

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda
THURSDAY, MAY 14, 2015

8:00 A.M. to 9:00 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.

CONSENT AGENDA

- 3. Approve April 9, 2015 Minutes**

ACTION: Approve minutes and/or as revised/determined

Attachment: April 9, 2015 Minutes

END CONSENT AGENDA

- 4. Transportation Expenditure Plan (TEP) Rollout.** In March, the Contra Costa Transportation Authority (CCTA) made a decision to move forward with the development of a Transportation Expenditure Plan (TEP) for a possible 2016 ballot measure. Subsequently, in April, the Authority approved a set of principles for the development of the TEP. CCTA staff will provide an overview of the TEP process, milestones, and role of the TRANSPAN Board. *(Ross Chittenden - CCTA Staff)*

ACTION: Information Only

Attachments: March 18, 2015 CCTA meeting staff report “Development of a Transportation Expenditure Plan,” and attachment to staff report Draft TEP Schedule; April 15, 2015 CCTA meeting staff report “Approval of Principles for Development of a TEP,” and attachment to staff report “Draft Principles for Development of a TEP” for May 20, 2015 CCTA meeting based on comments from the April 15, 2015 CCTA Board meeting; and Fact Sheet “CTP, What We Heard.”

5. **County Connection Measure J Line 20a Request.** Amount Requested: \$49,000 (\$24,000 Cycle 3 & \$25,000 Cycle 5). County Connection is requesting a one-time allocation of Measure J Line 20a funds to leverage federal funding and fulfill the local match requirement for the Contra Costa Mobility Management project.

Attachment: County Connection Measure J Line 20a Request

ACTION: Approve a one-time allocation of \$49,000 in Measure J Line 20a funds to leverage federal funding and fulfill the local match requirement for the Contra Costa Mobility Management Plan (MMP).

6. **511 Contra Costa Reports**

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

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

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

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

Attachment: CCTA Executive Director Randell H. Iwasaki’s Report dated April 15, 2015.

9. **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 April 21, 2015 for the April 15, 2015 Board Meeting.

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

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

11. **Agency and Committee Reports, if available:**

- TRANSPAC April 10, 2015 Status Letter
- TRANSPLAN April 29, 2015 Summary Report
- SWAT April 6, 2015 Meeting Summary
- WCCTAC

- County Connection – Fixed Route and LINK reports may be downloaded at: <http://cccta.org/public-meetings/agendas/os-april-2015>
- CCTA Project Status Report may be downloaded at: <http://transpac.us/wp-content/uploads/2008/08/CCTA-Project-Status-Report.pdf>
- The CCTA Board agenda for the April 15, 2015 meeting may be downloaded at: http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=731
- CCTA Administration & Projects Committee (APC) agenda for the May 7, 2015 meeting may be downloaded at: http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=346
- CCTA Planning Committee agenda for the May 6, 2015 meeting may be downloaded at: http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=565

12. For the Good of the Order

- 13. Adjourn/Next Meeting.** The next meeting is scheduled for June 11, 2015 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

TRANSPAC Meeting Summary Minutes

MEETING DATE: April 9, 2015

ELECTED OFFICIALS PRESENT: Loella Haskew, Walnut Creek (Chair); Edi Birsan, Alternate for Ron Leone, Concord (Vice Chair); Mark Ross, Martinez, David Durant, Pleasant Hill, CCTA Representative

PLANNING COMMISSIONERS PRESENT: Bob Pickett, Walnut Creek; and Diana Vavrek, Pleasant Hill

STAFF PRESENT: Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Lynn Overcashier, 511 Contra Costa; and Tim Tucker, Martinez

GUESTS/PRESENTERS: Austin Lee, Lafayette; Susan Miller, Contra Costa Transportation Authority (CCTA); Steve Beroldo, BART; Deidre Heitman, BART

MINUTES PREPARED BY: Anita Tucci-Smith

1. Convene Meeting/Pledge of Allegiance/Self Introductions

The meeting was convened at 9:02 A.M. by Chair Loella Haskew, who led the Pledge of Allegiance. Self-introductions followed.

2. Public Comment

There were no comments from the public.

With no quorum at this time, Chair Haskew moved to Item 7 on the meeting agenda.

7. 511 Contra Costa Reports:

- a. Street Smarts Diablo School Education Programs and Infrastructure Improvements.**
511 Contra Costa Street Smarts Program and Infrastructure Project Spring 2015 update.

Lynn Overcashier, 511 Program Manager, advised that with the final Caltrans invoice for the federal Safe Routes to School (SR2S) Cycle 1 funding being submitted this month, it seemed an opportune time to update TRANSPAC on the successes of the programs and projects. In addition, she was proud that all thirteen invoices submitted to Caltrans for the \$750,000 grant received three years ago had been accepted with no revisions necessary and no rejected expenditures.

Ms. Overcashier reported that 100 percent of the schools in East County had participated at least once, some each semester. The high school program, the last one developed, offered a distracted driving program but also included Rules of the Road for bicyclists, and had been extremely well received.

With federal funds now gone, Ms. Overcashier stated she was looking for Active Transportation Program (ATP) funds for East County to produce programs since East County did not have Measure J Safe Transportation for Children funds. For Central County, Transportation Funds for Clean Air (TFCA) funds were being used to support some program elements and purchase bike racks.

Ms. Overcashier highlighted the other programs offered such as the “Mr. Beeps” program for K-3 students, a robotic talking car that promoted bicycle and pedestrian safety education; the “Jello in a Jar” program for 4th and 5th graders to identify what would happen to a brain not protected by a helmet; and a Heads Up! Program that provided helmets and compared positions that required helmets, such as firemen. The three-day program for middle schoolers offered on road school specific training the first day; parent participation with representatives from the Police Department to explain the rules of the road, and traffic engineers to explain what was going on in the community the second day; and a challenge to encourage as many children as possible to bike, walk, take the bus, or carpool with another family on the third day, with prizes for participation. That program had also been very well received, well supported, and had been customized to the needs of the district. The Middle School program would be modified in collaboration with a flatland BMX professional bicyclist who would demonstrate and offer teaching moments to make bicycling more cool for middle schoolers. The last program had been developed for high schools in conjunction with the California Highway Patrol, a *Start Smart* program for distracted driving awareness and reinforcing bike and pedestrian safety in the context of a new driver.

Ms. Overcashier added that site assessments had been conducted at the schools since 2012 in conjunction with city staff, school staff, principals, maintenance people, and in some cases interested parents. She praised the staff of the jurisdictions and noted that had reinforced the collaboration. She added that all the details had been included in the staff report. She had been very pleased with the saturation of having provided the programs and infrastructure to so many schools and continued to collaborate with local schools and staff.

b. Spring 2015 TRANSPAC/TRANSPLAN TDM Program Update

For the 511 Report, Ms. Overcashier reported that staff was working with the East Bay Regional Park District (EBRPD) this summer on a ring or call out program in conjunction with EBRPD staff to be able to educate bicyclists and pedestrians on the trails so that they knew when riding a bike they would have to ring a bell for pedestrians. In addition, a pilot summer bike program in Pleasant Hill would be initiated, and if successful, it would be expanded to other cities starting in Central County to encourage safe biking and potential bike commuting.

- 6. BART Bicycle Facilities.** BART’s Manager of Access Programs, Steve Beroldo, to present plans for three new bicycle facilities at Walnut Creek, Pleasant Hill, and Concord BART stations, and discuss BART’s planning efforts to improve and expand bicycle parking throughout the BART district. The presentation had been made to the TAC at its meeting on March 26, 2015.

Deidre Heitman, BART Principal Planner, introduced Steve Beroldo to talk about Central County bicycle projects.

Steve Beroldo, Manager of Access Programs for BART, presented information on the bicycle facilities existing and proposed at the Walnut Creek, Pleasant Hill, and Concord BART stations, and identified a 5.4 percent increase of home to BART trips. That data had been collected through customer satisfaction surveys, and in a few months he would know the bike access mode to each BART station, and of those cyclists how many parked their bike at the station versus bringing their bike on board. He noted that the surveys also offered overall background data in terms of improvements of bike access.

Director Durant arrived at 9:18 A.M.

