BART and MUNI. He explained that to voters the CCTA did not exist, nor did the transportation sales tax, and county-level transportation planning is underappreciated. He added that the public thought current highway improvement projects were the result of state and federal funding and Caltrans management and while voters liked what had been done, they did not know the role that Contra Costa residents had played in that work.

As a result, Mr. Evans suggested there had to be a better way of telling the story and explaining how with the local money projects were possible. He stated that voters wanted transportation planners to be more aspirational and think big. Many improvements were unpopular before they were built but proved their worth afterwards, so while voters were reluctant to approve metering lights, HOV lanes, Express lanes and the like, once in place there was support and appreciation for them. He stated that almost all of the jargon used was unknown and he emphasized that when speaking to the voters there was a need to be as clear as possible.

Mr. Evans explained that in Central County, voters still felt the squeeze of past and current growth, did not get to see the economic improvements since they were slower to get to Central County, and mentioned growth and overpopulation as a major problem in Central County. Voters believed they were at the crossroads of the County, looked at what was being proposed, and felt neglected. Central County residents were more concerned with road maintenance, traffic congestion, and parking than public transportation. Voters wanted parking improvements, on-ramp metering, timed lights, and freeway traffic management, along with more electronic information signs. Public transit improvements were seen as a waste in Central County and voters wanted the money to go to roads. Ygnacio Valley Road was identified as a particular problem.

Mr. Evans reported on the results of a telephone survey and stated that about half of Contra Costa voters thought that things in the Bay Area were heading in the right direction. Central County was very similar to the County overall while other regions were a bit more optimistic. Seventeen percent of the voters surveyed had identified the biggest problem in Contra Costa County as unemployment/jobs/economy, and the second biggest problem as traffic/transportation/roads/highways/infrastructure at 15 percent countywide and in Central County. Central County was also more concerned about water/water supply/shortage/drought than elsewhere in the County.

In order to be successful with a ballot measure, Mr. Evans stated that voters would have to know that the measure would address the problems they had, and identify how their concerns would be addressed. He reported that a supermajority of voters believed there was at least some need for additional transportation funds in Contra Costa, and Central County had the same percentage.

Voters had been asked about a sales tax measure on the ballot, and the question related to a 2014 measure or a 2016 measure, to approve by half a cent a measure that would extend the existing County sales tax for transportation. In February 2014, just over two thirds of voters or 68 percent supported a sales tax increase to fund transportation improvements within Contra Costa County. In March 2014, another survey had focused on the increase to see if voters understood the question and simulated a campaign by giving information for and against. The result was another 68 percent in support, suggesting that the chances would be better in 2016 for a higher turnout. For those reasons, the CCTA had decided to wait until 2016 to place a measure on the ballot.

Mr. Evans identified the countywide support for a measure by the different regions, with Central County at 71 percent, Lamorinda at 72 percent, West County at 68 percent, East County at 66 percent, and San Ramon Valley at 60 percent support. He described that support as a winning formula countywide.

Chair Ross commented that it was weighted on numbers in that Lamorinda did not have the numbers that West County had.

With respect to projects, Mr. Evans stated that voters had been asked about project categories to understand the highest priority for voters, and in order to do that EMC had placed projects in groups of four to ask which one was most important, and had done that 16 times.

The overall result was that traffic moving on major roads turned out to be the highest priority in that voters were sensing that capacity on the highways could not be expanded and there was a need to manage the congestion. EMC had found that smoothing out the traffic was the right term to use and he suggested that it should be presented as “traffic smoothing.”

Of the eight priority items identified; BART, buses, highways, traffic smoothing on major roads, bike lanes and paths, sidewalks and crosswalks, pothole repair, and technology, in Central County there was the highest support for traffic smoothing, pothole repair, and BART extensions. Voters had been asked the importance and there were not huge differences. Traffic smoothing was more important in Central County than the rest of the County, extending BART to Brentwood was popular in East County, creating a new BART line from Dublin to Walnut Creek with stops in Danville and at Bishop Ranch in San Ramon was something the voters wanted to know more about, and some form of public transit along that corridor needed to be studied.

Mr. Evans referred to the question of whether there should be more parking for BART. Eighty percent in the County and in Central County agreed that there should be more parking for BART. There was strong support to extend BART up the I-80 Corridor between Richmond and Hercules, and extending BART to Brentwood did very strongly in the East at 89 percent and in Central County at 81 percent support. Bus-only lanes were very important and somewhat important in the County overall at 53 percent, and about the same for Central County. He highlighted some of the other questions asked with respect to the Highway 4/I-680 intersection, widening and improving Highway 4, Vasco Road improvements, and others and cautioned that what the voters wanted done was not necessarily the right thing to do in that planners and planning groups would have to evaluate the possibilities and address the needs, although it was important to know what the voters wanted and present projects in a way the voters could understand and appreciate.

TRANSPAC Manager Barbara Neustadter asked if any determination had been considered for how long a new, augmented, or extended sales tax measure would last, reported by Mr. Evans that there was no answer to that yet although it was clear to everyone that there would have to be a sunset. He suggested if the goal was to someday have a one cent sales tax dedicated to transportation forever that would not be possible in one step. If augmenting the measure, a timeframe that communicated to the voters accountability would be important. He stated there had clearly not been a decision at the CCTA. The question was the right amount of time to deliver projects in a reasonable amount of time that would put the CCTA in a position to make and deliver on projects.

Mr. Evans noted that the Alameda County measure on the ballot this year had a sunset.

Chair Ross asked if it was better to have the elections when the need was so obvious with the solutions to come later or if the voters would see the benefits of a measure given the completion of the fourth bore of the Caldecott Tunnel and the widening of Highway 4.

