

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda

THURSDAY, MARCH 9, 2017

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 February 9, 2017 Minutes**

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

Attachment: Minutes of the February 9, 2017 meeting

END CONSENT AGENDA

4. ELECTION OF CHAIR AND VICE CHAIR

- 5. ELECTRONIC BICYCLE FACILITIES – CENTRAL COUNTY BART STATIONS:** BART is requesting TRANSPAC approval to program a total of \$900,000 from Measure J Line 10001-02 for the Electronic Bicycle Facilities – Central County BART Stations Project. This programming action would supplement the existing Measure J funded Electronic Bicycle Facilities – Central County BART Stations Project providing additional funding for new scope. Measure J Line 10 – BART Parking, Access, and Other Improvements is assigned \$41 million to construct improvements to the BART system such as additional parking, station access, capacity, safety and operational improvements throughout the County.

In the 2016 Measure J Strategic Plan, Central County is assigned \$14.762 million of these funds (escalated value). To date, \$8.855 million of the Measure J Line 10001 monies have been programmed to five specific projects, and \$3.85 million is pending approval by the CCTA for a sixth project, leaving \$2.057 million remaining to be programmed. BART is requesting to program \$900,000 for the Electronic Bicycle Facilities – Central County BART Stations Project that will be used for the construction phase of bike stations at the Pleasant Hill BART Station and the Concord BART Station. In addition to the proposed \$1.805 million of Measure J funds, BART also includes \$150,000 of local funds for a match of about 8 percent with a total project budget of \$1.955 million. The Project is proposed to be constructed in 2018. With the approval of the Project, \$1.157 million would remain unprogrammed in the Measure J Line 10001-02 fund for future projects. At its meeting on February 23, 2017, the TRANSPAC TAC recommended that the item be forwarded to the TRANSPAC Board for approval. The CCTA is anticipated to consider this item at its March 15, 2017 meeting contingent upon the approval of the TRANSPAC Board.

ACTION: Approve BART request to program an additional \$900,000 from Measure J Line 10001-02 for the Electronic Bicycle Facilities – Central County BART Stations Project, providing a total of \$1.805 million of Measure J funds for the project.

Attachments: Measure J Project 10001 Programming Summary; Electronic Bicycle Facilities – Central County BART Stations Fact Sheet.

6. **DRAFT PROGRAM RECOMMENDATION FOR THE CCTA COORDINATED CALL FOR PROJECTS.** The CCTA released the Coordinated Call for Projects (CFP) on September 23, 2016. The CCTA Coordinated Call for Projects includes funding available through three programs: One Bay Area Grant (OBAG 2), Measure J Transportation for Livable Communities (TLC), and Measure J Pedestrian, Bicycle and Trail Facilities (PBTF). Applications for this CFP were due to the CCTA on December 9, 2016. The overall countywide funds available total about \$91.5 million and include multiple program and subregional categories. The TRANSPAC formula share of the Measure J TLC program is \$9.985 million. The TRANSPAC formula share of the Safe Routes to School (SRTS), a subcomponent of the OBAG 2 funds program is \$1.077 million of federal Congestion Mitigation and Air Quality (CMAQ) funds. The CCTA has requested TRANSPAC provide program recommendations for the TRANSPAC formula shares of the Measure J TLC and the SRTS funding programs by March 31, 2017. Eight applications requesting about \$11.35 million of TLC funds and two SRTS applications requesting \$827,000 have been submitted from Central County. The TRANSPAC Board reviewed the process, projects submitted and draft program concepts at its meeting in February. With the TRANSPAC Board comments and additional information collected regarding other fund sources in the CCTA Coordinated CFP, the TRANSPAC TAC is recommending a program to the TRANSPAC Board to transmit to CCTA. Staff is also coordinating with CCTA staff to confirm the details of the strategy to utilize the \$200,000 of SRTS programming, in coordination with local streets and roads project that will offset Measure J TLC fund requests. Information is continuing to be collected related to the evaluation of other fund sources and subregions in the Coordinated CFP process and additional information may be available at the meeting. The CCTA is scheduled to approve the final funding programs for this CFP in June 2017.

