

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda
THURSDAY, FEBRUARY 11, 2016

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.

ACTION ITEMS

3. **CONSENT AGENDA**
 - a. **Approve December 10, 2015 Minutes**

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

Attachment: December 10, 2015 Minutes

END CONSENT AGENDA

4. **UPDATE ON THE TRANSPORTATION EXPENDITURE PLAN (TEP).** At its December 16, 2015 meeting, the Authority approved a revised approach for development of a TEP which includes special meetings of the Authority Board, a revised strategy to re-engage the Expenditure Plan Advisory Committee (EPAC), and continuing engagement with Regional Transportation Planning Committees (RTPCs), cities and the County, other stakeholders, and members of the public. The revised approach is intended to allow the Authority to approve a Draft TEP for review and comment in March 2016 and to approve a proposed final TEP in May 2016. If desired, the RTPCs have an opportunity to revise their prior recommendations, as long as input is received by February 29, 2016. CCTA staff will present the item. *This will be a standing item on TRANSPAC agendas until April. (Hisham Noeimi, CCTA)*

ACTION: To be determined.

Attachments: (1) Memo dated January 25, 2016 Re: Consideration of a potential November 2016 ballot measure by the Contra Costa Transportation Authority (CCTA); (2) Options for the Growth Management Program in a Potential New Transportation Sales Tax Measure; *and for background, the following that had been provided to the TRANSPAC TAC for its TEP discussion*; (3) Memo dated January 7, 2016 Re: Potential November 2016 Ballot Measure; (4) CCTA Path to TEP Recommendation; (5) Letter to Chair of the CCTA Board dated January 6, 2016 from the East Bay Leadership Council; and (6) A Community Vision for a New Transportation Sales Tax.

5. **CONTINUED DISCUSSION OF THE REGIONAL TRANSPORTATION PLANNING COMMITTEE STRUCTURE:** *(Continued from the December 10, 2015 TRANSPAC agenda)*

ACTION: As determined.

6. **UPDATE ON 511 CONTRA COSTA TDM PROGRAM ADMINISTRATION AND DISCUSSION OF LONG-RANGE PLANNING:** Verbal update only for discussion and direction.

ACTION: As determined

7. **CONTINUED DISCUSSION OF THE TRANSPAC BUDGET:** *(Continued from the December 10, 2015 TRANSPAC agenda)*

ACTION: As determined

8. **CONTINUED DISCUSSION OF THE PACHECO TRANSIT HUB:** *(Continued from the December 10, 2015 TRANSPAC agenda)*

ACTION: As determined

9. **511 CONTRA COSTA PROGRAM STATUS**

- a. 2015 Year in Review *(Corinne Dutra-Roberts, Deputy Program Manager)*

Attachment: 2015 Year in Review

ACTION: As determined

INFORMATIONAL ITEMS

10. **TRANSPAC CCTA REPRESENTATIVE REPORTS:** Reports on January and February 2016 CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and the CCTA Board meetings (Members Pierce and Durant).
11. **CCTA EXECUTIVE DIRECTOR'S REPORTS REGARDING AUTHORITY ACTIONS/DISCUSSION ITEMS**

Attachments: CCTA Executive Director Randell H. Iwasaki's Reports dated December 16, 2015, and January 20, 2016.

12. ITEMS APPROVED BY THE AUTHORITY FOR CIRCULATION TO THE REGIONAL TRANSPORTATION PLANNING COMMITTEES (RTPCs) AND RELATED ITEMS OF INTEREST

Attachments: Letters to RTPCs from Randell H. Iwasaki dated December 17, 2015 for the December 16, 2015 Board Meeting, and January 25, 2016 for the January 20, 2016 Board Meeting.

13. TAC ORAL REPORTS BY JURISDICTION: Reports from Concord, Clayton, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available.

- TRANSPAC Status Letter dated December 14, 2015
- TRANSPLAN Summary Report dated December 11, 2015
- SWAT Summary Reports dated January 29, 2016, and February 5, 2016
- WCCTAC – No Report.

County Connection – **Fixed Route and LINK reports** may be downloaded at:
<http://cccta.org/public-meetings/agendas/os-January-2016>

CCTA Project Status Report may be downloaded at: <http://transpac.us/wp-content/uploads/2008/08/CCTA-Project-Status-Report.pdf>

The **CCTA Board meeting** agenda for the January 20, 2016 meeting may be downloaded at:
http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=740

The **CCTA Administration & Projects Committee (APC)** agenda for the January 7, 2016 meeting may be downloaded at: <http://us7.campaign-archive1.com/?u=da082ef52bc2b59f993a15a89&id=8f0a495e1c&e=165eabfa65>

The **CCTA Planning Committee (PC)** meeting on February 3, 2016 has been cancelled. The agenda for the January 6, 2016 meeting may be downloaded at:
<http://us7.campaignarchive1.com/?u=da082ef52bc2b59f993a15a89&id=859790cf81&e=165eabfa65>

14. AGENCY AND COMMITTEE REPORTS, IF AVAILABLE

15. FOR THE GOOD OF THE ORDER

16. ADJOURN / NEXT MEETING

The next meeting is scheduled for March 10, 2016 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

**REMINDER: FORM 700 IS DUE NO LATER THAN
APRIL 1, 2016**

EVEN IF FILED ELSEWHERE, THE TRANSPAC OFFICE STILL NEEDS A COPY OF THE FILING

TRANSPAC Meeting Summary Minutes

MEETING DATE: December 10, 2015

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

PLANNING COMMISSIONERS PRESENT: Dave Bruzzone, Clayton; Carlyn Obringer, Concord; Bob Pickett, Walnut Creek; and Diana Vavrek, Pleasant Hill

STAFF PRESENT: Robert Sarmiento, Contra Costa County; Corinne Dutra-Roberts, 511 Contra Costa; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Lynn Overcashier, 511 Contra Costa; Tim Tucker, Martinez

GUESTS/PRESENTERS: Hisham Noeimi, Engineering Manager, Contra Costa Transportation Authority (CCTA)

MINUTES PREPARED BY: Anita Tucci-Smith

1. Convene Meeting/Pledge of Allegiance/Self Introductions

The meeting was convened at 9:04 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 November 12, 2015 Minutes

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

Ayes: Bruzzone, Leone, Mitchoff, Obringer, Pickett, Pierce, Ross, Vavrek, Haskew
Noes: None
Abstain: None
Absent: Durant

END OF CONSENT AGENDA

4. **2015 Measure J Strategic Plan.** At its May 2015 meeting, the Contra Costa Transportation Authority initiated the update to the 2013 Strategic Plan. Authority staff will provide an update and seek concurrence on proposed fund programming changes to be done as part of the 2015 Strategic Plan. *(Hisham Noeimi, Engineering Manager, CCTA)*

Hisham Noeimi, Engineering Manager, CCTA, reported that the Strategic Plan was updated every two years to allow the CCTA to review its assumptions on future Measure J revenues, debt service costs, and projected expenditures to respond to fluctuations in economic conditions and project schedules, and with every update two more years were added to the horizon. Given the size of the CCTA's current construction program, the CCTA Board had instructed staff to augment the construction reserve by \$4 million to address unforeseen cost increases. As a result, there would essentially be no additional revenue to program for new or additional projects. He explained that the exercise related to cash flow only.

Mr. Noeimi noted the expectation that \$27 million in cash flow capacity would be available in the last two years of the 2015 Strategic Plan. A breakdown between the subregions had been based on each region's share of projects in the Expenditure Plan. Central County's share would be \$10 million.

Referring to the I-680/SR-4 Interchange Improvements, Phase 3 project, Mr. Noeimi stated the CCTA was moving forward with the exercise as if the project would be able to move forward. He explained that the TRANSPAC TAC had discussed the distribution of the \$10 million, and had agreed with the recommendation that \$3 million be dedicated to the Caldecott Tunnel, if needed; \$4.9 million would be dedicated to the I-680 Southbound Carpool Lane Completion in Walnut Creek between North Main Street and Livorna Road, which project was now fully funded because the Metropolitan Transportation Commission (MTC) had come up with \$24 million to cover the shortfall; he had recommended reserving \$2 million for the SR-4 ICM project if it was decided the project would proceed; and the remaining \$3.4 million would be dedicated to the I-680/SR-4 Interchange Phase 3 project assuming that project would be able to move forward.

With respect to the SR-4 ICM project, Mr. Noeimi advised that a grant had just been received to conduct a study and employ ICM technologies on Highway 4 from SR-160 to I-80. While \$200,000 in federal money had been received, the study would cost more than \$400,000. The TRANSPLAN Committee had approved a share to fund the study, to take place over the next year and a half. As a condition for receiving the grant, the CCTA would have to apply for money to deploy the recommendations that came out of the study. The CCTA would apply for \$6 million and there was a requirement that if getting that grant TRANSPAC would be asked to fund \$2 million as its share of the match consistent with what the TRANSPLAN Committee had committed. He expressed his hope that savings from the Caldecott Tunnel or other projects could help cover TRANSPAC's commitment. If none of the options worked, they would have to look at the existing list of projects. He took this opportunity to describe the kinds of things the ICM project would employ.

Mr. Noeimi explained that the projects would total \$13.6 million, higher than the \$10 million expected to FY 2020/21 for Central County. He added that the Alhambra Avenue Bridge in Martinez had \$3.6 million in excess funding which could be put on Pacheco Boulevard, which had a shortfall.

Director Leone confirmed with Mr. Noeimi the possibility that funds from a new sales tax measure could be allocated instead.

Director Leone asked about the details of the ICM program and suggested it would be helpful to be advised why it was important, to be able to understand the value of that program.

Mr. Noeimi advised that a presentation could be scheduled.

Director Pierce commented that the process would shift funds to different years. She reported that MTC had taken action yesterday to redirect \$27 million for the I-680/SR-4 Interchange Improvement project to the U.S. 101 Sonoma Narrows project because the I-680/SR-4 Interchange project was so underfunded, which would push that project further out.

Mr. Noeimi clarified that situation by explaining that two years ago the CCTA had negotiated a fund exchange with MTC for the I-680/SR-4 Interchange Improvement project where \$27 million in Measure J funds would be used in return for \$27 million in State Transportation Improvement Project (STIP) money, which had helped with the cash flow. Given that the California Transportation Commission (CTC) was not allocating any STIP funds for the next year or two, MTC had backed out of that agreement, had kept the money, and had moved it to the U.S. 101 Sonoma Narrows project to extend a carpool lane. He added that even if the money was available, the City of Concord had been expected to request a delay in the project, which still had a \$38 million shortfall.

Director Pierce emphasized that the \$27 million had not been lost; it was just being invested differently.

Lynn Overcashier asked if there was any concern for a backlash from the community if conducting ICM improvements along Highway 4 before the interchange had been completed. She was concerned how that might be perceived, particularly if going out for authorization for another half-cent sales tax, and suggested the public would have to be informed of the benefit.

On motion by Director Pierce, seconded by Director Leone to approve the proposed fund programming changes as part of the 2015 Strategic Plan. The motion carried by the following vote:

Ayes:	Bruzzone, Leone, Mitchoff, Obringer, Pickett, Pierce, Ross, Vavrek, Haskew
Noes:	None
Abstain:	None
Absent:	Durant

The Board thanked Mr. Noeimi for the presentation.

5. **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.

Director Pierce recommended that the item be a standing item on TRANSPAC agendas until further notice. With respect to the CalPERS issue, she reported that CalPERS had now determined that 511 Contra Costa employees had been Pleasant Hill employees all along. As a result of that determination, she commented that all employees now felt more comfortable that their retirement provisions were intact and they were technically employees of the City of Pleasant Hill. She noted that the management issue still had to be worked out and until that had been done Pleasant Hill would continue to provide management pending more discussion.

