

**TRANSPAC**  
**Transportation Partnership and Cooperation**  
**Meeting Notice and Agenda**  
**THURSDAY, OCTOBER 8, 2015**

**9:00 A.M. to 11:00 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 September 10, 2015 Minutes**

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

**Attachment:** September 10, 2015 Minutes

**END CONSENT AGENDA**

- 4. Update on the I-680/SR-4 Phase 3 Project.** Contra Costa Transportation Authority (CCTA) staff will provide an update on the status of the I-680/SR-4 Phase 3 Project. *(Susan Miller, CCTA Director of Projects)*

**ACTION:** Information Only

**Attachment:** A visual presentation and handouts will be provided at the meeting.

- 5. Update on the Countywide Transportation Plan (CTP) and the Transportation Expenditure Plan (TEP).**

**ACTION: Information Only**

**Attachment:** None

6. **The 511 Contra Costa TDM Program is seeking approval and authorization from TRANSPAC to execute a Master Cooperative Agreement between TRANSPAC/City of Pleasant Hill, the Bay Area Air Quality Management District (BAAQMD), and the Contra Costa Transportation Authority (CCTA) for the FY 2016/17 TRANSPAC/TRANSPLAN 511 Contra Costa Program, with 2016/17 funding allocations from the BAAQMD Transportation Fund for Clean Air (TFCA) and CCTA Measure J (Line 17 and 21a).** The workplan and estimated budget are detailed in the staff report. At its meeting on September 24, 2015, the TRANSPAC TAC unanimously recommended TRANSPAC Board approval and authorization of the 511 Contra Costa TDM Program funding allocations for Fiscal Year 2016/17.

**ACTION: Approve a Master Cooperative Agreement between TRANSPAC/City of Pleasant Hill, the Bay Area Air Quality Management District (BAAQMD), and the Contra Costa Transportation Authority for the FY 2016/17 TRANSPAC/TRANSPLAN 511 Contra Costa Program, with 2016/17 funding allocations from the BAAQMD Transportation Fund for Clean Air (TFCA) and CCTA Measure J (Line 17 and 21a)**

**Attachment:** 511 Contra Costa Workplan and Budget for Fiscal Year 2016/17.

7. **Maintenance of the Pacheco Transit Hub.** The Pacheco Transit Hub has been open since August 2013. The facility is comprised of a park and ride lot and bus transit hub area. Charging stations were installed at the request of TRANSPAC. The City of Martinez agreed to be the Project Manager both in the bidding and construction phase and after construction. TRANSPAC has made a commitment to fund 50 percent of the maintenance cost, up to \$10,000. The remaining funding was to come from TRANSPLAN and two transit agencies; WestCAT and Tri Delta Transit (25 percent up to \$5,000). Martinez has submitted an invoice to CCTA for maintenance and utility costs. The City of Martinez requests TRANSPAC allocate funds to pay its fair share of maintenance costs. The total cost for maintenance last fiscal year was \$11,813.39. TRANSPAC's share is \$5,906.60. With increased use of the charging stations it is anticipated electricity costs to increase significantly next year. The TRANSPAC TAC recommended approval to the TRANSPAC Board for its \$5,906.60 share for the Pacheco Transit Hub, and sought a response from the City of Martinez to the comments, questions, and concerns by October 8, 2015.

**ACTION: Approve \$5,906.60 for TRANSPAC's share for the Pacheco Transit Hub, or as determined.**

**Attachment:** Maintenance of the Pacheco Transit Hub which includes draft minutes from the TRANSPAC TAC meeting of September 24, 2015; Letter to Tim Tucker, City of Martinez, from the TRANSPAC TAC dated September 24, 2015; Year to Date TRANSPAC Budget Totals; City of Martinez memo dated September 17, 2015; and Letter to Susan Miller, Director, Projects from Tim Tucker dated August 18, 2015.

8. **Discussion: Regional Transportation Planning Committee Structure.** At the TRANSPAC Board meeting on September 10, 2015, the Board requested that the TAC examine different committee structures and provide feedback to the Board. This request was a result of the dialogue regarding the transitional phase of the Committee after the departure of the TRANSPAC Manager and other organizational changes. The TAC discussed the item at its meeting on September 24, 2015 and recommended the retention of the status quo for a year to allow the TRANSPAC Board a sense of what to budget.

**ACTION: As determined.**

**Attachment:** Memo dated September 15, 2015 from John Cunningham, Principal Planner, Contra Costa County Department of Conservation & Development. (For the TAC's discussion, refer to the TAC Minutes of September 24, 2015 from the previous item.)

9. **511 Contra Costa Reports**

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

**Attachment: None**

10. **TRANSPAC CCTA Representative Reports:** Reports on the October 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.**

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

**Attachment:** CCTA Executive Director Randell H. Iwasaki's Report dated September 16, 2015.

12. **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 September 18, 2015 for the September 16, 2015 Board Meeting.

13. **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.**

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

- TRANSPAC Status Letter dated September 18, 2015
- TRANSPLAN
- SWAT
- WCCTAC

- County Connection – Fixed Route and LINK reports may be downloaded at:  
<http://cccta.org/public-meetings/agendas/os-september-2015>
- CCTA Project Status Report may be downloaded at: <http://transpac.us/wp-content/uploads/2008/08/CCTA-Project-Status-Report.pdf>
- CCTA Board meeting agenda for the October 21, 2015 meeting is not yet available.
- CCTA Administration & Projects Committee (APC) agenda for the October 1, 2015 meeting may be downloaded at:  
[http://ccta.granicus.com/GeneratedAgendaViewer.php?view\\_id=1&clip\\_id=176](http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&clip_id=176)
- CCTA Planning Committee (PC) agenda for the October 7, 2015 meeting is not yet available.

**15. For the Good of the Order**

**16. Adjourn/Next Meeting. The next meeting is scheduled for November 12, 2015 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.**

## ***TRANSPAC Meeting Summary Minutes***

**MEETING DATE:** September 10, 2015

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

**PLANNING COMMISSIONERS PRESENT:** Dave Bruzzone, Clayton; and Diana Vavrek, Pleasant Hill

**STAFF PRESENT:** John Cunningham, Contra Costa County; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Lynn Overcashier, 511 Contra Costa

**GUESTS/PRESENTERS:** Glenn Mix, Golden Rain Foundation, Rossmoor

**MINUTES PREPARED BY:** Anita Tucci-Smith

### **1. Convene Meeting/Pledge of Allegiance/Self Introductions**

The meeting was convened at 9:08 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.

### **CONSENT AGENDA**

### **3. Approve July 9, 2015 Minutes**

On motion by Director Mitchoff, seconded by Director Pierce to adopt the Consent Calendar, as submitted. The motion carried by the following vote:

**Ayes:** Leone, Mitchoff, Pierce, Ross, Haskew  
**Noes:** None  
**Abstain:** None  
**Absent:** Durant

### **END OF CONSENT AGENDA**

4. **Receive Report on TAC Progress on Line 20a Program Development.** Authorize the TAC to distribute the draft grant program to potential program applicants for review and comment.
5. **Appropriate Measure J Line 20a Funds per Staff Recommendations, and Request that CCTA Update Existing Coop Agreements**

John Cunningham, Principal Transportation Planner, Contra Costa County, identified the two actions requested related to TRANSPAC Line 20a funding, Additional Transportation Services for Seniors and People & Disabilities with respect to accessible transit services. The first action related to the grant program that guided TRANSPAC's disbursement of the funding while the second action related to a request from service providers for that funding.

With respect to the grant program, Mr. Cunningham advised that the topic had been discussed for a couple of years. He referred to the history of disbursements in his staff report dated September 1, 2015, with attached spreadsheets, noting that the TRANSPAC Technical Advisory Commission (TAC) and the TRANSPAC Board had previously sought a standardized request system. He and the TAC had prepared the draft six months ago; the TAC had reviewed that draft, had provided comment, and those comments had been included in the staff report. The TAC requested approval from the TRANSPAC Board to distribute the draft to all potential grant recipients to seek feedback from the accessible services community. He asked the Board's approval of that ongoing draft program.

Mr. Cunningham identified the request for disbursement of the Line 20a funding and referenced the list of existing recipients: Senior Helpline Services; Golden Rain Foundation (Rossmoor); John Muir Medical Foundation (Caring Hands); and Rehabilitation Services of Northern California. All had been receiving funds for several years. He explained that subsequent disbursements would use the new grant program. He also noted that TRANSPAC had missed the current cycle for that standing grant program; disbursement was consistent with previous years; the grant providers had been providing regular reports to TRANSPAC; and the request was to approve those grants. He stated that another request for appropriation from the City of Walnut Creek was expected for an existing program and the TAC would review that request at its next meeting. He added that one component the TAC had discussed was to ensure that the existing recipients could rely on the funding streams for future years given that the consistency for the particular providers was important. There would still be reporting requirements and specified criteria would still have to be met. There were funds available to accommodate existing recipients.

Director Durant arrived at 9:15 A.M.

Director Pierce thanked Mr. Cunningham for the report and agreed that consistency of funding was important, but not to the exclusion of potential new partners. She emphasized the need to find ways to grow this or a future pot in a future measure given the "silver tsunami" that would demand accessible transit services in upcoming years for not just paratransit but also for seniors who may or may not be able to drive. Alternatives to allow seniors to maintain some level of independence was critically important. While she was happy to move the item, she emphasized the need to continue looking for additional funds for the category when moving forward into a potential new measure.

Mr. Cunningham explained that it was an important point with the TAC not to exclude other partners, and a requirement to receive the funds was that recipients would have to participate in the Mobility Management Plan and get involved in some cooperative effort.

Director Pierce agreed with the need for collaboration to avoid duplicating efforts.

In response to Chair Haskew as to whether the other Regional Transportation Planning Committees (RTPCs) had similar procedures, Mr. Cunningham reported that to his knowledge the administration of the program was unique to TRANSPAC.

Glenn Mix, Golden Rain Foundation, Rossmoor, thanked the TRANSPAC Board for the appropriation. He explained that the Golden Rain Foundation had provided over 45,000 rides with the funding, costing slightly over \$4 a ride. He emphasized that the continuity of funding was important to the Foundation.