With respect to a bike station project for Concord, Mr. Beroldo reported that the plaza design was at the 35 percent phase for the proposed 24/7 Bike Link access facility, where using a smart card a bike could be checked in and out in a secure controlled access environment. Adjacent to that would be a retail space staffed part time to provide repairs and sell a few things such as bike locks and lights needed for commuting, along with Bike Link cards, to be staffed from four to six hours a day. He offered renderings to show what the station would look like and stated the facility was being designed for 125 bikes. The plan was also to keep some, if not all, of the Bike Link lockers currently located on the plaza. The bike station would be linked with a project proposed to make changes and modifications around the station and the bike lockers would be relocated but primarily retained.

For Pleasant Hill, Mr. Beroldo reported that there was a lot of bike access in Pleasant Hill, with 100 lockers that were filling up. A bike station would be added in the Avalon Bay development in one of the retail storefronts, with the space to park approximately 80 bikes, similar to the Concord model with a retail facility and commuter related bike items, to be staffed four to six hours daily. He described the Bike Link process, stated that the cards were sold online, were similar to a debit card, and locker spaces rented for 3 to 5 cents an hour; the charges intended to discourage long-term use.

Diagrams of the Walnut Creek bike facility were presented and Mr. Beroldo explained that an area under the trackway to the west of the fair gates where a police substation was currently located would be expanded. He commented that the lockers were old style although the Bike Link system allowed multiple users. The project would create a plaza or pavilion for bike lockers and racks and would include 80 bike locker spaces and 40 to 60 bike rack spaces. At 95 percent design, the project would also include new LED lighting and new pigeon proofing.

Mr. Beroldo explained that since the BART Board had changed the rules to allow bikes on board BART, a survey had been taken to see how things were going. He had been surprised that trains had gotten more crowded and the acceptance of bikes on board BART had increased, with little impact.

Mr. Beroldo noted that all BART cars had bike priority areas with a leaning rail and more people were getting comfortable with bikes and getting them out of the way; signs identified bike rules. The campaign to identify the bike rules continued. Some of the new BART cars would also accommodate bicycles with space and a holding mechanism for three bikes in each car. He suggested that would be very convenient for cyclists. He also identified a theft prevention outreach program in conjunction with Bikes East Bay, and reported that bicyclists were being encouraged to register their bikes.

Director Birsan referred to the chart where 128 spaces were being added to Downtown Concord and asked how many were being added to Walnut Creek and Pleasant Hill, to which Mr. Beroldo reported that 80 spaces would be added to Pleasant Hill while Walnut Creek was primarily relocating existing lockers and 60 bike rack spaces would be added.

Director Birsan stated that with the growth in Concord as a result of the Reuse Plan for the Concord Naval Weapons Station (CNWS), BART should consider upgrading the North Concord/Martinez BART station. He referred to a poll about commuters and noted that those commuting to BART by car were a target to commute by bike. He wanted to compare the population of ridership to the current bike usage to offer a reasonable projection of need, and commented that Concord bike users were unhappy with the lack of bicycle facilities at BART.

Mr. Beroldo reported that when adding the facility to Concord there would be about the same number of bike facilities as in Walnut Creek. He clarified that spreading the resources was by demand and the use of Concord's lockers was currently at 65 percent capacity. He also noted, when asked, that the retail spaces would be managed by outside contractors.

Director Durant pointed out that the Pleasant Hill station was actually in Contra Costa County and served not just Pleasant Hill but Martinez, Pacheco, Walnut Creek, and Concord. He added that transportation and infrastructure investments were always driven by the need and the demand, with infrastructure placed where there were possibilities for expansion to accommodate the need in the future, which he suggested was the right approach.

Director Birsan agreed that ridership was important. He recommended that the retail space include not just bicycle related items but other things such as snacks, newspapers, and the like.

Mr. Beroldo advised that BART had a retail program under development and the intention was not to compete with other bike shops but provide a convenient service for commuters.

Ms. Heitman clarified that this was not a static program and facilities were constantly being added wherever possible, but at this time there was no plan to add additional lockers at the North Concord/Martinez station, although that could change in the future. She also noted that the design was a prototype that could expand or detract based on demand, and a modular system could be built at other stations, with tweaking at the different sites. She reported that the Walnut Creek pavilion was fully funded and that BART was funding the design of the Concord and Pleasant Hill facilities, although BART would have to return to the TRANSPAC Board to ask for Measure J funds to construct those facilities.

As to whether BART would be involved in the new Metropolitan Transportation Commission (MTC) Bike Share program in response to Director Ross, Mr. Beroldo stated that program was very transit focused. The initial East Bay rollout would be in Oakland/Berkeley and bike share pods would be in those areas. He stated that the BART Board was very bullish about adding bike share.

The TRANSPAC Board thanked Ms. Heitman and Mr. Beroldo for the presentation.

CONSENT AGENDA

3. Approve March 12, 2015 Minutes

4. **TAC Appointments.** At its meeting on March 26, 2015, the TAC appointed Jeremy Lochirco, Tim Tucker, and John Cunningham to serve on the I-680 Transit Investment/Congestion Relief Options Study TAC, and appointed Eric Hu to serve as the alternate. The TAC also re-appointed Ray Kuzbari to serve as the alternate to the appointees for the Technical Coordinating Committee for the term ending March 31, 2017.

On motion by Director Ross, seconded by Director Durant, to adopt the Consent Calendar, as submitted, carried by the following vote:

Ayes: Birsan, Durant, Pickett, Ross, Vavrek, Haskew
Noes: None
Abstain: None
Absent: Mitchoff, Pierce, Richardson, Stewart

5. **City of Concord Measure C/J Reprogramming Request.** The Concord City Council recently directed staff to table the Commerce Avenue Extension project indefinitely and seek authorization from TRANSPAC and CCTA to reprogram Measure C/J funds to priority projects within the City.

Ray Kuzbari noted the request to program Measure C and Measure J funds from two projects currently in the Strategic Plan, both of which involved building a bridge over a creek. The first was the Waterworld Parkway Bridge over Walnut Creek and the other was the Commerce Avenue Extension over Pine Creek. He explained that the City Council had decided to eliminate the Waterworld Parkway Bridge project given a number of complications. The Commerce Avenue Extension, which was well underway and over 90 percent design complete, was also a complicated project. Given the complications and a potential \$2 million shortage, the City Council had determined that the Commerce Avenue Extension project should be tabled indefinitely given the lack of funding, although in the future it might be reconsidered.

Mr. Kuzbari stated the City Council had therefore decided to reprogram Measure C and Measure J funds from those two projects to three new projects; and establish operational improvements on the arterials parallel to SR 242 and I-680 in the Concord area and encompass some Caltrans and Pleasant Hill intersections, with the idea of improving traffic flow in that corridor and ultimately I-680 itself in Pleasant Hill and the Concord area. The project would involve 45 traffic signals on an area-wide basis coordinated in unison, and improve traffic monitoring in the area through the installation of more CCTV cameras in selected intersections, and with fiber optics improve communication capabilities and monitor the camera system, which would involve reprogramming the Measure C money from the Commerce Avenue Extension project.

The next two projects were Complete Street projects and reprogramming Measure J money from the Waterworld Parkway Bridge to a half-mile segment of Farm Bureau Road. The first of three phases would be under construction this summer, including Phase 2 from Wren Avenue to Walnut Avenue. In addition, on Salvio Street near Olympic High School there was a project almost fully funded between Port Chicago Highway and City Hall, 1,300 lineal feet in length, which needed funding for a concrete sidewalk on both sides of the street where the use of Measure J money had been requested to finish that project.

Mr. Kuzbari stated the TAC, at its March 26 meeting, concurred with the Concord program and forwarded the item to TRANSPAC for consideration. He asked the Board to review the item and approve the Measure C/J reprogramming proposal and forward the proposal to the CCTA for approval.

On motion by Director Ross, seconded by Director Birsan, to approve the City of Concord's Measure C/J reprogramming proposal, as follows, and forward to the Contra Costa Transportation Authority for approval.