Director Pierce stated that she had been approached to think about the concept of whether or not the 511 Transportation Demand Management (TDM) Program that took care of all TDM requirements for all agencies should be part of a unified County program overseen by the CCTA, or run by a consulting firm. She suggested that was something to consider along with how to run the TRANSPAC program. In the absence of the former TRANSPAC Manager, which position had been assumed by a three-person committee in the interim, there was a need for someone to do the administrative work, and particularly the bill paying for the TRANSPAC Committee. She added that the issue of who would oversee the 511 Contra Costa employees for personnel reviews and the like would also need to be determined, along with whether a manager was needed or a transition to a different format. She asked the TAC to do more thinking about the structure and administration and agreed with the TAC's recommendation to proceed as they had been doing.

Director Pierce advised of another issue that needed to be addressed given the passage of AB743, which disallowed levels of service (LOS) to be used in the Countywide Transportation Plan (CTP) as a measurement tool. She explained that all of the Action Plans in Contra Costa County were impacted by that legislation, and in order to be in compliance with State law the Action Plans would have to be modified. The issue was that the CTP was intended to go forward in tandem with an Expenditure Plan, to be adopted at the same time, although the guidelines for AB743 had not been written yet and would not be available until March 2016. She referred to past Action Plans and noted that relative rewrites had taken six months and this would be a major overhaul. Rewriting the Action Plans in time to be recorded by June 2016 did not look reasonable, and the CCTA might have to make the decision to recouple the two again and allow the Action Plans to drive the timing for the CTP. The concern was compliance with State law. The intent right now was to continue on with the Expenditure Plan. She recommended foregoing the TRANSPAC meeting in January, as was the custom, and returning in February and relying on TAC staff to help them through in the meantime.

Director Leone expressed concern with the lack of an administrative manager because it put a burden on the electeds to supervise and oversee employees. As a result, he supported a model similar to the other RTPCs.

Director Ross noted that Martinez was dealing with something similar with respect to CalPERS. He too supported a consistent structure of management.

Director Pierce referenced the previous discussions of hiring a consultant to do the oversight, and had even recruited, although the PERS issues had not been resolved and would have required a PERS employee, which had added to the long-term cost.

Director Mitchoff did not disagree with the need for an administrator but commented that when TRANSPAC had last recruited there had not been a large number of applicants. She suggested that would have to be addressed in February. She verified that there was time to address the Action Plan revision requirement, suggested another recruitment needed to be pursued to allow those interested to reapply, noted that there were some who had retired from the County since that time who had the skills and desire to provide that service, and asked if the Request for Proposal (RFP) should be issued after the first of the year to see what kind of candidates might apply.

Director Pierce recommended a careful review of the RFP prior to issuance.

Director Mitchoff wanted the RFP to go out either for a private individual or for a consulting firm, to be re-circulated to allow a more informed conversation by TRANSPAC in February.

On the discussion, there was no desire to replicate the WCCTAC model.

Lynn Overcashier, Program Manager, 511 Contra Costa, explained that it had been three years since the original determination by CalPERS, which had been excruciating for 511 Contra Costa employees. She commended Corinne Dutra-Roberts and her staff who had done a yeoman's job in continuing the 511 Contra Costa programs. She emphasized that 511 Contra Costa had a national reputation that the TRANSPAC Board should be proud of, and she hoped that would continue. She also noted that 511 Contra Costa staff had received no COLAs in three years, or anything else, and she asked that the employees be made whole through the process. She asked for the Board's support in that regard.

On behalf of the Board, Chair Haskew thanked 511 Contra Costa staff for all their work during this difficult process.

Director Pierce acknowledged that the 511 Contra Costa programs had been well done, were valuable, and regardless of how TDM was to be managed countywide, those programs would need to continue.

6. TRANSPAC Budget Discussion. There is a need to consider the 2015/16 TRANSPAC Budget.

Director Pierce explained that there was money in the bank that would allow TRANSPAC to operate for a few months.

Director Pierce recommended a discussion in February to allow TRANSPAC to determine what it wanted to do. She also recommended consideration of a two-year budget, with one invoice to be sent to the jurisdictions. She commented that the 2016 budget could be short-term with another budget considered for 2017, and explained that the budget could be amended once management had been determined.

Tim Tucker advocated for a line item in the next budget for maintenance of the Pacheco Transit Hub to allow TRANSPAC to continue to pay its fair share. He explained he was still trying to get money from TRANSPLAN and other organizations for that park and ride. While TRANSPAC had committed up to \$10,000 annually, the City of Martinez was managing at about half that cost.

Director Ross described the Pacheco Transit Hub as an interesting state-of-the-art project that was filled every day although no buses were running to it and it was not being used as envisioned.

In response to a concern for trash and debris at the site, Mr. Tucker explained that part of the contract was to pick up litter.

Director Pierce suggested that buses could be programmed in the next transportation measure. She recommended an action item on the February agenda to pay the maintenance bill for the Pacheco Transit Hub as part of next year's budget.

Ray Kuzbari clarified that the Pacheco Transit Hub was still being discussed by the TAC.

- 7. Study Session Regarding Rotation of TRANSPAC CCTA Representatives.** At the TRANSPAC meeting on November 12, 2015, Vice Chair Leone requested a discussion to rotate TRANSPAC CCTA representatives in the future.

Director Leone noted that in the past 18 years, there had been only three different individuals/cities to have served on the CCTA Board from TRANSPAC, while in the last eight years the other RTPCs had each had four different representatives. While not a question of the quality of representation, he stated there was an issue of equality and rotation would allow all cities to participate and allow a more robust organization, build knowledge, build regional relationships, and build leadership skills. He had represented the local RTPC both as a Planning Commissioner and as a Councilmember for the last nine years, had served in public office for the last 21 years, and would be willing and able to fulfill the CCTA's planning requirements. He suggested that for 23 years the largest city in the County had been blocked from serving on the CCTA, and with the development of the Concord Naval Weapons Station (CNWS), it would become even more important that Concord be represented on that body.

Director Mitchoff verified that the cities of Clayton, Pleasant Hill, and Walnut Creek had representation on the CCTA Board from TRANSPAC. She had no problem with a rotational consideration, and had no stake in the process because she already had a seat at the CCTA for the County. Her concern was for the experience or inexperience of representatives as a result of any rotational policy, and she wanted to ensure flexibility to make certain that TRANSPAC continued to be well represented.

Director Leone stated that he had no plan for the best way to create a rotational system; he had looked at other RTPCs for the way they had selected CCTA representatives and noted how that had been done. He agreed with the need to maintain flexibility, but suggested that the current system was not working and he asked what could be done to make it more equitable.

Director Mitchoff verified that the next representative would be selected in 2017. She sought an informal resolution to the issue.

Chair Haskew explained that the City of Walnut Creek could make the same claim. She stated the current process had worked really well in that the two people who had been selected as CCTA representatives had really gotten the concept of a regional process and did not vote locally, but regionally, to represent all TRANSPAC regions. Those two representatives also understood the issues and represented the region at a higher level than most, had the passion and skill for the job, and understood the obligation of their representation. She felt strongly that forcing a rotational system would not serve TRANSPAC well.

Director Ross added that Director Pierce had served well and was knowledgeable, and there was a system in place to allow for that representation, and it was to lobby for that position. He did not see a reason to change the system beyond the usual voting process, did not see a need to force a change, and supported an elected change in all sense of the word.

Director Leone stated he was not wed to any particular type of formula, but as partners each jurisdiction needed to share and all have the same sense of feeling as equal partners. He was happy to wait for his turn and sought equity in the CCTA representation.

Director Ross noted that some cities had term limits and some did not, and the institutional knowledge long-term representatives provided was very important.

- 8. 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).

Director Pierce reported that the APC meeting had been cancelled.

Director Mitchoff highlighted the discussions at the Planning Committee meeting.

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

CCTA Executive Director Randell H. Iwasaki's Report dated October 21, 2015 had been included in the Board packet.

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

The letter to RTPCs from Randell H. Iwasaki dated September 18, 2015 for the September 16, 2015 Board Meeting had been included in the Board packet.

11. TAC Oral Reports by Jurisdiction

There were no reports.

12. Agency and Committee Reports

The available reports had been included in the Board packet.

13. For the Good of the Order

Director Ross acknowledged the retirement of 511 Program Manager Lynn Overcashier, commended her for all her work, and wished her well in the future.

Diana Vavrek also recognized Ms. Overcashier for her work, particularly with the League of California Cities where Ms. Overcashier had been active for many years and would be sorely missed.

Chair Haskew concurred that Ms. Overcashier's retirement would be a significant loss to the organization.

14. Adjournment

The meeting was adjourned at 10:23 A.M. The next meeting of the Board is scheduled for February 11, 2016 at 9:00 A.M. in the City of Pleasant Hill Community Room unless otherwise determined.



MEMORANDUM

Date: Monday, January 25, 2016

RE: Consideration of a potential November 2016 ballot measure by the Contra Costa Transportation Authority (CCTA)

The CCTA Board is discussing a potential half-cent transportation sales tax that could raise \$2.3 billion over 25 years to help implement our transportation and general plans. Based on experience, this is money that could be leveraged to secure additional funding.

What the voters approved as Measure C in 1988 and as Measure J in 2004 included both a Transportation Expenditure Plan (TEP) and a Growth Management Program (GMP), and any potential new ballot measure will follow a similar structure to define the use of the potential new sales tax revenue and the associated policies that will govern those expenditures.

Overview of the process

The CCTA Board started this process at its meeting in March 2015 by directing staff to work towards development of a possible TEP to be considered for placement on the ballot in November 2016 or a later general election. The decision on whether a TEP is placed on the November 2016 ballot will not occur until July.

Developing a TEP requires involvement of a number of key stakeholders and the public through a variety of means. The plan approved by the CCTA Board solicits input through the following three primary tracks:

1) Regional Transportation Planning Committees (RTPCs)

In June 2015, CCTA requested that each RTPC provide its recommendation for funding for the portion of future sales tax revenue that could be made available to the RTPC region. Each RTPC provided its recommendation on projects and programs to CCTA in August 2015, but no policy changes were brought forward with these recommendations.

2) Contra Costa Residents (Public)

CCTA established a robust and award-winning public engagement program for the Countywide Transportation Plan (CTP) and built upon the participation developed through that process for continued public engagement on the TEP. CCTA also conducted two public opinion polls, one related to the CTP and another to test various scenarios of combined ballot proposals among the CCTA, Contra Costa County and the Bay Area Rapid Transit District (BART).

3) Expenditure Plan Advisory Committee (EPAC)

At its May 2015 meeting, the CCTA Board approved the formation of the EPAC and subsequently appointed individuals to establish membership of the EPAC. The committee membership is intended to represent a balance of stakeholders (defined by stakeholder categories) that reflect the broad range of issues and interests in Contra Costa.

The EPAC has held a number of meetings since June 2015 to receive information about critical funding needs in Contra Costa and to discuss transportation-related matters such as the relationship of transportation and land use, impacts on climate as a result of transportation and greenhouse gas emissions, and other topics. The EPAC is continuing to meet to advise CCTA on these critical issues.

Where we are in the process:

Time is running out for a November 2016 ballot measure. Therefore, CCTA is holding a series of special meetings, which will occur twice a month to create a DRAFT TEP, which could potentially include modifications to the GMP currently in place under Measure J. CCTA is using an approach that hosts multiple conversations with our various stakeholders (RTPCs, Public Managers' Association, EPAC, cities, citizens, etc.) concurrently to provide the CCTA Board with multiple viewpoints for critical decisions.