Mr. Cunningham stated, when asked, that it was likely the disbursements would be considered by the CCTA Board at its meeting next month.

Both Directors Mitchoff and Pierce stated that the CCTA should be advised that TRANSPAC had indicated that funding would be a virtual certainty and an expeditious disbursement by CCTA was requested.

**On motion by Director Pierce, seconded by Director Mitchoff, to 1) receive report on the TAC's progress on Line 20a program development and authorized the TAC to distribute the draft grant program to potential program applicants for review and comment; and 2) approved appropriation of Measure J Line 20a funds to the following grant recipients consistent with prior year disbursements, request that the CCTA update the existing coop agreements consistent with this recommendation, and inform grantees that future funds will be subject to the new grant criteria/process:**

<b>Senior Helpline Services:</b>	<b>\$94,500</b>
<b>Golden Rain Foundation (Rossmoor):</b>	<b>\$62,883</b>
<b>John Muir Medical Foundation (Caring Hands):</b>	<b>\$50,000</b>
<b>Rehabilitation Services of Northern California:</b>	<b>\$42,560</b>

**The motion carried by the following vote:**

<b>Ayes:</b>	<b>Durant, Leone, Mitchoff, Pierce, Ross, Haskew</b>
<b>Noes:</b>	<b>None</b>
<b>Abstain:</b>	<b>None</b>
<b>Absent:</b>	<b>None</b>

## **6. 511 Contra Costa Report**

Lynn Overcashier, Program Manager, 511 Contra Costa, advised that her Program Update, June to September 2015, had been included in the Board packets. She pointed out that the Ring and Call program with the East Bay Regional Park District (EBRPD) had been very successful and staff was putting a presentation together for the EBRPD Board to show the interest from the public. She noted the interest in expanding that program Countywide and Bay Area wide, and explained that the EBRPD had provided 900 bells and staff for each of the events while 511 Contra Costa had provided signage and water on the trails. She had been pleased with the success of the program.

## **7. TRANSPAC CCTA Representative Reports**

Director Pierce reported that there had been no meetings in July or August although the CCTA's Administration & Projects Committee (APC) had met on September 3 when it had received a legislative update. She reported that the State's inability to augment local streets and roads funding was sobering and while the special legislative session would continue to attempt to work something out there was little optimism that would be done. She also reported that the APC had received an update on the Financing Plan related to the remarketing of the CCTA Series 2012A bonds and a proposed cost saving modification that could save up to \$3 million with potentially another three-year note, with hopefully a AAA bond rating. She would keep the Board up to date on that process. The Authority was also looking at issuing up to \$190 million aggregate funding either in revenue bonds or a refinance through a bank. The Board would also be signing a Coop Agreement with the Metropolitan Transportation Commission (MTC) to do a design alternative for the pinch point in the northbound expressway at Walnut Creek, considering some innovative ideas given the lack of right-of-way, and considering alternatives from flyovers to tunnels.

When asked by Ms. Overcashier why the orange fencing had been installed in that area up and down the off-ramps, Director Pierce advised that it was for habitat protection.

Director Durant reported that the CCTA's Planning Committee had met on September 2 and had approved Growth Management Program Compliance Checklists for a number of jurisdictions, had approved the allocation of Measure J funding in West County for bus service and enhancements, and that 20a funding might be on the next Board agenda. The Planning Committee had also approved the allocation of funding to the EBRPD for the maintenance and improvement of the Iron Horse Trail; authorized an agreement with the City of Concord for the operation of the Monument Community Shuttle; transmitted project lists for MTC's 2017 Regional Transportation Plan (RTP) and the Countywide Transportation Plan (CTP), with an adjustment in a reevaluation of the Environmental Impact Report (EIR) process; approved an amendment to the agreement with Gray-Bowen-Scott, the consultants for the public outreach related to a potential new measure; and amended an agreement for Priority Development Area (PDA) planning grants.

Director Pierce commented that telephone town halls would be initiated through the Gray-Bowen-Scott contract, with much more online activity and a [keepcontracostamoving.net](http://keepcontracostamoving.net) investment game allowing the public to identify projects of choice, which was getting a good response from the public.



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

CCTA Executive Director Randell H. Iwasaki's report dated July 16, 2015 for the July 15, 2015 Board meeting had been included in the Board packet.

**9. TAC Oral Reports by Jurisdiction**

Jeremy Lochirco presented an update on several County Connection routes in Walnut Creek, reporting that early this year the Shadelands Route 7 bus had started service between the Pleasant Hill BART station and the Shadelands Business Park. He explained that the business community sponsored the bus and offered free service for residents and business owners, and ridership had increased 100 percent since that time. The City of Walnut Creek had entered into an agreement with County Connection for Route 5, which had experienced an increase in service levels from Walnut Creek to Creekside from 18,000 riders to over 86,000 riders, an average of 300 additional passengers per day going by Kaiser and Creekside. He described that as a success story for transit that was helping Walnut Creek meet the cap objectives for reducing greenhouse gases and single occupancy vehicles.

Chair Haskew explained that she had taken the Route 4 bus a couple of weeks ago; the free shuttle from BART and around the Downtown shopping center, which she had enjoyed. She commented that her goal was to ride every free ride to test them out.

**10. Agency and Committee Reports**

The Reports had been included in the Board packet.

**11. For the Good of the Order**

Vice Chair Leone reported that Tim McGallian, who was the City of Concord's Planning Commission representative to TRANSPAC had been appointed to the vacant City Treasurer position and would no longer be serving on the TRANSPAC Board. As a result, a new representative would have to be appointed to TRANSPAC in the near future.

Director Durant provided an update on the CalPERS 511 Contra Costa Joint Powers Authority (JPA) process and reported that a significant amount of further information had been provided to CalPERS and CalPERS had decided to reevaluate whether or not a JPA was needed or whether 511 Contra Costa employees should remain as Pleasant Hill employees. He advised that a decision in that regard was expected in the next two weeks.

Director Pierce requested an item on the next meeting agenda to discuss that issue and determine where TRANSPAC wanted to go organizationally. She thanked the members of the TAC and Anita Tucci-Smith for keeping the organization operational and suggested consideration of a new model for the TRANSPAC operation.

Director Mitchoff highlighted the structure of the other RTPCs and suggested finding out what worked and what didn't work in those other structures to help in the discussion.

Director Pierce explained that the next meeting agenda would also include a report from CCTA staff on what would be in the Countywide Transportation Plan (CTP) and the Transportation Expenditure Plan (TEP), along with a discussion of the TRANSPAC structure.

## **12. Adjournment**

The meeting was adjourned at 9:50 A.M. The next meeting of the Board is scheduled for October 8, 2015 at 9:00 A.M. in the City of Pleasant Hill Community Room unless otherwise determined.



**TO: TRANSPAC**

**FROM: Lynn Overcashier, 511 Contra Costa Program Manager**

**DATE: October 8, 2015**

**SUBJECT: The 511 Contra Costa TDM Program is seeking approval and authorization from TRANSPAC to execute a Master Cooperative Agreement between TRANSPAC/City of Pleasant Hill, the Bay Area Air Quality Management District, and the Contra Costa Transportation Authority for the FY 2016/17 TRANSPAC/TRANSPLAN 511 Contra Costa Program, with 2016/17 funding allocations from the Bay Area Air Quality Management District (TFCA) and CCTA Measure J (line 17 and 21a). The workplan and estimated budget are detailed below.**

The Central/East County 511 Contra Costa staff implements programs that fulfill each jurisdiction's Transportation Demand Management ordinance, Growth Management Program and Action Plan requirements under Measure J. With legislation (AB 32 and SB 375) requiring greenhouse gas emission (GHG) reductions, the 511 Contra Costa programs have a proven success record with the Bay Area Air Quality Management District and the Metropolitan Transportation Commission in reducing vehicle miles traveled (VMT) and GHG emissions.

The Workplan for FY 2016/17 includes trip reduction and emissions reduction programs that focus on outreach to residents, students and commuters in Contra Costa. The program elements are refined and changed each year to ensure the maximum cost effectiveness, as determined by the Bay Area Air Quality Management District (BAAQMD).

Program elements include:

- **ACTION PLAN IMPLEMENTATION** - Both the TRANSPAC and TRANSPLAN Action Plans include actions and programs that are implemented by the Central/East County 511 Contra Costa Program.
- **YOUTH/SCHOOLS PROGRAMS AND PROJECTS** - Staff will seek ongoing funding to continue to work with local jurisdictions, school administrators, parents, CHP/police departments and others to expand the school-based programs to

elementary, middle and high schools. The Street Smarts Diablo program includes bicycle/pedestrian education and encouragement; safety assemblies; Challenge Days to promote bicycling, walking, carpooling and transit ridership to schools; school site assessments and minor site access safety programs. The SchoolPool program offers County Connection and Tri Delta passes to students at the beginning of the school year. Staff will seek funding to support the Summer Youth Pass and District V Youth Summit from available sources.

- **ELECTRIC CHARGING PROGRAM** - Provides mini grants and staff support to Central and East County jurisdictions for electric charging station installations. Staff will inform local staff of additional funding sources as they become available.
- **EMPLOYER OUTREACH** – Services include elements that reduce single occupant vehicles commuting to worksites, including: transportation survey analysis; car-sharing programs; clean fuel infrastructure; transportation/health fairs; shuttles; customized ridematch assistance; pre-tax transit benefit education and pledge programs to encourage commute alternatives. Staff will also continue to work with transit agencies on special promotions.
- **COMMUNITY OUTREACH PROGRAM** – Staff works with local jurisdictions to distribute more “green” transportation information and program elements through city newsletters, libraries and other city events to inform residents of ways to reduce Vehicle Miles Traveled (VMT) and GHG emissions.
- **BICYCLE/SKATEBOARD INFRASTRUCTURE** – Bicycle and skateboard parking infrastructure will be provided to local schools, jurisdictions, and employers as funds are available.
- **WEBSITE DEVELOPMENT AND MAINTENANCE** - The 511CC website continues to be a comprehensive one-stop location for Bay Area transportation information with an emphasis on Contra Costa transportation.
- **AGENCY PARTNERSHIP ACTIVITIES** - Staff participates in local, regional and national committees to ensure coordination, promotion and funding for TDM activities in Contra Costa County. These include: MTC’s Regional Rideshare TAC, BTWD TAC, MTC’s School and Youth Outreach TAC, CCTA Safe Routes to School Task Force, CCTA Bicycle/Pedestrian Advisory Committee.
- **ASSISTANCE WITH GRANT APPLICATION DEVELOPMENT** - Staff provides assistance to partner agencies for grant submittals.