STRATEGIC PLAN	REPROGRAM REMAINING BALANCE (<i>ESTIMATED</i>)		
	FROM	TO	AMOUNT
Measure C	Commerce Avenue Extension (1214)	Operational Improvements on Parallel Arterials (<i>NEW</i>)	\$2,893,103
Measure J	Commerce Avenue Extension (24030)	Farm Bureau Road	\$915,000
	Waterworld Parkway Bridge (24008)	Complete Streets - Phase 2 (<i>NEW</i>)	\$2,885,000
	Waterworld Parkway Bridge (24008)	Salvio Street Complete Streets–Sidewalk (<i>NEW</i>)	\$227,000

The motion carried by the following vote:

Ayes: Birsan, Durant, Pickett, Ross, Vavrek, Haskew
Noes: None
Abstain: None
Absent: Mitchoff, Pierce, Richardson, Stewart

8. TRANSPAC CCTA Representative Reports

Director Durant reported that the CCTA Board on March 18, 2015 had passed the proposal for the Transportation Expenditure Plan (TEP); and had approved ten cooperative agreements and four development contracts for Priority Development Areas (PDAs) and planning activities.

For the Planning Committee, Director Durant reported that a multi-funding agreement to conduct a West Contra Costa High Capacity Transit Study had been signed in an attempt to free up the roadways in West County which were more clogged than Central County roadways. In addition, the Congestion Management Agency (CMA) budget had been circulated, and the I-680 Corridor System Management Plan (CSMP) had been analyzed through the Tool for Operations Planning (TOPL). He also reported on the Autonomous Vehicle Summit launching the autonomous vehicle platform with the City of Concord, CCTA, and the US Navy to use an area of the CNWS as a test area for autonomous vehicles. Honda had also announced it would use the area as a test bed; an exciting opportunity for the County and for Concord, and a focal point for a worldwide vision on autonomous vehicles.

Director Birsan reported that with the build out of the CNWS there would be complete streets and connected streets. He noted that the CCTA Executive Director was pursuing federal funds to target Walnut Creek and Concord for additional connectivity sensors through the streets. He agreed that Central Contra Costa County was on the worldwide map for those types of issues.

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

CCTA Executive Director Randell Iwasaki's report dated March 18, 2015 had been included in the Board packet.

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

Mr. Iwasaki's letter dated March 24, 2015 had been included in the Board packet.

11. TAC Oral Reports by Jurisdiction

Jeremy Lochirco reported that the City of Walnut Creek had released its Pedestrian Master Plan for public review. He referred interested parties to the wc.walks website and reported that public stakeholder meetings would be held in May 2015.

12. Agency and Committee Reports

The reports had been included in the Board packet.

13. For the Good of the Order

Director Ross reported that someone had sent out a memo that hanging back from the front of an intersection would trigger the traffic signal quicker, and noticing that people were doing that he recommended consideration of a way to nullify that misconception.

14. Adjourn/Next Meeting.

The meeting was adjourned at 10:08 A.M. The next meeting is scheduled for May 14, 2015 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: March 18, 2015

Subject	Development of a Transportation Expenditure Plan (TEP)
Summary of Issues	<p>Over the past two years, the Authority, its partners and other stakeholders have been working on the 2014 Countywide Comprehensive Transportation Plan (CTP). Through that planning process, over \$32 billion of projects and programs were identified to improve our transportation system. The projected revenue from federal, state and regional sources is insufficient to fully fund the needs identified in the CTP. Over the last two decades, local funds from Measures C & J have become a major factor in the funding and delivery of transportation improvements, however, a significant funding gap still exists. Development and approval of a new Transportation Expenditure Plan (TEP) and an associated countywide transportation sales tax measure is one method to begin to address the funding gap. Staff seeks Authority guidance regarding development of a TEP, formation of appropriate advisory committees, drafting of TEP principles, and schedule for adoption.</p>
Recommendations	<p>Staff recommends that the Authority initiate the TEP development process by directing staff to develop a work plan, committee structure, principles, and cost estimates for undertaking a Transportation Expenditure Plan effort.</p>
Financial Implications	<p>Authority Agreement No. 366 with Gray Bowen Scott, as amended, includes a total budget of \$1.8 million for Public Outreach and Polling in Support of the CTP. Approximately \$900,000 remains in the budget for continued consultant support for conducting additional public education and outreach following CTP adoption. The total cost of developing a TEP and placing it on the ballot would likely exceed the remaining budget. Upon approval of the Principles, staff will propose a plan to pursue the development of a TEP, including costs associate with additional consultant efforts for development and other costs such as the fees paid to the Registrar of Voters and the County Clerk–Recorder.</p>
Options	<ol style="list-style-type: none"> 1. Defer TEP development. 2. Direct staff to investigate other options to address funding

	shortfalls.
Attachments	A. <i>Proposed Schedules to be handed out at Authority Meeting</i>
Changes from Committee	N/A

Background

Since 1989, the Contra Costa Transportation Authority has administered sales tax revenues collected through voter-approved transportation improvement funding measures, Measures C and J. Measure C, passed in 1988, created a half-cent sales tax for 20 years, expiring in 2009. In 2004, Contra Costa County voters approved Measure J, with a 71.1 percent vote, to continue the half-cent transportation sales tax for an additional 25 years (beyond the original 2009 expiration date). Together, the two measures will generate more than \$3.8 billion in local sales tax funds. When combined with federal, state and regional funds, it will result in over \$6.5 billion invested in transportation (year of expenditure dollars).

The projects and programs that are advanced with these funds are defined in a Transportation Expenditure Plan (TEP) that was approved by the Authority and included with the ballot measures. The TEP is a critical component of gaining approval of a local transportation revenue source, as it clearly defines what benefits will be received if the electorate approves a local sales tax measure. The TEP also allows the Authority to include details of policy provisions that will be used in the implementation such as accountability, priorities for leveraging other fund sources, the Growth Management Program, the Urban Limit Line, and other policies.

Information Developed Through the 2014 CTP Update

The Authority updates its CTP every 5 years. The CTP provides a blueprint for future investment in Contra Costa's transportation system, and identifies projects, programs and policies anticipated to be needed over the next 25 years. Public review of the Draft 2014 CTP Update, released in August 2014, included a comprehensive public outreach program to collect input from stakeholders and the communities throughout Contra Costa. The Draft CTP identified goals for bringing together all modes of travel, networks and operators to meet the diverse transportation needs of Contra Costa County.

In response to the public input received during September and October of 2014, Authority staff revised the Draft CTP. The Proposal for Adoption version of the CTP was posted to the Authority website as part of the March 4 Planning Committee meeting packet. It identifies over \$32 billion (2014 constant dollars) of projects and programs. The projects are generally capital improvements to the transportation infrastructure, collections of related smaller infrastructure projects, and operational or service enhancements to existing transportation services. The programs generally represent costs to operate and maintain the existing transportation system. The cost for the projects identified in the draft CTP totals \$12.4 billion with available funding from approved local, federal, state and regional sources projected to be \$3.4 billion, resulting in a \$9 billion shortfall for projects. The CTP cost for programs is \$19.6 billion which is primarily funded from regional and other sources (including transit fares and tolls). The shortfall for programs is estimated to be less than \$2 billion.

Adoption of the Final 2014 CTP, originally scheduled for March 18, 2015, has been postponed pending further refinements to respond further to stakeholder comments.

Status of Measure J

The current Measure J half-cent transportation sales tax will be collected through 2034 and is included in the above revenue assumptions. Measure J includes a “pay-as-you-go” program component consisting of maintenance and operations activities and hybrid project programs (collections of related smaller infrastructure projects). Together, these represent about 58 percent of the overall revenue that will be used to continue the TEP defined program improvements (i.e. Local Streets Maintenance & Improvements, Bus Services, Transportation for Seniors & People with Disabilities, Safe Transportation for Children, Pedestrian, Bicycle & Trail Facilities, and Transportation for Livable Communities) through the expiration of Measure J.

The remaining Measure J funds (42 percent) are identified in the TEP for major projects (e.g., new Caldecott Tunnel fourth bore, BART extension, Highway 4 widening, Richmond Parkway, I-680 Carpool Lane Gap Closure). All of the major projects are either underway or completed, with accelerated delivery strategies ensuring that the benefits of the projects will be realized within the first 10 years. This is possible through an Authority policy to bond against future project revenues and aggressive delivery strategies. These strategies also resulted in nearly 3 to 1 leveraging of capital projects funding. A consequence of the aggressive delivery strategy is

that all the Measure J funds available for major capital projects have been expended or committed.

Impetus for the TEP

To continue to implement a robust capital program to improve the transportation network in Contra Costa, and to enhance or add new services, additional new revenue is required. Over the last two decades, local funds have become a major factor in the funding and delivery of transportation improvements. Development and approval of a new TEP and an associated countywide transportation sales tax measure is one method to begin to address the funding gap.