ACTION: Approve Scenario B to forward to CCTA for the programming recommendations for the TRANSPAC Measure J and SRTS programs of the CCTA Coordinated Call for Projects and authorize TRANSPAC TAC to make certain program adjustments contingent upon the success of TRANSPAC project requests for other funding sources in the CCTA Coordinated CFP process.

Attachments: CCTA Coordinated CFP Schedule; Process / Schedule for the TRANSPAC Review of the CCTA Coordinated CFP Programs; CCTA Coordinated CFP Summary of Funding Requests in Central Contra Costa County; CCTA Coordinated CFP Descriptions of Central County Projects; TRANSPAC Programming Strategies; TRANSPAC Measure J TLC and OBAG SRTS Draft Program Summary; TRANSPAC Measure J TLC Draft Programming Scenarios; Additional information about the CCTA Coordinated Call for Projects is available at:

[http://www.ccta.net/_resources/detail/18/1](http://www.ccta.net/resources/detail/18/1). **Additional information to be provided at the meeting.**

7. **SECRETARY / CLERK OF THE BOARD AGREEMENT.** The TRANSPAC Joint Exercise of Power Agreement (JPA) specifies that TRANSPAC shall designate a Secretary who shall prepare, distribute, and maintain minutes of the meeting of the TRANSPAC Board and committees. It is further specified that TRANSPAC can either designate someone or contract for such services. Anita L. Tucci-Smith (Anita L. Tucci-Smith, LLC) has been providing these services and assisting the Managing Director role ably for TRANSPAC. It is proposed that TRANSPAC continue to utilize the services of Anita L. Tucci-Smith based on her familiarity with the TRANSPAC and her efficient work in completing the ongoing scope or work tasks. The scope detailed in the attached material is basically a summary of the work tasks that she has been performing. The contract is proposed to be based on time and materials with a not to exceed amount of \$115,000. This amount is consistent with the TRANSPAC budget for FY 2016/2017 (prorated for the partial year) and a similar level of effort in FY 2017/2018. The term of the contract would be consistent with the term of the Managing Director contract and allow for an evaluation process to occur in early 2018, similar to the process for the Managing Director position.

ACTION: Authorize the Managing Director to enter into a contract with Anita L. Tucci-Smith (Anita L. Tucci-Smith, LLC) to provide Secretary/Clerk of the Board services for TRANSPAC for the term of November 21, 2016 (retroactive) to June 30, 2018 for a time and materials contract that is not to exceed \$115,000.

Attachments: Secretary/Clerk of the Board Scope of Work

8. **LEGAL COUNSEL AGREEMENTS.** TRANSPAC has utilized Best Best & Krieger LLP (BBK) in the past to provide legal counsel regarding the formation of the Joint Exercise of Power Agreement (JPA) and other legal services and advice. It is proposed that TRANSPAC continue to utilize the services of BBK based on the familiarity with TRANSPAC and the issues that TRANSPAC is responsible for. The scope of work is proposed to include advice and legal services regarding the routine governance and operation of TRANSPAC with BBK providing said services at the time, place, and in the manner specified by TRANSPAC. The contract is proposed to be based on time and materials with a not to exceed amount of \$25,000.

The current 2016/2017 budget does not have a specific line item for legal counsel, but has effectively used budget capacity that was identified for a year of Managing Director services that did not start until November 2016. It is proposed to include a line item for legal counsel in the 2017/2018 TRANSPAC budget (draft budget is scheduled to be presented at the April TRANSPAC Board meeting) for a much lower amount that reflects the level of effort expected to be utilized for the year. There are no items/issues that are foreseen at this time that would require the full use of the not to exceed funding limit. The term of the contract is proposed to be through June 30, 2018, consistent with the term of the Managing Director contract and to allow for an evaluation process to occur in early 2018, similar to the process for the Managing Director position.

ACTION: Authorize the Managing Director to enter into a contract with Best Best & Krieger LLP to provide legal advice and services for TRANSPAC for the term of November 21, 2016 (retroactive) to June 30, 2018 for a time and materials contract that is not to exceed \$25,000.

