

AMENDED
TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda
THURSDAY, SEPTEMBER 11, 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 July 24, 2014 TRANSPAC Meeting Minutes**

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

Attachment: July 24, 2014 TRANSPAC minutes

- 4. Presentation by CCTA Deputy Executive Director, Planning, Martin Engelmann on the Countywide Transportation Plan**

The Countywide [Comprehensive Transportation Plan](#), or CTP, is one of the key planning tools called for in the Measure J [Growth Management Program](#) (GMP). Specifically, Measure J requires the Contra Costa Transportation Authority to: Support efforts to develop and maintain an ongoing planning process with the cities and the County through the funding and development of a Comprehensive Transportation Plan.

The CTP provides the overall direction for achieving and maintaining a balanced and functional transportation system within Contra Costa - including a series of strategies and implementing actions - while strengthening links between land use decisions and transportation. It outlines the Authority's vision for Contra Costa and it establishes goals, strategies, specific projects, and other actions for achieving that vision.

The Authority adopted its first Countywide Plan in 1995. The first major update to the Plan was adopted in July 2000. The second major update, which helped define the Measure J Expenditure Plan and GMP, was adopted in May 2004. The 2009 CTP is the third and most recent update to the plan.

ACTION: With thanks to Mr. Engelmann accept report and/or as determined.

Electronic Attachments: 2014 Countywide Comprehensive Transportation Plan, Volume I, Executive Summary, Public Review Draft, August 1, 2014; and CTP 2014 Update dated September 11, 2014.

5. Report on the Implementation of Ray Kuzbari's Proposal to Use Measure J Line 28a Funds for Project Purposes

At its meeting on June 12, 2014, TRANSPAC approved the TAC recommendation to distribute Central County Measure J Line 28a funds as an annual stream of funds similar to the 18% return-to-source funds for Local Streets Maintenance & Improvements (LSMI) and the 2.09% Line 23 funds for Additional LSMI.

To implement this proposal, CCTA staff drafted a Cooperative Agreement for consideration by the TRANSPAC jurisdictions. The agreement is identical to the Cooperative Agreement that was recently executed by the SWAT jurisdictions for distribution of Line 28 funds as an annual stream of funds. Feedback on the proposed Cooperative Agreement by TRANSPAC jurisdictions was to be transmitted to Hisham Noeimi at CCTA no later than Monday, July 21, 2014 in order to forward the action to the full CCTA Board. That process has been completed.

ACTION: Accept report and/or as determined.

6. 511 Contra Costa Report

Attachment: 2014 Program Update dated September 11, 2014

7. TRANSPAC Report. Subcommittee members (Member Pierce and Member Durant) to provide reports on the following items.

A. Executive Director Recruitment Process

ACTION: Accept report(s) and/or as determined.

B. Status Update on the JPA Process

ACTION: Accept report(s) and/or as determined.

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

ACTION: Accept report and/or as determined.

9. CCTA Executive Director's Report regarding Authority Actions/Discussion Items

Attachment: Executive Director's Report dated July 16, 2014

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

Attachment: Letter to RTPCs from Randell H. Iwasaki dated July 17, 2014

11. 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.

12. Agency and Committee Reports, if available:

- TRANSPAC July 10, 2014 status letter to Randall Iwasaki, CCTA
- TRANSPLAN
- SWAT
- WCCTAC
- County Connection – Fixed Route and LINK reports may be downloaded at: <http://cccta.org/public-meetings/agendas/os-july-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 the July 16, 2014 meeting may be downloaded at: http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=63
- CCTA Administration & Projects Committee (APC) agenda for the July 16, 2014 special meeting may be downloaded at: http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=185
- CCTA Planning Committee agenda for the September 3, 2014 meeting may be downloaded at: http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=38

ACTION: Accept reports and/or as determined.

13. For the Good of the Order

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

TRS 9/11/2014

TRANSPAC Special Meeting Summary Minutes

MEETING DATE: July 24, 2014

ELECTED OFFICIALS PRESENT: Mark Ross, Martinez (Chair); Loella Haskew, Walnut Creek (Vice Chair); Julie Pierce, Clayton, CCTA Representative; Jack Weir, Alternate for David Durant, Pleasant Hill; Karen Mitchoff, Contra Costa County; and Ron Leone, Concord

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; Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Lynn Overcashier, 511 Contra Costa; Tim Tucker, Martinez; and Barbara Neustadter, TRANSPAC Manager

GUESTS/PRESENTERS: None

MINUTES PREPARED BY: Anita Tucci-Smith

1. Convene Meeting/Pledge of Allegiance/Self Introductions

The meeting was convened at 9:05 A.M. by Chair Mark Ross; TRANSPAC Manager Barbara Neustadter led the Pledge of Allegiance; and self-introductions followed.

2. Public Comment

There were no comments from the public.

CONSENT AGENDA

3. Approval of July 10, 2014 TRANSPAC Minutes

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

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

END OF CONSENT AGENDA

4. **Review of Recruitment Posting for Position of TRANSPAC Executive Director.** Given that the TRANSPAC Executive Director had submitted a letter of retirement effective June 30, 2014, at the July 10, 2014 meeting the TRANSPAC Board created an ad hoc subcommittee comprised of Directors Pierce and Durant to discuss a recruitment process. Directors Pierce and Durant met on July 15, 2014 and recommended a special meeting on this date to review a recruitment posting for the position of TRANSPAC Executive Director.

Director Pierce explained that at the last TRANSPAC meeting she and Director Durant had been asked to draft a recruitment posting for the position of Executive Director for TRANSPAC. She emphasized that while no one could do the job that Barbara Neustadter had done for the last 28 years, there was a need to find someone to fill the position with a description of the job as thorough as possible yet flexible enough to allow someone to put their stamp on it. She stated that the recruitment had been left open for an individual, a team of individuals, or a firm that might have more depth to bring to the position so that the person in charge could have time off, and so that the principal was not doing some of the clerical work that should more appropriately be done by someone else.

Director Pierce stated the intent was to post the recruitment on the Internet to everyone and anyone. She had a list from the Contra Costa Transportation Authority (CCTA) of transportation related consultants for firms as well as individuals, and she proposed to post the notice on the TRANSPAC website, in the jobs available section of each city, and create a simple post on Facebook to be able to get the notice out. She would also ask the CCTA Executive Director Randy Iwasaki if he would send the posting to his entire list of contacts as well, and suggested that local staffs also share the recruitment.

Director Pierce advised that responses would be electronic only through email, with a specific email address to be set up for that purpose, and along with Ms. Neustadter's help, Directors Pierce and Durant would receive the postings and submittals and distill them to the top three or four to be interviewed by the Board at the September 11, 2014 meeting, or perhaps later. The intent was to have responses back by September 7, 2014 to allow review and be able to set up 30- to 45-minute interviews. She reported that there were already items on that meeting agenda and the meeting would be a bit longer than normal to accommodate the interviews. She asked for suggestions, corrections, or additions to the posting.

Director Haskew referred to the posting and the definition of the Executive Director as "an independent contractor or firm," and suggested there would be an issue if not declaring an employee an employee, which would be a disadvantage if TRANSPAC was audited. She added that an organization would have no problem although hiring someone directly was a concern.

Director Pierce clarified that the current TRANSPAC Manager was an independent contractor, which Ms. Neustadter confirmed and explained that she had a business license.

Director Haskew stated that at this time TRANSPAC was not a formal organization, and if it was and if an individual was working under its direction and would for an extended period of time, the person would not be an independent contractor which was a position that the Employment Development Department (EDD) and Internal Revenue Service (IRS) would take issue, which was an exposure item and a concern.

Director Haskew explained that there were 20 tests to meet. She reiterated that if an organization was contracting with a person to do a specific job, there would be an exposure and it would be up to TRANSPAC to defend it.

As to how the West Contra Costa Transportation Advisory Committee (WCCTAC) was handling that aspect, Lynn Overcashier noted that John Nemeth of WCCTAC was a PERS employee, although Director Mitchoff commented that TRANSPAC was trying to get away from that.

Ms. Overcashier asked how a TRANSPAC Executive Director, who was not a CalPERS employee, would affect the CalPERS application process and if that would affect other employees who were CalPERS eligible.

Director Haskew described it as a balancing issue and reiterated that if a firm of more than one person was hired to do the job that firm would have its own structure and one person could be encouraged to do the work although the firm could send a substitute, which would take it out of the independent contractor mode.

Chair Ross suggested leaving the posting as is to see the possibilities and if the concern was expressed that individual or firm might have a resolution.

Director Haskew recommended that the text be modified to read "The Executive Director will be a firm or an individual," emphasizing the initial intent for a firm as opposed to an individual.

Director Pierce clarified that the reference to an independent contractor or firm had been included in the document more than once and would have to be changed consistently throughout. She understood the PERS resistance but suggested there may be those who would qualify and she did not want to miss those possibilities and would not remove the reference to an individual.

Director Mitchoff agreed that the possibility should be left open to be able to get as many applications as possible, and during the interview process if there was an individual that dilemma could be identified to see if there might be two individuals interested in the position who may partner to provide that service.

Director Pierce stressed that there was the professional side of the job and a clerical side of the job which would make it a two-person job.

Director Leone asked if there would be an issue if the posting stipulated that the position would not be a PERS job, but there was no consensus to make such a stipulation in the posting.

Director Pierce suggested that someone in the public sector now might be able to retire and consider the position. She clarified that the position was to be a full-time job and noted that Ms. Neustadter's time had been estimated at 60 hours.

Director Mitchoff suggested there may have to be a defined contribution to a deferred compensation plan or a 401k as part of the employment, although Director Pierce explained that an independent contractor or firm would have their own retirement plan.

Director Pierce agreed with the desire to include “interested firm or individuals” in the text and eliminate references to an independent contractor.

Director Haskew also suggested that salary benefits be changed to “compensation” throughout the document.

Keith Haydon recommended that the second sentence of the paragraph after the bullet points in the section identified as *The Ideal Candidate* be modified to read:

A typical way to obtain the required knowledge and abilities would be a bachelor’s degree from an accredited four-year college or university in transportation planning, urban planning, civil engineering, public administration, business administration, or a related field and practical experience.

Director Pierce explained that she had used the WCCTAC recruitment as a model.

John Mercurio referred to the third paragraph under *The Position* and asked about the second sentence in that paragraph, and while Director Pierce noted the opportunity to streamline the operation if deemed to be appropriate and suggested it might mean combining, refining, or a redistribution of work or organizational structure, after discussion the sentence was modified slightly to read:

Underutilized positions and a talented staff present the ability to maximize the efficiency of the operation. ~~for years to come.~~

John Cunningham spoke to the third paragraph under *About the Community and the Organization* on the first page and TRANSPAC’s relationship with the CCTA Board of Directors, and recommended substantially strengthening the prominence of that relationship throughout the document given that TRANSPAC was effectively an advisory body to the CCTA.

Ms. Neustadter noted that Mr. Cunningham’s point was relevant in that most of what TRANSPAC heard started at the CCTA and worked its way through the TRANSPAC Technical Advisory Commission (TAC) to TRANSPAC, although what the CCTA did would not need to be mirrored at TRANSPAC.

Ms. Overcashier stated if the expectation was that the individual would attend CCTA meetings, they were primarily evening meetings and some night meetings would be required.

Director Weir recommended that not be included in the posting although it could be included in the job description.

Director Pierce wanted to avoid getting too specific, and Director Weir clarified that while not necessary to be included in the posting, it should be included in the job description.

Director Pierce advised that she would create a new paragraph starting with the CCTA as the governing body for Measure J and that TRANSPAC served as a regional transportation policy committee.

Chair Ross recommended stating that the firm or person should have experience with congestion management or regional or subregional transportation, and he emphasized the importance of experience.

Director Pierce recommended a modification to the paragraph to state that TRANSPAC served as a regional transportation policy committee in cooperation with, or as part of, the CCTA.

For the third sentence in the third paragraph under *About the Community and the Organization* on the first page, Mr. Mercurio recommended a modification as follows:

The TRANSPAC Board is comprised of elected representatives and Planning Commissioners from the member agencies.