Funding is to be similar to FY 2015/16, with FY 2016/17 fund allocations expected to be approximately \$770,000+/- TFCA, \$431,000+/- Measure J Commute Alternative funds and \$375,000+/- Measure J Safe Transportation for Children funds.

## ***TRANSPAC Technical Advisory Commission (TAC) Meeting Summary Minutes***

### **MEETING DATE:**

September 24, 2015

### **MEMBERS PRESENT:**

John Cunningham, Contra Costa County; Corinne Dutra-Roberts, 511 Contra Costa; Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Anne Muzzini, County Connection; Lynn Overcashier, 511 Contra Costa

### **GUESTS/PRESENTERS:**

Eddie Barrios, Fehr & Peers; Tim Lee, WMH, Consultant; Susan Miller, Director, Projects, Contra Costa Transportation Authority (CCTA)

### **MINUTES PREPARED BY:**

Anita Tucci-Smith

The meeting, hosted by Eric Hu, City of Pleasant Hill, convened at 9:02 A.M.

### **PUBLIC COMMENT**

#### **1. Review/Revise/Accept Minutes of the June 25, 2015 TAC Meeting**

The minutes were accepted, as submitted.

#### **2. Update on the I-680/SR-4 Phase 3 Project.** Contra Costa Transportation Authority (CCTA) staff will provide an update on the status of the I-680/SR-4 Phase 3 Project.

Susan Miller, CCTA Director of Projects, introduced Tim Lee, WMH, Project Manager, and Eddie Barrios, Fehr & Peers, for the presentation of the update on the I-680/SR-4 Phase 3 Interchange Project. She noted that there were five phases to the project, environmental clearance had been attained some time ago, and because freeway-to-freeway connectors were being added similar to the I-580 Flyover Connector, it was an expensive project. As a result, the intent was to start with Phase 3 of the five phases; the plan was currently at 65 percent design; and funding would be through Measures C and J, and State Transportation Improvement Program (STIP) funds.

Ms. Miller explained that there had been a number of challenges with the project. Given the congestion through the interchange in general and the corridor in particular, the AM/PM peak continued to worsen with increased traffic and the benefits of the Phase 3 project would allow some relief through the interchange area. One of the primary challenges with the project was the Grayson Creek Bridge in that with the details of design, it had been found that the existing structure was in extremely bad condition and did not meet 100-year flood requirements. As such, Caltrans and the Army Corps of Engineers would not allow it to be widened and the entire structure would now have to be fully replaced. Given that as the case, it would have to be wide enough to accommodate future phases of the project, at great cost, and the current funding was not sufficient to complete Phase 3.

Tim Lee, WMH, explained that the project limits were just east of Glacier Drive on SR-4 to just east of SR-242, a little over four miles. He referred to the handouts provided to the TAC and noted that the west end of the project in the eastbound direction, east of Glacier Drive, was a lane drop. The project would do all the widening in the median of the freeway although there was some outside widening. When done, the lane drop would continue on and would be a general purpose lane for through traffic and would effectively act as an auxiliary lane to help with weaving traffic movements. The old cloverleaf style of interchange would eventually be changed to a flyover. The third lane would allow for weaving movements to occur. The extra lane would be used for traffic to get on and off Pacheco Boulevard and I-680. Moving to the east of I-680, the entire freeway would be raised which would be a challenge. The north I-680 lane would merge to those three lanes. East of Grayson Creek, there would be a fourth lane, a carpool lane that would continue east and connect to an existing carpool lane at SR-242.

Mr. Lee noted that the general purpose lane, which was acting as an auxiliary lane, was then dropped at the Solano Way off-ramp and the HOV lane would continue through the SR-242 interchange and tie into the existing HOV lane at the Port Chicago off-ramp. Ultimately, there would be an extra lane that would act as an auxiliary lane to help with the weaving problems that caused congestion and provide an extra two miles of carpool lane on SR-4. In the westbound direction, the third lane would be added east of where SR-242 diverged and the third lane would carry through the entire project as a general purpose lane and tie into the three lanes at Glacier Drive. When going through the I-680 interchange, that third lane would again benefit the weaving traffic in the cloverleaf and at Pacheco Boulevard.

Mr. Lee stated that the bridges at Pacheco Boulevard and I-680 had been planned to be widened in the future although given a number of collisions, a 10-foot shoulder would now have to be provided to avoid blocking traffic. The outside widenings were being pulled in from a future phase and had not originally been anticipated in Phase 3. He reiterated that the Grayson Creek Bridge was a significant addition to the project and would be widened to its ultimate width and provide a much improved connector from I-680 to SR-4. He noted that a number of problems on SR-4 today was caused by weaving.

Mr. Lee referred to the handouts provided and identified what would happen in the future after the Phase 3 portion of the project had been built. In the future, the direct connected structures would be built and be widened to two lanes for more direct access but when they merged with SR-4, the connector from northbound I-680 would create another auxiliary lane. As a result, between I-680 and Solano Way there would be two auxiliary lanes to handle the additional traffic that would be pushed in from southbound I-680. One auxiliary lane would draw up at Solano Way and the other would draw up to the east at the SR-242 exit and then punch through to the Port Chicago off-ramp, at which point there would be two full lanes and a carpool lane. A separate project, SR-4 Operational Improvements would ensue.

Ray Kuzbari asked about the Solano Way area with the ultimate including the Phase 4 Interchange Connector, and verified with Mr. Lee that a general purpose lane and an HOV lane would connect to Port Chicago Highway.

Largely due to the Grayson Creek Bridge, Ms. Miller emphasized that the costs had increased significantly and additional items had arisen with Caltrans. She referred to the outside widening to provide shoulders at I-680, which had added additional cost, along with seismic retrofit of the five bridges involved, some enhanced lighting, high visibility pavement delineation, and rehabbed pavements (the last two requested by Caltrans), and the replacement of the Grayson Creek Bridge with a wider structure along with the relocation of three utilities (Contra Costa Water District, Kinder Morgan, and Phillips). The available funding was \$57.7 million. The original Phase 3 improvements had been estimated at \$58 million. Given the added costs, the current Phase 3 project was now estimated at \$96.6 million, with a predominant cost \$38.3 million for the Grayson Creek structure.

Ms. Miller stated they had been able to take advantage of other funding availability, although there was a risk of proceeding too early and requiring a redo of plan sets. As a result, the CCTA had authorized approval to proceed with right-of-way (ROW) acquisition and the relocation of utilities, was seeking funding on all avenues concurrently, and was attempting to figure out if there was a potential sub phase of the project, such as an eastbound carpool lane. She noted that there were some problems in the westbound direction given the situation with respect to the Grayson Creek structure. The funding was in place. If proceeding east of Grayson Creek, the CCTA could make a fairly good timeline on the project to start construction in early 2017. She explained that some of the timeline would be eaten up by permitting given permits required at Walnut Creek and at Grayson Creek, which would take some time. She sought input from the TAC as to how to move forward with a portion of the project.

Mr. Kuzbari verified with Mr. Lee that the current cost for the new bridge over Grayson Creek had been estimated at \$30 million given that the approaches would have to be rebuilt, with utility relocation, and a quarter mile of freeway reconstruction.

Mr. Lee added that it would be a complicated exercise to keep the freeway traffic moving while the new bridge was being built. Given those complications, it would also be expensive.

Ms. Miller described the effort with the State in recognition of the poor condition of the Grayson Creek Bridge structure and the suggestion that it was the State's responsibility to accommodate the cost of that structure. She stated that other avenues were also being explored to seek other partners.

As to a partial project, Mr. Kuzbari suggested it made sense to start the carpool lane east of Grayson Creek and to have the third lane that goes all the way through to be the HOV lane. He suggested the plan did that and made sense. In the future, he suggested there might be an HOV flyover from northbound I-680 to tie into the lane, which he suggested was where the connection was missing.

Ms. Miller suggested that sometime in the future those gap closures might be able to be addressed, and Mr. Kuzbari suggested that the CCTA should look into that at some point in the future.

Mr. Kuzbari suggested a phase east of Grayson Creek to the limit on the east side, and verified with Mr. Lee that the \$57.7 million currently available should be sufficient to accommodate that phase.

Mr. Kuzbari suggested the City of Concord would support partial improvements east of Grayson Creek as Phase 1 of Phase 3, with across the bridge to be the next phase.

Ms. Miller explained that a similar presentation would be made to the TRANSPAC Board to identify the \$40 million shortfall.

As to when the design would be completed, Mr. Lee stated there were at a crossroads given the need to further phase the project.

Ms. Miller suggested that the design could be completed in about a year although there were permitting and other issues that would have to be done concurrently.

Mr. Kuzbari expressed a desire that construction start shortly after the design had been completed. He did not want to stop progress if the bridge could not be commenced.

The TAC thanked Ms. Miller and Mr. Lee for the presentation.

- 3. The 511 Contra Costa TDM Program is seeking approval and authorization from TRANSPAC to execute a Master Cooperative Agreement between the TRANSPAC/City of Pleasant Hill, the Bay Area Air Quality Management District (BAAQMD), and the Contra Costa Transportation Authority (CCTA) for the FY 2016/17 TRANSPAC/TRANSPLAN 511 Contra Costa Program, with 2016/17 funding allocations from the BAAQMD Transportation Fund for Clean Air (TFCA) and CCTA Measure J (Line 17 and 21a).**

Lynn Overcashier, 511 Program Manager, noted that the workplan and approximate budget for 2016/2017 had to be approved in advance to have the preliminary workplan approved by the CCTA. She did not anticipate any significant changes. The budget would support the BAAQMD with SB 1339 requirements; Metropolitan Transportation Commission (MTC) phasing out their employer outreach program at the same time the regulations had come in; and supporting employers with compliance requirements for pre-tax benefits or other options available to employers. The request was for authorization for both BAAQMD TFCA funds as well as Measure J Line 17, commute alternatives, and the Line 21a program which supported the Street Smarts program, and was significantly the same as it had been in the last year. She requested TAC approval to send the budget on to the TRANSPAC Board for approval. When asked, she reported that the activities and programs were ongoing; the only difference was the timing of the request as opposed to the activities themselves.