Mr. Evans called that improvement momentum. In parts of Central County, he noted some effects of that momentum which was part of the pull for 2014 to be able to go when the projects were fresh in people’s minds although there were other factors involved.

Mr. Evans emphasized there was a need for a consensus and for a campaign and there wasn't sufficient time to do that. In Lamorinda specifically, both Lafayette and Orinda had poor roads and had just passed a sales tax measure for their roads, had a campaign, just got a tunnel, and now might be the right time for that region.

Chair Ross referred to the question of improving BART parking and asked if the voters saw BART and transportation improvements tied together or separate.

Mr. Evans suggested that voters wanted more parking at BART.

Julie Pierce stated that the CCTA had struggled to catch the wave of improvements or risk waiting two years in case something happened, and in looking at projects the CCTA saw good things happening in 2016, and if the economy continued to improve the need for the improvements would only increase. It was a matter of throwing something together fast or being more deliberative as had been done in the past, and the decision was to wait for 2016 and a potential better turnout of voters.

Mr. Evans was thanked for the report.

6. Update on the Kirker Pass Truck Climbing Lanes Project by Chris Lau, Senior Civil Engineer, Contra Costa County

Chris Lau, Senior Civil Engineer, Contra Costa County, presented the Kirker Pass Road Northbound Truck Climbing Lanes project and explained that historically the project had been on the books northbound and southbound although given the large cost of both, the project had been phased with a focus on the lower cost northbound direction. He reported that the County was moving forward with that project to understand the constraints, topography, and description of what that would entail.

Mr. Lau explained that Kirker Pass Road extended between the City of Concord in the south and the City of Pittsburg in the north. The road carried approximately 18,000 vehicles daily including 1,200 trucks a day, or 6 to 7 percent of the traffic. Kirker Pass Road was in a hilly terrain area and the trucks tended to slow down given the grade and cars backed up during the busier times of the day creating congestion throughout the day. The project was to complete a truck lane in the northbound direction at Clearbrook Drive in the City of Concord near the Concord Pavilion extended to the north Hess Road intersection, intended to improve safety along Kirker Pass Road. The project was one mile in length and proposed widening on the southeasterly side to a 12-foot truck climbing lane and an eight-foot shoulder that could be used for a future Class II bike lane.

The project would require an extensive amount of retaining walls given the cut and fill slopes and the County and three private property owners were involved; the Contra Costa Water District (CCWD) as well as the City of Concord and the Concord Pavilion. Project features included pavement widening, grading, earthwork, retaining walls for cut and fill, storm drain treatments for clean water requirements, utility relocation, and signage and striping.

Project funding included approximately \$6 million in Measure J funds as well as \$2.6 million in State Transportation Improvement Program (STIP) funds, and there would be a \$4 million shortfall. Mr. Lau stated that the County was looking for any opportunity to close the gap in net funding and would partner with other federal, state, and local agencies that could fit with the project. If unsuccessful in securing other funding, the County was willing to commit the extra \$4 million to the project. The total project cost was identified at approximately \$13 million. County staff was currently beginning the environmental and preliminary designs. The environmental document was to be completed in 2015, the design was to be completed in 2016, and construction was expected by summer 2017.

Chair Ross asked about the Class II bike lane, and Mr. Lau stated that if striped it would not be connected on either side, and while it could be striped the continuity on either side of the project would not be there but would be investigated.

Chair Ross suggested it was a steep climb but not insurmountable for bicyclists. He characterized it as a medium grade hill.

Mr. Lau stated that an eight foot shoulder would be provided. He identified the grade at about eight percent.

Keith Haydon verified that the County had indicated a willingness to cover the \$4 million shortfall if necessary, and Mr. Lau stated there was a desire to find other funding to be able to consider improvements to the southbound lane as well.

Chadi Chadwick, HNTB, asked about the southbound costs, reported by Mr. Lau that it would be more than \$13 million or in the area of \$16 or \$17 million given the cut and fill slopes required. He added that the topography might be steeper in some areas.

Chair Ross asked if it would be possible to conduct all the widening in one alignment, although Mr. Lau stated that wherever the project was placed there would be significant cut and fill requirements.

Mr. Lau was thanked for the presentation.

7. **Adoption of the Draft TRANSPAC Action Plan.** On approval, the Action Plan will be forwarded to CCTA staff and then circulated with the Draft Countywide Transportation Plan (CTP). As noted on the March TAC agenda, TRANSPAC circulated the Action Plan for comments with a note that any comments received would be reviewed at this meeting in anticipation of TRANSPAC Action Plan review and possible Action Plan approval at this meeting. To date only one comment has been received from the City of Lafayette.

Ms. Neustadter reported that Deborah Dagang had worked closely with Ray Kuzbari on the project list. She requested that the TRANSPAC Board review and adopt the Action Plan.

Martin Engelmann, CCTA, explained that the Action Plan was still a draft and everyone from around the County and the Bay region could comment on the Action Plan between July and December 2014 when the draft CTP would be released and where further comments might be presented.

Deborah Dagang, CH2MHill, referred to a copy of the revised Draft of the Central County Action Plan and asked that it be approved for release to the CCTA to be able to be included with the Draft CTP and the Environmental Impact Report (EIR). She reported that somehow the final edits had been incomplete and additional edits that TRANSPAC had already seen from last March were provided in a handout. She asked that the edits be included and noted that Ray Kuzbari would take one last look to make sure she had included everything. She presented the updates from the 2009 Action Plan and identified the changes made. Key updates related to the Tenets and Goals, and in general there was a much more multimodal focus. Bailey Road had been added as a Route of Regional Significance (RORS) and performance measures had been included. The Project List had been updated with completed projects removed and new projects added, with a focus on the I-680/SR 4 Interchange Improvements and looking at that in a focused way.