5. Review of Recruitment Schedule and Process

With respect to process, Director Pierce stated that when ready, the notice could be posted on the TRANSPAC website, be distributed to the individual jurisdictions, and then to each member for distribution. TRANSPAC would then have to decide if the September meeting would be the appropriate time for interviews, and whether it was acceptable to everyone to have Directors Durant and Pierce, and Ms. Neustadter distill the applications down to a few for interviews. In an effort to avoid privacy issues for those applying, she suggested having those interviewed come in one door and out another to ensure the privacy of those involved. To that end, she recommended the use of one of the CCTA's conference rooms. No objections were expressed for that recommendation.

Director Pierce advised that administrative issues needed to be addressed between now and the time a new Executive Director was hired. She noted that Ms. Neustadter had stated she would be available on an hourly basis on a limited basis during that time. Another issue was whether to ask Ms. Neustadter to continue to review or authorize any other expenditures out of the budget that were not payroll. When asked, Ms. Neustadter expressed her willingness to do that.

Director Pierce suggested that TRANSPAC could muddle through with the agenda with Ms. Tucci-Smith's help and with her continued preparation of the minutes. In the interim, Ms. Tucci-Smith would also distribute environmental notices to all the jurisdictions.

Director Pierce also verified that it was acceptable to the membership that members' email addresses be added to the roster on the website for contact information in that there was no way for applicants to contact members or staff.

Director Mitchoff concurred.

Chair Ross thanked Directors Pierce and Durant for all the work that had been done.

6. For the Good of the Order:

Director Mitchoff presented Ms. Neustadter with a thank you card from the TRANSPAC Board and wished her well in the future.

Ms. Neustadter stated that her tenure with TRANSPAC had been a lot of fun, and TRANSPAC had been exceedingly fortunate in having the best electeds and the best Planning Commissioners in that the members from the Planning Commissions had contributed to TRANSPAC in an effective way and had been stellar in their continued participation in TRANSPAC, and the TAC had consistently participated and worked on issues that had arisen over the years. She added that she would miss everyone.

7. Adjourn/Next Meeting.

The meeting adjourned at 9:53 A.M. The next meeting is scheduled for September 11, 2014 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

2014 Countywide Comprehensive Transportation Plan

Volume I Executive Summary

August 1, 2014

**PUBLIC
REVIEW
DRAFT**



CONTRA COSTA
transportation
authority
1989 – 2014

Keeping Contra Costa Moving

TURN ON
HEADLIGHTS



CONTRA COSTA
**transportation
authority**
1989 – 2014

Keeping Contra Costa Moving

Commissioners

Kevin Romick, Chair, East County
City of Oakley
Julie Pierce, Vice Chair, Central
County, City of Clayton
Janet Abelson, Mayor, West County,
City of El Cerrito
Newell Arnerich, Conference of
Mayors, Town of Danville
Tom Butt, West County,
City of Richmond
David Durant, Central County,
City of Pleasant Hill
Federal Glover,
County Board of Supervisors
Dave Hudson, Southwest County,
City of San Ramon

Mike Metcalf, Southwest County,
Town of Moraga
Karen Mitchoff,
County Board of Supervisors
Robert Taylor, Mayor, East County,
City of Brentwood

Ex-Officio Members

Amy Worth, MTC
Myrna De Vera, Public Transit Bus
Operators
Gail Murray, BART

Executive Director

Randell H. Iwasaki, P.E

The preparation of this report has been financed through a grant from the U.S. Department of Transportation and the Federal Highway Administration. The content of this report does not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Executive Summary

OVERVIEW

The Contra Costa Countywide Transportation Plan, or CTP, is the blueprint for Contra Costa's transportation system over the next 25 years. This long-range vision for transportation identifies the projects, programs, and policies that the Authority Board hopes to pursue. The CTP identifies goals for bringing together all modes of travel, networks and operators, to meet the diverse needs of Contra Costa.

By improving the transportation system, we can help to address the challenges that a growing population, more jobs, and more traffic will bring. The CTP lays out a vision for our transportation future, the goals and strategies for achieving that vision, and the future transportation investments needed to promote a growing economy, advance technological changes, protect the environment, and improve our quality of life.

CHALLENGES AHEAD

Census data shows that the population of Contra Costa grew from 804,000 in 1990 to just over one million residents in 2010, an increase of 30 percent over twenty years. New forecasts for the region indicate that, while yearly population growth is slowing slightly, Contra Costa will still add another 289,000 residents by 2040, a 27 percent increase.

Unlike population, job growth is expected to speed up. Between 1990 and 2010, the number of jobs in Contra Costa grew by only 17 percent. We're expecting the growth in jobs to more than double to 35 percent, resulting in nearly half a million jobs by 2040.

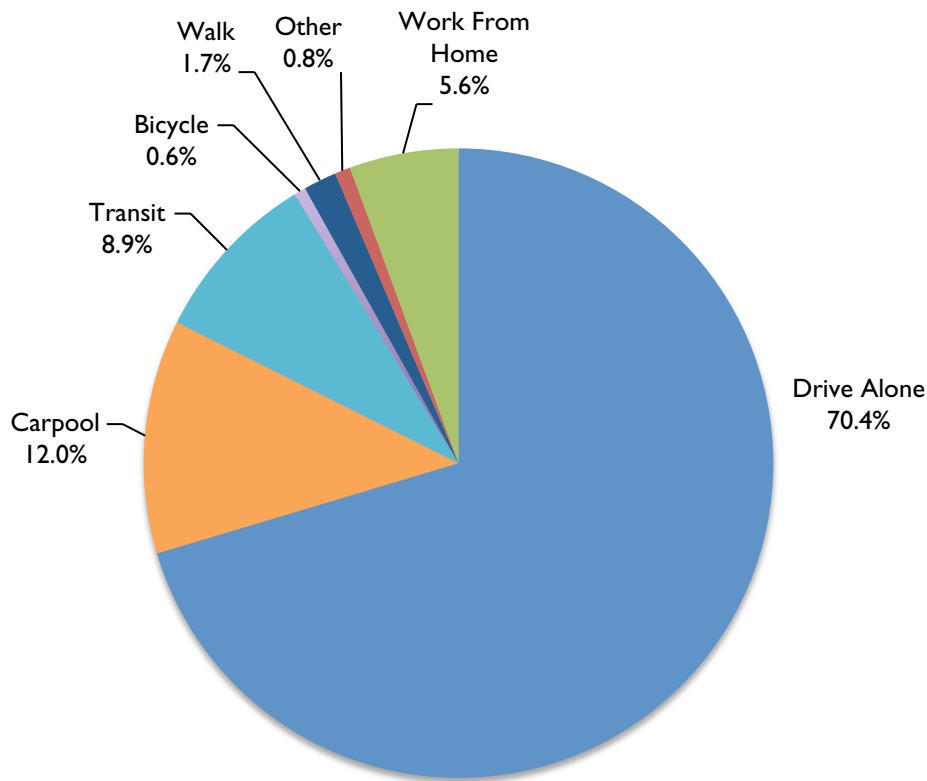
While both jobs and population will increase throughout Contra Costa, some areas of the county will grow faster than others. Population growth in West County, Central County and East County is expected to be the highest, at 29 percent each, followed by the Southwest subarea at 16 percent by 2040. Job growth in East County and Central County is expected to outpace other areas with increases of 40 percent and 37 percent, respectively, with the slowest rate of job growth found in Lamorinda, with an expected increase of 25 percent by 2040.

How We Get to Work

Commuters have a variety of options for getting to work: driving alone, carpooling, taking transit, walking, or biking. Alternatively, in recent years many companies have begun to allow employees to telecommute from home.

Since 1980, the percentage of commuters who drive alone has remained steady at about 70 percent. Similarly, transit ridership has also held steady, at approximately 9 percent. Figure E-1 below shows the percentages of use by different modes for work trips in Contra Costa.

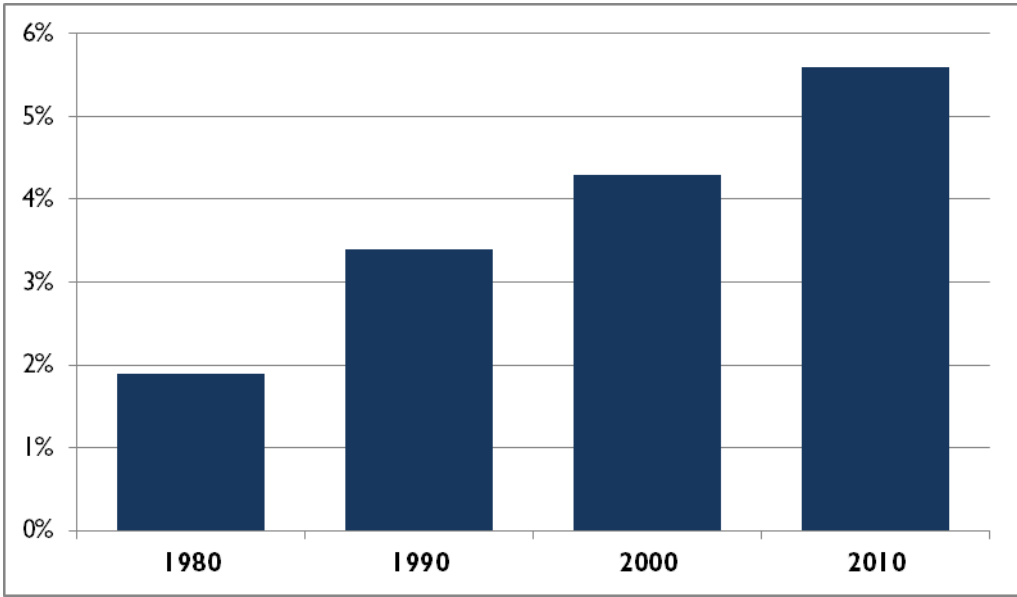
Figure E-1: Travel Modes, Share of Commute Trips, 2010



Source: CCTA, 2013.

What has changed most dramatically over the 30 years between 1980 and 2010 is the number of people who now indicate they work from home: the percentage of people who work from home has more than doubled, from 1.9 percent in 1980 to 5.6 percent in 2010, as shown in Figure E-2. Will that percentage continue to increase through 2040? And if so, could telecommuting reach levels of 10 to 20 percent? Higher participation rates for telecommuting will help alleviate future traffic congestion.

Figure E-2: Work From Home, Share of Commute Trips, 1980-2010

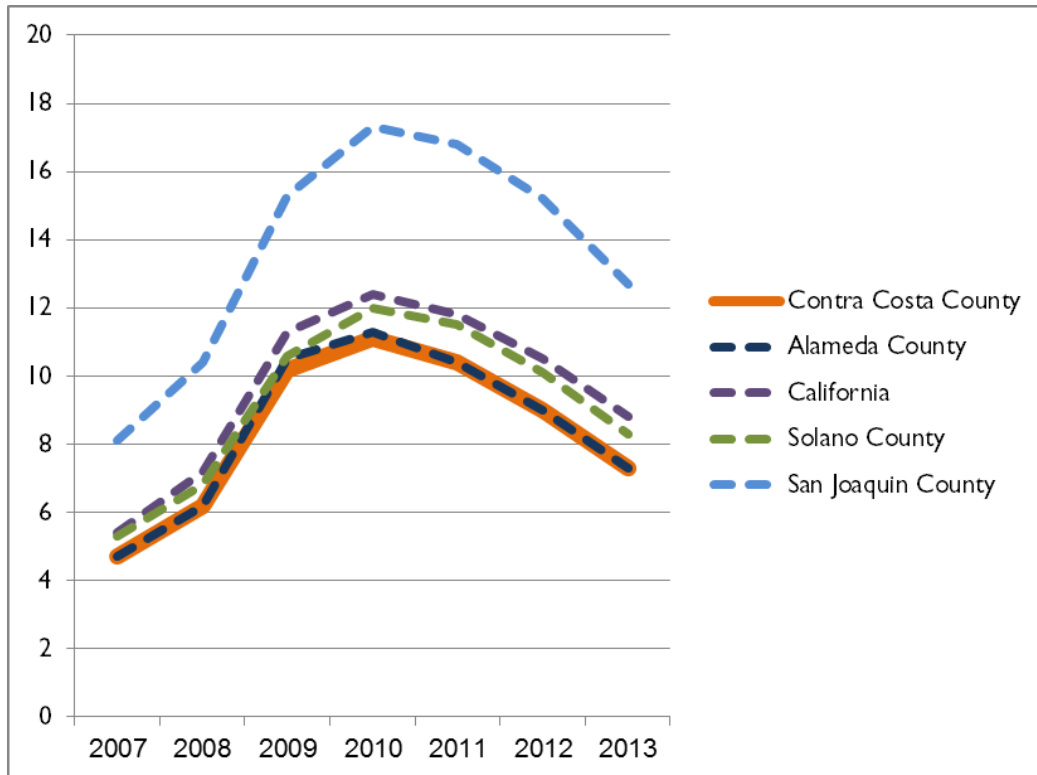


Source: CCTA, 2013.