The CCTA Board held its second special meeting on January 20, 2016 and discussed many important topics to find common ground among all stakeholders.

Following are highlights from the January 20, 2016 CCTA special meeting:

Review and Discussion of Policy Options for Contra Costa County's Growth Management Program (GMP):

At its regular meeting on January 20, 2016, the CCTA Board decided to elect Don Tatzin as Chair for the Special Meetings of the CCTA Board regarding the potential TEP.

Chair Tatzin facilitated the meeting, which included a staff overview of the agency's current Measure J GMP, including baseline measures for evaluation, and revisions to several elements of the GMP proposed by a coalition of environmental, social justice, labor and other key stakeholder groups. The staff report was followed by Public Comments and a discussion by the Board. Attachment A to this document outlines the existing GMP components included in Measure J, options proposed by different stakeholders, and a summary of the discussion among Board members.

Topics that require further discussion:

All items related to the GMP remain open and will be the subject of further discussions with the EPAC. RTPCs and the Public Managers' Association will be allowed to provide input as well.

The following topics are slated for discussion at the next Special Board Meeting for a Transportation Expenditure Plan, scheduled for February 3, 2016 or subsequent meetings:

- Local Streets: Maintenance & Improvements funding (often referred to as "Return to Source" funding)
- "Complete Streets" Funding and Criteria (Complete Streets are roads that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.)
- A summary of key outcomes of the Expenditure Plan Advisory Committee (EPAC) meeting on January 27, 2016
- The Urban Limit Line, pending additional information/presentation by key stakeholders

Additional policy topics will be further developed and considered at future special meetings. A list includes Advance Mitigation Program, incentive for infill development,

Accountability Measures/Taxpayers' Protections, Transit and Mobility Management/Accessible Services, Equity and Social Justice and finally the Expenditure Plan – Funding Categories, Definitions, Amount and Eligibility Requirements.

Next steps:

The Contra Costa Transportation Authority Board will continue to meet semi-monthly for several months with a goal to compile and release a DRAFT TEP in March, with presentations to city councils on the DRAFT plan beginning in April. Feedback will help CCTA craft a final TEP with a goal of having formal approval by cities and the County Board of Supervisors by July 2016.

In the meantime, CCTA will provide monthly updates at the Mayors Conference, to the RTPCs, Public Managers' Association meetings and elsewhere upon request.

CCTA heartily encourages you to report on our progress during your City Council meetings, RTPC meetings, Public Managers or CCEAC meetings, etc. so that all Council members, staff and the public will receive updates and provide feedback to CCTA as we move forward.

Options for the Growth Management Program in a Potential New Transportation Sales Tax Measure

Information Only - Summary Outcome of January 20, 2016 Special CCTA Board Meeting

<i>GMP Component</i>	<i>Option 1 Retain Policies in Existing Measure J</i>	<i>Option 2 Revise / Add Policies included in Community Vision document</i>	<i>Option 3 Additional Policy Options</i>	<i>January 20, 2016 CCTA special meeting outcome</i>
EXISTING COMPONENTS				
1. Adopt a Growth Management Element (GME)	Jurisdictions must adopt a General Plan GME that substantially complies with the Authority's Model GME	Same as Option 1	Same as Option 1	Keep requirement for GME as part of overall GMP checklist as a requirement to receive Local Road Maintenance and Improvement funds (aka Return to Source). However, consider changes to existing components or potentially add components on a case by case basis.
2. Adopt a Development Mitigation Program	Jurisdictions must participate in both a local and a regional mitigation program where the traffic impacts of proposed new development projects are evaluated, and transportation impacts are mitigated through fees and in-kind contributions	Same as Option 1	Add requirement that jurisdictions and RTPCs must consider the effect of fees or other mitigations on the total fee "load" on new development	No consensus to change requirement for local and regional mitigation programs.

<i>GMP Component</i>	<i>Option 1 Retain Policies in Existing Measure J</i>	<i>Option 2 Revise / Add Policies included in Community Vision document</i>	<i>Option 3 Additional Policy Options</i>	<i>January 20, 2016 CCTA special meeting outcome</i>
3. Address Housing Options	<p>Jurisdictions must:</p> <ul style="list-style-type: none"> - Demonstrate reasonable progress towards providing housing opportunities for all income levels - Assess the impacts of their land use decisions on the transportation system <ul style="list-style-type: none"> - Consider the needs of pedestrians, bicyclists and transit in the review of new development 	<p>Split this component into two parts:</p> <ol style="list-style-type: none"> 1. Jurisdictions must maintain a State-approved housing element and demonstrate progress in providing housing for all income groups 2. Jurisdictions must adopt complete streets policies, standards and procedures to ensure that new development and transportation improvements that meet the needs of all users 	<p>Add requirement that jurisdictions must:</p> <ul style="list-style-type: none"> - Maintain a State-approved housing element and demonstrate and monitor progress in providing housing for all income groups 	<p>General discussion that jurisdictions already perform many of the items suggested in the Community Vision document (adopt Complete Streets policies, maintain State-approved housing element, etc.). General discussion that a revised Transportation for Livable Communities program may provide alternatives to incentivize infill (see more discussion below).</p>

<i>GMP Component</i>	<i>Option 1 Retain Policies in Existing Measure J</i>	<i>Option 2 Revise / Add Policies included in Community Vision document</i>	<i>Option 3 Additional Policy Options</i>	<i>January 20, 2016 CCTA special meeting outcome</i>
4. Participate in an On-Going Cooperative, Multi-Jurisdictional Planning Process	<p>Jurisdictions must work with the RTPCs and the Authority to standardize models and evaluation methodology, assess performance of Regional Routes, and develop a CTP.</p> <p>Jurisdictions must also develop Action Plans for Routes of Regional Significance that establish performance measures for Regional Routes, with exemptions for Transit Oriented Development and Priority Development Areas, consistent with Authority guidelines, and assess the impacts of proposed new development projects and General Plan Amendments (GPAs) on achievement of performance measures</p>	Modify the Action Plan requirements to prohibit the use of performance measures that use level of service or vehicle delay, and replace with a vehicle-miles-travelled measure.	Same as Option 1	General discussion that the Authority eliminated LOS from the Growth Management Program in Measure J (previously included in Measure C). Furthermore, the Authority is monitoring the development of guidelines being developed by the State Office of Planning and Research (OPR) and that LOS is being removed from technical procedures relative to Action Plans required to be developed as part of Countywide Transportation Plan (see December 2015 Authority meeting agenda).

<i>GMP Component</i>	<i>Option 1 Retain Policies in Existing Measure J</i>	<i>Option 2 Revise / Add Policies included in Community Vision document</i>	<i>Option 3 Additional Policy Options</i>	<i>January 20, 2016 CCTA special meeting outcome</i>
5. Adopt an Urban Limit Line (ULL)	Each jurisdiction must adopt and continuously comply with an applicable voter-approved ULL	Maintain the current requirement <i>but</i> eliminate or reduce the 30-acre exemption	Same as Option 1	<p>General discussion on the ULL. The Community Vision proposal (modification or elimination of the provision in the County's ULL that allows 30-acre adjustments without voter approval) will continue to be reviewed with the Expenditure Plan Advisory Committee (EPAC) before any significant discussion with the Authority is conducted. Authority members requested additional information regarding the use or potential use of the 30-acre exemption.</p> <p>Regarding a discussion about limits to development outside the ULL by special districts, it was noted that the Authority does not have the ability to require special districts to conform to CCTA policies and that it could not clarify which public services could be provided outside of any ULL.</p>
6. Develop a Five-Year Capital Improvement Program (CIP)	Jurisdictions must develop and regularly update a CIP	Same as Option 1	Same as Option 1	No discussion

<i>GMP Component</i>	<i>Option 1 Retain Policies in Existing Measure J</i>	<i>Option 2 Revise / Add Policies included in Community Vision document</i>	<i>Option 3 Additional Policy Options</i>	<i>January 20, 2016 CCTA special meeting outcome</i>
7. Adopt a Transportation Systems Management (TSM) Ordinance or Resolution	Jurisdictions must adopt an ordinance or resolution consistent with Authority model	Same as Option 1	Same as Option 1	No discussion
NEW COMPONENTS				
Incorporate "Anti-Displacement" Housing Policies	Not Required	Require local jurisdictions to adopt Anti-Displacement Policies	Same as Option 1	General discussion to consider making anti-displacement policies and eligibility for funding to be a "regional choice" option for the Regional Transportation Planning Committees (RTPCs).
Allocation Formula for Return-To-Source Funding	50% population and 50% road miles	Use MTC's OBAG formula	Maintain the existing formula but provide "bonus" funding to jurisdictions that better achieve their RHNA targets	General discussion leaning towards maintaining current formula based on population / lane miles.

<i>GMP Component</i>	<i>Option 1 Retain Policies in Existing Measure J</i>	<i>Option 2 Revise / Add Policies included in Community Vision document</i>	<i>Option 3 Additional Policy Options</i>	<i>January 20, 2016 CCTA special meeting outcome</i>
Prohibit "Sprawl-Inducing" Projects	Not Required	The Authority would review all transportation improvements using Measure J or grant funding allocated by the Authority to ensure that those investments do not induce sprawl and achieve livable, walkable, and affordable communities	Same as Option 1	Not discussed in detail.
Adopt an Agricultural Protection Ordinance	Not Required	Jurisdictions with prime agricultural soil, important farmland, or designated grazing land within their planning area must adopt an agricultural protection ordinance to mitigate the conversion of, or impacts on, these lands	Same as Option 1	No discussed in detail.

<i>GMP Component</i>	<i>Option 1 Retain Policies in Existing Measure J</i>	<i>Option 2 Revise / Add Policies included in Community Vision document</i>	<i>Option 3 Additional Policy Options</i>	<i>January 20, 2016 CCTA special meeting outcome</i>
Require the adoption of new program standards	Not Required	<p>Jurisdictions must adopt:</p> <ul style="list-style-type: none"> - Hillside development ordinance - Ridgeline protection ordinance - Open space system with major ridgelines defined - Protection of wildlife corridors - Plan to conserve buffers around open space and agriculture - Prohibitions on culverting "blue-line" creeks for anything more than road crossings in the shortest length possible - Prohibitions of development of major subdivisions, urban development, or urban services allowed in non-urban Priority Conservation Areas 	<p>Jurisdictions must adopt:</p> <ul style="list-style-type: none"> - Policies that allow reductions in the required parking - Policies and clear standards and procedures to minimize project review in designated PDAs and other infill sites 	<p>General discussion that many of the proposed policies are often included in adopted General Plans or that many do not apply to all jurisdictions (such as ridgeline ordinances). While good practices, there was no consensus to add to the GMP checklist as a requirement to receive Local Road Maintenance and Improvement funds (aka Return to Source).</p>



MEMORANDUM

Date: Thursday, January 7, 2016

RE: Consideration of a potential November 2016 ballot measure by the
Contra Costa Transportation Authority (CCTA)

The CCTA Board is discussing a potential half-cent transportation sales tax that could raise \$2.3 billion over 25 years to help implement our transportation and general plans. Based on experience, this is money that could be leveraged to secure additional funding.

What the voters approved as Measure C in 1988 and as Measure J in 2004 included both a transportation expenditure plan and a growth management program, and any potential new ballot measure will follow a similar structure to define the use of the potential new sales tax revenue and the associated policies that will govern those expenditures.

Overview of the process

The CCTA Board started this process at its meeting in March 2015 by directing staff to work towards development of a possible Transportation Expenditure Plan (TEP) to be considered for placement on the ballot in November 2016 or a later general election. The decision on whether a TEP is placed on the November 2016 ballot will not occur until July.