In terms of what was new, Ms. Dagang reported that the Action Plan had been distributed to the RTPCs, the CCTA had posted it on the website, and one letter from the City of Lafayette had been received in addition to detailed comments from the TAC. The City of Lafayette supported TRANSPAC's Action Plan Tenets and Goals, requested that TRANSPAC consider BART as a RORS, asked for additional clarification for description and projects impacting Pleasant Hill Road and Taylor Boulevard, asked that notice be provided for projects that exceeded Lamorinda's thresholds, asked that coordination efforts with Lamorinda be clarified, and talked about updates to traffic impact fees.

Ms. Dagang stated that the TAC had responded that it was interesting to look at BART as a RORS but not add it at this stage, although it had been added to the map; clarification had been added for specific projects; noticing had been added; and part of the point was that Lamorinda had different thresholds. She clarified the coordination efforts; reported that the BART Line had been added to the Central County graphic but not as a RORS with the caveat that might be discussed more countywide dealing with non-roadway routes; clarified Lamorinda's minor edits; and explained that the section on Traffic Mitigation Fees had focused on TRANSPAC jurisdictions rather than updating the information for various jurisdictions in the County.

Ms. Dagang requested that the TRANSPAC Board approve the Draft 2014 Central County Action Plan with a release to the CCTA with the caveat that all the edits had been included, to forward the Draft Action Plan to the CCTA for incorporation into the Draft CTP and EIR, with the CCTA to return to TRANSPAC in early fall with the Response to Comments.

Director Pierce requested that the final version of the Draft Action Plan, with non-substantive changes, be submitted to TRANSPAC.

On motion by Director Durant, seconded by Director Pierce, to adopt the Draft Central County Action Plan for release to the CCTA to be included with the Draft CTP and the Environmental Impact Report (EIR), with the final version of the Action Plan to return to the TRANSPAC Board, carried by the following vote:

Ayes: Durant, Grayson, Haskew, Haydon, Mercurio, Pickett, Pierce, Ross, Vavrek
Noes: None

Abstain: None
Absent: Mitchoff, Stewart

8. **Authorization to Allocate Line 20a Monies for Fiscal Year 2014/15.** At its April 24, 2014 meeting, TAC members present approved the allocation of Line 20a monies as has been done in the past. Shortly thereafter, the TRANSPAC Manager had a conversation with CCTA staff regarding this allocation. The suggestion was made to have a CCTA, CCCTA, and TRANSPAC meeting to see how to continue to maximize the use of these funds. Please note that it is too expensive for CCCTA to provide the same service provided by the Line 20a vendors. To provide some time for planning, the TRANSPAC Manager is requesting approval of a Line 20a allocation now and proceed to work with CCTA and CCCTA on how these agencies may establish an ongoing effective partnership.

Ms. Neustadter reported that on April 24, 2014, the TAC had made a recommendation since it was so close to the end of the fiscal year, that TRANSPAC approve Line 20a monies, and the question was how to move forward. She noted that vendors receiving funding under Line 20a provided services that County Connection could not provide. She suggested spending time to see if they could figure out how to solidify the relationship so that Line 20a vendors could continue what they were doing and do it in connection with County Connection to be able to stabilize the small vendors. She noted that the dollars to the vendors had provided much-needed benefits including benefits to the bus company. She recommended working on that issue at the TAC level and stabilize Line 20a vendors so that they could continue to provide the services that County Connection needed. She advised that the TAC supported the authorization of continuation with Line 20a dollars.

When asked what vendors received Line 20a funding, Ms. Neustadter identified the vendors and the amounts received in the last funding cycle, totaling \$435,843.

Elaine Welch, Senior Helpline Services, referred to the statement that among other funding, Senior Helpline Services had received \$16,500 for information and referral and stated that Senior Helpline Services had never received those funds.

Ms. Neustadter advised that the funding had been programmed but had never been allocated. She would address that issue with Ms. Welch.

Director Pierce suggested working together with County Connection to coordinate the services with the vendors particularly since County Connection did not have the money to do it by itself. She recommended moving forward and encouraged that relationship.

Ms. Neustadter reported that CCTA staff had recommended a dialogue between Senior Helpline Services and others with County Connection which had been helpful to get things to operate more efficiently with a small amount of money.

On motion by Director Pierce, seconded by Director Durant, to approve the TAC recommendation to approve the Line 20a allocations for 2014/15 now and proceed to work with CCTA and CCCTA as to how these agencies may establish an ongoing effective partnership, carried by the following vote:

Ayes: Durant, Grayson, Haskew, Haydon, Mercurio, Pickett, Pierce, Ross, Vavrek
Noes: None
Abstain: None
Absent: Mitchoff, Stewart

9. 511 Contra Costa Staff and TRANSPAC Reports

There was no one available from 511 Contra Costa to provide a report at this time.

For the TRANSPAC report, Ms. Neustadter requested a correction to the seventh paragraph on Page 3 of the minutes from April 24, 2014, in that the minutes had incorrectly stated that the City of Pittsburg had withdrawn from TRANSPAC. That paragraph was to read as follows:

Diana Vavrek referred to Section 9 of the agreement related to withdrawal from the JPA and asked if that was enforceable, to which Director Pierce advised that it was enforceable because it had been written into the statute of Measure J, and had been tested in East County when the City of Pittsburg had withdrawn from the East Contra Costa Regional Fee and Financing Authority (ECCRFFA). After some time, that issue had now been resolved and the City of Pittsburg had now received its return to source monies in arrears.