The Economic Recovery

The so-called “Great Recession,” which began in 2007, resulted in higher unemployment rates, which in turn meant that fewer people were driving to work. Consequently, between 2007 and 2010, traffic growth in the Bay Region remained flat, and in Contra Costa even decreased somewhat. Measurements taken in 2010 indicated that traffic levels in many areas of Contra Costa had dropped to below the levels previously seen in 2000. At present, the economy is recovering from the recent recession. As shown in Figure E-3, since 2010, unemployment levels have been steadily dropping towards pre-recession levels.

Figure E-3: Unemployment Rate, 2007-2013

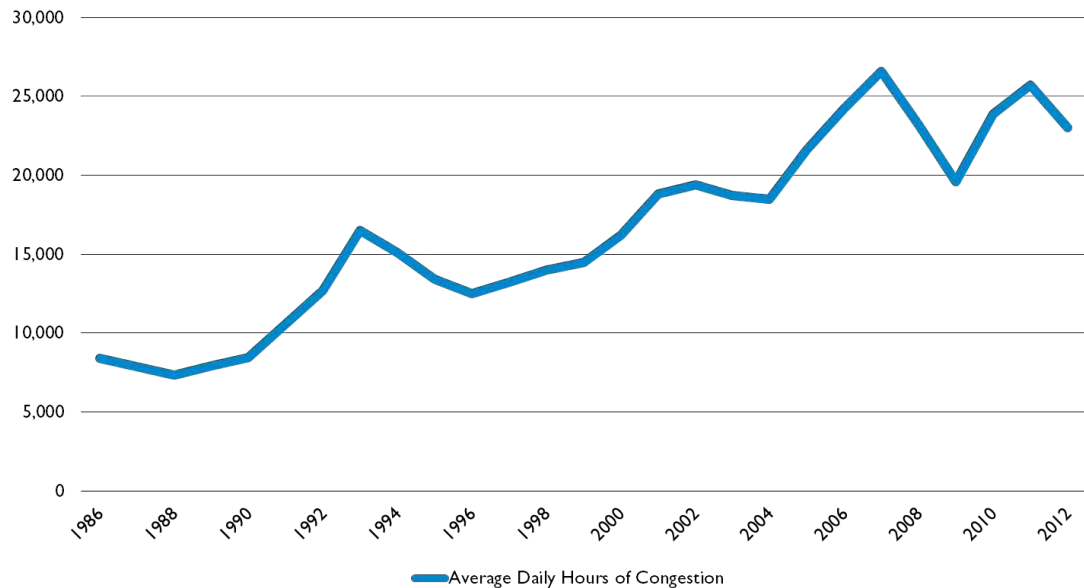


Source: CCTA, 2013.

What Does This Mean for traffic?

The end of the Great Recession comes as welcome news for the economy and residents of the Bay Area. This may mean, however, more people on the road and on BART and buses, making for heavier traffic and more crowded commutes. Although more residents may work from home, traffic congestion will remain a growing problem. People will continue to travel from home to work, school, and other destinations. As a result, we can expect past trends (shown in Figure E-4) to continue, with further increases in roadway traffic, and more hours spent on congested roadways.

Figure E-4: Average Daily Hours of Congestion, 1986-2012



Source: 1986-2008 Hi-Comp Report; 2009-2012 Mobility Performance Report.

According to our forecasts, by 2040, traffic between East County and Central County will increase by 70 percent. Other corridors will experience significant traffic growth as well.

The good news is that we also expect more people to take transit such as BART or a bus, or switch to walking or bicycling. The total number of miles driven has been dropping over the last decade, a trend that pre-dates the Great Recession. And there is more good news. California has always been a front-runner in low-emissions vehicle technology. As progress continues and more hybrid and electric cars join the fleet, harmful emissions from tomorrow's vehicles will be reduced to a small fraction of what they are today.

We also need to look no farther than our own backyard to see what further innovations lie ahead. In Mountain View, the autonomous Google® car is being perfected, and here in Contra Costa we have volunteered to have our streets and

roads serve as a test-bed for a federally-funded pilot program intended to accelerate the deployment of connected-autonomous vehicles (CAVs).

CCTA'S VISION, GOALS, AND STRATEGIES

The following vision encapsulates the role the transportation system will play in supporting the people, economy, and environment of Contra Costa:

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit all people and areas of Contra Costa, through (1) a balanced, safe, and efficient transportation network, (2) cooperative planning, and (3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.

To achieve this vision, the Authority has also identified five goals and corresponding strategies for the 2014 CTP.

Goals

1. Support the efficient, safe, and reliable movement of people and goods using all available travel modes;
2. Manage growth to sustain Contra Costa's economy, preserve its environment and support its communities;
3. Expand safe, convenient and affordable alternatives to the single-occupant vehicle;
4. Maintain the transportation system; and
5. Continue to invest wisely to maximize the benefits of available funding.

Issues & Opportunities

The purpose of the 2014 CTP is to identify and implement specific actions and strategies that support our shared goal of safe, strong, and efficient transportation networks that improve the quality of life of Contra Costa residents. As we work together to develop solutions for our county, we also need to be mindful of new challenges and opportunities that may affect the CTP's goals.

Funding

Funding is critical to meeting the stated goals of the CTP and helping Contra Costa remain one of the most desirable places to live and work in the Bay Area. In addition to examining how we can most responsibly and efficiently use existing funding sources — such as traditional State and federal funds, Cap and Trade funds, OneBayArea Grants, and voter-approved Measure J funds — we also need to consider new sources of revenue. Open road tolling, congestion pricing at gateways or in central business districts, and pricing based on parking demand are a few potential sources.

Changing Travel Choices

As noted earlier, the number of vehicle miles traveled (VMT) per capita has been decreasing over the last decade. This drop is driven primarily by the changing habits of the “millennials,” the generation born after 1982. Millennials are driving, and even getting a license to drive, less frequently. Partly, they are responding to the high cost of owning and operating a vehicle, especially with the significant student debt many millennials carry. And partly it results from changes in where millennials — and many retiring Baby Boomers — are choosing to live, namely in close-in, walkable neighborhoods. This change does not, however, seem related to unemployment. Both states with higher and lower unemployment rates have seen drops in VMT.

If this recent trend continues, it would mean that forecasts of increased congestion may be excessively dire. But even so, we expect that, in many locations, we will see more delays on our roads, especially where people must go farther to get to work.

Improving Mobility for the Next Generation

The Authority has long been concerned with how we can continue to maintain and improve our roads, freeways, transit, and pedestrian and bicycle facilities in ways that sustain our economy, our environment and our quality of life.

Making new improvements, while maintaining what we have, is a prominent issue for the 2014 CTP as the Authority addresses new State legislation such as SB 375. This legislation, and the Sustainable Communities Strategies required by it, supports the development of job centers and neighborhoods that are easier to get to by transit and safe and convenient to walk or bicycle in, changes that will reduce the need for long commutes to work, shopping and other destinations.

We also need to ensure that our roads and transit systems are resilient: can we continue to get around after an earthquake? Will increased frequency of storm surges harm our rail lines and roadways?

Using Technology

Over the last two centuries, technology has revolutionized how we move people and goods. From carriages to trains to bicycles and then cars and trucks, we have used technology to get where we want to go more quickly. That process is continuing. We are finding new technologies to help make travel safer, more efficient and more cost-effective while minimizing the impacts of travel on the environment.



As technology advances, it is shifting the ways that people access and use the transportation system; for example, real-time ridesharing is facilitated in Contra Costa by companies such as Carma, pictured above.

Source: Noah Berger, CCTA.

Improvements to automobiles, from shatterproof glass and anti-lock brakes to seat belts and air bags, have made them safer and safer over the years. Several new technologies are on the horizon that have the potential to significantly improve auto safety. Collision warning and automatic braking, for example, which are already being incorporated into new cars, warn drivers if they approach oth-

er cars too closely and automatically slow the vehicle if the driver doesn't respond.

Another potential new improvement that could have a significant impact, not just on safety but also the efficiency of our roadways, is vehicle automation and communication. If we can get cars to talk to each other and eliminate the driver, we can improve fuel efficiency and reduce congestion and collisions. Connected automated vehicles can also have environmental benefits by making travel more efficient. Many issues remain to be overcome, from setting up the protocols for communicating among cars to ensuring that their use doesn't worsen the environment for bicyclists, pedestrians, and transit users.

Technology has been used to reduce the negative effects of our modern transportation network. Catalytic converters, more efficient engines, and other improvements have helped reduce emissions of air pollutants and the increased use of electric or hybrid-electric vehicles promise to reduce greenhouse gas emissions in our urban areas even further. (This may be offset by the need to increase electricity generation and the increased use of electric vehicles will increase the need for charging infrastructure.)

Other technologies focusing on the roadway will also play a role. Intelligent transportation systems, or ITS, can benefit our transportation network by improving safety and efficiency, benefiting the environment by limiting the waste of fuel and reducing greenhouse gas emissions. ITS encompasses many techniques, including electronic toll collection (such as FasTrak in the Bay Area), ramp metering, traffic signal coordination, and traveler information systems, for freeways, arterials and transit systems. The I-80 Integrated Corridor Mobility (ICM) project, which incorporates these and other improvements, is expected to lead to significant increases in capacity on the freeway.

The 2014 CTP considers how this evolving transportation technology should be incorporated into our transportation system.



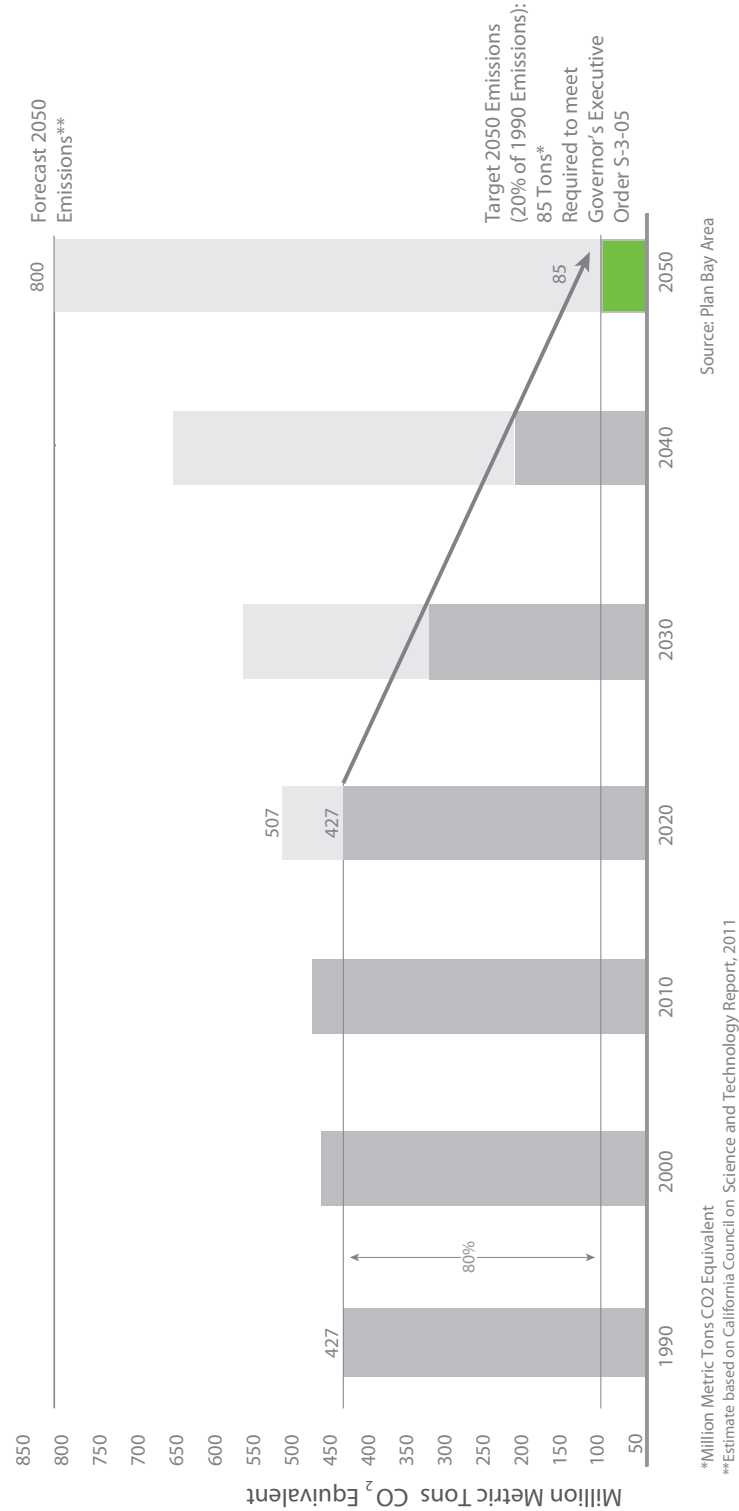
Technology advancements sometimes require changes to our infrastructure; for example, as electric vehicles are increasingly used across Contra Costa, more electric vehicle charging stations are needed to support them.