Developing a TEP requires involvement of a number of key stakeholders and the public through a variety of means. The plan approved by the CCTA Board solicits input through the following three primary tracks:

1) **Regional Transportation Planning Committees (RTPCs)**

In June 2015, CCTA requested that each RTPC provide its recommendation for funding for the portion of future sales tax revenue

that could be made available to the RTPC region. Each RTPC provided its recommendation on projects and programs to CCTA in August 2015, but no policy changes were brought forward with these recommendations.

2) Contra Costa Residents (Public)

CCTA established a robust and award-winning public engagement program for the Countywide Transportation Plan (CTP) and built upon the participation developed through that process for continued public engagement on the TEP. CCTA also conducted two public opinion polls, one related to the Countywide Transportation Plan and another to test various scenarios of combined ballot proposals among the Authority, Contra Costa County and the Bay Area Rapid Transit District (BART). .

3) Expenditure Plan Advisory Committee (EPAC)

At its May 2015 meeting, the CCTA Board approved the formation of the EPAC and subsequently appointed individuals to establish membership of the EPAC. The committee membership is intended to represent a balance of stakeholders (defined by stakeholder categories) that reflect the broad range of issues and interests in Contra Costa.

The EPAC has held a number of meetings since June 2015 to receive information about critical funding needs in Contra Costa and to discuss transportation-related matters such as the relationship of transportation and land use, impacts on climate as a result of transportation and greenhouse gas emissions, and other topics. The EPAC is continuing to meet to advise CCTA on these critical issues.

Where we are in the process:

Time is running out for a November 2016 ballot measure. Therefore, CCTA is holding a series of special meetings, which will occur twice a month to create a DRAFT Transportation Expenditure Plan, which could potentially include modifications to the growth management program currently in place under Measure J. CCTA will also be utilizing an approach that hosts multiple conversations with our various stakeholders (RTPCs, Public Manager's Association, EPAC, cities, citizens, etc.) concurrently to provide the CCTA Board with multiple viewpoints for critical decisions.

Last night we had the first direct discussion between the CCTA Board and several EPAC members, who raised many important topics and set us on a path towards finding common ground.

Here are highlights from last night's meeting:

Areas of Agreement:

Through a high-level, facilitated discussion we were able to come to agreement on the following general concepts:

- Recognition that any new potential ballot measure must be compatible with the intent of AB32, SB375, and current state law.
- There is a need to fund alternatives to single occupant vehicles – sidewalks, bikeways, and complete streets for walking and bicycles; BART, buses, other mass-transit.
- It is important to keep the current system of transit and roadways working well, consistent with a fix-it-first policy, which is popular with the public. However, the Authority should carefully evaluate new projects that could increase Greenhouse Gas emissions (GHGs) and look to ways to mitigate this effect.
- Awareness that unlike prior measures, rapid changes in technology provide opportunities, which are just beginning to emerge. With a proposed 25-year measure, we need to include enough flexibility to remain nimble and responsive to new transportation technologies.

Topics that require further discussion:

New issues emerged last night, which will be further developed and considered at future meetings. These issues included whether to retain or strengthen the current Urban Limit Line (ULL) policy, consideration of additional Return to Source requirements, the relationship between transportation investments and job creation and housing initiatives, and many other topics.

Next steps:

The Contra Costa Transportation Authority board will continue to meet semi-monthly for several months with a goal is to compile and release a DRAFT Transportation Expenditure Plan in March, with presentations to city councils on the DRAFT plan beginning in April. Feedback will help CCTA craft a final TEP with

a goal of having formal approval by cities and the Board of Supervisors by July 2016.

In the meantime, CCTA will provide monthly updates at the Mayors Conference, to the RTPCs, Public Managers Association meetings and elsewhere upon request.

CCTA heartily encourages you to report on our progress on this during your City Council meetings, RTPC meeting, Public Managers or CCEAC meeting, etc. to update all Council members, staff and the public and to provide feedback to CCTA as we move forward.

PATH TO TEP RECOMMENDATION

	DEC 2015	JAN 2016	FEB 2016	MAR 2016	APR 2016	MAY 2016	JUN 2016	JULY 2016	AUG 2016
	DEVELOP DRAFT TEP			REVIEW DRAFT TEP		FINAL TEP			
CCTA BOARD MEETINGS/ SPECIAL MEETINGS		Discuss TEP issues	Discuss TEP issues	Review and release Draft TEP		Approve Final TEP for circulation to the Cities and Board of Supervisors		Approve Final TEP, Adopt Ordinance, Request BOS to place on ballot	
EPAC MEETINGS	EPAC Subgroup Meetings	EPAC develops TEP recommendation			Review and Comment on Draft TEP				
RTPCs MEETINGS	RTPCs Subgroup Meetings	RTPCs submit revised TEP recommendations if desired			Review and Comment on Draft TEP				
CITIES & COUNTY					Review and Comment on Draft TEP	Cities/BOS Approval of TEP			BOS Approves Measure for Placement on the Ballot
PUBLIC OUTREACH				Polling			Polling		



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Sharon Jenkins
John Muir Health

Vice President – Communications

Peggy White
Diablo Regional Arts Association

Vice President – Membership

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Terry Bowen
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Immediate Past Chair

Keith Archuleta
Emerald HPC International, LLC

President & CEO

Kristin B. Connelly

January 6, 2016

The Honorable Julie Pierce
Chair, Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Chairperson Pierce:

As the Contra Costa Transportation Authority continues its consideration of a potential sales tax measure to fund improvements to the County's transportation infrastructure, the East Bay Leadership Council (EBLC) appreciates the opportunity to provide feedback on this process. Several of EBLC's members are represented on the Expenditure Plan Advisory Committee (EPAC), providing us with a wide-ranging perspective on the process and the essential elements for a successful measure.

In October of 2014, EBLC sent a letter to your predecessor, Kevin Romick, encouraging the CCTA to draft the Countywide Transportation Plan (CTP) in a way that ensured it would create an aspirational transportation vision to support a thriving business community and contribute to the economic development of the entire region. Similarly, any draft expenditure plan should maintain its focus on increasing mobility in a manner that will meet the needs and desires of voters and residents of Contra Costa County.

As I have stated publicly throughout the EPAC process, any Expenditure Plan should fund the following major improvements to our transportation infrastructure:

- **Mt. Diablo Loop Plan:** Four legs comprise the loop around Mount Diablo connecting residents to job centers: Highway 4; the connection between Highway 4 and I-580; I-580; and I-680. We need a plan to identify the improvements necessary to complete this loop and provide efficient mobility around Mount Diablo. The work to produce a plan should be fully funded by the new measure so that it can serve as a basis for leveraging outside funding sources with new measure capital funds. The Plan should consider the use of tolling, express lanes, autonomous vehicles, transit such as rapid bus lines, and ITS infrastructure. The plan should determine a cost-effective way to increase corridor person trips without large, capacity increasing projects.
- **I-680:** Sufficient funding to implement the recommendations of CCTA's 680 Corridor Study which is underway. Given the results of CCTA's polling, as well as public input through the Authority's public outreach process, the amount of money allocated to the project should be on the order of 10% of the total revenue. This project has the potential to serve as a 'marquee project' as the Caldecott 4th Bore was for Measure J in 2004.
- **East County Corridor Improvements:** The measure should include sufficient funding to improve the connection between the newly completed Highway 4 (formerly Highway 4 Bypass) and I-580. The measure should not specify which corridor should be selected (Vasco or Byron Hwy), but should include measures related to advance mitigation, as well as access controls to protect against growth inducement beyond the urban limit lines.
- **80 Corridor –** The measure should include funding sufficient to implement the recommendations of the West County 80 Corridor Study, which could serve as an additional marquee project.

Transportation and land use policy are both critically important to our region and inextricably

linked. To succeed, any potential measure must make clear, predictable, and meaningful improvements to mobility, especially along the most congested corridors such as I-680; address deferred maintenance on local streets; and utilize advanced technology to accommodate future demand, while maintaining a clear commitment to established environmental policies supported by EBLC as well as local, state and federal regulations. The EBLC looks forward to continuing to work with you towards this important goal.

Warmest regards,

A handwritten signature in blue ink that reads "Kristin Connelly". The signature is written in a cursive, flowing style.

Kristin Connelly
President and CEO

A Community Vision for a New Transportation Sales Tax

Prepared by a growing coalition of environmental, labor, transportation, housing, social justice, faith, civic, and other public interest groups representing Contra Costa voters.

[January 6, 2016]

The Contra Costa Transportation Authority (CCTA) is expected to seek voter approval for a new ½ cent transportation sales tax in 2016. If approved, this measure could raise more than \$2 billion dollars over 30 years. Experience shows that a plan will only pass if it is developed with an extensive public process that draws the nearly full and unanimous support of the community.

A revised draft Countywide Transportation Plan and revised draft Environmental Impact Report have yet to be completed. Decision-makers, residents, and organizations need to see these documents to appropriately plan for future transportation investments. Without this planning, the process to achieve consensus on a variety of vision and policy goals will be considerably more difficult.

We see the following as the major planning issues facing Contra Costa County:

- Ever-increasing traffic, the direct result of land use decisions and induced demand.
- A pressing demand for new homes and jobs within our cities and towns where residents and employees of all incomes have access to safe and convenient transit, walking, and biking networks, reducing single-occupant driving and greenhouse gas emissions.
- The need to dramatically increase funding for transit and enhance the existing transit system for peak performance.
- Growing threats to our natural and agricultural lands, requiring stronger protections and investments.
- An economic imperative to create quality jobs closer to home.

Much has changed since Contra Costa County last passed a transportation measure. When past funding measures were approved in 1998 and 2004, Contra Costa County did not face state mandated reductions in greenhouse gas emissions from transportation. The intersection between land use, transportation, conservation, social equity, health, and economic prosperity was less well understood. Voters today expect more than business as usual or incremental change. Any funding measure must be transformational. We must prioritize plans and investments that change the current dynamic and stay accountable to the public.

To achieve a transformative plan, we share the following vision:

Vision for Contra Costa County:

Any new investments in Contra Costa County's transportation system should be transformational, advancing the County's ongoing transition to a place where all residents have a variety of transportation choices to meet their daily needs. New funds should provide an alternative to traffic congestion, protect the climate, and improve mobility by creating a more balanced, multimodal system that supports transit, walking, and biking as primary modes of transportation. These investments should promote equitable, sustainable development that is well served by transit, create quality local jobs, and protect the agricultural and natural lands that make our region so special.

Incentivizing Sustainable, Equitable Development: Contra Costa should incentivize infill development for people of all incomes near transit - with a priority for affordable housing - and protect existing residents from displacement. Affordable housing near transit is widely known as a highly effective climate protection strategy, promotes increased transit ridership and should be additionally incentivized in all communities. Sales tax revenue and related grant programs that provide funding for cities to build Transit Oriented Development (TOD) must be conditioned on a demonstrated track record of building affordable housing, having locally appropriate anti-displacement policies in place and planning for affordable housing within the specific TOD development. All transportation investments should be made based on strong performance standards to achieve livable, walkable, and affordable communities. These thriving communities will also attract quality jobs located closer to Contra Costa residents.

Local and Regional Transit: Contra Costa should connect people with a transit system that is well maintained, achieves 15-minute headway or better, closes gaps in bus service, manages mobility, and ensures affordable, accessible, and efficient service for all passengers. Investments should be made to increase public transit ridership and provide service at levels that working people and their families can rely upon for daily transportation needs.

Growth management: Contra Costa should lead the region with a bold growth management program that enhances our Urban Limit Lines and protects and invests in our natural and agricultural lands. Policies and programs, such as the Growth Management Program, must be treated as seriously as large infrastructure projects; in the long run they can meet our collective goals far more cheaply.