Anne Muzzini wanted to see how many of the student passes were being distributed given that County Connection had seen a bump in ridership and wanted to know if it was because of school passes.

Corinne Dutra-Roberts noted that the school program would close next week, with fewer applicants. She commented that parents applied prior to school for the first six weeks of school after which applications tapered off. Presumably future passes had been purchased; 1,300 had been acquired so far for both Tri Delta Transit and County Connection. More data would be available next week.



As to how many schools had Street Smarts programs in response to Mr. Lochirco, Ms. Overcashier reported that in the last three years all 119 schools in Central and East County had been accommodated. This year included a different type of middle school program. The only thing being suspended this semester was the high school outreach program due to a lack of staffing. All the rest of the programs were continuing with both temporary and part-time staff.

Ms. Dutra-Roberts advised that in November they would start booking the assemblies at all of the schools since that was offered to each school each year. She noted that some schools wanted the assemblies in the fall and some wanted them in the spring.

Mr. Lochirco commented that every school year the City of Walnut Creek received a flurry of emails from PTAs wanting city staff to give a presentation as to how they can make walking and cycling to school safer. He noted it was a slightly different target than with 511 Contra Costa programs since they were targeting parents who had specific questions and site specific issues. He asked if there had been any outreach to parent groups.

Ms. Overcashier advised that there had historically been contact with all Walnut Creek schools. The program had evolved over time and now some of the programs were so welcome that 511 Contra Costa had not gone back to the PTAs for their input or to brief them. Hopefully, more communication was being presented to the parents to identify the programs that were being provided.

Ms. Dutra-Roberts added that the principals loved the program because it started the discussion of parent driving behavior, and while going to the PTAs was not the current model both she and Ms. Overcashier expressed a desire to work with the PTAs to do that.

Eric Hu asked how many outreach sessions were possible, to which Ms. Overcashier advised that outreach was currently provided to 25 to 35 schools each semester and there were separate assemblies; K-3, 4<sup>th</sup> and 5<sup>th</sup>, middle, and an evening high school assembly. While those assemblies were provided on a first-come, first-served, it was a rare exception that every school making the request could not be accommodated. Even with the lack of staff and the set up and organization required, 511 Contra Costa had always been able to accommodate the schools within the same school year.

Ms. Dutra-Roberts added that in the fall 511 Contra Costa also promoted Back to School Day. Six schools had already been booked for an event; Oak Grove Middle had asked to tag on a special event for a helmet giveaway. In that case, the principal specifically asked for special accommodation since requests that fit into the grant allow some unique things to be done.

Ms. Overcashier explained that materials and a tool kit and other things are provided as well to encourage students, and 511 was investigating getting the leadership students involved, especially at the middle school level, which was an ideal age group to get the leadership kids to show that it's cool to ride a bike and walk to school. 511 was working to strengthen that element this coming year. She sought suggestions that could be integrated and incorporated into the 511 programs.

When asked by Mr. Lochirco, Ms. Overcashier emphasized casting as wide a net as possible working with the entire student body, and with multiple meetings with the principal and assistant principal. In the case of Walnut Creek, a parent survey had been conducted for all six Walnut Creek schools, and with that input an internal analysis had been conducted. She noted that students in elementary schools were within a mile and a half of the school, some as far as three, and it was an easier market. A lot of it was driver behavior for those accessing the school. Carpooling and all other modes were encouraged and everything was done, including infrastructure improvements, to separate students from cars.

Ms. Dutra-Roberts also emphasized that the principals were initially asked about the population and the culture, and since walking was not safe at some schools, the program was tweaked to focus on the most appropriate mode based on the principal's indication. The message and education was tailored to what the principal deemed appropriate. In the case where a student was killed walking to school in Byron, she advised that the program in that case had identified life skills; using a helmet, learning the ABC's of bike checks, and the like. Programs were customized based on the school, location, and culture. While driver behavior was the most often issue of concern, the message was to the students.

Ms. Dutra-Roberts took this opportunity to announce that International Walk to School Day had been set for October 7.

Mr. Kuzbari congratulated both Lynn and Corinne on the great job working with the Mt. Diablo Unified School District from physical improvements to programs and safety, and stated that the City of Concord appreciated what they were doing and commended them for offering optimal performance.

Ms. Overcashier urged members to contact 511 Contra Costa to offer any ideas to improve the programs.

**On motion by Ray Kuzbari, seconded by Anne Muzzini, the TRANSPAC TAC recommended approval and authorization by the TRANSPAC Board to execute a Master Cooperative Agreement between TRANSPAC/City of Pleasant Hill, the Bay Area Air Quality Management District (BAAQMD), and the Contra Costa Transportation Authority (CCTA) for the FY 2016/17 TRANSPAC/TRANSPLAN 511 Contra Costa Program, with 2016/17 funding allocations from the BAAQMD Transportation Fund for Clean Air (TFCA) and CCTA Measure J (Line 17 and 21a), carried by the following vote:**

<b>Ayes:</b>	<b>Cunningham, Dutra-Roberts, Hu, Kuzbari, Lochirco, Muzzini, Overcashier</b>
<b>Noes:</b>	<b>None</b>
<b>Abstain:</b>	<b>None</b>
<b>Absent:</b>	<b>Tucker</b>

- 4. Continued Discussion of the Budget and the Maintenance of the Pacheco Transit Hub.** The Pacheco Transit Hub has been open since August 2013. The facility is comprised of a park and ride lot and bus transit hub area. Charging stations were installed at the request of TRANSPAC. The City of Martinez agreed to be the Project Manager both in the bidding and construction phase and after construction.

TRANSPAC has made a commitment to fund 50 percent of the maintenance cost, up to \$10,000. The remaining funding was to come from TRANSPAC and the two transit agencies; WestCAT and Tri Delta Transit (25 percent up to \$5,000). Martinez has submitted an invoice to CCTA for maintenance and utility costs. The City of Martinez requests TRANSPAC allocate funds to pay its fair share of maintenance costs. The total cost for maintenance last fiscal year was \$11,813.39. TRANSPAC's share is \$5,906.60. With increased use of the charging stations it is anticipated electricity costs to increase significantly next year. *(Continued from the Special TAC Meeting on June 4, 2015).*

Ms. Overcashier referred to the statement in Tim Tucker's submittal memo which advised that electricity costs were expected to increase significantly next year, noted that the City of Martinez was charging for electric vehicle charging stations elsewhere in Martinez, and encouraged Martinez to charge for the electric vehicle stations located at the Pacheco Transit Hub.

When asked how many buses were using the site, Ms. Muzzini stated that County Connection was not servicing the Pacheco Transit Hub, and neither was WestCAT or Tri Delta Transit.

Mr. Lochirco asked if there had been any policy from 511 when going into a public agency or public structure that the agency or user as a condition of funding defer the cost so that the public was also not having to pay for private facilities.

Ms. Overcashier noted that when 511 Contra Costa installed elsewhere, it did not provide maintenance of any electric vehicle infrastructure. EV infrastructure has been installed primarily on public property available to the public. She commented that the Pacheco Transit Hub was a Caltrans parking lot.

Ms. Muzzini questioned whether the property was still owned by Caltrans, and Ms. Dutra-Roberts suggested that was why the City of Martinez could not impose a charging fee. She suggested that Caltrans policy would have to change in the future with respect to charging for electric charging stations.

Mr. Lochirco asked about sustainability and the ability for the charging stations to be made self-sufficient through the use of solar installations.

Ms. Overcashier referred to some new bus shelters that incorporated solar panels that supported interior lighting as well as real time information. She suggested the bus shelter at Pacheco could consider solar, although it would be meaningless if no buses were accessing the site.

Ms. Muzzini clarified that County Connection had received part of the funding for the site although it had become complicated to design and build because of Caltrans, so the CCTA had become involved and had entered an agreement where County Connection was responsible for the project, although somewhere in the mix the City of Martinez wanted to be the project manager because they were incorporating that property into Martinez. She stated the site was essentially a park-and-ride lot and would probably be for a long period of time.

Mr. Kuzbari noted that the property would have to be redesigned and potentially be relocated given future phases of the I-680/SR-4 Interchange project.

Mr. Lochirco questioned how much additional funding would be thrown into the site along with \$10,000 in annual maintenance costs for what was essentially a parking lot.

Mr. Cunningham asked for other examples of similar situations although none could be identified.

Mr. Kuzbari verified that there were six charging stations, although the use of all six stations was questionable. And, while bus service was to have used the site that had not occurred.

It was also noted that the TRANSPLAN Committee was to have supported the Pacheco Transit Hub although whether TRANSPLAN would continue to support the site as a parking lot only was questioned.

Mr. Kuzbari asked what budget line item had been designated for the maintenance of the site. In the discussion, it was noted that maintenance costs had never previously been charged. He suggested that Line 14 for additional transit enhancement or express, something about mass transportation or non-auto use, could potentially be used.

On comments that the total maintenance cost being requested for reimbursement was not significant, Mr. Cunningham suggested the maintenance costs would increase and there would need to be a discussion and a greater understanding of the decisions being made.

Mr. Lochirco noted that TRANSPAC had agreed years ago to help pay for maintenance costs but with the assumption it was a transit hub and not a parking lot. If additional costs were incurred and if the site was not meeting the initial objectives, he wanted another conversation since there needed to be accountability and conversation as to how the monies were being used.

Mr. Kuzbari noted that the TAC needed to hear from Mr. Tucker and suggested the item be continued for additional discussion. He requested that the comments be provided immediately to Mr. Tucker for feedback with a list of questions, and with a response prior to the next TRANSPAC meeting.