Source: Noah Berger, CCTA.

Managing the Effects of Greenhouse Gases

Climate change will have to be considered in our growth management plan due to the California Governor's order mandating an 80 percent reduction of greenhouse gases below 1990 levels by 2050, as shown in Figure E-5. Any efforts to increase the resiliency of our transportation system in light of future sea level rise will also need to take into account future vulnerabilities, such as bay-lands and access points near San Francisco Bay and the implications for infrastructure and land use.

Figure E-5: Reaching Statewide AB 32 GHG Reduction Targets



SENATE BILL 375

Senate Bill (SB) 375, approved in 2008 as part of California's efforts to reduce greenhouse gas (GHG) emissions from motor vehicle trips, made three significant changes to State law:

1. It required the Metropolitan Transportation Commission (MTC) and other regional planning agencies to adopt a Sustainable Communities Strategy, or SCS, as part of its Regional Transportation Plan.
2. It linked the regional housing needs allocation, or RHNA, process to the regional transportation process while maintaining local authority over land use decisions.
3. It exempted transit priority projects and other residential or mixed-use projects from some of CEQA's requirements.

The Sustainable Communities Strategy (SCS)

The SCS must identify an integrated land use and transportation system that together will meet the greenhouse gas emission reduction targets approved by the California Air Resources Board (CARB). This pattern of land uses and transportation facilities must also include enough development to accommodate the expected future population over both the next eight and the next 20 years as well as serve the transportation needs of the region. If the SCS falls short of these greenhouse gas targets, regional agencies must develop an "alternative planning strategy" (APS) that meets the targets. The APS can include bolder ideas that may require additional funds or changes in law. MTC and the Association of Bay Area Governments (ABAG) adopted their first SCS in 2013 as part of Plan Bay Area, the 2013 Bay Area Regional Transportation Plan (RTP). The SCS was able to meet the greenhouse gas reduction targets without requiring the preparation of an APS.

Neither the SCS nor the APS will supersede a city's or county's general plan or other planning policies or authorities. Nor must a local agency's planning policies be consistent with either strategy.

Housing Needs

SB 375 requires that the allocations of regional housing needs that ABAG prepares must be consistent with the development pattern adopted in the SCS and

the schedule of the RTP process. Local governments will now need to update their housing elements within three years of the adoption of the SCS to be consistent with ABAG housing needs allocations.

California Environmental Quality Act (CEQA) Exemptions

SB 375 streamlines CEQA review for two types of projects: residential or mixed-use projects, and “transit priority projects.” If a residential or mixed-use project conforms to the SCS, its CEQA review does not have to cover growth-inducing impacts or cover either project-specific or cumulative impacts dealing with climate change. Transit priority projects that meet certain criteria can qualify for either a full CEQA exemption or a streamlined environmental assessment.

COOPERATIVE PLANNING

The 2014 CTP relies on collaboration with and between our partners, both at the countywide and regional levels. As a critical component of the countywide transportation planning process, each of the county’s five Regional Transportation Planning Committees (RTPCs) creates an Action Plan, which identifies a complete list of actions to be completed as a result of the Action Plan. The 2014 Action Plans are unique in the sense that they focus on additional consideration of multimodal transit options including pedestrian and bicycling facility improvements and changes.

The 2014 updates of the Action Plans also demonstrate an increased concern for intra-regional routes and the impact of traffic diverting from inter-regional routes, increased support for freeway management strategies, and recognition of BART and freeway management as important inter-regional strategies. The Growth Management Program (GMP), which is Contra Costa’s program to enforce collaborative transportation and land use planning, began a new stage when Measure J passed in 2009. With the implementation of Measure J, the GMP remains in effect through 2034.

Role of Action Plans in Identifying and Evaluating New Projects

As part of the Action Plan planning process, each RTPC identified projects and programs in the form of actions to be included in the Action Plan for the Routes of Regional Significance. The 2014 Action Plans used the 2009 Action Plans as a base, with new actions and Regional Routes of Significance identified through discussion, collaboration, and review by each committee. Each Action Plan states

its vision, goals, and policies; designates Routes of Regional Significance; sets objectives for these routes; and presents specific actions to achieve these objectives. The actions are listed on both a route-by-route and a regional scale, and aim to support the transportation objectives as specified by each RTPC. Figure E-7 shows the Action Plan approval process.

The Growth Management Program (GMP)

The GMP will continue to provide cooperative planning on a countywide basis, as mandated by Measure J. So far, the GMP has vastly improved interjurisdictional communications regarding transportation and land use issues. By working with the cities and towns to manage growth, the Authority has facilitated creation of a regional mitigation program that has generated more than \$250 million in new revenues for regional transportation projects. The GMP will continue to be implemented in accordance with the requirements of Measure J through 2034. As shown in Figure E-6, the Measure J GMP has seven components that local jurisdictions must implement to maintain compliance with the GMP, and receive funding for local streets and roads in return.

Figure E-6: The Measure J Growth Management Program



Implementing Plan Bay Area

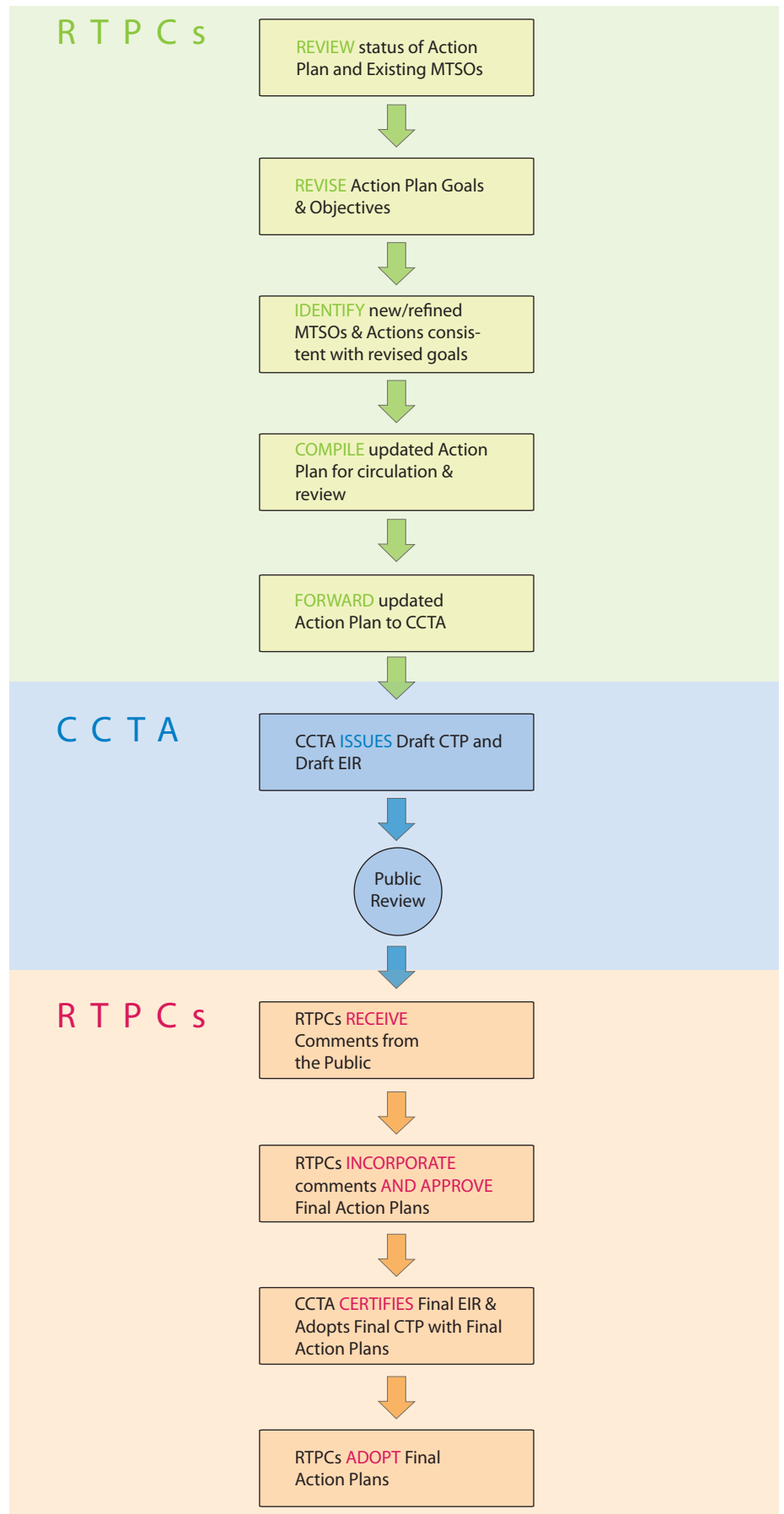
As discussed earlier, Plan Bay Area is the Bay Area's long-term transportation, land use, and housing strategy through the year 2040. Adopted in 2013, it includes the Bay Area's Regional Transportation Plan and Sustainable Communities Strategy. Plan Bay Area was created by MTC and ABAG in response to SB 375. Plan Bay Area envisioned that implementation details would be taken up in partnership with transportation planning agencies and local jurisdictions. As such, the 2014 CTP addresses how elements included in Plan Bay Area fit into our vision for Contra Costa.

Elements of Plan Bay Area that are reflected in this CTP include:

- Priority Development Areas (PDAs);
- Use of California Cap and Trade funds;
- Other initiatives, including those for freeway performance, carpooling and vanpooling, smart driving strategies, streamlining the environmental review process, goods movement, and industrial lands inventories;
- The draft framework for MTC's Economic Prosperity Plan (publication forthcoming), which removes barriers for the disadvantaged and discusses the unresolved regional issues of mobility and equity;
- Complete Streets, which serve all modes, and reasonable accommodations for all modes; and
- Incorporation of Plan Bay Area's land use forecasts (*Projections 2013*) for the Authority's travel demand forecasting model.

Figure E-7: Action Plan Development and Approval Process

Action Plan Process Update



IMPLEMENTING THE PLAN

The 2014 CTP will play an important role in shaping our transportation policy and investment decisions. But how will the Plan be carried out? The Authority will need to work with many agencies to fund and prioritize the programs and projects that will work towards achieving its goals. The CTP outlines the strategies, the partnerships and the guidelines essential for a smooth transition from concept to reality, building on lessons learned since the first CTP was prepared in 1995.