Global Warming Solutions: Contra Costa should take leadership to exceed the State of California's mandated reductions for vehicle miles traveled (VMT) and greenhouse gas emissions (GHGs). To do so, it should prioritize maintenance of the existing transportation system, including BART; create healthy, sustainable, walkable transit-oriented communities for all; and accelerate the transition to electric vehicles.

Good Local Jobs: The jobs that infrastructure projects and operations investments create should strengthen the local economy and improve the living standards for those who build, maintain and operate the system and provide opportunities for family-supporting jobs and career-enhancing skills for the working people and children of the entire county.

Complete Streets: Contra Costa's roads should provide choices for all people, ensuring that all communities have complete streets that reduce congestion by giving families and commuters safe and attractive options for all modes of transportation.

Regional Trail Network: Contra Costa should expand on its very popular walking and biking trails to create a fully connected, regional trail system that integrates transit centers and downtowns, neighborhoods, and the county's great open space network.

Accountability and Public Benefits: The projects funded by the revenues of this sales tax should be developed with the input of the communities the project is designed to serve, contain provisions for accountability and transparency to public institutions, including recapture provisions if public goals aren't being met, and ensure that any unexpected additional sales tax revenues will benefit the public through investment in voter-approved programs funded by this tax measure.

Endorsements List:

Seth Adams, Save Mount Diablo

Bob Allen, Urban Habitat

Rome Aloise, President of Teamsters Joint Council 7

John Arantes, Service Employees International Union, Local 1021

Judy Barrientos, President Amalgamated Transit Union 1605

Cheryl Brown, AFSCME Council 57

Gloria Bruce, East Bay Housing Organizations

Dave Campbell, Bike East Bay

Joel Devalcourt, Greenbelt Alliance

Sean Dougan, East Bay Regional Park District

Chris Finn, President Amalgamated Transit Union 1555

Peter Finn, Secretary-Treasurer of Teamsters 856

Amie Fishman, Non-Profit Housing Association of Northern California

Nati Flores, Monument Impact

Peter Lydon, TRANSDEF

Richard Marcantonio, Public Advocates

Steve Older, Area Director Machinists Union

Joël Ramos, TransForm

Kristin Tennessen, Bike Walnut Creek

Debbie Toth, Rehabilitation Services of Northern California

Robbie Ann White, President AFSCME 2700

Yvonne Williams, President Amalgamated Transit Union 192

Kenji Yamada, Bike Concord

Transformative Policies for a New Transportation Sales Tax

[January 6, 2016]

Incentivizing Sustainable and Equitable Development:

- 1. Establish a new competitive fund, similar to the OneBayArea Grant (OBAG) Program** to reward jurisdictions that have a strong track record of affordable housing development and have adopted policies that encourage sustainable, equitable development with safe and convenient walkable access to transit. Funding should be directed to locally-nominated Priority Development Areas and be dedicated to transportation projects that help catalyze sustainable, equitable development. Distribute funds from this program using a formula similar to the OBAG county funding distribution formula.
- 2. All jurisdictions must maintain a state-approved Housing Element**, file a Housing Element Annual Progress Report (APR) with the California Department of Housing and Community Development (HCD), and hold an annual public informational hearing at the time of filing to receive transportation funds.
- 3. New transit projects must demonstrate existing or planned transit-supportive housing densities** within a half-mile of station areas, consistent with MTC's Resolution 3434 of 2005.¹
- 4. Establish a program to address anti-displacement** that provides funding for protections of existing residents and new affordable housing near transit stations.
- 5. Allocate Return to Source funds to local jurisdictions using the same distribution formula that MTC uses to allocate OBAG funds to counties**—based on population, past housing production, and future housing needs (RHNA) with weighting for affordable housing. Give priority to jurisdictions with particularly strong track records of affordable housing production.

Local and Regional Transit:

- 1. Develop and fund a coordinated, countywide, accessible transportation and smart mobility management system to improve efficiency and options** for riders of all abilities with the goal of increasing access to jobs, medical care, services, and more. Automobiles and fixed route services have enjoyed substantial investment, attention, funding and development for decades, this effort would start to bring accessible services up to that standard.
- 2. Create affordable and accessible transit options**, such as extending West County's student bus pass program throughout Contra Costa County.
- 3. Invest in fix-it-first strategies and facilities** to ensure a well-maintained and fully operational regional transit system that expands on opportunities for high quality service and maintenance jobs.

¹ http://www.mtc.ca.gov/planning/rtep/pdf/April_Commission_3434.pdf#page=14

4. Ensure that Contra Costa closes gaps in bus service so that working people across the county can access jobs, housing, and services, such as extending bus service from West County to Martinez.

5. Provide funding to achieve 15-minute headway frequencies and adequate hours of operation on key routes and within PDAs.

6. Invest in walkable transit connections—sidewalks, paths, and other pedestrian facilities—to close gaps in the pedestrian infrastructure and make it easy and quick to access transit.

Growth Management:

1. Enhance our Urban Limit Lines (ULLs): To prevent sprawl development, we must eliminate the loophole in Contra Costa County's Urban Limit Lines that allows 30-acre expansions without a public vote. And we must refine our existing ULL policies by defining key terms such as "urban" and "rural," clarifying which services must comply with our urban limit lines (water, sewer, etc.), and preventing subdivisions outside the lines.

2. Prohibit sprawl-inducing projects: These include, among others, the James Donlon Extension, Camino Tassajara Expansion, and Highway 239 alignments. Projects that are listed as poor performers in MTC's Regional Transportation Plan as well as those identified by CCTA's forthcoming performance-based project assessment will not be eligible for sales tax revenue or bond funding.

3. Ensure agricultural protections: All jurisdictions with agricultural land within their planning area, including rangelands, must adopt an Agricultural Protection Ordinance, which mitigates for the conversion and cumulative impacts on those lands, to receive return to source funding.

- a) This mitigation can overlap with other mitigation such as endangered species mitigation but must be at least 1:1.
- b) Funds may be used for ongoing management of mitigation areas.

4. Establish new Growth Management Program standards: To reduce vehicle miles traveled (VMT), greenhouse gas emissions (GHG), and impacts on wildlife habitats and agricultural lands, while increasing carbon sequestration, all jurisdictions must have the following policies in place to receive return to source funding:

- a) Hillside development ordinance
- b) Ridgeline protection ordinance
- c) Open space system with major ridgelines defined
- d) Protection of wildlife corridors
- e) Plan to conserve buffers around open space and agriculture
- f) Prohibitions on culverting blueline creeks for anything more than road crossings in the shortest length possible
- g) No development of major subdivisions, urban development, or urban services allowed in non-urban Priority Conservation Areas

Global Warming Solutions:

1. The TEP shall meet or exceed the following two greenhouse gas (GHG) emissions targets:

- a) By 2020, a reduction in GHG emissions per capita of 7%

- b) By 2035, a reduction in GHG emissions per capita of 15%.²

2. Reduce GHGs by supporting Priority Development Areas (PDAs) with enhanced transit:

Incentivize housing at all income levels within the PDAs and provide high levels of transit service to make sustainable transportation choices available for residents across the income spectrum.

Augment these investments by fostering the diffusion of electric, rather than fossil fuel, vehicles.

3. Mitigation of GHG pollution: The TEP will prioritize projects and programs that reduce VMT and GHGs. If transportation projects or programs increase greenhouse gas emissions, they must fully mitigate those emissions by protecting carbon-sequestering natural or agricultural lands. Mitigation strategies must also address localized air pollution impacts, particularly for low-income communities and other vulnerable populations, including children and seniors.

Environmental Mitigation:

1. The TEP shall dedicate a significant amount of funding to an Advanced Mitigation Program to enhance the effectiveness of transportation-related environmental mitigation activities. This program will bundle and strategically deploy mitigation funds to proactively conserve important natural and agricultural lands and leverage other conservation investments.

- a) Funds may be used for ongoing management of mitigation areas.
- b) Funding levels shall be based on the maximum number of qualifying TEP projects for environmental mitigation.

Good Local Jobs:

1. Projects and programs funded by the TEP must meet wage and benefit standards that ensure local family-supporting jobs. Major transportation projects must include Project Labor Agreements.

2. Create and monitor employment performance criteria, including the following:

- a) Local hire programs
- b) Apprenticeship programs approved by state
- c) Helmets to Hardhats Veteran hiring programs
- d) Annual monitoring:
 - i. Demographic information such as race and ethnicity, gender, age, disability status, income range, zip code or census tract, resident of an area of concentrated poverty, veteran status, criminal justice history
 - ii. Number of positions (direct, indirect)
 - iii. Job type (full-time, part-time, permanent, short-term, contract or civil service, newly created or continuation of existing jobs)
 - iv. Training opportunities and occupational ladder

Complete Streets:

1. Create a distinct Complete Streets Program category:

² http://www.arb.ca.gov/cc/sb375/final_targets.pdf; <http://www.arb.ca.gov/cc/sb375/sb375.htm>

The goal of this program is to make major streets efficient and safe for all anticipated users, and thereby maximize investments to move more people along currently congested streets and in the process give commuters more transportation choices.

- a) This program is separate from the trails category that functions to fill gaps in the bikeway network. It is also separate from other transit operations and local streets and roads repaving funding.
- b) The program will fund, among other things, projects to restripe roadways for all users and major repaving projects that create multi-modal transportation infrastructure.

2. Eligible Complete Streets Program projects include:

- a) Road diets for improved safety and increased access for all users
- b) New protected bikeways on major streets
- c) Pedestrian and children safety improvements
- d) Transit operation improvements and associated facility improvements
- e) Smart parking management
- f) ADA access and projects to relieve paratransit demands
- g) As part of the above, truck loading, signal upgrades and repaving
- h) Any other project designed to give commuters attractive options to leave their car at home and find a better way
- i) Ongoing maintenance of Complete Streets projects

Regional Trail Network:

1. Dedicate funding for the regional trail network, including paved trail gap closure projects, countywide crossing-safety improvements, grade-separated crossings, and maintenance funds for existing and future paved trail facilities.

2. The highest priority trails for funding are:

- a) San Francisco Bay Trail
- b) Iron Horse Trail
- c) Contra Costa Canal Trail
- d) Delta De Anza Trail
- e) Marsh Creek Trail, including the newly proposed section between Round Valley Regional Preserve and Clayton
- f) Great California Delta Trail
- g) Mokelumne Coast to Crest Trail
- h) Richmond Greenway

3. Conforming to current Measure J requirements, dedicate one-third of regional trail funding to the East Bay Regional Park District. Allocate the remaining two-thirds competitively among the four sub-regions.

Accountability and Public Benefits:

1. Ensure that all funds are delivered in a timely fashion as approved by voters to benefit Contra Costa County.

2. Provide annual reviews of all project and program performance to ensure that voters know how and where their tax dollars are being spent.

3. An Independent Advisory Committee should review all CCTA tax measures and provide periodic progress reports to the public. The advisory committee should include a range of non-profit organizations and other stakeholders.

4. Ensure contract accountability with the following:

- a) Increased citizen input in the subsidy award process
- b) Inclusion of job, environmental, and social equity standards
- c) Clawback or recapture provisions if commitments not met

To: TRANSPAC

From: Corinne Dutra-Roberts, Deputy Program Manager



2015 YEAR IN REVIEW

Countywide Commuter Incentive Program

Commuters are offered an incentive to try an alternative commute mode instead of driving alone. Of the 1149 participants, over 53% tried transit as their alternative mode of transportation, 36% carpooled, 10% biked, and 1% walked.