On motion by Director Pierce, seconded by Director Haskew, to correct the minutes from the special meeting on April 24, 2014, as shown, carried by the following vote:

Ayes: Durant, Grayson, Haskew, Haydon, Mercurio, Pickett, Pierce, Ross, Vavrek
Noes: None
Abstain: None
Absent: Mitchoff, Stewart

10. TRANSPAC CCTA Representative Reports: Reports on the most recent CCTA Administration & Projects Committee (Member Pierce), Planning Committee (Member Durant), and the CCTA Board meeting (Members Pierce and Durant).

Director Pierce reported that the Administration & Projects Committee had considered a lot of legislation, particularly HR29; the Hercules Rail Station had been accepted in concept with CCTA responsibility to administer and build on behalf of the City of Hercules once all the contract issues had been resolved; and the preliminary budget had been discussed, to return in June for final approval.

Director Durant stated that time had been spent at the Planning Committee meeting on the OneBay Area Grant (OBAG) report card and the two different funding streams from OBAG 1; a competitive funding stream where the different jurisdictions competed for funding with another based on an even playing field. He explained that the document had indicated that the funding had been put to good use, there was progress in transportation related issues, and while there were some concerns related to regional equity, it was difficult to ensure some notion of “regional equity” when dealing with competitive projects particularly when projects get funded by being shovel ready.

The Planning Committee had proposed that staff write a set of comments to affirm the desire as a County to have a more balanced competitive funding process without being offensive given that it was working well given the minority view that there should be more dedicated funding in the competitive cycle.

Director Pierce agreed that a project being shovel ready was a big factor and there would be encouragement of as much equity in the distribution of funds as competitive sources would allow.

Director Durant added that one of the dangers with a focus on equity was if only looking at the place where the dollars were spent would ignore that fact that spending it in some places ended up helping people in areas where the money was not spent and there was a desire to make sure where the funds would go to the projects to be built to help the greater community, and because of cooperative planning areas those that did not get funded this time would get funded in the future. He encouraged that particular behavior.

Director Pierce reported that the City of Clayton had adopted the TRANSPAC Joint Powers Authority (JPA) Agreement on consent.

Director Durant reported that the JPA was on the City of Pleasant Hill City Council's agenda for May 12, 2014.

11. CCTA Executive Director's Report from Randell H. Iwasaki Regarding Authority Actions/Discussion Items

Mr. Iwasaki's report was included in the packet.

12. Items Approved by the Authority for Circulation to the Regional Transportation Planning Committees (RTPCs) and Related Items of Interest

Mr. Iwasaki's report was included in the packet.

13. TAC Oral Reports by Jurisdiction: Reports from Concord, Clayton, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available.

There were no reports.

14. Agency and Committee Reports:

There were no reports.

15. For the Good of the Order:

Ms. Neustadter reported that the JPA documents had been distributed to all jurisdictions.

On another matter, Ms. Neustadter took this opportunity to thank Ray Kuzbari for updating the Conditions of Compliance Report and for distributing the report to all TRANSPAC jurisdictions to make it easier for the jurisdictions to complete their compliance reports. She also took this opportunity to thank John Cunningham for the TRANSPAC boundary map, in color, that had been prepared by County GIS staff.

In addition, since TRANSPAC was in the process of becoming a JPA and did not have a posting place for agendas and the like, Ms. Neustadter asked TRANSPAC jurisdictions to post TRANSPAC meeting notices and agendas.

16. Adjourn/Next Meeting.

The meeting was adjourned at 10:28 A.M. The next meeting is scheduled for June 12, 2014 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

CENTRAL COUNTY

PROPOSED DISTRIBUTION OF MEASURE J PROGRAM 28(a) FUNDS TO LOCAL JURISDICTIONS

Jurisdiction	Distribution of Funds by Population & Road Miles			Proposed Fund Allocations									
	Population	Road Miles	Average	Prior	2014	2015	2016	2017	% To Date	2018	2019	2020-2034	TOTAL REMAINING
Clayton	3.47%	4.26%	3.87%	-	\$46,773	\$46,773	\$26,106	\$26,106	3.56%				\$480,371
Concord	38.75%	34.34%	36.55%	-	\$442,259	\$442,259	\$246,842	\$246,842	33.61%				\$4,542,087
County	15.24%	19.60%	17.42%	-	\$210,813	\$210,813	\$117,663	\$117,663	16.02%				\$2,165,089
Martinez	11.45%	11.18%	11.32%	-	\$136,931	\$136,931	\$76,427	\$76,427	10.41%				\$1,406,313
Pleasant Hill	10.53%	11.81%	11.17%	-	\$750,000	\$0	\$0	\$0	18.29%				\$1,059,540
Walnut Creek	20.56%	18.81%	19.69%	-	\$238,223	\$238,223	\$132,962	\$132,962	18.11%				\$2,446,600
TOTAL	100.00%	100.00%	100.00%	-	\$1,825,000	\$1,075,000	\$600,000	\$600,000	100.00%				\$12,100,000

Program 28(a) receives a fixed percentage of actual annual revenues from Measure J. Figures in the table above assume \$2 billion in revenues over the life of Measure J (2034, in 2004 dollars), including \$16.2 million for Program 28(a) for Central County. Distribution of funds is based on the CCTA budget estimate for Measure J FY14 distribution of 2.09% additional Measure J funds to local jurisdictions for Local Street Maintenance (LSM) and Improvements. Program 28(a) funds are proposed to be paid to local jurisdictions prior to October of each year. On average, an annual revenue of \$600,000 is credited to Program 28(a) after October 1st of each year. The proposed fund allocations are preliminary and subject to change according to actual Measure J revenues. An annual report on how the funds are spent will be submitted to CCTA in September of each year.