Detailed implementation tasks fall under the following seven broad categories:

- Implement Measure J funding programs
- Plan for Contra Costa's transportation future
- Support growth management
- Develop transportation improvements
- Improve systems management
- Build and maintain partnerships
- Fund transportation improvements

The 2014 CTP represents the Authority's long-term plan for achieving a healthy environment and a strong economy that benefits all people and areas of Contra Costa through investment in our transportation system, cooperative planning and growth management. Working with its partner agencies, the Authority will apply these strategies outlined in the 2014 CTP to achieve the vision for Contra Costa's future.

FUNDING OVERVIEW

Over the life of Measure J, the Authority anticipates total revenues of \$2.7 billion (escalated dollars) from the one-half percent sales tax. Of these, about 58 percent, or \$1.56 billion, is dedicated to programs such as local streets and roads, bus operations, and Transportation for Livable Communities. The remaining 42 percent, or \$1.14 billion, goes to specific transportation projects.

Measure C (1988-2004) had a different project/program split. Of the \$1.1 billion generated by Measure C, specific transportation projects received 60 percent of total revenues, while programs received 40 percent.

Measures C and J have made a substantial dent in funding needed for projects and programs, not only from the revenues they generated, but also the funding they attracted from other sources. As shown in the table below, total past and future project expenditures, including State and federal funds leveraged by Measures C and J, total \$6.5 billion.

TABLE E-1: MEASURES C AND J PAST AND FUTURE PROJECT EXPENDITURES

MEASURE C AND MEASURE J (X \$1,000)	PAST	FUTURE	TOTAL
Roadway (highways, arterials and maintenance)	\$754,989	\$1,030,733	\$1,785,722
Transit (bus, ferry, express bus, paratransit, commute alternatives)	\$433,548	\$737,643	\$1,171,192
Pedestrian & Bicycle (TLC, trails, safe transport for children, subregional needs)	\$11,152	\$322,812	\$333,964
Other	\$143,915	\$372,998	\$516,913
Subtotal	\$1,343,605	\$2,464,187	\$3,807,792
Leveraged funds on Measure C & J projects	\$1,721,000	\$970,000	\$2,691,000
TOTAL FUNDS	\$2,064,605	\$3,434,187	\$6,498,792

Volume 3 of the CTP contains a detailed listing of projects covering all modes of transport. Some of the major projects recently completed, under construction or planned for the future, are shown in Figure E-8. As shown in the table below, the total cost of proposed future projects is estimated at \$11.6 billion, of which only \$4.8 billion is funded through local, regional, State, and federal sources.

In addition to the projects, there are a number of transportation programs that are needed to preserve, protect, and operate our investments and to serve our travelers. The CTP estimates that approximately \$14.6 billion would be required to carry these programs through to 2040. This estimate may change depending upon the way that regional program needs are allocated to each county. Furthermore, the shortfall amount for programs is more difficult to estimate, given that in many cases, the program cost is already dictated by the availability of

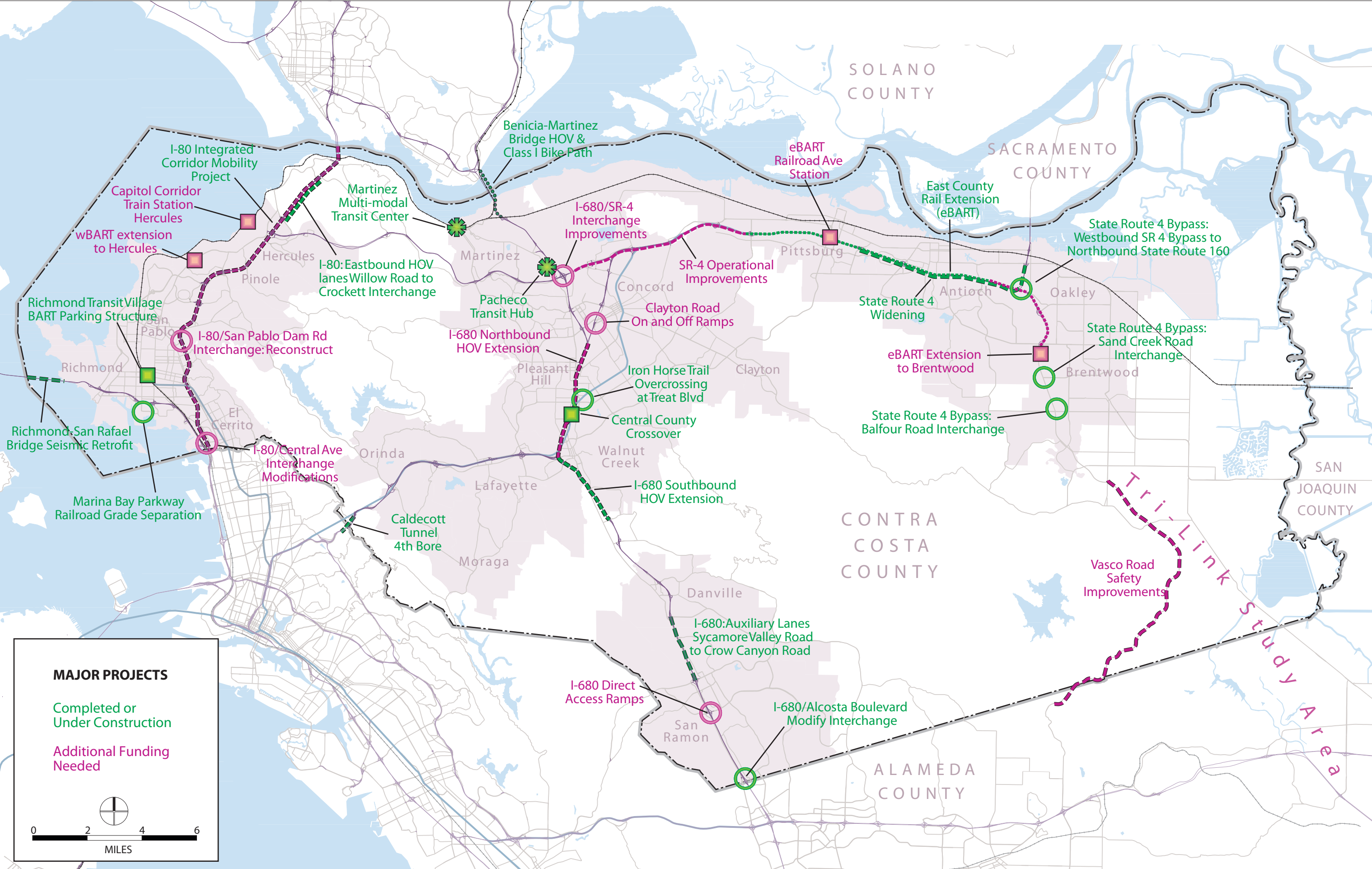
funding for each program. The following table summarizes the cost by program type.

TABLE E-2: TOTAL COSTS OF PROPOSED FUTURE PROJECTS		
PROJECT TYPE	TOTAL COST (X \$1,000)	SHARE OF TOTAL
Arterial/Roadway	\$1,954,075	16.8%
Bicycle/Pedestrian/SR2S/TLC	\$579,159	5.0%
Transit	\$5,072,089	43.7%
Freeway/Expressway/Interchanges	\$3,875,997	33.4%
Intermodal/Park-and-Ride	\$131,854	1.1%
TOTAL COST	\$11,613,174	100.0%

A major challenge facing the Authority is to prioritize this \$26 billion in projects and programs and determine which should receive highest priority over the next 30 years. In addition, the Authority must seek new sources of funding to bridge an approximate \$6.8 billion funding gap for projects, and a potentially similar gap for programs. Through renewal of the sales tax measure, and by keeping a close eye on other funding opportunities that may present themselves, the Authority will continue working diligently to achieve Contra Costa's transportation vision for 2040.

TABLE E-3: TOTAL COSTS OF PROPOSED PROGRAMS		
PROGRAM TYPE	TOTAL COST (X \$1,000)	SHARE OF TOTAL
Arterial/Roadway	\$5,978,000	41.1%
Bicycle/Pedestrian	\$232,000	1.6%
Bus	\$1,419,000	9.7%
Freeway/Expressway/Interchanges	\$935,000	6.4%
Green Programs	\$500,000	3.4%
Innovation	\$100,000	0.7%
Paratransit	\$114,000	0.8%
Rail/Rapid Transit	\$5,229,000	35.9%
Safe Routes to Schools	\$23,000	0.2%
TDM	\$27,000	0.2%
TOTAL COST	\$14,557,000	100.0%

Figure E-8: Major Projects Funded Through Measure C and Measure J



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DYETT & BHATIA
Urban and Regional Planners

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Countywide Transportation Plan 2014 Update

September 11, 2014

History

1988

Voters
approved
Measure C


Established
half-percent
sales tax


Included a
Growth
Management
Plan

2004

Voters
approved
Measure J


Sales tax
generates
\$3 billion

What's Changed Since 2009?

- **Unemployment rate is down in Contra Costa and the Bay Region.**
- **Housing prices in the East Bay have doubled.**
- **Smartphone usage in the East Bay has doubled.**



Accomplishments Since 2009

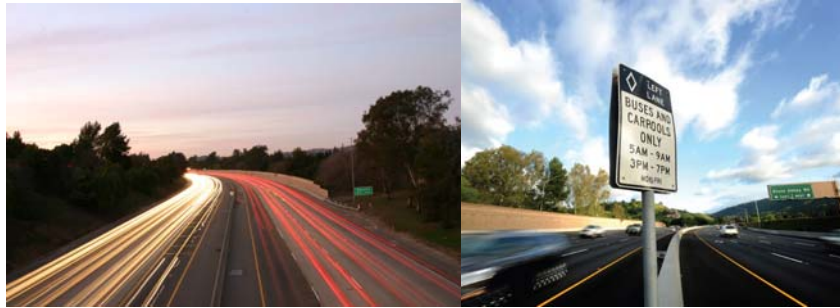
Caldecott Tunnel Fourth Bore



Widening of State Route 4



New Carpool and Merge Lanes on I-680



More BART Parking in West County



Intermodal Transit Centers

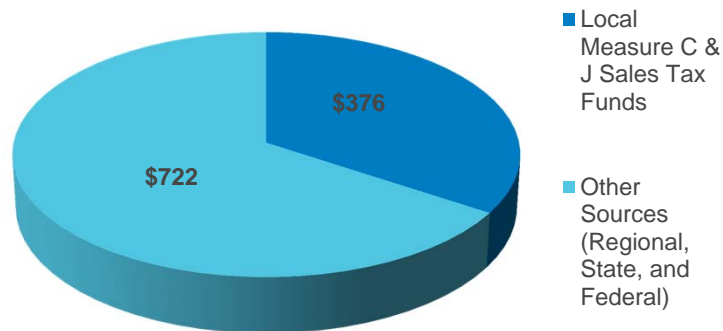


New Pedestrian Overcrossings



Leveraging is Key

Sources of Funding (millions)



Local Street and Road Dollars

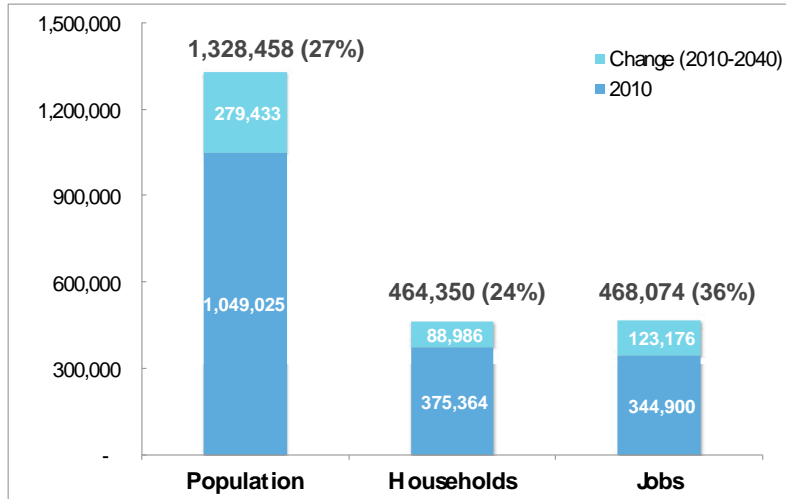


Program Accomplishments



The Challenges

We're Still Growing



Contra Costa County Traffic: Projected Increase by 2040

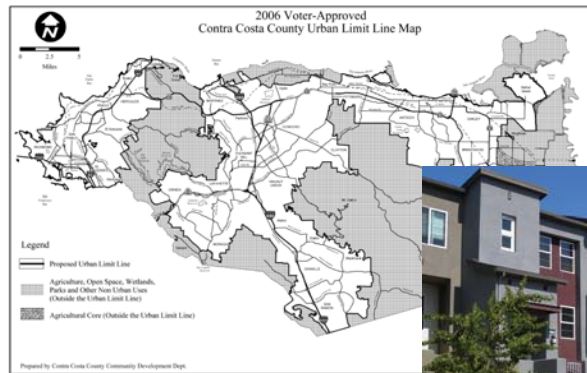


Reduce Green House Gas Emissions to Comply with State Law



We're Taking Action

Implementing the Growth Management Program



Supporting Clean Technology and Alternative Modes of Travel



Constructing Projects

Highway 4 Widening



eBART Extension



Funding New Programs



Innovation is
the Key



What's inside the CTP?