On behalf of the Authority, EMC Research completed a research program that consisted of focus groups conducted in each of the four sub-regions and countywide telephone surveys of likely voters in Contra Costa County. The focus groups and the initial survey were completed in the autumn of 2013 and the follow-up survey was completed in March of 2014.

The results showed strong support for the Authority's work and a willingness to consider an extension and augmentation of the sales tax. The research indicates, however, that voters will insist on a detailed spending plan with improvements across all modes of travel. In particular, survey respondents expressed preference for improved transit and BART, traffic smoothing, and maintenance of existing streets and roads. Specific capital project investments, improved pedestrian and bicycle trails, and expanding alternative modes of travel also polled well.

Process for Developing a new TEP

Developing a new TEP is a lengthy process that will require a significant level of public outreach and stakeholder engagement. Staff estimates that the process would take about 18 months, which means that to get on the ballot in November 2016, the process would have to begin now. Previous schedules circulated to the Authority envisioned release of a Draft TEP in summer 2015, approval of a Final Draft TEP in December 2015, and using 2016 to go through the local review and approval process.

Staff therefore seeks direction from the Authority to initiate the process. Upon direction from the Authority to start work on a new TEP, staff would develop a proposed committee structure, a schedule, and a cost estimate for the effort. The proposed process would need to address the various scenarios and options for projects and programs, the amount and term of a possible

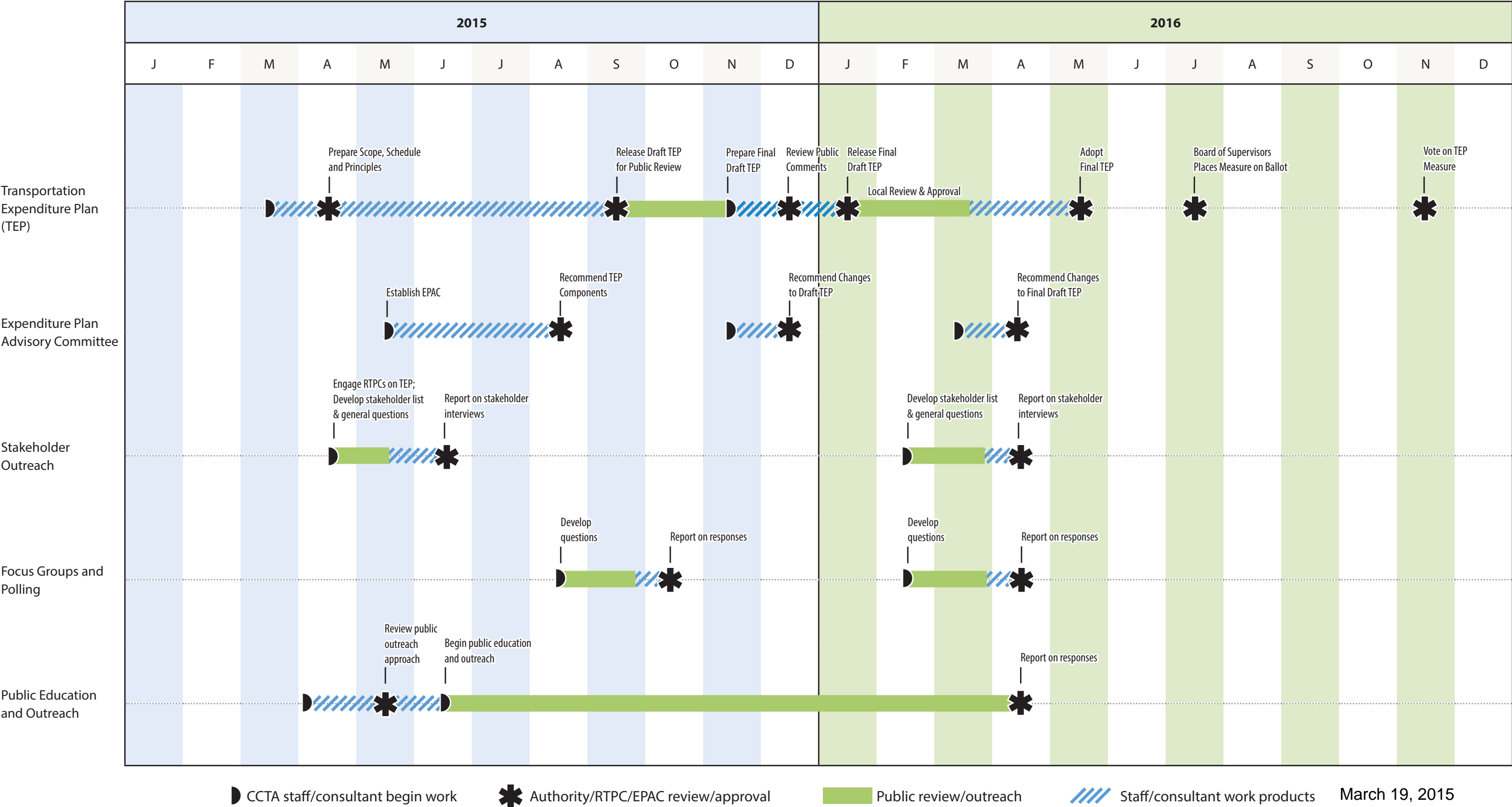
new measure, and different funding distributions. For example, current forecasts indicate that an additional 25 year half-cent sales tax (with collection starting in 2017) would generate approximately \$2.3 billion (in constant 2014 dollars).

Development of a TEP would also require technical, political, public and stakeholder engagement. The Authority would need to develop a set of Principles to help guide it through a range of issues that will need to be addressed, including supporting the vision and goals of the Authority, public participation, the need for consensus, and highlighting priority programs and policies.

Regarding committee structure, staff recommends the creation of an Expenditure Plan Advisory Committee comprised of representatives from non-governmental organizations throughout Contra Costa. This committee would provide valuable input on developing a TEP that finds the right balance among competing transportation needs.

Next Steps

Upon direction from the Authority to proceed, staff would return in April with a recommended TEP process and schedule for consideration by the Authority.



Contra Costa Transportation Authority *STAFF REPORT***Meeting Date:** April 15, 2015

Subject	Approval of Principles for Development of a Transportation Expenditure Plan
Summary of Issues	<p>At its meeting in March, the Authority directed staff to undertake tasks to initiate the development of a Transportation Expenditure Plan (TEP) that would begin to address the major shortfall in funding identified in the Draft 2014 Countywide Transportation Plan (CTP). Development of a TEP should be aligned with the Vision, Goals and Strategies identified in the draft 2014 CTP, as well as reflect the values that have governed cooperative planning over the life of Measures C and J. Accordingly, staff has developed a proposed set of principles for consideration by the Authority to help guide the TEP effort.</p>
Recommendations	<p>Staff seeks Authority approval of the Principles for Development of a Transportation Expenditure Plan (Principles). Upon approval of the Principles, staff will propose a work program, including schedule, cost estimate and stakeholder engagement plan, to pursue the development of a TEP for consideration in May.</p>
Financial Implications	<p>There is no cost to approve the Principles. However, development of the TEP requires considerable staff and consultant support effort, as well as other anticipated costs such as the fees paid to the Registrar of Voters and the County Clerk–Recorder. Authority Agreement No. 366 with Gray Bowen Scott, as amended, includes a total budget of \$1.8 million for Public Outreach and Polling in Support of the CTP. Approximately \$600,000 to \$700,000 remains in the budget for continued consultant support for conducting additional public education and outreach following CTP adoption. The total cost of developing a TEP and placing it on the ballot is likely to exceed the remaining budget. Staff will propose a comprehensive work program and budget to finalize development of a TEP for discussion at a future Authority meeting.</p>

Options	<ol style="list-style-type: none">1. Modify the proposed Principles.2. Do not proceed with TEP effort.
Attachments	<ol style="list-style-type: none">A. Draft Principles for Development of a Transportation Expenditure Plan
Changes from Committee	N/A

Background

Since 1989, the Authority has administered sales tax revenues collected through voter-approved transportation improvement funding measures. Measure C, passed in 1988, created the Authority, and established a half-cent transportation sales tax for 20 years expiring in 2009. In 2004, the voters of Contra Costa approved Measure J, which continued the half-cent transportation sales tax for an additional 25 years through 2034. Together, the two measures will generate more than \$3.8 billion in local sales tax funds. When leveraged with federal, State and regional funds, the two measures will result in over \$6.5 billion invested in transportation projects and programs in Contra Costa.