MEMORANDUM

TO: TRANSPAC
FROM: LYNN OVERCASHIER, 511 Contra Costa Program Manager
DATE: June 12, 2014
RE: TRANSPAC/TRANSPLAN 511 Contra Costa TDM Spring 2014 Update

1. Association for Commuter Transportation (ACT) Annual Conference

The 511 Contra Costa Program Managers from SWAT, WCCTAC and TRANSPAC/TRANSPLAN submitted a presentation on the 511 Contra Costa program elements that has been accepted for a session at the ACT conference to be held in San Francisco August 4-6. Lynn Overcashier and Leona Gee from the TRANSPAC/TRANSPLAN 511 Contra Costa Program will be attending the conference. 511 Contra Costa is a member agency of ACT.

2. Institute of Transportation Engineers (ITE)

An abstract detailing the Street Smarts Diablo K-12 programs has been accepted by the Institute of Transportation Engineers (ITE) for presentation and publication at its Annual Conference in Seattle August 10-13. Lynn Overcashier will be attending the conference and presenting program details as part of a national TDM panel highlighting innovative TDM programs. Lynn is an ITE member.

3. SB 1339 Administration

- a. 511 Contra costa staff has coordinated the implementation of SB 1339, the Commuter Benefits legislation that is being administered primarily by the Bay Area Air Quality Management District and the Metropolitan Transportation Commission. Approximately 30 calls from employers seeking assistance have been fielded and information went out to employers with > 50 employees, based on Dunn and Bradstreet's records. 511 Contra Costa is MTC's "delegated" agency in Contra Costa for employer outreach, including ensuring compliance with SB 1339.

4. Electric Vehicle Charging Program

a. Central County (Concord and Pleasant Hill)

i. Concord

1. Staff is currently working with the City of Concord's Economic Development Office to install (1) dual-head Level 2 EV charging station in a parking garage at Todos Santos (downtown). This unit will be the City's first installation of EV charging stations.

ii. Pleasant Hill

1. 511 Contra Costa staff attended the May 19th City of Pleasant Hill Council Meeting where City staff requested approval to allocate funding towards the purchase/installation of dual-head

Level 2 charging stations. This project is intended to both increase capacity and replace outdated Level 1 technology. 511 Contra Costa is contributing funds to assist in this upgrade.

b. East County (Antioch)

i. Antioch

1. Staff is currently working with City of Antioch staff to install Level 2 EV charging stations through grants. This would be the City's first installation of EV charging stations.

5. District V Youth Summit/2014 Summer Youth Pass Pilot Program

a. District V Youth Summit

- i. Staff met with Supervisor Glover in October 2013 and agreed to provide \$24,000 worth of funding towards bus passes for attendees of the May 2014 District V Youth Summit
- ii. To serve attendees arriving from various parts of Contra Costa County, staff worked with Tri Delta Transit, WestCAT, and County Connection to provide 400 numbered vouchers for attendees to redeem either an unlimited-ride Summer Youth Pass Wristband (Tri Delta Transit and WestCAT) or (4) 20-ride Summer Passes (County Connection)

b. 2014 Summer Youth Pass Pilot Program

- i. While meeting to discuss the 2014 District V Youth Summit, 511 Contra Costa partnered with Tri Delta Transit and WestCAT to develop a "universal" unlimited-ride Summer Youth Wristband that would be valid throughout both transit areas
- ii. 511 Contra Costa signed a Service Agreement with Tri Delta Transit and WestCAT offering to purchase the 2000 wristbands necessary for the pilot program and a \$10 subsidy towards each \$50 pass sold to the general public
- iii. The Service Agreement signed with Tri Delta Transit and WestCAT also stipulated the sharing of usage statistics for 511 Contra Costa to conduct emissions reductions calculations for consideration of future funding
- iv. The universal unlimited-ride Summer Youth Wristband is available for purchase beginning May 15, 2014 and is valid from June 1, 2014 to August 31, 2014

**6. Street Smarts I - Bicycle/Pedestrian Safety Programs:
2013-14 participating schools**

Program Delivery for fiscal year 13/14		Elementary (Mr. Beeps)	Elementary (Heads UPI)	Middle School	High School*	Total
EAST	Total Eligible Schools (East County)	42	42	16	7	65
	Total Schools Served in FY 13/14	21	24	8	3	56
CENTRAL	Total Eligible Schools (Central County)	33	33	10	8	51
	Total Schools Served in FY 13/14	16	17	8	0	41
TOTAL	Total Eligible Schools	75	75	26	15	116
	Total Schools Served*	37	41	16	3	97
<i>*Each school counted once regardless of # of programs</i> High School programs are delivered district-wide. The three high schools are all in Liberty Union High School District.						

7. Street Smarts II - Infrastructure Program:

a. Central County (with MDUSD; Concord + Clayton)

- i. Staff met with MDUSD to obtain a priority list of schools to perform on-site improvement projects from Spring – Summer 2014; 8 schools were identified (7- Concord, 1-Clayton)
- ii. Staff met with the City of Concord's Transportation Manager to review the 7 Concord schools for on-site issues and any upcoming City projects affecting each campus
- iii. Staff included the City of Clayton's Chief of Police and Lead Engineer in the site visit at Clayton's Mt. Diablo Elementary School to review on-site issues and a potential reconstruction of the school's drop-off and pick-up areas

- iv. Staff performed site assessments with MDUSD Maintenance and Operations staff and Principals of all 8 schools to prioritize bike/ped and safety access projects
- v. Staff is currently obtaining cost estimates for all improvement projects with completion of projects expected in Summer 2014

b. East County (BUSD; Brentwood schools)

- i. Staff is scheduling a meeting with the BUSD Superintendent and Maintenance Director to review the Street Smarts II Infrastructure Program and perform site assessments and improvement projects at all eligible BUSD schools
- ii. Staff will be meeting with the City of Brentwood's Traffic Engineering Manager to review all BUSD schools for on-site issues and any upcoming City projects affecting each campus

c. East County (OUESD; Oakley schools)