The CTP Vision

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit all people and areas of Contra Costa, through (1) a balanced, safe, and efficient transportation network, (2) cooperative planning, and (3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.

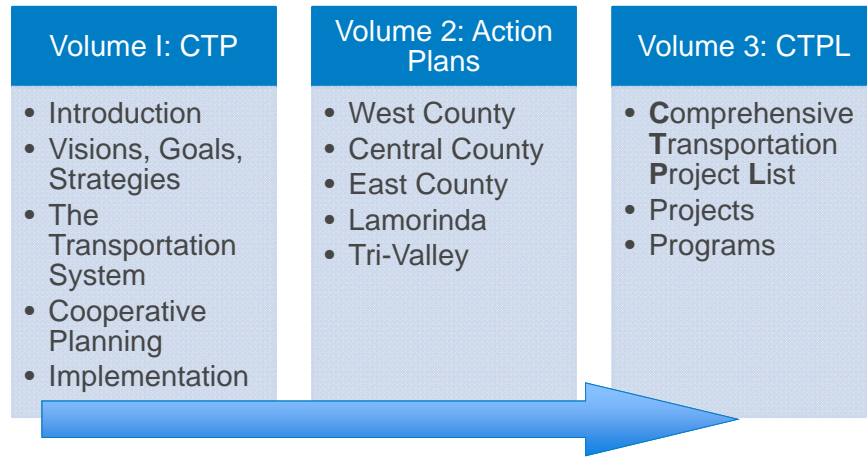


Goals and Strategies

- Efficient, safe, and reliable movement of people and goods
- Manage growth
- Expand safe, convenient and affordable alternatives to the single-occupant vehicle
- Maintain the transportation system
- Invest wisely

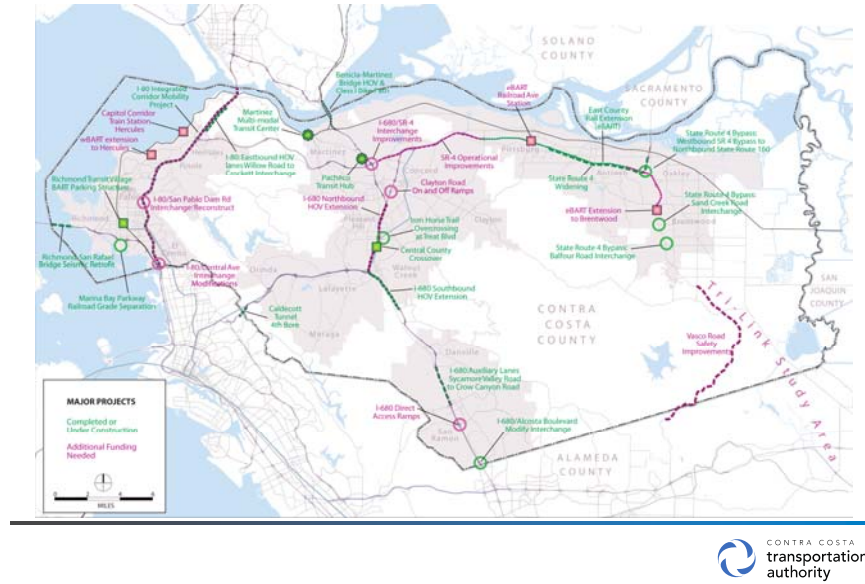


Inside the CTP



What We've Learned So Far

Projects Funded and Unfunded



Funded and Unfunded Projects

- I-680 Southbound Carpool Lane Completion from North Main to Livorna: \$85M (**Funded**)
- I-680 Northbound Carpool Lane Extension from North Main to State Route 242): \$45M (**Unfunded**)
- I-680/Highway 4 Interchange Direct Connectors: \$226 million (**Unfunded**)

Unfunded Projects

Transit Along I-680



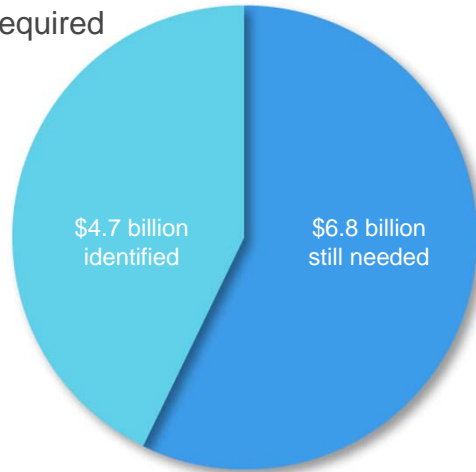
\$11.6 Billion in Proposed Projects

TABLE E-2: TOTAL COSTS OF PROPOSED FUTURE PROJECTS

PROJECT TYPE	TOTAL COST (\$1,000)	SHARE OF TOTAL
Arterial/Roadway	\$1,954,075	16.8%
Bicycle/Pedestrian/SR2S/TLC	\$579,159	5.0%
Transit	\$5,072,089	43.5%
Freeway/Expressway/Interchanges	\$3,875,997	33.3%
Intermodal/Park-and-Ride	\$131,854	1.1%
Studies	\$38,035	1.3%
TOTAL COST	\$11,651,209	100.0%

Projects Funding Shortfall

Total Funding Required
= \$11.6 billion

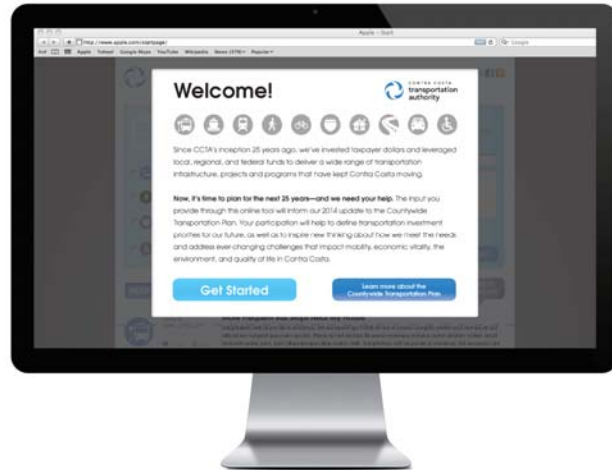


Did We Miss Anything?

How Can You Participate?

www.keepcontracostamoving.net

- Upcoming Community Meetings
- Online tool
- Other public forums



Thank You

<http://www.keepcontracostamoving.net>

<http://www.ccta.net>





MEMORANDUM

TO: TRANSPAC
FROM: Lynn Overcashier, 511 Contra Costa Program Manager
RE: 2014 Program Update
DATE: September 11, 2014

Below includes an update on 511 Contra Costa program activities conducted over the summer and overall program status for the year. Program data is being analyzed from the 2013/14 fiscal year and final reports are being drafted for submittal to the funding agencies, including CCTA, the Bay Area Air Quality Management District and the Metropolitan Transportation Commission in early October 2014. Highlights of program activities include:

1. *Street Smarts Diablo Bicycle Pedestrian Safety Programs (Central and East County)*

- a.** Elementary Schools- 69/76 (90%) schools served to date (7 schools remaining)
- b.** Middle Schools- 24/26 (92%) schools served to date (2 schools remaining)
- c.** High Schools- 8/15 (53%) schools served to date (7 schools remaining)

2. *Street Smarts II Infrastructure Program*

a. MDUSD Spring 2014 Projects (Clayton + Concord)

- i.** Completed small site improvement projects at 7 schools in Concord and 1 school in Clayton for a total of \$12,893
- ii.** Worked with City of Concord's Transportation Manager to perform a traffic review and install signage to restrict left-turn activities from the Silverwood Elementary School campus onto city right of way as requested by the SES Principal and MDUSD Operations Director
- iii.** City of Concord staff was provided a list/map of crosswalks on city right of way and adjacent to the school campuses which require zebra striping (requested by City staff at pre-program check-in meeting in May 2014)
- iv.** Coordinated efforts with the City of Clayton's Chief of Police and Lead Engineer at Mount Diablo Elementary School to redesign the school's existing drop-off and pick-up points for



added safety as requested by the MDES Principal and MDUSD Operations Director

- v. Completed the Mount Diablo Elementary redesign (\$10,114), and worked with the school's Parent Faculty Club to perform outreach at Registration Nights, online via the school's e-newsletter, and via hand-outs before the first day of school

b. Murwood Elementary School Spring 2014 Project (Walnut Creek, WCSD)

- 1. Street Smarts Diablo program provided \$4,444 (50% of total) towards the construction of a dedicated pedestrian pathway at Murwood Elementary School that was completed in July 2014

c. Overall Central County Update

- i. To date, the Street Smarts II infrastructure program has served 50 schools with site improvement projects. To date, the Street Smarts program has expended \$184,408 at 28 Central County schools
- ii. Not all schools request infrastructure improvements.

3. SchoolPool

- a. The SchoolPool transit ticket program has provided close to 700 bus passes to student thus far, with the deadline of September 12 to register. The program provides transit passes on County Connection and Tri Delta buses to get more students to ride the bus to school to reduce the number of parents driving.

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 lot in the Todos Santos area. This unit will be the City's first installation of EV charging stations.
- ii. Pleasant Hill
 - 1. Staff attended the May 19th City of Pleasant Hill City Council Meeting where the purchase/installation of (3) dual-head Level 2 EV charging stations was

approved along with instituting a fee to charge the consumer for each charging session

2. Staff coordinated between the EV charging station vendor and City staff to purchase/deliver the (2) replacement units and (1) added unit
3. 511 Contra Costa's Electric Vehicle Charging Program provided the City of Pleasant Hill with a \$4,000 mini grant towards this project

b. East County (Antioch)

i. Antioch

1. A staff report and details were developed to assist City of Antioch with information regarding Electric Vehicle infrastructure. The Council has recommended installing a charging station at the City offices, with financial assistance from the 511 Contra Costa program, and installation costs being paid for by the City.

c. Work with Caltrans Sacramento Office

1. Staff was asked to attend a meeting with City of Martinez staff and Caltrans staff in August 2014 at the newly opened Pacheco Park and Ride Lot to provide expertise to Caltrans staff on installing EV charging stations
2. As the second of two Caltrans lots with EV charging stations in the State of California, the Pacheco Park and Ride Lot project is being used by Caltrans staff as a model of installation practices; staff is working with Caltrans to provide project details and tips for future installations based on their experience in Contra Costa County

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

a. Preliminary Totals

- i. Total Vouchers Redeemed from District V Youth Summit Attendees: **206** (206 x \$60 = \$12,360)
- ii. Total Passes Sold to the General Public: **196** (196 x \$10 = \$1,960)

- iii. 511 Contra Costa's Service Agreement with the Transit Agencies includes sharing the total # of trips taken by 2014 Summer Youth Pass holders and this information will be received in the next few months to help staff secure annual funding for this project

6. 511 Contra Costa Outreach

- a. Staff participated in 12 employer and community events since last year.