The projects and programs that are advanced with these funds were defined in a TEP that was developed by the Authority with input from many stakeholders. Each successful ballot measure involved a complex development process that eventually led to approval by the voters of Contra Costa.

The current Measure J half-cent transportation sales tax will expire in 2034. Approximately 58 percent of the overall revenues are used for "pay-as-you-go" programs and 42 percent for capital improvement projects. During the first ten years of the measure, all of the major capital improvement projects (SR-4 East, eBART, I-680 and I-80 corridor investments and others) will be complete or in construction. Consequently by 2018, approximately 82 percent of the Measure J project funds will have been expended, and any remaining project revenues will go towards repayment of bonds. Given the lack of new funding for major capital projects at the State and federal level, and the need to augment maintenance and operational programs, the Authority is considering development of a new TEP for possible consideration by the voters in November 2016.

Adoption of TEP Principles

At its meeting in March, the Authority directed staff to initiate the development of a TEP for a possible November 2016 ballot measure. An initial step in this process is to adopt Principles for Development of a TEP (Principles). Development of a new TEP should be guided by principles that build on the Vision, Goals and Strategies identified in the 2014 CTP and that embrace the values of collaboration between the Authority and its partner agencies. Development of a TEP will require technical, political, public and stakeholder engagement. The Principles will help guide the Authority through the TEP stakeholder engagement and development process and the range of issues that will be part of the discussion leading to a TEP.

The proposed Principles for a new TEP include supporting the Authority's vision and goals; conducting a robust public participation effort; adopting a consensus-based approach; finding the right balance for a healthy environment and strong economy for future generations; maintaining the system; leveraging funds and continuing our commitment to growth management and cooperative planning (see Attachment A).

Developing a Work Plan and Schedule

Authority adoption of the proposed Principles marks a starting point for a major work effort that staff is prepared to undertake. Staff is currently developing a work program, detailed cost estimate and schedule, proposed committee structure, and stakeholder engagement strategy for discussion in May.

Already, there is significant interest among stakeholders in the TEP development process. Upon approval of the Principles, staff and consultants will continue in the discussions that were held with the public and stakeholders during development of the draft CTP to transition to a discussion of a financially-constrained TEP.

Relationship of the TEP Effort and MTC's 2017 RTP

In March, MTC released information regarding an update to the Regional Transportation Plan (RTP). Staff has reviewed the proposed RTP process and schedule and believes that it could be complementary to development of a TEP. Consequently, beginning in April, staff will simultaneously introduce the RTP and TEP development process to the Regional Transportation Planning Committees (RTPCs), the Technical Coordinating Committee (TCC), the Citizens Advisory Committee (CAC), other standing committees and key stakeholders to collect input for development of a coordinated workplan. The goal of this effort will be to identify a process that

results in consensus on priority projects and programs that may be applicable to both the TEP and the RTP.

Next Steps

A schedule and work program for undertaking the TEP will be brought to the Authority in May. The schedule will be based upon the required lead time and process involved with the preparation for a possible November 2016 ballot measure. Staff will make every effort to combine and coordinate the work with MTC for the development of the 2017 RTP with the effort to develop policies and investment priorities for the TEP.

Contra Costa Transportation Authority

Principles for Development of a Transportation Expenditure Plan

April 15, 2015

PREAMBLE

Since 1989, the Contra Costa Transportation Authority has administered sales tax revenues collected through voter-approved transportation improvement funding measures, Measures C and J. Together, the two measures will generate more than \$3.8 billion in local sales tax funds. When these funds are combined with federal, State and regional funds, over \$6.5 billion will be invested in transportation projects and programs approved by voters as part of Measures C and J. The two measures also include a Growth Management Program that requires new growth to pay its own way and encourages cooperative planning to address growth and transportation issues.

Measure C, passed in 1988, created a half-cent transportation sales tax for 20 years expiring in 2009. In 2004, Contra Costa County voters approved Measure J, with a 71 percent vote, to continue the half-cent transportation sales tax for an additional 25 years beyond the original 2009 expiration date. All of the major projects identified in the Measure J Transportation Expenditure Plan are either underway or completed with accelerated delivery strategies so the benefits of the projects will be realized within the first 10 years of the enacted measure.

Through Measures C and J, the Contra Costa Transportation Authority is reducing the impacts of transportation on the environment, encouraging alternative modes of transportation, and providing congestion relief, including:

- BART extensions and improvements
- Bus and ferry service improvements
- Highway 4 improvements from Hercules to Discovery Bay
- New Caldecott Tunnel Fourth Bore
- Richmond Parkway
- Highway 24 and Highway 242 corridor improvements
- Bicycle and pedestrian improvements
- I-80 corridor improvements
- I-680 corridor improvements
- Transit service improvements for students, seniors and people with disabilities
- Local street and road improvements
- Electric Vehicle Charging Stations

Every 5 years, the Contra Costa Transportation Authority updates its Countywide Comprehensive Transportation Plan to provide a blueprint for future investment in Contra Costa's transportation system and identify projects, programs and policies anticipated to be needed over the next 25 years. The most recent update in 2014 included a comprehensive

public outreach program to collect input from stakeholders and the communities throughout Contra Costa. The result is a Countywide Comprehensive Transportation Plan that identifies goals for bringing together all modes of travel, networks and operators to meet the diverse transportation needs of Contra Costa County.

VISION AND GOALS FOR THE COUNTYWIDE COMPREHENSIVE TRANSPORTATION PLAN

Measure J requires the development and regular update of a Countywide Comprehensive Transportation Plan.

As outlined in its “vision,” the Contra Costa Transportation Authority will:

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 Countywide Comprehensive Transportation Plan identifies the following 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.

The challenge now facing the Contra Costa Transportation Authority is to prioritize \$32 billion in projects and programs, as our transportation needs significantly exceed available revenue. The projected revenue from federal, State and regional sources is not sufficient and a \$10.9 billion shortfall is identified. Over the last two decades, local funds have become the driving force in funding transportation improvements. Development and approval of a new countywide transportation sales tax measure will be critical to help address the funding gap.

PRINCIPLES FOR A NEW TRANSPORTATION EXPENDITURE PLAN

The Contra Costa Transportation Authority will apply the following principles in developing a new Transportation Expenditure Plan that will define the use of funds from a potential new transportation sales tax measure for Contra Costa:

1. **Vision and Goals.** Support the vision and goals of the Contra Costa Transportation Authority.
2. **Public Participation.** The Contra Costa Transportation Authority will conduct a comprehensive public outreach program to collect input from stakeholders and the communities throughout Contra Costa about the transportation priorities important for our communities.
3. **Accountability.** The Contra Costa Transportation Authority will continue its commitment to accountability and transparency.
4. **Consensus-Based Planning.** The Contra Costa Transportation Authority will seek to develop a Transportation Expenditure Plan that reflects consensus between the Contra Costa Transportation Authority, the public, stakeholders, regional transportation planning committees, cities, towns, Contra Costa County and transit agencies.
5. **Balanced Approach.** Balance the needs and benefits for all people and areas of Contra Costa to provide a healthy environment and strong economy, considering impact on vehicle miles travelled and greenhouse gas emissions, supporting transportation for livable communities' projects, while accounting for future demographic and technological change and innovation.
6. **Public Health.** The Contra Costa Transportation Authority recognizes that transportation policy can result in a reduction of transportation impacts on the environment and provide complementary public health benefits.
7. **Maintenance of the Existing System.** Maintain the existing highway, road, bicycle, pedestrian and transit systems in a safe and operable condition.
8. **Use of Local Dollars to Attract Other Funds.** The Contra Costa Transportation Authority will continue to identify federal, State and regional funding opportunities that can maximize the amount of overall funds available for transportation projects in Contra Costa.
9. **Commitment to Growth Management and Cooperative Planning.** New development should comprehensively address infrastructure improvement needs. The Transportation Expenditure Plan will carry forward Contra Costa's Growth Management Program and adherence to the Urban Limit Line Policy, as adopted.