- i. Staff met with the OUESD Superintendent and CBO in September 2013 to both review the SSII program and sign up all 7 schools in the District into the education component to be able to work on all schools' site improvement projects simultaneously
- ii. In early October 2013, staff met with the City of Oakley's Assistant Traffic Engineer and Traffic Program Manager to review the 7 OUESD schools for City input on traffic safety and notes on upcoming on-street projects
- iii. In mid-October 2013, staff performed site assessments with the OUESD Maintenance Director and Principal at each school campus to obtain a wish-list of on-site needs to improve traffic safety
- iv. Based on cost estimates retrieved for each wish-list item, the SSII program signed funding agreements with OUESD for on-site improvements at all 7 schools, and work was completed in February 2014
- v. In March 2014, staff met with the City of Oakley's Public Works Director and Assistant Traffic Engineer to review completed projects

EXECUTIVE DIRECTOR'S REPORT

May 21, 2014

Connected Vehicle Test Bed Affiliate: April 11, 2014

I signed the application to be a Connected Vehicle Test bed Affiliate (CVTA) with the US Department of Transportation (US DOT). After the application was notarized, it was sent to the US DOT. I am proud to say that CCTA has been accepted as a CVTA and Jack Hall has been participating in the various meetings.

SR4 Segment 3B Widening Project Partnering Session: April 23, 2014

Ivan Ramirez and I attended the SR4 Partnering session. The project is progressing very nicely. Segment 2, 3A and 3B are being constructed by the same contractor. A couple of Cost Reduction proposals, which have been approved by Ross Chittenden and Ivan Ramirez, will save both money and time.

R-Transit (formerly Richmond Paratransit) Office Ribbon Cutting: April 24, 2014

Peter Engel attended the opening of the new R-Transit offices at the Richmond BART/Amtrak station. The event was attended by more than 70 people. Peter gave a brief presentation regarding paratransit service coordination and mobility management.

13th ITS Asia Pacific Forum: April 28 – 30, 2014

I was asked to give one of the keynote speeches at the 13th ITS Asia Pacific Forum which was held in New Zealand. My topic was "New Ways of moving People and Goods." I was asked to speak to the audience about lessons learned through the delivery of various ITS projects and programs, and who (private, public, academia) should deliver various aspects of such projects. The conference was well attended.

Cal Poly Engineering Dean Deb Larson's Advisory Council Meeting: May 3, 2014

I attended the DAC meeting in San Luis Obispo. Dean Larson gave us an update regarding Cal Poly. Cal Poly President Armstrong gave a "State of the University" speech the night before and she talked about the content of his speech. We were given three presentations by students. The first was the AIAA design team. The students are given parameters about design of a new aircraft and were instructed to present their design to a team of judges. Cal Poly has won the competition since 1991. The next presentation was given by four professors about their Innovation and Entrepreneurship program. They instruct students on how to develop their ideas into start-up companies. The last presentation was regarding Fire Protection Engineering. Students may receive a Masters Degree in Fire Protection. There were only two Universities that offered this graduate degree and they are on the east coast. It was decided to provide the degree on the west coast and Cal Poly took on the task. We may be asked to present to a future class about the Fire, Life and Safety features of the Caldecott Tunnel.

US Department of the Interior Secretary Jewell: May 5, 2014

Ross Chittenden and I were invited to attend an outdoor meeting at the trail head to the Black Diamond Mines Regional Preserve on Mt. Diablo where we met Secretary Sally Jewell. Secretary Jewell was in Contra Costa County to honor the County on its success with the Habitat Conservation Plan (HCP). We were asked to comment to the Secretary regarding our involvement in the HCP. I said we used the HCP to help accelerate construction of projects in East Contra Costa. There were a number of elected officials, representatives from environmental groups, home builders, and County officials participating in the meeting.

ITS World Congress Board Meeting: May 11 – 13, 2014

I attended the ITS World Congress Board meeting in Bordeaux France, the location of the 2015 ITS World Congress. One year prior to the ITS World Congress, the board meets in the host city to meet the local officials, determine strategies for increasing attendance and reviewing the conference agenda. We tour the facilities for both the conference and the outdoor test beds. Since the ITS World Congress was held in San Francisco in 2005, a major attraction to the ITS World Congress has been the outdoor showcases. This strategy made its debut in San Francisco and has not left the conference schedule since that time.

Out of State Travel Costs – Prior Reporting Period

As reported in April, I attended the National Freight Advisory Committee Meeting in Washington DC. Expenses for the trip totaled \$1,202.25.

As reported in April, Chair Romick, Vice Chair Pierce, Ross Chittenden, Linsey Willis, and I traveled to Washington DC regarding CCTA's Federal Engagement Program. Expenses for the trip totaled \$8,057.67.



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COMMISSIONERS

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Chair

Julie Pierce,
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

David Durant

Federal Glover

Dave Hudson

Mike Metcalf

Karen Mitchoff

Robert Taylor

MEMORANDUM

To: Barbara Neustadter, TRANSPAC
Andy Dillard, SWAT, TVTC
Jamar Stamps, TRANSPLAN
John Nemeth, WCCTAC
Shawna Brekke-Read, LPMC

From: Randell H. Iwasaki, Executive Director *MRE for:*

Date: June 4, 2014

Re: Items approved by the Authority on May 21, 2014, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its May 21, 2014 meeting, the Authority discussed the following items which may be of interest to the Regional Transportation Planning Committees:

- 1. Authorize Release of "Call for Projects" for the Priority Development Area (PDA) Planning Grant Program.** As part of its Resolution 4035, MTC allocated \$2.745 million to the Authority to help local jurisdictions in their planning and implementation of PDAs. The PDA Planning Grant Program must be consistent with the county's adopted *PDA Investment & Growth Strategy*. Authority staff has prepared a "call for projects" for the PDA Planning Grant Program for release. Following the release a sub-committee to TCC will evaluate the grant applications received. The sub-committee is comprised of local staff representatives from the four subareas of Contra Costa. *The Authority approved release of the Call for Projects for the Contra Costa PDA Planning Grant Program. To access the grant application forms, go to www.ccta.net, click on the "Resources" tab, go to "CCTA Library," and then "Planning Grants for Priority Development Areas."*
- 2. Legislative Update.** *Staff and Mark Watts of Smith, Watts & Martinez LLC provided an update on relevant developments in policy, legislation and finance*

Randell H. Iwasaki,
Executive Director

2999 Oak Road
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Walnut Creek
CA 94597
PHONE: 925.256.4700
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www.ccta.net

of interest to the Authority and discussed current State legislation and recommend positions/actions to the Authority.

- 3. Review of Report Card on the OneBayArea Grant (OBAG) Program.** MTC, through Resolution 4035, established the OneBayArea Grant (OBAG) Program which was administered by the nine Bay Area congestion management agencies. This program was intended to support the development of Priority Development Areas (PDAs) in the Bay Area and other MTC goals. Through the OBAG program, the Authority allocated about \$45 million in federal funds for local streets and roads (LSR), Transportation for Livable Communities (TLC), and bicycle-pedestrian projects. *The Authority reviewed MTC's "report card" on the OBAG program and authorized staff to transmit the attached response letter. (Attachment)*



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vice Chair

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Michael Glover

Steve Hudson

Mike Metcalf

Karen Mitchoff

Robert Taylor

Randell H. Iwasaki,
Executive Director

May 21, 2014

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission (MTC)
101 Eighth Street
Oakland, CA 94607

Mr. Ezra Rapport
Executive Director
Association of Bay Area Governments (ABAG)
101 Eighth Street
Oakland, CA 94607

Subject: Response to MTC's OBAG "Report Card"

Dear Mr. Heminger and Mr. Rapport:

On behalf of the Contra Costa Transportation Authority, we wish to thank MTC and ABAG for working with us on the second cycle of federal funding through the OneBayAreaGrant (OBAG) project selection process. The funding available to Contra Costa through the OBAG program represents a needed infusion of funding to support the development of Priority Development Areas (PDAs) and to help maintain our investment in the transportation network.

The OBAG "Report Card" presents a useful self-assessment of how well the OBAG program worked, whether the program and project selection requirements were met, and what type of projects received funding. This evaluation will be useful in developing the next round of OBAG funding.

The report found that the OBAG program achieved the objectives identified in Resolution 4035:

- The program did provide more funding to counties with more flexibility in how those funds were allocated among program categories
- Each county exceeded its PDA investment target — in Contra Costa, 82 percent of the OBAG funds went to projects in or in proximate access to PDAs, far above our 70 percent target
- The housing elements of all jurisdictions (but one) received certification from the State Housing and Community Development Department
- All jurisdictions either adopted a complete streets resolution or affirmed that its General Plan complied with the Complete Streets Act of 2008

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We agree that, to a large degree, the OBAG program achieved the objectives set forth in Resolution 4035 and we appreciate both the increase in funding levels and increased flexibility. That is not to say that the process was without its issues.

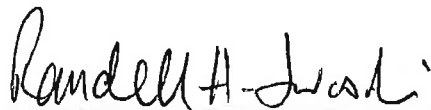
The Authority took seriously its responsibilities for carrying out the requirements of Resolution 4035. As we proceeded through the project selection process, we took care that the guidance provided by MTC in Appendix A-5 of Resolution 4035 was accurately reflected in the criteria we used to select projects.

These factors, however, led to some definite winners and losers. While every jurisdiction received a share of the available Surface Transportation Program funds for local streets and roads preservation, some areas of the county received considerably more of the available CMAQ funds while others received much less, even none.

MTC staff often said that they hoped that the OBAG funding would be focused on high-impact projects and not "spread like peanut butter" throughout the county. While we don't disagree with focusing on the most effective projects, we are concerned when those factors appear to disadvantage some areas, even those that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing as called for in Resolution 4035. For the next cycle, we believe that the outcome of fund allocation should align with RHNA so that jurisdictions that accept housing are indeed rewarded.

We look forward to working with you on the next round such to ensure that the allocation process better aligns with the policy intent.

Sincerely,



Randell H. Iwasaki
Executive Director

File: 20.21.06

TRANSPAC Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Suite 110
Pleasant Hill, CA 94523
(925) 969-0841

May 13, 2014

Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Re: Status Letter for TRANSPAC Meeting – May 8, 2014

Dear Mr. Iwasaki:

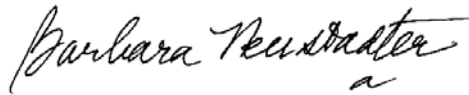
At its meeting on May 8, 2014, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Approved City of Concord's request to approve a new "Major Streets" capital project: Farm Bureau Road Safe Route to School Improvements, to the Measure J Strategic Plan; and request that \$500,000 be reallocated from Project No. 24008, Waterworld Parkway Bridge, an inactive project at the present time, to two projects; the new Farm Bureau Road project and Project No. 24028, Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements.
2. Received presentation from Alex Evans, EMC Research, on the Countywide Transportation Plan Public Outreach Effort.
3. Received update from Chris Lau, Senior Civil Engineer, Contra Costa County on the Kirker Pass Road Northbound Truck Lanes Project.
4. Adopted the Draft Central County Action Plan for release to the CCTA to be included with the Draft Countywide Transportation Plan (CTP) and the Environmental Impact Report (EIR).
5. Approved the same Line 20a allocations for Fiscal Year 2014/15 as had been approved last year with a recommendation that the vendors work with the CCTA and CCCTA to establish an ongoing partnership.
6. Amended minutes from the April 24, 2014 TRANSPAC meeting to show that the City of Pittsburg had withdrawn from the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) and not from TRANSPAC, as shown.