7. Website and Social Media

- a. 36 eNewsletters were sent to employers and the public subscribers in addition to an average of 3 Tweets a day, and an average of three blog posts per week.

8. Commuter Incentive Program

- a. 2,606 commuters took advantage of the Commuter Incentive Program providing a \$50 incentive to try carpooling or transit, and \$20 to try bicycling or walking instead of driving alone.

EXECUTIVE DIRECTOR'S REPORT
July 16, 2014

Highway 4 Tour: June 11, 2014

Linsey Willis and I toured the State Route 4 construction project with Bonny Nyaga from Caltrans. Bonny explained the construction staging strategies including the upcoming traffic switches.

Fehr & Peers: June 12, 2014

Ross Chittenden, Jack Hall and I met with staff from Fehr & Peers to discuss their recent reports. The first was Demographic Trends and the Future of Mobility and the second was Effects of Next-Generation Vehicles on Travel Demand and Highway Capacity. They also were interested in future opportunities to partner with CCTA.

Optical Dots Presentation: June 13, 2014

Professor Shintaro Ono and PhD Candidate Ayumi Han presented data from the optical dots pilot project located just outside Tokyo Japan. City of Walnut Creek Traffic Engineer Rafat Raie, Jack Hall, Ross Chittenden and I attended the presentation. Their study has shown that the spacing and shape of the dots that are painted side by side on the roadway can influence the speed of the traveling public. We are looking for locations to apply the dots.

Gillig Tour: June 17, 2014

Linsey Willis, Peter Engel and I toured the Gillig manufacturing facility in Hayward with Rick Ramacier. We were able to walk the assembly line to see firsthand how the buses are built. CCTA buses were coming off of the assembly line while we were at the facility.

Express Lane Steering Committee Meeting: June 17, 2014

Ross Chittenden and I participated in the Express Lane Steering Committee meeting. MTC staff presented the current status of the Bay Area Express Lane Network. Our concerns during the briefing focused on the express lane phasing plan. We have provided our comments to the members of the steering committee, which includes representatives from MTC, Alameda and Solano County Transportation Agencies.

2014 Audit Kickoff Meeting: June 18, 2014

I met with David Bullock and Guian Chhim of MGO, our independent auditors. I meet with them each year as a part of the communication requirements between management and auditors as called for by accounting standards. They asked various questions about any concerns I may have regarding financial risks, fraud or other financial matters.

Bay Area Council Economic Institute: June 18, 2014

Linsey Willis, Ross Chittenden, Martin Engelmann and I met with BACEI's Senior Research Associate Jeff Bellisario to discuss his research project on economic assets in the Tri-Valley area. He was hired by the Alameda CTC to study the primary and secondary economic benefits that are derived from an investment in transportation improvement projects. We highlighted the projects we are working on in the Tri-Valley area. He was very interested in the direct access ramp in San Ramon and the TriLink 239 study.

Transportation Research Board (TRB) Integrated Corridor Management Workshop: June 22-25, 2014

Ross Chittenden attended the TRB Integrated Corridor Management (ICM) System Workshop and TRB Joint Midyear Committee Meetings at TRB's Beckman Center in Irvine California. The conference brings together experts from the FHWA and major metropolitan areas to develop implementation and operation best practices for projects such as the I-80 ICM and proposed SR 4 ICM. While at the conference, Ross participated on two panels, including the "Good Morning California" panel moderated by Caltrans Director Malcolm Dougherty.

Road and Rail Transportation in the Delta: June 26, 2014

Martin Engelmann was invited to serve on a panel to present transportation issues to the Delta Stewardship Council in Sacramento. The panel consisted of representatives from Caltrans District 10 and the three CMAs (CCTA, SACOG, and SJCOG) whose jurisdiction includes the Delta. Mr. Engelmann presented background on the roles and responsibilities of CCTA, then gave an overview of the SR 239 project, which lies on the western fringe of the Delta and Suisun Marsh Secondary Zone. In November 2009, the California Legislature enacted SBX7 1, the Delta Reform Act, which created the Delta Stewardship Council. The mission of the Council is to provide a more reliable water supply for California while protecting, restoring, and enhancing the Delta ecosystem.

San Joaquin Joint Powers Authority (SJJA) Meeting: June 27, 2014

Peter Engel and Linsey Willis attended the meeting in Sacramento, along with CCTA's representative on the JPA board, Don Tatzin. The SJJA adopted their first Draft Business Plan for the FY14-15 year.

Institute for Local Government (ILG) Technical Assistance Grant Meeting: June 30, 2014

CCTA was awarded a technical assistance grant valued at \$17,500 from the Institute for Local Government. This project will provide an assessment and overview of internal organizational work designed to support CCTA's planned public engagement efforts, beginning in Fall 2014. There will be a total of three meetings. The project kick-off meeting was held on the 30th. The next meeting will be an internal assessment meeting, and the final meeting will be the all-staff strategic planning session. Sarah Rubin and Christal Love Lazard are the ILG's representatives for this project.

Canon Document Management System Presentation: June 30, 2014

Letha Clement, our representative from Canon Solutions, brought two of her colleagues by to discuss document management solutions to improve our storage management and retrieval of information. We have a team of staff that will be working more closely with the Canon

representatives over the next few months to discuss our document practices and better understand what technology solution best fits our needs.

Tech Series Event: July 1, 2014

Rob Johnson from Transpo Industries gave a presentation on “Color-Safe.” Color-Safe is a two part methyl methacrylate (MMA) skid-resistant paint used on roadway surfaces to delineate crosswalks or bike paths. Rob gave the attendees an in-depth review of the product and how it can be used. He also showed photographs of the product after being in the field for up to four years.

Summer Intern: July 1, 2014

Jesse Ma’s first day as CCTA’s summer intern was July 1st. He attends Cal Poly San Luis Obispo and is majoring in Civil Engineering.

Congressman Thompson Support for Hercules ITC TIGER Grant Application: July 1, 2014

Congressman Mike Thompson made a request of US Department of Transportation (USDOT) Secretary Anthony Foxx for consideration of the Authority's request for \$22 million in Transportation Investment Generating Economic Recovery (TIGER) grant funding for the Hercules ITC project. Secretary Foxx thanked Congressman Thompson for the call, saying that the Hercules ITC project has all the attributes of a project worthy of TIGER funding. Secretary Foxx stated the call was timely as USDOT staff is currently reviewing applications, and grant awards are expected to be announced in September. Authority staff is encouraged to visit Washington to meet with Robert Mariner and Howard Hill of USDOT Office of Infrastructure Finance and Innovation to explain the benefits of TIGER investment in the ITC.

Lia Reyes: July 3, 2014

Martin Engelmann and I met with Lia Reyes from LVR International. She is a parking consultant. She wanted to meet with CCTA to discuss her background and any opportunities in the parking consulting arena.

Transportation Research Board (TRB) Managed Lanes Committee Midyear Meeting: July 9 - 11, 2014

Ross Chittenden attended the TRB Conference on Surface Transportation Financing; Innovation, Experimentation, and Exploration at TRB’s Beckman Center in Irvine California. The conference was co-hosted by a number of TRB committees, including TRB’s Managed Lanes Committee, which also held its midyear committee and subcommittee meetings. Ross continues to serve as the Secretary for the TRB Managed Lanes Committee.

Staff Out-of-State Travel Costs – Prior Reporting Period

Randy Carlton attended the annual Government Finance Officers Association (GFOA) conference in Minneapolis, MN from May 16 – May 21, 2014. Randy is on a GFOA board committee responsible for the recommended practices and advisories GFOA publishes on the subject of treasury and investment management for public agencies. Expenses for the trip totaled \$1,701.54.

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CONTRA COSTA
transportation
authority

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Julie Pierce,
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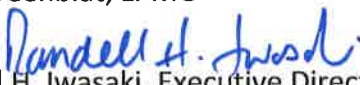
Mike Metcalf

Karen Mitchoff

Robert Taylor

MEMORANDUM

To: Barbara Neustadter, TRANSPAC
Andy Dillard, SWAT
Jamar Stamps, TRANSPLAN, TVTC
John Nemeth, WCCTAC
Leah Greenblat, LPMC

From: 
Randell H. Iwasaki, Executive Director

Date: July 17, 2014

Re: Item approved by the Authority on July 16, 2014 for circulation to the
Regional Transportation Planning Committees (RTPCs)

At its July 16, 2014 meeting, the Authority discussed the following items which may be of interest to the Regional Transportation Planning Committees:

- 1. Approval to Release the Draft 2014 CTP Update for Public Review.** Authority staff and consultants have prepared the draft 2014 Countywide Transportation Plan (CTP) Update for public review and comment. The 2014 CTP consists of three volumes: Volume 1 is the main body of the plan. It includes the outlook for transportation to the 2040 horizon year, the Authority's Vision, Goals, and Strategies, and an evaluation of the cost and available funding for transportation improvements expected to be implemented during the life of the Plan; Volume 2 contains the five subregional Action Plans for Routes of Regional Significance. As part of the update, the five Regional Transportation Planning Committees (RTPCs) have each completed draft Action Plans and forwarded them to the Authority for inclusion in the Draft CTP. Volume 3 contains the CTPL – the Authority's Comprehensive Transportation Project List – containing over 1,200 individual projects totaling over \$11 billion. Staff seeks Authority approval to release the Draft 2014 CTP for a 60-day public review period. Staff also requests approval to release the Draft Supplemental EIR on the Draft 2014 CTP for a 45-day review. *The Authority approved release of the Draft 2014 CTP Update to all interested parties, stakeholders, and the general public for review and comment by September 30, 2014. The Authority also*

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Executive Director

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reviewed and approved proposed language to address a policy issue related to the designation by SWAT of the Iron Horse Trail and BART as Routes of Regional Significance. The Authority will re-visit this issue following discussion by the Regional Transportation Planning Committees. (Attachment)

Planning Committee **STAFF REPORT**

Meeting Date: July 2, 2014

Subject	Approval to Release the Draft 2014 CTP Update for Public Review
Summary of Issues	<p>Authority staff and consultants have prepared the draft 2014 Countywide Transportation Plan (CTP) Update for public review and comment. The 2014 CTP consists of three volumes: Volume 1 is the main body of the plan. It includes the outlook for transportation to the 2040 horizon year, the Authority's Vision, Goals, and Strategies, and an evaluation of the cost and available funding for transportation improvements expected to be implemented during the life of the Plan; Volume 2 contains the five subregional Action Plans for Routes of Regional Significance. As part of the update, the five Regional Transportation Planning Committees (RTPCs) have each completed draft Action Plans and forwarded them to the Authority for inclusion in the Draft CTP. Volume 3 contains the CTPL – the Authority's Comprehensive Transportation Project List – containing over 1,200 individual projects totaling over \$11 billion. Staff seeks Authority approval to release the Draft 2014 CTP for a 60-day public review period. Staff also requests approval to release the Draft Supplemental EIR (SEIR) on the Draft 2014 CTP for a 45-day review.</p>
Recommendations	<p>Staff recommends that the Authority review the draft, approve desired changes, <u>authorize staff to incorporate other nonsubstantive edits,</u> and then release the Draft CTP to all interested parties, <u>stakeholders, and the general public</u> with comments due by September 30, 2014.</p>
Financial Implications	N/A
Options	<ol style="list-style-type: none"> 1. Provide further direction to staff prior to release of the draft Plan; 2. Postpone release of the draft Plan.
Attachments	<ol style="list-style-type: none"> A. Executive Summary, Preliminary Draft Countywide Transportation Plan (for Planning Committee Review, July 2, 2014) B. Preliminary Draft Countywide Plan Volumes 1, 2 & 3 available for download at www.ccta.net.

**Changes from
Committee**

The Planning Committee (PC) recommended approval to release the Draft 2014 CTP and SEIR for public review during August and September, with comments due by September 30, 2014. The PC also reviewed the Draft CTP presentation materials and made a number of suggestions for improving the presentation slides. Also, following the PC meeting, SWAT met on July 7th to discuss the proposed policy on the designation of non-motorized facilities as regional routes. The revised text below reflects the policy direction from SWAT.