Mr. Lochirco had no problem approving the request with the assumption that additional requests would require a conversation.

The TAC recommended that Mr. Tucker work with Peter Engel, the CCTA Transit Program Manager, to identify potential funding sources to maintain the site given the park-and-ride use of the site rather than as a transit hub.

**By consensus, the TAC forwarded a recommendation to the TRANSPAC Board for approval of the City of Martinez request for TRANSPAC's share of \$5,906.60 for the Pacheco Transit Hub, and sought a response from the City of Martinez to the comments, questions, and concerns by October 8, 2015.**

## 5. Line 20a Grant Issues:

- a. **Distribution of DRAFT Program Documents.** At the September 10, 2015 meeting of the TRANSPAC Board, the Board authorized the TAC to distribute the *Draft Line 20a (Additional Transportation Services for Seniors and People with Disabilities) Call for Projects* to interested parties for review and comment, and considered and supported the input from the TAC to “cast a wide net” in getting feedback on the program. The Board also authorized disbursement of Line 20a grant funding to four existing Line 20a recipients.

The TAC thanked Mr. Cunningham for all his work.

Mr. Cunningham asked TAC members if there were any revisions to the draft program documents that had been presented and any specific mailing list that the TAC preferred.

Ms. Muzzini explained that County Connection was working with some of the service providers under the Mobility Management Plan and she had a list that could be used for distribution. She added that the CCTA could also be contacted for additional lists.

Mr. Cunningham stated he would get a package together and send it out.

### b. Review and Approval of City of Walnut Creek Line 20a Grant Funding

Mr. Lochirco explained that the TRANSPAC TAC had previously recommended and the TRANSPAC Board had in February 2015 approved \$43,000 from Measure J Line 20a funds for the Senior Mini Bus Program in Walnut Creek, although that approval had never made it to the CCTA for implementation because there had been no TRANSPAC Manager to follow through on that action. He reported that Peter Engel had since expedited the request which was to be considered by the CCTA Board this month. As a result, the funds expected to be received were for last year’s program. He advised of a similar request to continue operation of the senior bus for Walnut Creek for next year and wanted to be able to project out the budget and estimated fund and grant monies as well and did not want to be excluded from the process.

Mr. Cunningham noted his expectation that Walnut Creek would receive those funds annually with the budget he had brought to the TAC in the spring.

Mr. Kuzbari emphasized the need for jurisdictions to follow through with the responsible party in the CCTA to ensure the necessary funding.

Mr. Lochirco noted the amount of work that former TRANSPAC Manager Barbara Neustadter had performed, noted the lack of that work, and commented that there would continue to be a lot more work.

Mr. Kuzbari agreed but commented that without a TRANSPAC Manager, each TAC member would have to perform extra work to get things running with the CCTA.

Ms. Muzzini verified with the TAC that approximately \$1 million remained in the Line 20a account.

Mr. Cunningham commented that when Peter Engel at the CCTA had discovered that some of the funding was late, he had distributed that funding as soon as possible.

**6. Discussion: Regional Transportation Planning Committee Structure.** At the TRANSPAC Board meeting on September 10, 2015, the Board requested that the TAC examine different committee structures and provide feedback to the Board. This request was a result of the dialogue regarding the transitional phase of the Committee after the departure of the TRANSPAC Manager and other organizational changes.

Mr. Cunningham presented his evaluation in table form of the various committee models in use in Contra Costa County to start the discussion directed by the TRANSPAC Board that the TAC examine different committee structures and provide feedback to the Committee given the transitional phase of the Committee after the departure of the TRANSPAC Manager and other organizational changes.

Mr. Kuzbari suggested that the TAC could be kept running smoothly with the status quo for the next couple of years, with everyone doing their part to see how it worked.

Mr. Hu noted that was one of the options. He thanked Mr. Cunningham for compiling the information for the discussion.

Ms. Overcashier suggested that one other advantage of keeping things status quo was that it would mean return to source funds would remain with the jurisdiction because an Executive Director would not need to be supported.

The effect of the legal costs on the budget given the ongoing Joint Powers Authority (JPA) process was raised and discussed.

Ms. Dutra-Roberts also suggested operating as is for now to see what would need to be done.

Mr. Lochirco wanted it clarified that it needed to be very clearly stated that there would be implications to existing city staff in each jurisdiction since that would directly affect the staff workload. He stated that the electeds needed to know that if their staff was working on something that had previously been handled by someone else, they would be authorizing a change in paradigm. He assumed even continuing at status quo there would need to be a chair or vice chair or something so that it was not a constant revolving door of who was leading the meeting.

Mr. Kuzbari noted at the TAC level it was just the person running the meeting. At the TRANSPAC level, Ms. Neustadter had introduced every single item and told the members what was going on. Currently, he suggested that was not needed in that if there was an item, each person would speak to it.

Mr. Kuzbari suggested the effort level was not that much and did not want to go near saying that it would take too much of their time and did not want to be reimbursed for cost, because he didn't think they were there.

Mr. Lochirco reiterated that the potential for extra work for staff should be clearly articulated and while the process had previously been seamless, it was slightly different now. He suggested that needed to be reported.

Mr. Cunningham noted the assumption that volunteering and jumping into the items would be a short-term solution. He suggested continuing the status quo for a year to figure out how it was working, and beyond that he agreed the electeds needed to know there was a bit more staff level involvement, even if just a marginal increase.

Ms. Overcashier explained that for Line 20a, for instance, staff had kept a running spreadsheet as opposed to Ms. Neustadter, and stated the responsibility was more evident for a TAC member to follow through given the lack of a safety net. She suggested a letter to TRANSPAC jurisdictions could advise of that change.

Mr. Lochirco agreed with a letter to advise and continued to seek recognition of the potential to increase staff time dedicated to TRANSPAC.

Mr. Kuzbari stated that the process had worked for over a year and everyone had done their part harmoniously. He recommended keeping the operation status quo through 2016.

On the discussion, the TAC agreed to retain the status quo for a year which would give the TRANSPAC Board a sense of what to budget.

On another matter, Mr. Hu stated with respect to the Technical Coordinating Committee (TCC), that one of the items under discussion was the preparation of guidelines for OneBayAreaGrant II (OBAG II), and given the history of OBAG I, South County representatives had volunteered to be on the subcommittee. He stated the TRANSPAC TAC would be asked if anyone wanted to represent Central County. He noted that Brad Beck would be coordinating the committee and he described some of the agencies that were now represented.

Anne Muzzini volunteered to represent Central County.

Mr. Kuzbari stated that ultimately the guidelines would be reviewed by other agencies. He also asked about the timeline for Call for Projects, reported by Mr. Lochirco that would occur in the next six months, noting the discussion of doing a 2020 timeline going out to 2020 or expanding the Call for Projects to include 2022, which would increase the amount of funding to be available. He noted that this cycle was the last since the Transportation for Livable Communities (TLC) grant, the next could be a six-year funding cycle, and what he estimated could be between \$22 to \$27 million based on the current sales tax for the next cycle to 2022, although there was still a conversation as to whether they would coordinate through 2020.

On another matter, the TAC requested a letter to Randy Carlton to request the FY 2015/16 Purchase Orders for 511 Contra Costa projects given the need for funds immediately to cover activities and expenditures incurred since July 1, 2015.

## **7. Adjournment**

The meeting was adjourned at 11:00 A.M. The next meeting of the TAC, to be hosted by the City of Martinez, is scheduled for October 22, 2015 at 9:00 A.M. in the City of Pleasant Hill Community Room unless otherwise determined.

DRAFT



# 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

September 24, 2015

Tim Tucker  
City Engineer  
City of Martinez  
525 Henrietta Boulevard  
Martinez, CA 94553

Re: Maintenance of the Pacheco Transit Hub

Dear Tim:

I hosted the TRANSPAC TAC meeting today when the TAC had discussed your agenda item for the maintenance of the Pacheco Transit Hub. You had provided a letter dated August 18, 2015 to Susan Miller, CCTA Director of Projects, which had included a summary of project expenses, city year-to-date budget reports, purchase orders, checks, and invoices.

While the TAC recommended that your request for TRANSPAC's share of \$5,906.60 be referred to the TRANSPAC Board for approval, the TAC had a number of comments, questions, and concerns and is seeking a response from you by **October 8, 2015**, as follows:

1. To the comment in your memo to TRANSPAC dated September 17, 2015: "With increased use of the charging stations it is anticipated electricity costs to increase significantly next year," there is a recommendation that Martinez charge for the use of charging stations consistent with other charging stations in the City of Martinez. If that is not possible given the Caltrans parking lot, it is noted that those charging stations are underutilized and some other method of self-sufficiency, such as solar charging, is recommended.
2. Concern expressed that the site will be impacted and need to be modified as a result of future phases of the I-680/SR-4 Interchange project.
3. Will the TRANSPAC Committee continue to support the Pacheco Transit Hub without any transit service from East County at the site?

4. Do you recall the budget line item that is to be used for the on-going maintenance cost?
5. The TAC recollected that TRANSPAC had agreed years ago to help pay for maintenance costs with the assumption that those costs would be associated with a transit hub. Based on the TAC's observation and input from transit operators, there is currently no transit service to the site, and the site is being used essentially as a park-and-ride lot. As such, the TAC is questioning whether the costs associated with the site are still meeting the initial objectives approved by TRANSPAC. The TAC is requesting that the issue be scheduled at a future TAC meeting prior to any future cost reimbursement requests.
6. The TAC recommended that you work with Peter Engel, the CCTA Transit Program Manager, to identify potential funding sources to maintain the site given the park-and-ride use of the site rather than as a transit hub.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Eric Hu', with a long horizontal stroke extending to the right.