Contra Costa Transportation Authority Principles for Development of a Transportation Expenditure Plan

April 15, 2015

DRAFT for May 20, 2015 CCTA Board Meeting

PREAMBLE

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Every 5 years, the Contra Costa Transportation Authority updates its Countywide Comprehensive Transportation Plan to provide a blueprint for future investment in Contra Costa's transportation system and identify projects, programs and policies anticipated to be

needed over the next 25 years. The update underway includes a comprehensive public outreach program to collect input from stakeholders and the communities throughout Contra Costa. The result is a Countywide Comprehensive Transportation Plan that identifies goals for bringing together all modes of travel, networks and operators to meet the diverse transportation needs of Contra Costa County.

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5. **Balanced Approach.** The Contra Costa Transportation Authority will seek to develop a Transportation Expenditure Plan that provides widespread benefit for all people and areas of Contra Costa, promotes a healthy environment and strong economy, results in a reduction of greenhouse gas emissions and per capita vehicle miles travelled, supports transportation for livable communities' projects, and addresses future demographic and technological change and innovation.
6. **Public Health and Safety.** The Contra Costa Transportation Authority will ensure that the Transportation Expenditure Plan promotes a policy that results in the reduction of transportation impacts on the environment and provides complementary public health and safety benefits.
7. **Maintenance of the Existing System.** Maintain the existing local roads, bicycle, pedestrian and transit systems in a safe and operable condition.
8. **Use of Local Dollars to Attract Other Funds.** The Contra Costa Transportation Authority will continue to identify federal, State and regional funding opportunities that can maximize the amount of overall funds available for transportation projects in Contra Costa.
9. **Commitment to Growth Management and Cooperative Planning.** New development should comprehensively address infrastructure improvement needs. The Transportation

Expenditure Plan will carry forward Contra Costa's Growth Management Program and adherence to the Urban Limit Line Policy, as adopted.

10. **Innovation and Technology.** Embrace innovation and utilize technology to accelerate and enhance transportation services.

DRAFT

WE HEARD YOU

A Summary of Results From the Countywide
Comprehensive Transportation Plan Outreach Efforts
Conducted By the Contra Costa Transportation Authority



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transportation
authority
ccta.net



Planning Together For the Future

Every five years, the Contra Costa Transportation Authority (CCTA) evaluates and updates the Countywide Comprehensive Transportation Plan, which serves as a **30-year blueprint** for the county's transportation future. With input from the many and diverse communities that make up Contra Costa, the process of updating the Countywide Comprehensive Transportation Plan helps ensure that we plan for, fund, and implement a **collective transportation vision** for Contra Costa County.

Between August and November 2014, CCTA conducted a robust public engagement campaign to solicit input from residents for the 2014 Countywide Comprehensive Transportation Plan update. Through varied public engagement opportunities from our online engagement tool to workshops, we asked Contra Costa residents to **contribute their ideas** and share their thoughts on the goals and priorities that should shape our shared transportation future. We're now working to turn this feedback into specific actions and strategies that support a **safe, sustainable, and efficient** transportation network that improves the quality of life for all Contra Costa residents. Thank you for participating.

PARTICIPATION

Record Participation Boosts 2014
Countywide Comprehensive
Transportation Plan



ONLINE TOOL

5,216 visits
(4,069 unique visitors)

www.keepcontracostamoving.net



IN-PERSON WORKSHOPS

156
total attendees

5 individual meetings
held in Walnut Creek,
Pittsburg, Lafayette,
Hercules, and Richmond



PAPER
DISTRIBUTION

259
paper surveys
received

TELEPHONE
TOWN HALL



1,378

callers participating in the
town hall during its peak

WHAT WE HEARD



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transportation
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Through the 2014 Countywide Comprehensive Transportation Plan outreach process, Contra Costa residents told us their transportation priorities—and we're listening. Some of the feedback and ideas for improvement we heard include:



Extend and Improve BART

Residents strongly support extending BART and rail service to more places including along I-680 and I-80 corridors, more frequent trains, adding more parking at BART stations and improving BART connections with bus service.



Encourage Alternatives

Residents are interested in programs to improve safety for bicyclists and pedestrians, especially in neighborhoods and around schools, improve bike paths, bike lanes, and sidewalks, expand ferry service, and promote walkable communities.



Repair Roads

Residents expressed strong support for local street repairs, pothole repair and road resurfacing for a smoother ride, reduction of congestion and vehicle wear and tear.



Relieve and Smooth Traffic

Residents countywide support smoothing traffic flow on freeways and major roads, use of technology to ease traffic congestion, and improvements on all freeways including 680, 80, 4, and 24.



Protect the Environment

Residents want strategies and programs that manage the impacts of transportation and growth on the environment and local air quality.



Improve Bus Service

The public showed strong support to maintain and enhance bus service. This includes better coordination of BART and bus schedules, improving transit connections, and using technology to make riding the bus easier and more convenient.



See what your neighbors are saying at keepcontracostamoving.net.

NEXT STEPS

The Contra Costa Transportation Authority (CCTA) is eager to build on the legacy of investments that have resulted from past Countywide Comprehensive Transportation Plan updates, including projects like the Caldecott Tunnel's fourth bore and highway, bicycle, pedestrian and transit improvements across Contra Costa.

County Connection Measure J Line 20a Request

Measure J – Line 20a - Additional Transportation for Seniors and People with Disabilities

Amount Requested: \$49,000 (\$24,000 Cycle 3 & \$25,000 Cycle 5)

County Connection is requested a one-time allocation of Measure J Line 20a funds to leverage federal funding and fulfill the local match requirement for the Contra Costa Mobility Management project.

This project, underway since December 2014, is funded through FTA New Freedom Cycle 3 and 5 grants and seeks to grow mobility management in Contra Costa County by developing projects, programs, and functions described in the Mobility Management Plan. These include: growing the information referral service, coordinating and standardizing travel training, developing a coordinated maintenance and repair program, and expanding volunteer driver programs.

Background:

When the mobility management project was originally developed it had three phases: an inventory of services, a mobility management plan, and a web database making the inventory accessible. The Contra Costa Mobility Management Plan, adopted by County Connection Board of Directors on October 10, 2013, represented the first two phases of the project. CCTA was awarded New Freedom Cycle 3 funds complete the third phase.

Current Steps:

In 2014 County Connection applied for and was awarded a \$125,000 New Freedom Cycle 5 grant to retain the services of a mobility manager and in December 2014, County Connection's Board of Directors awarded a contract to Senior Helpline Services to develop programs and projects included in the plan.

Throughout the outreach and stakeholder work involved in developing the mobility management plan, Elaine Welch, the Executive Director of Senior Helpline Services emerged as a passionate, knowledgeable, and enthusiastic champion of mobility management. Senior Helpline Services already operates several programs addressed in the mobility management plan, including volunteer driver and information referral programs in Contra Costa County.

At their October 2014 meeting, CCTA authorized the transfer of their \$120,000 New Freedom Cycle 3 grant to County Connection to be combined with our Cycle 5 grant. Combining the funds simplifies administration and allows for a greater impact. A requirement of the transfer is that the original scope of their grant to complete web database is completed.

Recommendation:

Authorize a one-time allocation of \$49,000 in Measure J Line 20a funds to leverage federal funding and fulfill the local match requirement for the Contra Costa Mobility Management project.

EXECUTIVE DIRECTOR'S REPORT
April 15, 2015

Mayor Bob Simmons: March 11, 2015

I met with Walnut Creek Mayor Simmons to review the program at CCTA. Mayor Simmons was appointed by County Connection as Alternate to Chris Peeples, Ex-Officio Representative of the Bus Transit Operators. He was interested in our program. It was a great meeting.

CALCOG Meeting: March 17, 2015

I attended the CALCOG meeting in Sacramento. Assembly Member Jim Frazier presented his legislation package and desire to work with CALCOG members to move transportation projects forward. We also were briefed by the Senate Transportation and Housing Committee Chair Senator Jim Beall regarding his proposed transportation funding package.

eRepublic Meeting: March 17, 2015

After the CALCOG meeting, Chair Julie Pierce and I met with CEO Dennis McKenna, FutureStructure Editor Chad Vender Veen, Governing Institute Director Julia Burrows, Vice President Susan Shinneman, Managing Editor Techwire Matt Williams, and Senior Vice President Alan Cox. They wanted a briefing on our technology-based projects and programs. Julie and I presented CCTA's version of "Transportation in the Future." We invited them to attend the Redefining Mobility Summit on March 31, 2015.

Jeff Green, Bloomberg News, Detroit Bureau Chief: March 18, 2015

I was interviewed about the upcoming Redefining Mobility Summit and GoMentum Station program by Jeff Green of Bloomberg News.