Buy-One, Get-One Free express bus promotional passes were provided to 1087 participants. BOGO offers are made available on express bus service for County Connection, Tri Delta Transit, WestCAT, and Fairfield/Suisun Transit.

SchoolPool

Students were offered a back-to-school public transit bus pass in the fall. The program is aimed at students using the bus to get to/from school instead of parents driving their students to school.

Central County

1109 students received County Connection tickets. Mt. Diablo Unified School District adopted the Peachjar digital flyer management system that electronically disseminates information to parents.

East County

987 students received Tri Delta Transit tickets.

Summer Youth Pass

511 Contra Costa worked with Supervisor Glover's office to provide 250 free bus passes in the form of wristbands for teens to use to access the Youth Summit held at Pittsburg High School. The wristbands doubled as the fare medium for the summer youth pass on Tri Delta Transit and WestCAT. 511 Contra Costa provided \$10 discount toward the purchase of the summer youth bus pass wristbands to 107 youths.

Street Smarts Diablo Region

Street Smarts Diablo provided bicycle and pedestrian education/encouragement assemblies to 63 elementary, middle and high schools in Central and East Contra Costa. The assembly programs known as Mr. Beeps, Heads Up!, Middle School BMX, and High School Start Smart were provided to 19 Central County schools and 44 East County schools. In addition,

- 11 schools (6 Central, 5 East County) participated in a Walk to School Day program and 6 schools (3 Central, 3 East County) participated in a Bike to School Day program. As part of Bike to School Day events, Street Smarts Diablo gave away 166 helmets and 245 bike lights.
- Special Street Smarts Diablo community events (at schools):
 - Sheriff's Safety Fair at Las Juntas Elementary School, Martinez
 - Sheriff's Safety Fair at Riverview Middle School, Bay Point
 - Antioch High School's Earth Day Event (used bike blenders to make lemonade)
- Non-school special community events 2015:
 - Mr. Beeps Story Time at the Pleasant Hill Library
 - CHP National Night Out
 - Assemblyman Frazier's Car Seat Inspection
- Requests from schools and/or parents
 - Indian Valley Elementary PTA (Walnut Creek) is requesting school-zone traffic relief in the form of a neighborhood awareness campaign, carpool formation, and walk-pool programs.
 - Request from parent of Clayton Valley Charter High School for pavement striping of drop-off zone.
 - Oak Grove Middle School administrator indicated a desire to slow the speed of traffic on Minert Road in front of school.

Infrastructure Support 2015

Minor school-site infrastructure safety and access enhancements are provided to schools after the students have received the bicycle and pedestrian education/encouragement assembly program.

- 9 schools received pavement painting in school parking lots and drop-off zones (4 in Central County and 5 in East County).
- 6 schools received speed bumps in the parking lots or drop-off zones (all in Central County).
- 14 schools received safety sign installations (6 in Central County and 8 in East County).
- 6 schools received skateboard/scooter and/or bicycle racks (2 in Central County and 4 in East County).

MTC High School Summer Intern

511 Contra Costa has had two MTC High School Summer Interns, one in 2015 and one in 2012. The interns were responsible for developing the Heads Up! video used in Street Smarts assemblies and building a Cool Neon bicycle that will be used in the upcoming Start Smart high school assemblies. 511 Contra Costa is hoping to have an MTC High School Summer Intern again this year. Intern assignments are from June through August.

Diablo Valley College Sustainability Committee

511 Contra Costa continues to work with Associated Students of DVC and the Sustainability Committee in developing a student carpool parking program and investigating the possibility of installing electric vehicle charging stations in conjunction with the solar panels in the parking lot.

Bicycle Parking Infrastructure

511 Contra Costa funded: eight bike racks at the Kaiser Permanente Walnut Creek Medical Center in Walnut Creek; 12 bike racks at Todo Santos Plaza and the surrounding garages in Concord; five bike lockers at One Concord Center at 2300 Clayton Rd; and four bike lockers at the Swift Plaza Garage in Concord.

Summer Trail Safety & Etiquette Campaign

511 Contra Costa partnered with the East Bay Regional Parks District on a trail etiquette campaign called Ring or Call Out. 511 Contra Costa led the marketing efforts and helped staff trail events. Staff hosted three weekday and three Saturday trail events on the Iron Horse Trail, and Canal Trail, and Lafayette-Moraga Trail. The events were planned during weekday commute hours and the weekend to address commuters and recreational users.

There were a number of families and recreational cyclists from San Francisco and Alameda County who took BART to access the trails. Some of the recreational cyclists were using the trail for the first time to access Mt. Diablo. There are plans to continue the program this summer.

Bicycle Valet at Pacific Coast Farmers Market

511 Contra Costa began a pilot program to provide free manned bicycle parking at the Pleasant Hill Farmers Market. Staff manned the bike valet on the first market of the month June through November 2015. There are plans to expand the program to other Farmers Markets this summer.

Summer Youth Bicycle Challenge

Pilot program in Pleasant Hill to encourage youth and families to bike to local venues during the summer months.

- 107 children (and 50+ parents) either biked to at least one Challenge event and/or submitted a completed Challenge Card.
- Over 700 flyers were voluntarily taken by the public from various locations around town, and “Summer Bike Challenge” received 750 page views on the 511contracosta.org website.

- Program received support from the City of Pleasant Hill, including participation by then Councilmember Sue Noack, the Pleasant Hill Library, Pleasant Hill Rec & Park Department, local merchants, and the Pacific Coast Farmers' Market.
- Plans are to expand the Summer Bike Challenge to more Central County cities and to include adult individuals.

Contra Costa County Green Business Program

As a member agency, commuter transportation is a required checklist element for companies seeking Green Business certification. Companies must register with 511 Contra Costa for a consultation to assess/assist companies with commute alternative strategies at the work site.

Discover & Go

511 Contra Costa partnered with the Contra Costa Library to provide BART tickets to Contra Costa residents who enrolled in the Library's Discover & Go program during the summer months. The Library's Discover & Go program provides free or reduced-price entrance to participating museums throughout the Bay Area. 511 Contra Costa provided BART tickets to encourage the use of public transit to access the venue instead of driving. 935 participants received a \$10 BART pass.

Electric Vehicle Charging Stations

511 Contra Costa installed electric vehicle charging stations at the City of Antioch City Hall and at the Salvio Street public parking garage in Concord.

Bay Area Commuter Benefits Program

511 Contra Costa staff assisted employers who were required to register and offer commuter benefits to their employees in order to comply with the Bay Area Commuter Benefits Program (Air District Regulation 14, Rule1). Staff helped employers select one of the four Commuter Benefit options for their employees.

Public Information

511 Contra Costa utilizes a website for the majority of the public information about all modes of transportation and incentive programs. The website also contains on-line application forms for programs and educational information. Staff re-posts public outreach information generated by CCTA, local cities, the County, and Bay Area transit operators. Outreach via the website and social media in 2015 includes:

Twitter: 560 Tweets

Facebook posts: 149, Facebook boosts: 10

511CC Blog Posts: 94

e-Newsletters: 3 (approximately 7,000 newsletter subscribers)

Cost Effectiveness

Transportation Fund for Clean Air 2014/15 Program Cost Effectiveness is 23k/ton which is derived by SOV trips reduced from the Countywide Commuter Incentive Program and SchoolPool transit passes. Note: The Air District's maximum is equal to or less than 90k of TFCA funds per ton of total emissions reduced.

Cost Effectiveness Results					Annual	Lifetime	
1. VMT Reduced					31,239,306	31,239,306	Miles
2. Trips Reduced					1,278,643	1,278,643	Trips
3. ROG Emissions Reduced					7.54	7.54	Tons
4. NOx Emissions Reduced					7.76	7.76	Tons
5. PM Emissions Reduced					7.60	7.60	Tons
6. PM Weighted Emissions Reduced					18.49	18.49	Tons
7. CO2 Emissions Reduced					11691.2	11691.2	Tons
8. Emission Reductions (ROG, NOx & PM)					22.89	22.89	Tons
9. TFCA Project Cost - Cost Effectiveness (ROG, Nox & PM)						\$33,530	/Ton
10. TFCA Project Cost - Cost Effectiveness (ROG, NOx & Weighted PM). THIS VALUE MUST MEET POLICY REQUIREMENTS.						\$22,717	/Ton

EXECUTIVE DIRECTOR'S REPORT

December 16, 2015

Mark Copeland: November 9, 2015

Pat Joyce from Congressman DeSaulnier's local office brought the new Legislative Director Mark Copeland to meet Linsey Willis, Ross Chittenden and I. We shared our ideas for potential federal legislation and briefed both of them on the GoMentum Station Program.

Smart City Communications Network: November 10, 2015

The City of Walnut Creek's Traffic Engineer hosted a Smart City Communication discussion with the major department chiefs. He invited one of our CV/AV partners Geoff Smith from WMC to report on connected cities. WMC is a start-up company that builds radios and transmitters. Jack Hall and I were invited to join the group.

National Freight Advisory Committee meeting: November 12 - 13, 2015

I attended and chaired the National Freight Advisory Committee (NFAC) meeting in Washington, DC. The first day was a review of the Draft National Freight Strategic Plan (NFSP) by Deputy Assistant Secretary for Policy, John Drake. The document was compiled by US Department of Transportation staff with input from the NFAC members. This is the first time in the history of the United States that we have a strategic plan for freight. Under Secretary, Peter Rogoff talked about "Beyond Traffic." The various modal leadership staff gave their thoughts about the significance of the NFSP and how it would benefit their modal area. The next day NFAC members broke up into smaller groups to talk about missing items, modifications, etc. to the plan. Each group reported their thoughts and ideas for further strengthening the plan. We had a few speakers from the public talk about what they thought should be added or deleted from the plan. Notes were taken from the meeting and a small group of volunteers agreed to work with US DOT staff to make the necessary changes to the plan.

Pittsburg Center Station Milestone Celebration: November 12, 2015

CCTA Chair Julie Pierce spoke on behalf of the Authority and several CCTA staff members attended a milestone celebration for the future BART station in Pittsburg.

Self Help Counties Focus on the Future Conference: November 16 - 17, 2015

CCTA staff: Ross Chittenden, Linsey Willis, Martin Engelmann, Hisham Noemi, Ivan Ramirez, Jack Hall and I attended the Focus on the Future conference. I moderated a session called City 5.0 on Tuesday and participated on the CEO roundtable that concludes the conference. Linsey Willis moderated a panel "Maintaining Public Trust for the 2/3 Vote through Consistent Outreach and Engagement." Speakers at the Federal and State levels gave the audience an update on progress of various initiatives that are being developed. The conference started with a panel of "Aspiring" Counties Executive Directors explaining what they are doing to get ready for the 2016 ballot.

This year's conference had a lot of useful information that we can use as we develop our transportation program for the upcoming years.

California Transit Association Fall Conference: November 18 - 20, 2015

Peter Engel, CCTA's Program Manager, attended the CTA's 50th Anniversary Fall Conference. He helped organize conference sessions specifically related to big data for transit planning and micro-transit trends including public and private operators such as transportation network companies working together to solve last mile and other transit issues. A significant portion of the conference was dedicated to integrating innovation and new technology into public transit and addressing legacy policy and regulatory issues that affect change.

SR4/SR 160 Interchange: November 19, 2015

Commissioner Kevin Romick and I attended a tour of the construction project at State Route 4 and State Route 160 hosted by Ivan Ramirez, CCTA's Engineering Manager. The bridges are finished and they were getting ready to pave the auxiliary lanes from Main Street to the Interchange. The project is a potential candidate for a number of partnering awards.