Eric Hu  
Senior Engineer  
City of Pleasant Hill

CC: Loella Haskew, TRANSPAC Chair

CITY OF PLEASANT HILL  
Status Report with Encumbrance by FUND  
For Calendar Period.: 06-15      For Fiscal Period.: 12-15

FUND #: 85

Name: TRANSPAC

Percent of Year Remaining: %

				Actual	Year to Period	<*> Annual	Annual		Remaining	
Revenue Description				Current Month	Actual	Encumbrance	Actual+Encum.	Budget	Budget	Rem%
				Jun 2015	Jul14-Jun15			Total Year		
3510	INTEREST REV			86.96	241.49	0.00	241.49	0.00	-241.49	-999
4570	CONTRIB FROM OTHER AGENI			0.00	190443.00	0.00	190443.00	190440.00	-3.00	
Total Revenue ----->				86.96	190684.49	0.00	190684.49	190440.00	-244.49	
Expense Description				Actual	Year to Period	<*> Annual	Annual		Remaining	
				Current Month	Actual	Encumbrance	Actual+Encum.	Budget	Budget	Rem%
				Jun 2015	Jul14-Jun15			Total Year		
7085	0100	TRANSPAC SALS-PERMANENT		5197.45	49129.37	0.00	49129.37	56572.00	7442.63	13
7085	1198	TRANSPAC CONSULTANT/OTHR		1060.00	73619.37	18534.41	92153.78	127112.00	34958.22	28
7085	2500	TRANSPAC PHOTO/PRINTING		0.00	41.60	0.00	41.60	200.00	158.40	79
7085	2604	TRANSPAC AUTO MILEAGE		0.00	176.96	0.00	176.96	1200.00	1023.04	85
7085	4200	TRANSPAC SUPLS/OPERATING		0.00	107.75	0.00	107.75	2500.00	2392.25	96
7085	6800	TRANSPAC ADMIN OVERHEAD		0.00	0.00	0.00	0.00	2856.00	2856.00	100
ACCT Subtotal ----->				6257.45	123075.05	18534.41	141609.46	190440.00	48830.54	26
Total Expense ----->				6257.45	123075.05	18534.41	141609.46	190440.00	48830.54	26
FUND TOTAL				-6170.49	67609.44	-18534.41	49075.03	0.00	-49075.03	-999

REPORT.: 08/31/15  
 RUN....: 08/31/15 TIME: 10:17  
 Run By.: Mary McCarthy

CITY OF PLEASANT HILL  
 Status Report with Encumbrance by FUND  
 For Calendar Period.: 08-15 For Fiscal Period.: 02-16

PAGE: 001  
 ID #: GLIQ  
 CTL.: PLE

FUND #: 85

Name: TRANSPAC

Percent of Year Remaining: 83%

Expense Description	Actual Current Month Aug 2015	Year to Period Actual Jul15-Aug15	<*> Annual Encumbrance	Annual Actual+Encum.	Budget Total Year	Remaining Budget	Rem%
7085 0100 TRANSPAC SALS-PERMANENT	3968.11	10910.15	0.00	10910.15	0.00	-10910.15	-999
7085 1198 TRANSPAC CONSULTANT/OTHR	693.90	4928.90	0.00	4928.90	0.00	-4928.90	-999
ACCT Subtotal ----->	4662.01	15839.05	0.00	15839.05	0.00	-15839.05	-999
Total Expense ----->	4662.01	15839.05	0.00	15839.05	0.00	-15839.05	-999
FUND TOTAL	-4662.01	-15839.05	0.00	-15839.05	0.00	15839.05	999



## City of Martinez

525 Henrietta Street, Martinez, CA 94553-2394

Date: September 17, 2015

To: TRANSPAC

From: Tim Tucker, City Engineer

Subject: Pacheco Transit Hub

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**Action:**

Authorize reimbursement to the City of Martinez for the Pacheco Transit Hub in the amount of \$5,906.69

**Discussion:**

The Pacheco Transit Hub has been in open since August of 2013. The facility is comprised of a park and ride lot and bus transit hub area. Charging stations were installed at the request of TRANSPAC. The City of Martinez agreed to be the Project Manager both in the bidding and construction phase and after construction. TRANSPAC has made a commitment to fund 50% of the maintenance cost, up to \$10,000. The remaining funding was to come from TRANSPLAN and the transit agencies (25% up to \$5,000). Martinez has submitted an invoice to CCTA for maintenance and utility costs. The City of Martinez request TRANSPAC allocate funds to pay their fair share of maintenance costs. The total cost for maintenance last fiscal year was \$11,813.39. TRANSPAC's share is \$5,906.60.

With increased use of the charging stations it is anticipated electricity costs to increase significantly next year.



## City of Martinez

525 Henrietta Street, Martinez, CA 94553-2394

August 18, 2015

C6009

Susan H. Miller, Director, Projects  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek CA 94597

Attention: Peter Englel

Re: FY 2014-15 Pacheco Transit Hub Maintenance

### Invoice and Request for Reimbursement -- Line 17 & 18 Expenditures

Invoice Number: 1  
Project Number: Commute Alternatives  
Program Category: Other Countywide Programs  
Appropriated for: Pacheco Transit Hub Maintenance  
Scope of Work: Utility and Contract Maintenance Costs  
Time Period: July 1, 2014 - June 30, 2015

### **Summary of Commitment**

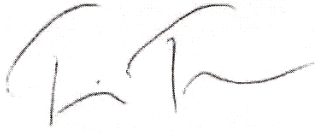
Authorized Total	\$20,000.00
Utilities	\$4,613.39
Maintenance	\$7,200.00
Total Amount:	\$11,813.39
Amount Previously Invoiced:	\$0.00
Current Invoice Amount:	\$11,813.39
Total Invoiced to Date:	\$11,813.39
Amount Remaining:	\$8,186.61

% Expended: 59%  
% Complete: 100%

**TOTAL DUE \$11,813.39**

Amount Due From TRANSPAC (50% not to exceed \$10,000):	\$5,906.69
Amount Due From TRANSPAN (25% not to exceed \$5,000):	\$2,953.35
Amount Due From CCTA Line #18 (25% not to exceed \$5,000):	\$2,953.35

I certify that the above amounts are correct and eligible for reimbursement, and have not been included in a previous invoice request.

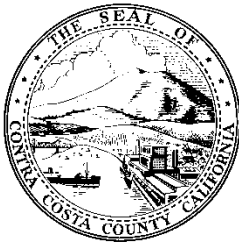
A handwritten signature in black ink, appearing to read 'Tim Tucker', with a stylized, flowing script.

Tim Tucker  
City Engineer

cc: Cathy Spinella, Finance Manager


Attached:

Summary of Project Expenses, City YTD Budget Reports, POs, Checks, and Invoices



**CONTRA COSTA COUNTY**  
**Department of Conservation & Development**  
**30 Muir Road**  
**Martinez, CA 94553-4601**  
**Telephone: 674-7209      Fax: 674-7250**

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**TO:** Members, TRANSPAC TAC  
**FROM:** John Cunningham, Principal Planner   
**DATE:** September 15, 2015  
**SUBJECT:** Discussion: Regional Transportation Planning Committee Structure

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### **Background**

At their September 10, 2015 meeting the TRANSPAC Board requested that the TAC examine different committee structures and provide feedback to the Committee. This request was a result of the dialog regarding the transitional phase of the Committee after the departure of the Executive Director and other organizational changes.

### **Recommendation**

None, this information is for discussion purposes.

### **Discussion**

The table below is a summary of the various committee models in use in the County and is provided to start the discussion per the direction of the Committee.



<b>Committee</b>	<b>Staff Arrangement</b>	<b>Pros</b>	<b>Cons</b>	<b>Budget</b>
SWAT	<b>Contract w/Member Jurisdiction Staff.</b>  Occasional RFP released for the role.	<ul style="list-style-type: none"> <li>• Lower cost</li> <li>• Staff has an understanding of issues, assignments, etc. from a local agency perspective</li> </ul>	<ul style="list-style-type: none"> <li>• Perception/potential for conflict of interest</li> </ul>	Annual: FY 15/16 \$33,125
TRANSPLAN	<b>Staffed by Contra Costa County.</b>  This arrangement was established in the original joint powers adopted in 1991.	<ul style="list-style-type: none"> <li>• Lower cost</li> <li>• Consistent staffing</li> <li>• Staff has an understanding of issues, assignments, etc. from a local agency perspective</li> </ul>	<ul style="list-style-type: none"> <li>• Perception /potential for conflict of interest</li> </ul>	Annual: FY 15/16 \$35,944
TVTC*	<b>Staffed by TAC members.</b>  Rotates biennially between member jurisdictions.	<ul style="list-style-type: none"> <li>• No RTPC dues</li> </ul>	<ul style="list-style-type: none"> <li>• Inconsistent staffing.</li> <li>• Perception/potential for conflict of interest</li> </ul>	Annual: FY 15/16 \$121,603
WCCTAC	<b>Executive Director reporting to the WCCTAC Board.</b>  WCCTAC has staff in addition to the Executive Director: <ul style="list-style-type: none"> <li>• Program Managers (2)</li> <li>• TDM Manager (1)</li> <li>• Administrative Clerk (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Independent advocate for WCCTAC interests.</li> <li>• Additional staffing enables WCCTAC to take on independent studies and planning efforts</li> <li>• Staff attention is solely on WCCTAC interests.</li> </ul>	<ul style="list-style-type: none"> <li>• Highest Cost</li> </ul>	Annual: FY 15/16 \$2,659,143

\* TVTC is dissimilar to the other RTPCs, 1) membership also includes Alameda County jurisdictions, 2) the Tri Valley Development Fee funds certain Committee activities, and 3) the Contra Costa members are also members of SWAT.

## **EXECUTIVE DIRECTOR'S REPORT**

### **September 16, 2015**

#### **Pedestrian Bridge for Hillcrest BART Station: July 10, 2015**

A steel truss bridge was erected over the future westbound Highway 4. The 145-foot long bridge will allow BART users access to the train platform in the median of Highway 4 from the entry house located to the north of Highway 4. BART director Joel Keller, Antioch Mayor Pro Tem Lori Ogorchock, and CCTA staff attended the event which was covered by the media.

#### **Contra Costa Economic Partnership (CCEP) Board Meeting: July 13, 2015**

I was nominated and approved as a CCEP board member. The board is comprised of City Managers, County Administrator, and private sector representatives. The partnership is dedicated to promoting economic vitality and an excellent quality of life in the East Bay region. The Partnership works collaboratively to support and expand existing businesses, and to attract high-wage, high-skill jobs and emerging technology companies to the region. Concord City Manager Valerie Barone and I presented the CCEP board with an update on the progress of GoMentum Station Program.