ACEC East Bay Chapter Speech: March 18, 2015

I spoke to a full house regarding the technology-based projects we are working on and the GoMentum Station Program. They had a lot of questions about our connected vehicle/autonomous vehicle program.

Mayor Garcetti's Office: March 18, 2015

Marcel Porras, Associate Director, City Services from the City of Los Angeles was very interested in the GoMentum Program. He was interested in how we got involved in autonomous vehicle testing. We spent about 30 minutes discussing our program and I invited them to participate in the Redefining Mobility Summit.

Michael Cabanatuan SF Chronicle: March 18, 2015

SF Chronicle was running a story in the Sunday paper about connected car technology in general and wanted to reference what was happening locally in the Bay Area at GoMentum Station. The story ran in the March 22nd edition of the SF Chronicle.

Self Help County Coalition (SHCC) Quarterly Meeting: March 18, 2015

Ross Chittenden represented the Authority at the SHCC Quarterly meeting. The agenda included a discussion with Caltrans Director Dougherty and executive team regarding tolling and other issues; a discussion with Jim Earp (Alliance for Jobs) and Michael Martinez (Governor's Office) on potential State revenue initiatives; and a meeting with the Assembly Moderate Democratic Caucus where Assembly Member Jim Frazier led a discussion on Assembly Speaker Toni Atkin's revenue proposals.

2015 Bond Transaction Meeting: March 19, 2015

Randy Carlton, Brian Kelleher, Ross Chittenden and I met with the 2015 banking team to kick-off the remarketing of the 2012 Floating Rate Notes, refinancing options and the issuance of approximately \$100 million of new fixed rate bonds to fund our capital projects over the next couple of years.

Skype Interview with the Telecommunications Industry Association (TIA): March 20, 2015

I was interviewed by TIA for a promotional video inviting their partners and the public to attend the TIA Connected Car Workshop on March 30 and the CCTA Redefining Mobility Summit on March 31. The interview is posted on their website.

Senior Mobility Action Council Presentation (SMAC): March 23, 2015

Peter Engel gave a presentation to the SMAC, which is the transportation subcommittee to the Advisory Council on Aging (ACOA). The presentation was on Measure J and funding for public transit and other senior transportation programs of interest. The Chair of the SMAC is Mary Bruns, who manages the Lamorinda Spirit Van program.

Assembly Member Eric Linder: March 24, 2015

After my presentation to the Assembly Transportation Committee, Assembly Member Linder asked to meet with me to discuss transportation. Keith Dunn, Executive Director of the Self-Help Counties Coalition set up the meet and greet in Sacramento. Keith and I met with Assembly Member Linder and Matt Roman, his Capitol Director in Sacramento. We discussed funding, alternative procurement methods, and connected/autonomous vehicles.

Assembly Member Jim Frazier: March 24, 2015

Keith Dunn and I met with Assembly Member Jim Frazier. Assembly Member Frazier introduced me to his Sacramento Capitol staff. We talked about future funding for transportation and several legislative proposals he is sponsoring.

Singapore Delegation: March 24, 2015

ARUP asked us to host a delegation from Singapore to discuss our GoMentum Station Program. Singapore is very interested in developing policies and procedures to deploy an Autonomous

Vehicle program. They have developed about an eight-block area within the City to begin their testing. They want to learn from us. We had a very robust discussion.

Concord City Council: March 24, 2015

I presented the GoMentum Station Program at the City Council meeting. There was a lot of interest in the program from both the Council and members of the public. A member of the audience followed us outside to ask more questions. Jack Hall, Linsey Willis, Ross Chittenden and Habib Shamskhrou attended the Council Meeting with me.

Dynamic Transit Operations: March 25, 2015

Peter Engel met with representatives from California PATH and Tri Delta Transit to kick-off the Dynamic Transit Operations Project. The project would develop and implement a fully functional Integrated Dynamic Transit Operations (IDTO) prototype that would include connection protection (T-Connect), Dynamic Dispatch (T-DISP) and Dynamic Rideshare (D-RIDE).

Countywide Transportation Plan Videos: March 25, 2015

Linsey Willis, Mark Jones, and Ivy Morrison conducted video interviews with citizens who participated in the Countywide Transportation Plan process last year, with the intention of creating a short video to highlight the input we received from the public. I got to spend some time with some of the interviewees including Bob and Liz Hall. They are Jack Hall's parents.

Breakfast of Champions: March 26, 2015

I gave a speech at the Breakfast of Champions breakfast meeting in Oakland. This is the third time I have presented a program to their members. This presentation started out with our technology-based projects. There was a section on the GoMentum Station Program. It ended with a list of projects that will be advertised over the next two years.

ITS America Symposium: Advancing an Intelligent Freight Network: March 26-27, 2015. I was invited to be on a "Moving Freight into the Future: How Technology Will Shape the Next Generation Transportation System" panel in Long Beach, CA. Due to a calendar conflict that prevented me from being able to participate, I was able to arrange for Jack Hall to take my place on the panel. Jack participated on the panel with a Vice President from Siemens, the Co-founder of Peloton, and Steve Shladover from the University of California, PATH.

Road User Technical Advisory Committee (RUTAC): March 27, 2015

CTC Commissioner Jim Madaffer is the Chair of the newly created RUTAC. He asked me to present the connected vehicle/autonomous vehicle panel at the RUTAC meeting. Commissioner Madaffer was in the audience for the initial panel presentation at the Focus on the Future Conference, and again when given at the San Diego Association of Governments (SANDAG) Board retreat. He asked us to update the RUTAC about issues that the CV/AV program is tackling as we move forward. Ross Chittenden attended the CTC meeting on March 26th to testify regarding State funding for the I-80/San Pablo Dam Road Interchange project and stayed to listen to the panel discussion on the 27th.

Telecommunications Industry Association (TIA) Connected Car Workshop: March 30, 2015

CCTA and TIA partnered to host a two-day event which was held at the Concord Hilton. The first day was the TIA Connected Car Workshop, held on Monday, March 30th. I was the morning keynote speaker. There were about 100 people in the audience. It was a very technical workshop on the communication needs to make the cars “talk” to each other in the future.

CCTA’s Redefining Mobility Summit: March 31, 2015

The second day was CCTA’s Redefining Mobility Summit, held on Tuesday, March 31st. There were over 300 attendees. CCTA Board Chair Julie Pierce served as one of the welcoming speakers; Concord Mayor Tim Grayson was the other welcoming speaker. Chair Pierce introduced keynote speaker CTC Commissioner Jim Madaffer. Chair Pierce also moderated the first session titled National Vision for a Connected Future and gave closing remarks at the end of the summit. Assembly Member Susan Bonilla spoke about her involvement in the GoMentum Station program. I presented the GoMentum Station Program to the audience and moderated the session titled Redefining Mobility: The GoMentum Station program. Ross Chittenden moderated the panel titled Creating Change: How Technology is Reshaping the Transportation Industry. Supervisor Mitchoff moderated the last panel of the day titled Connecting our Communities: How Technology is Transforming the Neighborhood. Based on feedback from members of the audience, the Summit was a great success. During the event we announced Honda as our second major automobile manufacturer partner. We also announced Allstate as another major partner in GoMentum Station.

FutureStructure Podcast: April 3, 2015

I did an interview with Chad Vander Veen, editor of FutureStructure about the GoMentum Station program. He was very interested in the connected vehicle and autonomous vehicle technology. He attended the Redefining Mobility Summit and had a number of questions for me. The interview has been posted online at <http://www.govtech.com/fs/Autonomous-and-Connected-Cars.html>.

South Bay Engineers Club: April 3, 2015

I gave a speech to the South Bay Engineers Club in Hayward. They wanted to hear about the GoMentum Station program. The presentation included most of the technology-based projects that we are working on, including the GoMentum Station program. I also included a description of upcoming projects.

iHub Meeting: April 6, 2015

Louis Stewart, Deputy Director Innovation & Entrepreneurship for the Governor’s Office of Business & Economic Development (GoBiz) and Executive Fellow, Dahir Nasser, met with members from the City of Concord, Contra Costa Economic Partnership, University of California’s Office of the President, Prospect Silicon Valley and CCTA to review the requirements to become an iHub for the East Bay. Julie Pierce, Ross Chittenden, Jack Hall, Linsey Willis and I represented CCTA. After a very good briefing from Louis and Dahir, we decided to have Kristen Connelly with the Contra Costa Economic Partnership take the lead in drafting an MOU that outlines the desired focus for the proposed iHub.