Background

Measure J requires the Authority to prepare and periodically update a Countywide Comprehensive Transportation Plan (CTP). The first CTP was adopted in 1995. Subsequent updates were adopted in 2000, 2004, and 2009. The 2014 CTP Update will constitute the fourth update to the Plan.

The CTP is the blueprint for Contra Costa's transportation system over the next 30 years. This long-range vision for transportation identifies the projects, programs, and policies that the Authority Board hopes to pursue over the lifetime of the Plan. The CTP identifies goals for bringing together all modes of travel, networks, and operators to meet the diverse needs of Contra Costa.

Authority staff, working with the CTP Task Force and Ad-Hoc Committee, began work on the 2014 Update to the Plan in mid-2012. As a first step, the Authority released "*Issues and Opportunities for the 2014 Update to the CTP.*" Staff also prepared a detailed schedule for the Plan and EIR process and a detailed outline for the Plan document.

The CTP Task Force has been reviewing the schedule and outline, and reviewed an Administrative Draft of the Plan in May 2014. The Task Force includes RTPC staff, members of the TCC, and representatives from local jurisdictions and transit agencies.

Schedule

The schedule below summarizes key dates and activities for the preparation of both the 2014 Update and the EIR:

June 19	TCC reviews Administrative Draft 2014 CTP Update
July 2	Planning Committee reviews Preliminary Draft 2014 Update
July 16	CCTA authorizes release of Draft 2014 Update
July 30	Authority staff releases the Draft CTP

Aug 1 – Sept 30	Implement CTP Public Education and Outreach Plan
Aug 15	Issue the Draft SEIR
Sept. 3	Planning Committee holds public meeting on Draft 2014 Update & SEIR
Sept. 30	Comments due on Draft 2014 CTP Update and Draft SEIR
Dec. 3	Planning Committee reviews & recommends adoption of 2014 CTP Update
Dec. 17	Authority certifies Final SEIR and adopts Final 2014 CTP Update

Outline of the Plan

- Volume 1 - The Draft 2014 Countywide Transportation Plan
- Volume 2 - Draft Action Plans from the five subregions
- Volume 3 - Draft Comprehensive Transportation Project and Programs Listing (CTPL)

CTP

Volume 1 of the 2014 CTP follows a similar format to the 2009 CTP, but it is condensed from eight to five chapters, with updates that reflect changes since the last Plan. The vision, goals and strategies, which were updated by the Authority Board in April, are described. Major changes in the planning environment since the 2009 Plan are documented and include the adoption of *Plan Bay Area*, new regional initiatives (OBAG, Complete Streets, goods movement, etc.), evolving transportation technologies, incorporation of SB 375 related efforts to reduce greenhouse gas emissions, and potential new funding opportunities (cap and trade, congestion/parking pricing, open road tolling, etc.).

Actions Plans for Routes of Regional Significance

Volume 2 is composed of the five subregional draft Action Plans (West, Central, East, Lamorinda, and Tri-Valley), as approved by the RTPCs in late 2013 and early 2014. Highlights from the Action Plan updates include the following:

- Addition of new Routes of Regional Significance (RRS), including Bailey Road in Central County, and elimination of other routes, such as Carlson Avenue in Richmond,
- More consideration of transit, biking, and walking,
- More concern for intra-regional routes and impact of traffic diversions from inter-regional routes, and
- Recognition of BART and freeway management as important inter-regional strategies.

In addition, the updates have generated several new topics for RTPC-to-RTPC discussions, including:

- The study of Vasco Road in East County,
- SR-239/Tri-Link issues between East County and Tri-Valley,
- Management of Pleasant Hill Road between Central County and Lamorinda,
- Designation of the Iron Horse Trail as an Regional Route in Tri-Valley, and
- Designation of BART as a Regional Route in Lamorinda.

Comprehensive Transportation Project Listing (CTPL)

Volume 3 includes a detailed listing of the approximately \$11.65 billion in projects from the CTPL, as provided by local project sponsors and updated during open calls in 2013. The CTPL is summarized by project type as follows:

TOTAL COSTS OF PROPOSED FUTURE PROJECTS		
PROJECT TYPE	TOTAL COST (X \$1,000)	SHARE OF TOTAL
Arterial/Roadway	\$1,954,075	16.8%
Bicycle/Pedestrian/SR2S/TLC	\$579,159	5.0%
Transit	\$5,072,089	43.5%
Freeway/Expressway/Interchanges	\$3,875,997	33.3%
Intermodal/Park-and-Ride	\$131,854	1.1%
Studies	\$38,035	0.3%
TOTAL COST	\$11,651,209	100.0%

In addition to the projects, there is another approximately \$14.56 billion in programs in the CTPL, summarized below by program type.

TABLE E-3: TOTAL COSTS OF PROPOSED PROGRAMS		
PROGRAM TYPE	TOTAL COST (X \$1,000)	SHARE OF TOTAL
Arterial/Roadway	\$5,977,720	41.1%
Bicycle/Pedestrian	\$231,599	1.6%
Bus	\$1,419,053	9.8%
Freeway/Expressway/Interchanges	\$935,440	6.4%
Green Programs	\$500,000	3.4%
Innovation	\$100,000	0.7%
Paratransit	\$113,500	0.8%
Rail/Rapid Transit	\$5,229,000	35.9%
Safe Routes to Schools	\$23,013	0.2%
TDM	\$26,600	0.2%
TOTAL COST	\$14,556,726	100.0%

The CTPL serves as a starting point for developing a financially constrained project list that could serve as an advocacy document for procuring new funding sources, including a possible sales tax measure in 2016.

Consideration of Outstanding Policy Issue: SWAT Proposal to Designate the Iron Horse Trail and BART as Routes of Regional Significance

In the course of developing the 2014 update to the Action Plans, the RTPCs took a fresh look at the designation of regional routes. Some RTPCs added routes, while others deleted them. Still others chose to add ~~non-auto facilities~~ trails and BART to the network.

The Lamorinda subarea of SWAT, for example, proposed adding BART, and the TVTC subarea proposed adding the Iron Horse Trail (IHT) as a Regional Route. According to the Authority's adopted policy, however, the Regional Route designation may be applied only to roads: "Does the road connect two or more regions of the County? Does the road cross county boundaries," or carry significant amounts of through traffic or provide access to a regional highway or transit facility?"¹

We commend SWAT's initiative to broaden the concept of Regional Routes and support innovative approaches that help implement SB 375. SWAT's proposed designation of BART and the Iron Horse Trail reflects the increasing interest in multimodal approaches to solving congestion and access issues and less on auto-oriented solutions.

Staff notes that the CTP and Growth Management Program have always emphasized multimodal approaches. The Authority's policies for establishing objectives for Regional Routes and the actions intended to achieve those objectives have included all modes of travel. While SWAT may be comfortable with the concept of establishing MTSOs for BART and the IHT, other RTPCs are not. During discussion of this issue at both the CTP Task Force, and the TCC, the RTPC managers from WCCTAC, TRANSPAC, and TRANSPLAN indicated that the matter had been fully discussed at the RTPC-TACs, and that local staff in those subareas was, for the following reasons, opposed to broadening the definition of RRS to facilities other than roadways.

¹ CCTA, *Implementation Guide*, (emphasis added) Adopted Jun 16, 2010, p. 23.

For trails:

- Establishing quantitative objectives for bicycle and pedestrian trails could prove difficult
- The concept of “through traffic” for trails is different, or non-existent when compared to highways; most trips are short, and might not cross jurisdictional boundaries.

For BART:

- System requirements for BART are likely to overshadow the specific, local goals that might be established through the cooperative planning process

For both trails and BART:

- Implementing the actions for trails and BART, which are neither owned nor operated by the involved cities, could prove challenging
- The Authority’s currently adopted Action Plan development policy fully recognizes that BART and the regional trail system are indeed key components of the transportation system, and a corridor approach to achieving the MTSOs is strongly encouraged. The corridor approach has proved to be a successful strategy – one that all of the RTPCs can support.

From the Authority’s perspective, a countywide policy that can be applied equally to all RTPCs is needed. Therefore, staff recommends the following approach, which was reviewed and approved by SWAT at its July 7 meeting:

- Allow RTPCs the option to include BART and/or regional trails in their Action Plans as regional routes, but do not formally adopt them into the CTP
- Any MTSOs, actions, review policies, etc. adopted by an RTPC as a result of having designated non-roadway facilities as a RRS would be: a) ~~advisory in nature~~; b) limited to consideration within the RTPC; and c) de-coupled from the Authority’s GMP compliance requirements

SWAT further discussed developing a new nomenclature for these routes. Staff suggests the following:

- For BART in the Lamorinda Action Plan – “Regional Transit Route”
- For the IHT in the Tri-Valley – “Non-motorized Regional Route”.

Update on CTP Public Outreach

Staff is beginning to implement the Authority's adopted public education and outreach plan for the CTP. This effort will include the following activities:

- On-line CTP engagement tool (late July, early August)
- Regional Community Workshops
- Telephone Town Hall
- Stakeholder tool kits
- Additional outreach using targeted mail to promote the workshops and encourage participation in the online engagement tool (subject to review and approval by the Authority's Ad Hoc CTP Committee)

The following schedule is proposed for presentations to the RTPCs and the public workshops:

RTPC	Presentation to RTPC	Public Workshop
PLEASE SEE REVISED SCHEDULE ATTACHED		

Approval to release the Draft CTP and Draft SEIR

Staff recommends that the Authority review the draft, approve desired changes, and then release the Draft CTP in late July 2014 for a 60-day review by the general public, stakeholders, local jurisdictions, RTPCs, adjacent CMAs, the CAC, and other interested parties.

Staff also recommends Authority approval to release the Draft Supplemental EIR on the 2014 CTP in mid August for the required 45-day review.



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authority

RTPC	CTP Presentation to RTPC (by CCTA staff)	Public Workshop for CTP
SWAT	Monday, September 8, 2014 3:00pm	Wednesday, September 10, 2014 7:00 p.m. Lafayette Veterans Hall
TRANSPAC	Thursday, September 11, 2014 9:00am	Wednesday, August 27, 2014 7:00pm (Location TBD) *most likely CCTA
TRANSPLAN	Thursday, August 14, 2014 6:00pm	Thursday, August 28, 2014 7:00pm (Location TBD) *most likely Pittsburg City Hall
WCCTAC	Friday, July 25, 2014 7:30am	TBD
TVTC	Wednesday, September 17, 2014 3:00pm	(See SWAT)

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

July 11, 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 – July 10, 2014

Dear Mr. Iwasaki:

At its meeting on July 10, 2014, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. By a unanimous vote, TRANSPAC added three urgency items to the agenda to address the budget for next year, to discuss a recruitment process for the TRANSPAC Manager position, and to address the day-to-day requirements of TRANSPAC in the interim of a replacement TRANSPAC Manager. The Board then took unanimous action to extend the budget through the September meeting scheduled for September 11, 2014; to hire the current TRANSPAC Manager on an hourly basis pending the selection of a replacement; and created an ad hoc subcommittee comprised of Directors Durant and Pierce to meet before the end of the month to consider a recruitment process.
2. Received a presentation from Peter Engel, CCTA Program Manager, on the Financial Feasibility of Contra Costa County Ferry Service 2015-2024 prepared for CCTA by Economic & Planning Systems.
3. Accepted, by unanimous vote, a proposal by Ray Kuzbari to establish a Cooperative Agreement to distribute Central County Measure J Line 28a Funds.
4. Received update from Lynn Overcashier, 511 Contra Costa Program Manager.
5. Received update from Barbara Neustadter, TRANSPAC Manager, on the status of establishing a Joint Powers Authority (JPA) for TRANSPAC.
6. Set a date of Wednesday, August 27, 2014 as the Central County Public Workshop on the Update to the Countywide Transportation Plan (CTP).

TRANSPAC hopes that this information is useful to you.

Mr. Randall H. Iwasaki

July 11, 2014

Page 2

Sincerely,

A handwritten signature in blue ink that reads "Barbara Neustadter" with a stylized "als" written below it.

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