#### **V2IDC Technical Working Group 1: July 13, 2015**

I am the Institute of Transportation Engineer's representative on the Vehicle to Infrastructure Deployment Coalition's (V2IDC) Executive Committee. I also agreed to participate on the V2IDC Working Group 1 which focuses on V2I deployment opportunities. This was the first teleconference. Jack Hall and Ross Chittenden are participating as members of several V2I Technical Working Groups.

#### **Danville Town Council Study Session: July 14, 2015**

Ross Chittenden attended the Town of Danville Council meeting to discuss the process for development of a Transportation Expenditure Plan for a possible 2016 sales tax ballot measure. The Town Council also discussed and provided comments on the I-680 corridor transit study.

#### **Presentation to the Oakley City Council - Future of Transportation: July 14, 2015**

I presented "Redefining Mobility" to the Oakley City Council at the request of a member of the Citizen's Advisory Committee. Jack Hall attended the Council meeting with me.

#### **Contra Costa Leadership Academy Graduation: July 16, 2015**

Hisham Noemi attended the Contra Costa Leadership Academy. He graduated on July 16, 2015. Ross Chittenden, Linsey Willis and I attended the ceremony. On August 13, 2015, the Public Manages Association received a presentation from Hisham and his team on how to increase public participation using social media and new technologies.

**Congressman Lipinski's Transportation Technology Roundtable/Reauthorization:** July 17, 2015

I was invited to participate in Congressman Daniel Lipinski's transportation roundtable. He is a member of the Transportation and Infrastructure Committee. The topic was "Government Involvement in Transportation Tech – Help or Hindrance?" There were almost 20 speakers including representatives from government and the private sector. Each speaker was allocated 3 minutes. However, when it was my turn, Dave Cobb, the moderator from HDR, allowed me 5 minutes. I almost finished my 20 slide presentation. Following the roundtable, Congressman Lipinski sent a letter of support for our connected vehicle application.

**Integrated Dynamic Transit Operation (IDTO):** July 20, 2015

We hosted a kickoff meeting for the IDTO project with representatives from UC Berkeley, Tri-Delta Transit, Caltrans and CCTA. This project will focus on connection protection, dynamic dispatch, and real time ridesharing. This is an exciting project.

**Automated Vehicles Symposium:** July 21, 2015

Jack Hall represented CCTA at the Transportation Research Board/Association for Unmanned Vehicle Systems International Automated Vehicle Symposium held in Ann Arbor, Michigan. This symposium brought together leading researchers, regulators, technologists and decisions makers representing many different countries to discuss the future of automated vehicles.

**City of Antioch Meeting:** July 21, 2015

Ross Chittenden, Linsey Willis, Martin Engelmann and I met with Antioch City Manager Steve Duran, Ron Bernal, and Jim Jakel to review our program. We discussed federal and State legislation, the potential measure, project delivery, and the countywide transportation plan. Jim Jakel is working part time for the Federal Advocates as a public affairs consultant. We have asked Jim to talk about our connected vehicle application in Washington DC.

**Honda:** July 22, 2015

Jack Hall met with Yusuke Hasegawa, Honda's Managing Officer and Director/Chief Operating Officer, Advanced Research Division, for an update on GoMentum Station's development progress. Hasegawa san toured GoMentum Station along with other Honda senior executives after receiving the presentation update.

**SHCC Board Meeting:** July 22, 2015

Linsey Willis, Ross Chittenden and I attended the Self Help Counties Coalition's board meeting, which was held in San Diego. We discussed the various pieces of proposed legislation in the Special Session of the legislature. We were given an update on the various Caltrans initiatives. Will Kempton provided an update on the activities of the California Transportation Commission. The next Self Help Counties Coalition's Focus on the Future Conference will be held on November 16-17, 2015 in Newport Beach.

**Gannett Fleming:** July 23, 2015

John Derr, Eric Rensel and Larry Russell from Gannett Fleming set up a meeting to understand what we are trying to accomplish at GoMentum Station and how they could participate in the program. Jack Hall has been working with Eric. Gannett Fleming is both a contractor and a consulting firm.

**Mark Harris: July 23, 2015**

Mark Harris is a freelance journalist that was writing a story about self-driving cars for IEEE's Spectrum magazine. He scheduled a teleconference to ask questions about California's role in the development of self-driving cars. I provided him with information about the GoMentum Station Program and why it is important to California, and more importantly, to Contra Costa. I also provide Mark with a brief overview of the Automated Highway System program of the early 90's.

**East Bay League of Cities: July 23, 2015**

I presented "Driving the Future: Autonomous Vehicles" presentation to the East Bay Division of the League of California Cities meeting in El Cerrito. There were elected officials and staff from both Alameda and Contra Costa counties at the meeting. There were a lot of questions from the audience, which I was told was a good sign. After the meeting, I was invited to make a shortened version of the presentation at a future Conference of Mayors meeting and a Walnut Creek Rotary meeting. There was also a request for the presentation to be given at an Albany Rotary meeting.

**Honda Silicon Valley Grand Opening: July 23, 2015**

Jack Hall attended the Honda Research Institute grand opening in Mountain View. While there he met several senior executives for Honda and learned more about Honda's latest innovations. The highlight of the evening was sharing the Honda GoMentum Station video with Honda President Koichi Fukuo.

**Samsung: July 24, 2015**

Jack Hall and I met with Amar Parmar from Samsung. Jim Helmer, the former Director of Transportation for the City of San Jose, made the introductions. Samsung is building devices to help facilitate vehicle-to-vehicle and vehicle-to-infrastructure communication. They are developing a communication device that will be attached to street lights. The device is a little larger than a lady bug. We want to work closely with members of the Samsung team as they get closer to deployment. This technology will help with the connected city vision.

**Carlyn Obringer: July 24, 2015**

Jack Hall and I met with Carlyn Obringer to discuss the GoMentum Station Program. Ms. Obringer is on the Concord Planning Commission and she had questions about the program. She left with a better understanding of the program and was pleased to see that we are trying to use technology to help create smart jobs in Concord and the surrounding area.

**CALCOG Meeting: July 28, 2015**

I attended the CALCOG Directors meeting in Sacramento. The first action item was to appoint Mark Baza as the Vice Chair. The next item was to discuss the proposed legislation that would raise revenue for transportation. Jim Earp participated in this session. He was looking for letters of support for the proposed legislation. Concerns about the proposed legislation were brought up by a small number of agency representatives. We discussed the status of the federal reauthorization bill. There was a discussion of the revision of the Affordable Housing Sustainable Communities guidelines and what if any new directory language will be included in the Resources Trailer Bill that the legislature had not passed in connection with the Budget.

**Presentation to Antioch City Council: July 28, 2015**

I presented an update on Highway 4, our efforts toward a potential 2016 measure and a view of the future in transportation at the Antioch City Council meeting. Prior to my report, BART Director Keller gave the City Council an update on their funding needs. Peter Engel and Susan Miller attended the meeting with me.

**Transportation Research Board (TRB) Managed Lanes Committee Meeting: July 28 - 30, 2015**

Ross Chittenden attended the mid-year meeting of the TRB Managed Lanes Committee in Woods Hole, Massachusetts. Ross is the secretary for the committee. The focus of the mid-year meeting was to finalize research proposals focusing on the benefits, effectiveness and equity of tolled managed lanes. The total cost of the trip was \$2,098.48.

**Partnering Meeting: July 29, 2015**

Randy Carlton, Linsey Willis and I attended a construction partnering meeting to discuss progress on State Route 4. The contractors were very appreciative about the prompt payment program.

**Contra Costa TV: July 30, 2015**

Linsey Willis and Irene Ortega toured the Contra Costa TV studios in Martinez and met with County staff to discuss opportunities for our agency to utilize CCTV.

**First Aid/CPR/AED Training: July 31, 2015**

CCTA recently installed an AED device in our office and staff needed training on how to properly operate the device. We added first aid and CPR training/certification and made it a team building exercise. A majority of CCTA staff attended the first aid, CPR, and AED training session.

**ITE Annual Conference: August 2 - 4, 2015**

Hisham Noeimi attended the 4-day ITE Annual Conference in Hollywood, Florida starting on August 2, 2015. Hisham attended sessions related to technology fixes for traffic operations, mobility hubs, and autonomous vehicle continuum impacts. The key note speaker at the conference was Manny Diaz, former mayor of Miami, credited for the transformation of Miami into a livable and thriving community. Hisham will earn continuing education credits for attending the conference. The total cost of the trip was \$2,457.01.

**ITS America Board Meeting: August 5 - 6, 2015**

ITS America hired Regina Hopper as the new President and CEO. The board scheduled a meeting to discuss any modifications or changes to the organization's strategic direction. A professional strategic facilitator provided direction and helped keep the meeting focused.

**Transportation Roundtable: August 11, 2015**

I was invited to speak at a transportation roundtable sponsored by Congressman Eric Swalwell and Assemblywoman Catharine Baker. There were nine panel members including me. We were given a few minutes to talk about what our agencies needed – from regulation reform to funding. I talked about CCTA, regulation reform, alternative procurement tools, funding, environmental streamlining, State and Local Partnership Programs, letter of no prejudice, research and technology deployment and freight.

**Presentation to Brentwood City Council:** August 11, 2015

I presented an update on Highway 4, our efforts toward a potential 2016 transportation sales tax ballot measure and a view of the future in transportation at the Brentwood City Council meeting. After my report, BART Director Keller gave the City Council an update on BART's funding needs. Ross Chittenden and Linsey Willis attended the meeting with me.

**Mary Jo Rossi:** August 12, 2015

Linsey Willis met with Mary Jo Rossi to discuss the GoMentum Station Program. Ms. Rossi owns a local communications firm and was interested in learning more about the program.

**Dougherty Valley/San Ramon Rotary Club:** August 12, 2015

I was invited to speak at the DV/SR Rotary Club about how transportation funding works – federal, State and local. They asked about what projects and programs are funded by Measure J. Finally they wanted to know about future transportation initiatives for Contra Costa.