PK Agarwal and Russ Hicks: April 6, 2015

Jack Hall, Habib Shamskhov and I met with PK and Russ for a briefing on the GoMentum Station. PK was the Chief Technical Officer for the State of California under Governor Schwarzenegger. We worked together for many years and left State service at about the same time. He worked with many technology and venture capital firms in the Silicon Valley over the last five years and was interested in how they could help us. Russ owns Public Sector Partners and has set up many technology showcase events in Sacramento. He wants to take over future redefining mobility summits and work with CCTA to host the event work. We would develop the content of the program. We had a good discussion.

Brentwood City Manager Gus Vina: April 7, 2015

I met with Gus Vina, the Brentwood City Manager. We discussed issues that involve both Brentwood and CCTA. It was a good meeting.

Los Medanos College: April 7, 2015

Linsey Willis, Lynn Overcashier (with 511 Contra Costa), and Ivy Morrison (from the Highway 4 Communications team) met with Dr. Nicole Trager, Tara Sanders, Ryan Pedersen and some of their colleagues at Los Medanos College to discuss how CCTA could support students interested in pursuing a STEM (Science Technology Engineering Math) related degree or vocation.

APTA Stand Up for Transportation Day: April 9, 2015

I represented CCTA at the APTA Stand up for Transportation Day. There were speakers from many different Bay Area transit agencies talking to reporters about the need for more federal dollars to ensure the continuation of transportation improvement projects, with a focus on transit operators have enough capital to not only operate their systems, but also maintain the rolling stock.

CALCOG Regional Meeting: April 10, 2015

I was asked to make a 15-minute speech about GoMentum Station after CALCOG Executive Director Bill Higgins attended CCTA's Redefining Mobility Summit. After the summit, Bill said he understood my comment about hoping to change the world from a transportation perspective, and asked me to speak about it at CALCOG's Regional Summit.

Federal Engagement Program: April 12-14, 2015

CCTA Board Chair Julie Pierce, Vice Chair Dave Hudson, Ross Chittenden, Linsey Willis and I will travel to Washington DC to meet with our Federal Legislators, House T&I and Senate EPW consultants, Associations and USDOT officials to review our federal priorities for the next reauthorization bill.

Staff Out-of-State Travel – Prior Reporting Period

As reported in January, Ross Chittenden, Linsey Willis, and I attended the 94th annual meeting of the TRB in Washington, DC. Expenses for the trip totaled \$7,224.95.

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CONTRA COSTA
transportation
authority

COMMISSIONERS

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Kevin Romick

Don Tatzin

Robert Taylor

MEMORANDUM

To: Anita Tucci-Smith, TRANSPAC
Andy Dillard, SWAT
Jamar Stamps, TRANSPLAN, TVTC
John Nemeth, WCCTAC
Tony Coe, LPMC (Interim)

From: Randell H. Iwasaki, Executive Director

Date: April 21, 2015

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its April 15, 2015 meeting, the Authority discussed the following items which may be of interest to the Regional Transportation Planning Committees:

- 1. Submittal of Draft 2015 Priority Development Area (PDA) Investment & Growth Strategy.** As the Congestion Management Agency (CMA) for Contra Costa, the Authority must prepare and annually update a PDA Investment & Growth Strategy. The PDA Strategy is intended to outline the CMA's strategy for supporting PDA development in its county and to ensure that federal funds intended to support PDA development are used effectively. The Authority adopted its Initial PDA Strategy in 2013 and adopted its first update in April 2014. The Metropolitan Transportation Commission (MTC) is asking CMA's to submit a draft 2015 PDA Strategy by May 2015 for review. Authority staff and consultants have prepared a draft 2015 PDA Strategy for submittal. *The Authority approved submittal of the Draft 2015 PDA Investment and Growth Strategy to MTC.*
- 2. Approval of Principles for Development of a Transportation Expenditure Plan.** At its meeting in March, the Authority directed staff to undertake tasks to initiate the development of a Transportation Expenditure Plan (TEP) that would begin to address the major shortfall in funding identified in the Draft 2014 Countywide Transportation Plan (CTP). Development of a TEP should be

Randell H. Iwasaki,
Executive Director

2999 Oak Road
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aligned with the Vision, Goals and Strategies identified in the draft 2014 CTP, as well as reflect the values that have governed cooperative planning over the life of Measures C and J. Accordingly, staff has developed a proposed set of principles for consideration by the Authority to help guide the TEP effort. *The Authority reviewed the Principles and directed staff to make a few revisions and return with a proposed work program, schedule, cost estimate and stakeholder engagement plan to pursue the development of a TEP for Authority consideration in May. The Authority also agreed that future TEP-related agenda items will continue to be brought directly to the Authority Board for consideration.*

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

April 10, 2015

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

Re: Status Letter for TRANSPAC Meeting – April 9, 2015

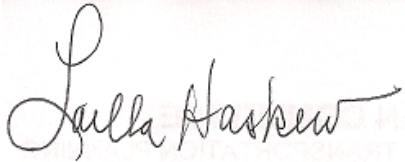
Dear Mr. Iwasaki:

At its meeting on April 9, 2015, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Approved the City of Concord's Measure C/J reprogramming proposal and forwarded the proposal to the Contra Costa Transportation Authority with a recommendation for approval.
2. Received a presentation from Steve Beroldo, BART's Manager of Access Programs and Deidre Heitman, BART's Principal Planner on plans for three new bicycle facilities at Walnut Creek, Pleasant Hill, and Concord BART stations.
3. Received a presentation from Lynn Overcashier, 511 Contra Costa Program Manager on Street Smarts Diablo School Education Programs and Infrastructure Improvements; as well as a presentation on the spring 2015 TRANSPAC/TRANSPLAN TDM Program Update.

TRANSPAC hopes that this information is useful to you.

Sincerely,

A handwritten signature in black ink, reading "Loella Haskew". The signature is fluid and cursive, with a large initial "L".

Loella Haskew
TRANSPAC Chair

cc: TRANSPAC Representatives; TRANSPAC TAC and staff

Mr. Randell H. Iwasaki

April 10, 2015

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Don Tatzin, Chair – SWAT

Robert Taylor, 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, 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

April 29, 2015

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 TRANSPLAN Committee meeting on April 9, 2015.

Receive 511 Contra Costa Street Smarts Program and Infrastructure Program Spring 2015 Update. The Committee received a presentation from 511 Contra Costa on its Street Smarts Program and Infrastructure Program and provided comments.

Adopt Fiscal Year (FY) 2015/16 Work Plan and Budget and Direct Staff to Deliver Invoices to Member Agencies. The Committee unanimously adopted the FY 2015/16 work plan and budget and directed staff to deliver invoices to member agencies.

Approve the Proposed Amendments to the East County Action Plan for Routes of Regional Significance and Direct Staff to Forward the Proposed Amendments to the Contra Costa Transportation Authority (CCTA). The Committee unanimously approved the proposed amendments to the East County Action Plan for Routes of Regional Significance and directed staff to forward the proposed amendments to CCTA.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, May 14, 2015 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



Jamar Stamps, TRANSPLAN Staff

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



SWAT

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

April 7, 2015

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

RE: SWAT Meeting Summary Report for April 2015

Dear Mr. Iwasaki:

At the **April 6, 2015** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

Appointed SWAT Technical Advisory Committee (TCC) Members for the 2015-17 Term. The Committee appointed the following staff members to the Authority's TCC for a two-year term beginning April 1, 2015 through March 31, 2017:

	Primary Representative	Alternate Representative
Planning:	Lisa Bobadilla, San Ramon	Ellen Clark, Moraga
Engineering:	Tony Coe, Lafayette	Charles Swanson, Orinda
Transportation:	Andy Dillard, Danville	Tai Williams, Danville

Approved Proposals for Safe Routes to School (SR2S) Technical Assistance. The Committee approved SR2S Technical Assistance proposals from the Town of Moraga, Town of Danville, and City of Lafayette.

The next SWAT meeting is scheduled for Monday, April 6th, 2015, 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 and last names clearly legible.

Andy Dillard
Town of Danville
SWAT Administrative Staff

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; John Nemeth, WCCTAC; Anita Tucci-Smith, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA; Brad Beck, CCTA; Christina Broadfoot, CCTA