San Francisco County Transportation Authority: November 20, 2015

Habib Shamskhov and I met with SFCTA Executive Director Tilly Chang and Deputy Executive Director Eric Cordoba about a potential partnership for the next Broad Agency Announcement from US DOT Connected Corridor Pilot Deployment Sites. They are interested in using technology in San Francisco to help ease their congestion issues.

Dutch Delegation: November 20, 2015

Ivan Ramirez and I met with a large delegation from the Netherlands in San Francisco. The group was from Connexxion Netherlands which is very similar to ITS America. They met with several companies in California including Google. They toured the Port of Los Angeles. They also met with the PATH Director at UC Berkeley. They have an agreement with EasyMile and are going to deploy an EZ10 model and would like to partner with us. They will be back in January.

Alex Mehran: November 24, 2015

Alex Mehran asked MTC Executive Director Steve Heminger to provide an update on the technology based initiatives that MTC was working on to relieve congestion on I-680. Mr. Mehran invited me to join the meeting and bring a list of CCTA's projects. We are partnering with MTC on the Express Lane projects along I-680. The projects will install a fiber optic backbone in the corridor. MTC is focused on potential park-and-ride projects using technology to provide information about location and cost. We have delivered a similar project in Pacheco. MTC is working to improve Regional Express Bus Service. CCTA has an exclusive agreement with EasyMile that could redefine the first and last mile connections needed to feed the Express Bus Service additional riders, which would enhance fare box returns. MTC has set aside some resources in the OBAG 2 program to leverage other resources to deliver some, or all, of the outlined strategies to reduce congestion. CCTA should be very competitive for those resources. MTC and CCTA staff agreed to put together a collective list of all of the I-680 proposed projects. Martin Engelmann has agreed to take the lead for CCTA.

Geary Road Project: November 30, 2015

Chair Julie Pierce and I spoke at the ribbon cutting ceremony for the complete streets project on Geary Road. The project is about 3.6 miles long and converted a four lane road into a two lane road with a continuous left turn center lane. The project incorporates dedicated bike lanes in both directions and widened sidewalks with roadway and sidewalk lights. This project is a great example of a complete street project. It is in both the Cities of Pleasant Hill and Walnut Creek. Linsey Willis also attended the ceremony.

CALCOG Meeting: December 1, 2015

I attended the CALCOG meeting in Sacramento. There was discussion led by SACOG Executive Director Mike McKeever regarding new climate goals for the next update of the RTPs. SACOG will adopt their RTP in February and turn around and start developing a new RTP with new goals. This is not reasonable. He also talked about a change in modeling approaches for the RTP process. The group discussed potential legislative proposals sponsored by CALCOG. CALCOG's Melissa White reviewed the latest versions of the federal surface transportation bills. There was an "open mic" session. MTC brought up a change to the way Caltrans administered the 5310 program, since Caltrans' expert has retired, and they do not want to continue to administer the program. MTC has indicated that they have brought this, and other issues, to the attention of Caltrans executives.

CMA Director's Meeting: December 4, 2015

Ross Chittenden, Martin Engelmann and I attended the CMA meeting in San Francisco. We were given updates regarding the Transit Capital Priorities Program, Regional Core Capacity Study, BART, AC Transit, WETA and SF Muni. AC Transit is going forward in 2016 to extend their existing measure. BART is still considering a potential ballot measure. We also talked about the OBAG 2 program.

Governing 2015 California Leadership Forum: December 8, 2015

I was invited to participate on a panel with Angelique Ashby, Mayor Pro Tem, City of Sacramento. The topic of the panel was "**Infrastructure Financing; 50 million Californian's by 2050.**" The panel was moderated by Liz Farmer from Governing. It was well attended. I have included a link to the press release. <http://www.govtech.com/state/California-Localities-Anticipate-How-to-Meet-Infrastructure-Transportation-Demands.html>

Guangzhou Transportation Administration Bureau: December 8, 2015

We hosted 20 people from the Guangzhou Transportation Administration Bureau. They wanted to hear about our planning and project delivery processes. They also wanted to know more about City 5.0 and our Redefining Mobility programs.

Contra Costa Economic Partnership: December 8, 2015

I gave a speech at the Fall Engineering Pathways dinner. The topic was the future of connected and autonomous vehicle applications and technologies. The audience was comprised mostly of educators from high schools, junior colleges and CSU East Bay. There were some private sector attendees as well. I gave them an update on what we are doing at GoMentum Station, our long range transportation plan and plans for the future implementation of the Self Driving Vehicle at Bishop Ranch. They were enthusiastic about our program. We are still working on the

connection between the University Transportation Center program at US Department of Transportation and the STEM program at local high schools.

Staff Out of State Travel – 7/1/15-12/8/15

Randell Iwasaki: 2015 National Freight Advisory Committee in Washington, DC. Expenses for the trip totaled \$1,161.68

EXECUTIVE DIRECTOR'S REPORT

January 20, 2015

Chinese Delegation: December 8, 2015

Ivan Ramirez, Jack Hall and I met with a 20 member delegation from Guangzhou Transportation Administration Bureau in China. They wanted to know about CCTA's methods to plan, program and deliver transportation improvement projects. They were also interested in our ITS program. Director General Huang Qiang led the delegation.

Contra Costa Economic Partnership: December 8, 2015

Jack Hall and I gave the "Redefining Mobility" presentation to teachers and professors from various high schools and colleges in Contra Costa County for the CCEP's STEM Workforce Initiative. One of the teachers worked on the Automated Highway System project many years ago. He was enthusiastic about our GoMentum Station Program.

National Freight Advisory Committee: December 10, 2015

U.S. Department of Transportation Freight staff, Vice Chair Mort Downey, and I held a follow up meeting to discuss setting up a small group to develop a comment letter to Secretary Foxx. The letter will highlight both positive and negative aspects of the group's analysis of the draft strategic freight plan.

Washington Post Interview: December 10, 2015

I was interviewed by Matt McFarland about GoMentum Station and our vision for the future of Autonomous Vehicle technology for an article that has not yet been published.

Government Finance Officers Association (GFOA): December 10-11, 2015

CFO Randy Carlton is a board member of this international association of public finance officials. He attended the semi-annual board meeting in Washington DC. The meetings are used to review best practices recommended by GFOA for public finance organizations. He specifically introduced a new best practice calling for public agencies to make cost effective payment options accessible and convenient to customers / taxpayers, such as online and mobile payment portals. The cost of his out-of-state travel totaled \$2,110.46 for transportation, hotel and meals.

Integrated Corridor Management (ICM): December 11, 2015

I was interviewed by staff from Leidos about ICM projects. The final product will be available to Departments of Transportation that want to start an ICM project. We were chosen because we have the I-80 Smart Corridor under construction. We also competed for and received an ICM grant for SR 4.

Apple: December 14, 2015

Apple is looking for innovative partners and reached out to us regarding smart maps. I met with their staff about developing smart maps for Contra Costa County.

Supervisor Piepho: December 14, 2015

Ross Chittenden and I met with Supervisor Piepho to provide an update on the progress of SR 239. The project has an approved Project Study Report and is ready to move into the environmental phase. She invited staff from the County's planning, public works and airport departments to provide input on the next steps. The work is funded by a Congressman Pombo earmark to the County. They asked us to prepare the Feasibility Study, PSR, and Environmental Document. In this case, we are an extension of County staff or consultants providing the expertise to manage these phases of the project.

Bay Area Council: December 15, 2015

Emily Loper from the Bay Area Council set up a meeting with representatives from Wind + Wing technologies and Siemens. There are potential innovative propulsion systems for ferry boats that are in service in various countries that would reduce the amount of diesel and reduce greenhouse gas emissions. Wind + Wing has a fixed wing sail that rotates and is activated by a servo bending a flap which causes the sail to catch the wind. U.C. Berkeley has done a study on the technology. Siemens has deployed a hybrid drive propulsion unit for ferry boats in Norway that is in use today. The ferry boats use battery propulsion as they approach the ferry terminal and diesel when they are reaching full power between terminals. Because the ferry boats would get better fuel mileage, hybrid propulsion would reduce operating costs. They asked if we could help them set up a meeting with Richmond Mayor Tom Butt, with whom they met. I called U.S. Department of Transportation Maritime Administration about the potential for getting an innovation grant to showcase this newer technology. There is an innovation program in the newly signed surface transportation act called the FAST Act.

AECOM: December 16, 2015

I was asked by AECOM to give their San Francisco office the "Redefining Mobility" presentation. I gave the speech at their all hands meeting at lunch time. There were a lot of questions from the members of the audience.

Transportation Research Board: December 18, 2015

I am the Chair of the Transit Cooperative Research Program (TCRP) project H-50. The goal is to determine if you can use information collected on various transit projects and identify which projects will generate economic benefits after they are constructed. This panel has held all of its meetings using WebEx technology. This meeting was held to determine how the Principal Investigator (PI) has progressed on the research project. The panel members provide feedback and authorize the PI to move to the next phase of the project.

World Road Association (WRA): December 21, 2015

I was interviewed by Jessica Klion from ICF International about my experience working on the road operations committee for WRA. I was a member of the committee while I worked at Caltrans. There were a number of other committees under WRA. Our committee's focus was to develop periodicals for developing countries to help them with road operation strategies they

could use as they plan their roadway network. I was on the committee for about three years until I left Caltrans. The link to their website is <http://www.piarc.org/en/>.

511 Program: December 21, 2015

Linsey Willis and Peter Engel met with MTC Staff regarding their long range view of the Bay Area's 511 system.

East Bay Leadership Group (EBLG): January 5, 2016

I was asked to brief the EBLG transportation subcommittee about the GoMentum Station Program, the impacts of Autonomous and Connected Vehicles on the transportation system and our future planning efforts. They were also interested in any impacts to a future transportation expenditure plan. The meeting was held in Pleasanton.

Diablo Magazine: January 5, 2016

I was interviewed by Clay Kallam from Diablo Magazine about the latest information on traffic congestion in the I-680 corridor and the Tri-Valley area. We gave him a copy of the recently completed I-680 Transit Investment and Congestion Relief Study, recent press releases about EasyMile, our AV testing program, and the Corridor System Management Plan for I-680 corridor. We also added a fact sheet on the status of the I-680 HOV/Express Lane projects.

Connekt NL: January 6, 2016

As a follow up to our recent meeting with Connekt NL, we hosted 13 public and private sector delegates. They wanted to know how we plan, develop and deliver our projects and programs. They were very interested in our ITS program and more specifically our GoMentum Station Program. Connekt NL is an association that represents both the private sector companies and public sector agencies. There are five locations in the world that the Self Driving Vehicle (SDV) is being tested and deployed. The Netherlands is one of those countries. Their plan is to connect two towns with a SDV fleet. We talked about developing a partnership at our GoMentum Station with the Netherlands and our testing results for the EasyMile program. Their response was "we share many of the same problems and would like to work closer with you in the future."

NFAC: January 7, 2016

The NFAC held a WebEx meeting to finalize the comment letter for the draft National Freight Strategic Plan to Secretary Foxx. The 2-hour teleconference resulted in a few modifications to the draft letter and a unanimous vote on the final letter. The letter will be signed by the Chair and Vice Chair and respectfully submitted to the Secretary.

Government Transformation 2016: January 7, 2016

CCTA was selected to present at the Government Transformation 2016 forum in Sacramento. The organizers invited the selected keynote speakers to talk about the venue, order, time limits, etc. The forum will be held on February 3, 2016. The link to the event is <http://www.pspinfo.us/psp-events/gt2016>.

Data Analysis Working Group: January 9, 2016

I am on the steering committee for the Data Analysis Working Group for pavement analysis. The workshop is held on the Saturday before the start of the TRB Annual Meeting. There were 14

presentations about different pavement research projects. Many of the projects use data gathered over 25 years in the Long Term Pavement Performance database. I am on the Federal Highway Administration's (FHWA) LTPP committee.