**City of Orinda:** August 12, 2015

Ross Chittenden, Linsey Willis, Martin Engelmann and I met with Walnut Creek City Manager Janet Keeter and Charles Swanson to review our program. We discussed federal and State legislation, the potential measure, project delivery, and the countywide transportation plan.

**Mark Harris:** August 14, 2015

Jack Hall and I answered Mark's questions for a story he was writing for the Guardian concerning high tech companies and the development of self-driving cars. Mark's questions were follow-up to correspondence he obtained in response to a public records act request. He was trying to tie a request for a meeting to a confirmation of a company building an electric car. We finished the interview at 8:30 am, the article was published at approximately noon, and we were both inundated with phone calls from numerous news agencies within minutes thereafter.

**Government Transformation 2016:** August 18, 2015

I was invited to participate in a teleconference to prepare for the upcoming Government Transportation 2016 Forum in Sacramento. Secretary Marybel Batjer of the California Government Operations Agency sponsors the conference. The forum is designed to serve as a discussion starter by bringing expertise and experience together with motivated leaders in government to examine the challenges and issues, gather information, and network on solutions.

**KCBS Radio Interview:** August 19, 2015

Jack Hall gave a radio interview to Stan Bunker and Susan Leigh Taylor with KCBS radio news about GoMentum Station. CCTA's ITS CV/AV program was discussed along with the amazing opportunities for advancement of CV/AV technologies on a global scale.

**Speaker's Roundtable:** August 19, 2015

At the request of the Speaker of the Assembly, CCTA hosted a "Fix the Roads" Roundtable event in our offices. Chaired by Assemblymember Frazier, this event was designed to provide Assembly Members with additional information about transportation from the State and local government

perspective and the business community's perspective. Chair Julie Pierce and Supervisor Anderson represented CCTA and Contra Costa on the roundtable.

**HELP, Inc.:** August 20, 2015

I was asked to provide the HELP, Inc. Executive Committee a National Freight Advisory Committee update. I was also asked to report on what is in the various proposed surface transportation bills with respect to freight. The presentation included items from the Administration's GROW America bill and the Senate's DRIVE Act.

**Mobility 21:** August 28, 2015

I was asked to participate on a panel at the Mobility 21 annual conference. They wanted to hear about "Redefining Mobility". The audience was made up of elected officials, consultants and State and local agency officials.

**Kate Galbraith/CALmatters:** September 1, 2015

I gave an interview to Kate Galbraith with CALmatters, a startup news organization that covers state policy issues on transportation funding in California. I discussed the importance of maintenance, pavement preservation and the challenges associated with transportation projects in metropolitan areas.

**DMV:** September 1, 2015

Linsey Willis and I spoke with Tim Corcoran with the DMV regarding current licensing regulations for autonomous vehicles. There is interest in purchasing a Connected Shared Autonomous Vehicle and we need to know the requirements for driving it on a public road.

**Presentation to Orinda City Council:** September 1, 2015

Ross Chittenden attended the Orinda City Council meeting to discuss the process for development of a Transportation Expenditure Plan for a possible 2016 transportation sales tax ballot measure.

**National Cooperative Highway Research Program (NCHRP):** September 2, 2015

As Chair of the NCHRP project panel – Policy and Planning Actions to Internalize Societal Impacts of CV and AV Systems into Market Decisions – I hosted a meeting to finalize the project vision and scope of work at CCTA's office. Fourteen transportation experts from all over the country traveled to CCTA for the meeting and a tour of GoMentum Station. Jack Hall organized and guided the tour for the attendees.

**State Route 4 Integrated Corridor Management:** September 2, 2015

\$200,000 in federal planning grant funds were secured as we received our E-76, or formally called an "Authorization to Proceed". The competitive grant we won was one of 13 grants issued by US DOT from over 40 applications nationwide. We competed with DOTs, Caltrans, MPOs, and other local agencies. Jack Hall is leading this project that will use state-of-the-practice Intelligent Transportation System technologies to enhance the effectiveness of the existing transportation along State Route 4 between State Route 160 and Interstate 80.

**GoMentum Station:** September 3, 2015

Honda Research Institute received agreement on their autonomous vehicle testing sub-license with the City of Concord. Honda plans to begin testing twice a week at GoMentum Station beginning September 21<sup>st</sup> through October.

**City of Walnut Creek:** September 3, 2015

Ross Chittenden, Linsey Willis, Martin Engelmann met with City Manager Ken Nordhoff and key staff to provide an update on the legislative issues both in Sacramento and Washington, DC. We also talked about the status of the CTP update, strategic plan and the potential 2016 ballot measure.

**Tech Series - Information Display Company:** September 4, 2015

Laura Knutson and Ken Martin from Information Display Company gave a presentation on their various Intelligent Transportation Systems devices and signs. There was a lot of interest in their products. Information Display Company offers signs that provide predictive travel times on local roads. They also have advisory speed signs for specific applications.

**Lennar Urban:** September 4, 2015

Jack Hall and I met with Kofi Bonner, President of the Bay Area Division of Lennar Urban. He was interested in our test facility at the CNWS. We also talked about City 5.0. He is working on several projects throughout the Bay Area.

**V2I Consortium Meeting:** September 10, 2015

The Executive Committee of the V2I Consortium met to get an update from the Chairs of the six technical working groups. There have been many meetings to begin formulating a rollout plan for the connected vehicles in the United States.

**EasyMile Company:** September 11, 2015

Jack Hall and I met with the CEO of the EasyMile Company. They build the Connected Shared Autonomous Vehicle. The product is working in the Netherlands, Italy, and France. They are located in France.



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CONTRA COSTA  
transportation  
authority

COMMISSIONERS

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Chair

Dave Hudson,  
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Tom Butt

David Durant

Federal Glover

Karen Mitchoff

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Robert Taylor

## MEMORANDUM

To: Anita Tucci-Smith, TRANSPAC  
Lisa Bobadilla, SWAT  
Jamar Stamps, TRANSPLAN, TVTC  
John Nemeth, WCCTAC  
Ellen Clark, LPMC

From:   
Randell H. Iwasaki, Executive Director

Date: September 18, 2015

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

At its September 16, 2015 meeting, the Authority discussed the following item which may be of interest to the Regional Transportation Planning Committees:

- 1. Transmittal of Recommended Project Lists to the Metropolitan Transportation Commission (MTC) for Inclusion in the 2017 Regional Transportation Plan (RTP).** In response to the 2017 RTP Call for Projects issued by MTC on April 29, 2015, Authority staff has worked with the Regional Transportation Planning Committees (RTPCs) and project proponents to develop a comprehensive list of projects for submittal to MTC. To receive future State or federal funding, a project must first be included in the RTP. Projects that impact the capacity of the transportation system must be listed individually in the RTP. The RTP also includes programmatic categories for projects that do not impact the capacity of the transportation system (e.g. pavement rehabilitation, safety projects, pedestrian/bicycle enhancement projects, etc.). Local jurisdictions, the RTPCs, and transit agencies submitted 211 projects/programs with a total cost of \$15.3 billion in Year of Expenditure (YOE) dollars and funding requests of \$8.1 billion. In addition, BART also submitted five region-wide projects with a cost of \$9.7 billion. The Authority's Technical Coordinating Committee (TCC) reviewed the proposed list at its August 27<sup>th</sup> meeting and recommended approval. *The Authority reviewed the*

Randell H. Iwasaki,  
Executive Director

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*proposed lists of projects and programs and will be asked at its October meeting to adopt the proposed lists for transmittal to MTC.*

**2. Recommended Transportation Investment Options for Analysis in the Updated Draft of the 2014 Countywide Transportation Plan (CTP) and the Recirculated Draft Subsequent Environmental Impact Report (SEIR).**

Authority staff is developing an updated Draft of the 2014 CTP and intends to publish the Draft CTP and recirculate a Draft SEIR for public review and comment in early 2016. The first 2014 Draft CTP was released in August 2014, and a Draft SEIR was released in September 2014. The previous Draft SEIR essentially evaluated the CTP, including the Comprehensive Transportation Project List (CTPL), which is a financially unconstrained list of projects and programs, and a “No Project” Alternative that would limit the plan to projects and programs with assured funding commitments. The scope of the recirculated Draft SEIR will include three financially constrained Transportation Investment Options. The updated SEIR will be developed in parallel with a potential Transportation Expenditure Plan (TEP) that the Authority could adopt in May 2016. Using the Authority’s Countywide Travel Demand Forecasting Model, preliminary analysis of the three options will begin in September 2015, while analysis of the Draft TEP will begin in November, after the Authority releases it for review. *The Authority authorized staff to proceed with Options A, B, C, and D which will later be identified, continue with the SEIR as recommended by Authority Counsel, and delete the note under Option C regarding the deletion of a project.*

# 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

September 18, 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 – September 10, 2015

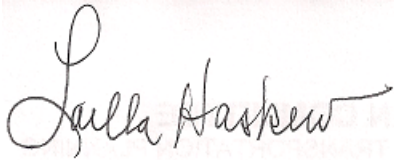
Dear Mr. Iwasaki:

At its meeting on September 10, 2015, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a report on the TRANSPAC TAC's progress on Line 20a program development and authorized the TAC to distribute the draft grant program to potential program applicants for review and comment.
2. Approved appropriation of Measure J Line 20a funds to grant recipients consistent with prior year disbursements, and requested that the CCTA update the existing Cooperative Agreements consistent with this recommendation and inform grantees that future funds would be subject to the new grant criteria/process.
3. Received 511 Contra Costa Program update June to September 2015 from Lynn Overcashier, Program Manager, 511 Contra Costa.

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  
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)  
Jamar I. Stamps, TRANSPLAN; Robert Taylor, Chair, TRANSPLAN  
Andy Dillard, SWAT; Don Tatzin, Chair, SWAT  
John Nemeth, WCCTAC; Janet Abelson, Chair, WCCTAC  
Danice Rosenbohm, CCTA  
June Catalano, Diane Miguel (City of Pleasant Hill)