7. Requested that jurisdictions post TRANSPAC meeting notices and agendas.

TRANSPAC hopes that this information is useful to you.

Sincerely,

A handwritten signature in cursive script that reads "Barbara Neustadter".

Barbara Neustadter
TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Candace Andersen, Chair – SWAT
Sal Evola, Chair – TRANSPLAN
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
John Nemeth – WCCTAC
Janet Abelson – WCCTAC
Jamar I. Stamps – TRANSPLAN
Andy Dillard – SWAT
Danice Rosenbohm, CCTA
June Catalano, Diana Vavrek, Diane Bentley – City of Pleasant Hill

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

May 12, 2014

Mr. Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority (CCTA)
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the Special TRANSPLAN Committee meeting on May 8, 2014.

APPOINT Commissioner Bruce Ohlson (Pittsburg) and Paul Reinders (Pittsburg) to the CCTA Countywide Bicycle and Pedestrian Advisory Committee, as recommended by the TRANSPLAN TAC. TRANSPLAN unanimously approved the subject appointments.

RECEIVE presentation on Draft Report on Contra Costa Safe Routes to School (SR2S) Needs Assessment. After receiving the presentation from CCTA and Fehr & Peers staff, the TRANSPLAN Committee discussed the subject report and passed a motion to forward comments from the TRANSPLAN TAC (enclosed) to CCTA.

RECEIVE presentation on Countywide Transportation Plan - Public Outreach Effort. TRANSPLAN received the subject presentation, provided by EMC Research. This was an "information only" item and no action was taken following the discussion.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, June 12, 2014 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



Jamar Stamps
TRANSPLAN Staff

Enclosure

c: TRANSPLAN Committee	D. Rosenbohm, CCTA
A. Dillard, SWAT/TVTC	J. Townsend, EBRPD
B. Neustadter, TRANSPAC	D. Dennis, ECCRFFA
J. Nemeth, WCCTAC	

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

TO: TRANSPLAN Committee
FROM: TRANSPLAN Technical Advisory Committee (TAC)
DATE: May 8, 2014
SUBJECT: **Draft Report on Contra Costa Safe Routes to School Needs Assessment.**

Recommendation

RECEIVE presentation on Draft Report on Contra Costa Safe Routes to School (SR2S) Needs Assessment and direct staff to forward comments to CCTA.

Background

At the April 15, 2014 TRANSPLAN TAC meeting, the TAC discussed and provided comments on the subject report which contains a preliminary assessment of the cost of comprehensively addressing SR2S capital project and program needs at all public schools in Contra Costa. A brief summary of the TAC's comments are below:

- The TAC recognizes the report is financially unconstrained, local jurisdictions will need to leverage local funds and continue to seek a variety of funding sources to implement SR2S projects and programs.
- School siting continues to create conflicts with safe and reasonable access to schools.
- Programs such as subsidized school buses could have different financial impacts depending on how the subsidy is funded (i.e. by parents, local agency).
- Post-project assessments could be instituted to gauge the effectiveness of projects.
- Older schools weren't designed for high-volume parent pick-up/drop-off, but instead designed for school bus circulation; retrofitting existing school sites to reconfigure circulation patterns is becoming a major need.
- Demographic shifts also lend to changes in commute behavior, i.e. children riding public transit versus children picked up/dropped off by parents.

The TAC generally agrees that the Draft SR2S Needs Assessment covers a good variety of projects. However, the TAC realizes that the order of magnitude estimate represented in the draft report for capital projects and programs may be low. There are also probably more "unusual projects" (i.e. large-scale capital improvement projects, such as a bicycle/pedestrian bridge) than what was reported. Periodic updates of the report have not been planned, but it's likely that in the future school typologies will generally remain consistent with what is represented in the draft report.

att: Draft Report, Contra Costa SR2S Needs Assessment (February 2014)

c: TRANSPLAN TAC



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

May 9, 2014

Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: SWAT Meeting Summary Report for May 2014

Dear Mr. Iwasaki:

At the **May 5th, 2014** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

Approved the 2014 Lamorinda Action Plan and the 2014 Tri-Valley Transportation Plan and Action Plan for Routes of Regional Significance and forwarded to the Contra Costa Transportation Authority (Authority) for incorporation into the 2014 Countywide Comprehensive Transportation Plan Update.

Received a report on the findings of the Authority's Countywide Transportation Plan Public Outreach Effort.

Received a presentation on the Draft Contra Costa Safe Routes to School Needs Assessment.

Received an update on the PDA Planning Grant Program.

Appointed SWAT representatives to the Authority's Countywide Bicycle and Pedestrian Advisory Committee: SWAT appointed the following staff and citizen representatives for a two-year term, ending February 1, 2016.

	Primary	Alternate
SWAT Staff Representative	Andy Dillard, Danville	Leah Greenblat, Lafayette
SWAT Citizen Representative	John Fazel	

The next SWAT meeting is scheduled for Monday, June 2nd, 2014, at Supervisor Andersen's Lamorinda Office, 3338 Mt. Diablo Boulevard, Lafayette. Please contact me at (925) 314-3384, or adillard@danville.ca.gov, if you should have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Andy Dillard". The signature is fluid and cursive, with the first name "Andy" and last name "Dillard" clearly legible.

Andy Dillard
Town of Danville/SWAT Administrative Staff

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; John Nemeth, WCCTAC; Barbara Neustadter, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA; Brad Beck, CCTA