TRB Annual Meeting: January 10 – 14, 2016

Linsey Willis, Ross Chittenden and I attended the 2016 TRB Annual meeting. This year's meeting hosted over 12,000 attendees. I gave three speeches at the event. The first was about integrated corridor management. The speech focused on I-80 Smart Corridor project. Other than the traffic light synchronization program, this was the only technology based project in the \$19.925 billion Prop 1B program. The next speech was titled "The Will and The Wallet." The focus was how to program projects, raise revenue, get voter feedback, and change an organization. The last speech was on the autonomous vehicle and what agencies need to do to prepare for their deployment. We are planning to host a tech series lunch talk and I found out that we may be able to qualify for SHRP 2 funds to host the topic of changes in pavement design.

21st Century Infrastructure: Energy Committee Meeting on Electric Vehicles: January 11, 2016

Peter Engel attended the Bay Area Council sponsored meeting looking at how the private and public sector could advance the deployment of electric vehicle infrastructure in the Bay Area and across the state. Presentations were given by PG&E, Governor's Office of Business and Economic Development, Electric Power Research Institute and Siemens. The prevailing message across all presentations was that the statewide grid that delivers power to the consumer must be upgraded to be able to effectively handle future demand as consumer electronics and electric vehicle deployment increases.



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Newell Americh

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Federal Glover


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Kevin Romick

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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: December 17, 2015
Re: Items of Interest for Circulation to the Regional Transportation Planning Committees (RTPCs)

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

- 1. Status Report on the 2016 Countywide Transportation Plan (CTP).** The previous schedule for the 2016 CTP involved releasing the Draft Subsequent Environmental Impact Report (dSEIR) and draft CTP in January 2016, and considering the final SEIR and Project in May of 2016. The dSEIR was to include the analysis of a draft Transportation Expenditure Plan (TEP), previously scheduled for release in November 2015, and an evaluation of the Action Plans for Routes of Regional Significance based upon performance standards that include Level of Service (LOS). *The Authority discussed two issues affecting the schedule: 1) SB 743 (Steinberg 2013), which – through anticipated implementing regulations – will prohibit the use of LOS or vehicle delay as a threshold of significance for traffic impacts in an EIR, and 2) the delay of the Draft TEP, which affects the dSEIR schedule. Following a discussion, the Authority approved staff's recommendation to delay publication of the dSEIR and draft CTP beyond January 2016 to allow additional time for development of the draft TEP and possible revisions to the Action Plans in response to SB 743.*
- 2. Development of a Potential Transportation Expenditure Plan (TEP). Approve revised Stakeholder Engagement and TEP Development Timeline.** In response

Randell H. Iwasaki,
Executive Director

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

to the direction received at the November 18, 2015 Authority meeting, staff and the Gray - Bowen - Scott consulting team have developed a revised approach and schedule to develop a potential TEP. Elements of the proposed revised approach and schedule include focused discussions and study sessions regarding TEP issues at regular and special meetings of the Authority Board, and a revised strategy to engage the Expenditure Plan Advisory Committee (EPAC) in its role to develop TEP recommendations. *The Authority approved the revised approach and timeline and agreed to schedule special TEP meetings of the Authority on the 1st Wednesday of each month at 6:30 p.m. or immediately following the Planning Committee meeting, whichever is later, beginning on January 6, 2016. See the attached revised Meeting Schedule. (Attachment)*

- 3. Adoption of Proposed 2015 Congestion Management Program (CMP) Update for Contra Costa.** As the Congestion Management Agency (CMA) for Contra Costa, the Authority must prepare a Congestion Management Program (CMP) and update it every other year. State law requires that the Authority adopt the CMP update at a noticed public hearing and submit it to MTC. For the 2015 CMP update, this action by the Authority will be taken through the adoption of Resolution 15-59-G. *Following a public hearing, the Authority approved Resolution 15-59-G adopting the Final 2015 CMP update and authorized staff to make non-substantive edits as needed to finalize the document and forward it to MTC.*
- 4. Status Report on I-680 and I-80 High-Capacity Transit Investment Studies.** To support the development of a new Transportation Expenditure Plan (TEP), the Authority is participating in two major studies to evaluate potential transit and congestion relief projects along the I-680 and the I-80 corridors. *Planning and consultant staff provided a full report on the I-680 study, which was recently completed. The I-80 study is still underway. The Authority accepted the report.*

COMMISSIONERS: Julie Pierce, Chair Dave Hudson, Vice Chair Janet Abelson Newell Arnerich Tom Butt
David Durant Federal Glover Karen Mitchoff Kevin Romick Don Tatzin Robert Taylor

MEETING SCHEDULE

Meetings are held in CCTA's Board Room (Suite 110) unless otherwise noted.
2999 Oak Road, Suite 100, Walnut Creek, CA 94597

Full Authority Board (CCTA) <i>Third Wednesday of the month</i> <i>at 6:00 PM</i>	January 20, 2016 February 17, 2016 March 16, 2016
Special Full Authority Board (TEP) <i>First Wednesday of the month</i> <i>At 6:30 PM (or immediately after PC Mtg.)</i>	January 6, 2016 * NEW February 3, 2016 *NEW March 2, 2016 *NEW
Administration & Projects Committee (APC) <i>First Thursday of the month</i> <i>at 8:30 AM</i>	January 7, 2016 February 4, 2016 March 3, 2016
Planning Committee (PC) <i>First Wednesday of the month</i> <i>at 6:00 PM</i>	January 6, 2016 February 3, 2016 March 2, 2016
Citizens Advisory Committee (CAC) <i>Fourth Wednesday of the month (generally)</i> <i>at 6:00 PM</i>	January 27, 2016 February 24, 2016 March 23, 2016
Technical Coordinating Committee (TCC) <i>Third Thursday of the month</i> <i>at 2:30 PM</i>	January 21, 2016 February 18, 2016 March 17, 2016
Paratransit Coordinating Council (PCC) <i>Third Monday of every other month</i> <i>at 2:30 PM</i>	January 25, 2016 ** Note Date February – No Meeting March 21, 2016
Countywide Bicycle & Pedestrian Advisory Committee (CBPAC) <i>Fourth Monday of every other month</i> <i>at 11:00 AM (generally)</i>	January 25, 2016 February – No Meeting March 28, 2016

* NEW: Special Authority Meetings at 6:30 p.m. or immediately following the PC Meeting

** Please note special PCC Meeting date, due to the MLK Holiday.



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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: January 25, 2016

Re: Items of Interest for Circulation to the Regional Transportation Planning Committees (RTPCs)

At its January 20, 2016 meeting, the Authority discussed the following items which may be of interest to the Regional Transportation Planning Committees:

- 1. Approval to Distribute the Final Measure J Calendar Year (CY) 2014 & 2015 Growth Management Program (GMP) Compliance Checklist for Allocation of Fiscal Year (FY) 2015-16 and 2016-17 Local Street Maintenance and Improvement (LSM) Funds.** Staff has prepared the final Measure J CY 2014 & 2015 GMP Compliance Checklist for release to local jurisdictions in January 2016. Jurisdictions will have until June 30, 2017 to submit the checklist, which covers payment of Measure J Local Street Maintenance and Improvement (LSM) Funds for FY 2015-16 after July 1, 2016, and subsequent-year payment on the one-year anniversary of the first payment. *The Authority approved the Calendar Year 2014 and 2015 GMP Checklist for distribution to local jurisdictions.*
- 2. Update on Upcoming One Bay Area Grant (OBAG 2) and Measure J Call for Projects.** The Metropolitan Transportation Commission (MTC) approved Resolution 4202 which established the programming policies for expected federal transportation funding. The resolution includes the policies for the OBAG 2 Program. While it has kept the purposes and broad outline of the OBAG 2 Program, MTC has made several changes and additional requirements will be added over the next several months. At the same time, Authority staff is

beginning to work with a working group of agency staff on the next call for projects for the Measure J Transportation for Livable Communities (TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) Programs, including ways to coordinate the Measure J and OBAG 2 Programs. To publicize the upcoming call for projects for these programs, staff has prepared a package of information for release to the RTPCs, local agencies, community organizations and the general public. *The Authority approved the release of the OBAG 2/Measure J Call for Projects information package with any necessary refinements, clarifications or corrections.*

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

December 14, 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 – December 10, 2015

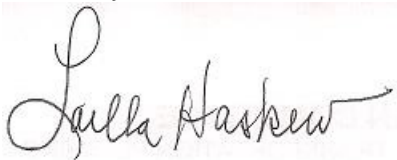
Dear Mr. Iwasaki:

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

1. Received update from Hisham Noeimi, Engineering Manager, CCTA on the 2015 Measure J Strategic Plan; and approved the proposed fund programming changes as part of the 2015 Strategic Plan.
2. Discussed the structure of the TRANSPAC Committee and the TRANSPAC Budget, and continued the discussion to the next meeting on February 11, 2016.
3. Conducted a Study Session to discuss the rotation of TRANSPAC CCTA Representatives.

TRANSPAC hopes that this information is useful to you.

Sincerely,



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)

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

January 19, 2016

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on January 14, 2016.

RECEIVE presentation from the Contra Costa Transportation Authority ("CCTA") on revised approach for development of a potential Transportation Expenditure Plan ("TEP"). CCTA staff delivered a presentation on the revised TEP process. Committee members provided comments on the revised process, indicating that they want to see East County's priority projects and return-to-source funds preserved in the new measure or any new policies. The Committee wants to keep continued communication with CCTA throughout this process.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, February 11, 2016 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



Jamar Stamps, TRANSPLAN Staff

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



SWAT

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January 29, 2016

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

RE: SWAT Meeting Summary Report for January 11, 2016

Dear Mr. Iwasaki:

At the **January 11, 2016** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed and/or approved that may be of interest to the Authority:

1. **Approved** Dave Hudson (San Ramon) as the SWAT South County Representative to CCTA, and Karen Stepper (Danville) as the alternate SWAT South County Representative;
2. **Approved** James Hinkamp, City of Lafayette as staff alternate to Tony Coe for purposes of SWAT TAC and TCC representative;
3. **Elected** Karen Stepper (Town of Danville) SWAT Chair and Amy Worth (City of Orinda) SWAT Vice Chair for 2016; and
4. **Received** update on Contra Costa Transportation Authority (CCTA) Development of a Potential Transportation Expenditure Plan (TEP).

The next SWAT meeting is scheduled for **Monday, February 1, 2016 at Town of Danville Offices, 510 La Gonda Way, Danville.**

Please contact me at (925) 973-2651 or email at lbobadilla@sanramon.ca.gov, if you should have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa Bobadilla", is written over the printed name.

Lisa Bobadilla
City of San Ramon
SWAT Administrative Staff

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



SWAT

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February 5, 2016

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

RE: SWAT Meeting Summary Report for February 1, 2016

Dear Mr. Iwasaki:

At the **February 1, 2016** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed and/or approved that may be of interest to the Authority:

1. **Approved** the I-680 Transit Congestion Relief Options Study; and
2. **Received**; update on Contra Costa Transportation Authority (CCTA) Development of Potential Transportation Expenditure Plan (TEP), related to the "Options for the Growth Management Program in a New Transportation Sales Tax Measure"

The next SWAT meeting is scheduled for **Tuesday, February 16, 2016 at Town of Danville Offices, 510 La Gonda Way, Danville.**

Please contact me at (925) 973-2651 or email at lbobadilla@sanramon.ca.gov, if you should have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa Bobadilla", is written over a faint, larger signature.

Lisa Bobadilla
City of San Ramon
SWAT Administrative Staff

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