9. **LOCATION OF PRINCIPAL OFFICE OF TRANSPAC.** The TRANSPAC Bylaws specify that the principal office for the transaction of the business of TRANSPAC shall be located within Central Contra Costa County at a place fixed by the Board from time to time. The Board is also authorized to establish one or more subordinate offices, also within Central Contra Costa County. The office that has been in use has been located at 5904 Herriman Drive in Clayton. The TRANSPAC approved the contract for a new Managing Director in December 2016, through the firm of Gray Bowen Scott. The primary address for the Managing Director is at 1676 North California Boulevard, Suite 400 in Walnut Creek, which is proposed to be used for the TRANSPAC principal office. The location in Walnut Creek would meet the bylaw requirements including the ability to store and maintain TRANSPAC records. The location is a commercial office space that is staffed during traditional office hours (i.e. Monday through Friday, 8:30 A.M. to 5:00 P.M.). This action will not affect the Managing Director contract budget or the location of the TRANSPAC Board and TRANSPAC TAC meetings.

ACTION: Approve the revision of TRANSPAC principal office location to 1676 North California Boulevard, Suite 400 in Walnut Creek.

INFORMATIONAL ITEMS

10. **REGIONAL MEASURE 3 (RM3) UPDATE.** The Metropolitan Transportation Commission (MTC) is considering a regional bridge toll increase on the seven state owned bridges in the Bay Area. RM3 is expected to raise tolls by \$1 to \$3. For every \$1 in tolls, approximately \$127 million per year is estimated to be generated in revenue. Revenues generated by the toll increase are expected to fund projects that demonstrate a strong nexus to reducing congestion and increasing efficiency in the bridge corridors. It is anticipated that MTC will seek legislative approval in the next few months to place RM3 on the ballot in 2018. In preparation, the CCTA Board has approved a candidate list of projects in Contra Costa for potential funding by RM3. The list, included in the material provided to the TAC is intended to be used for advocacy in future discussions with MTC.

Attachment: CCTA Staff Report regarding Regional Measure 3 (RMC) – Candidate Projects for Submittal to the Metropolitan Transportation Commission (MTC); Letter to RTPCs from Randell H. Iwasaki dated February 27, 2017 that includes the approved candidate list.

11. **TRANSPAC CCTA REPRESENTATIVE REPORTS:** Reports on March 2017 CCTA Administration and Projects Committee and Planning Committee, and the February 2017 CCTA Board Meeting.
12. **ITEMS APPROVED BY THE AUTHORITY FOR CIRCULATION TO THE REGIONAL TRANSPORTATION PLANNING COMMITTEES (RTPCs) AND RELATED ITEMS OF INTEREST**

Attachment: Letter to RTPCs from Randell H. Iwasaki dated February 27, 2017 included in Agenda Item 10 (RM3 Update).

13. **CCTA EXECUTIVE DIRECTOR'S REPORT REGARDING AUTHORITY ACTIONS/DISCUSSION ITEMS**

Attachment: CCTA Executive Director Randell H. Iwasaki's Report dated February 15, 2017.

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

- TRANSPAC – Status Letter dated February 10, 2017
- TRANSPLAN – No Report
- SWAT – No Report
- WCCTAC – No Report
- **County Connection Fixed Route Monthly Report:** <http://countyconnection.com/wp-content/uploads/2017/01/6a.pdf>
- **County Connection Link Monthly Report:** <http://countyconnection.com/wp-content/uploads/2017/01/6b.pdf>
- **CCTA Project Status Report** may be downloaded at: <http://www.ccta.net/uploads/5823a8f468cb5.pdf>
- The **CCTA Board** agenda for the March 15, 2017 meeting is not yet available.
- The **CCTA Administration & Projects Committee (APC)** agenda for the March 2, 2017 meeting may be downloaded at: http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&clip_id=321
- The **CCTA Planning Committee (PC)** agenda for the March 1, 2017 meeting may be downloaded at: http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&clip_id=319
- The **CCTA Calendar** for Feb/Mar/Apr/May 2017 may be downloaded at: http://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=313&meta_id=26513

15. **AGENCY AND COMMITTEE REPORTS, IF AVAILABLE**

16. **FOR THE GOOD OF THE ORDER**

17. **ADJOURN / NEXT MEETING**

The next meeting is scheduled for April 13, 2017 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 3, 2017**

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

PLEASE PRESENT THE FORM 700 TO ANITA L. TUCCI-SMITH

TRANSPAC Meeting Summary Minutes

MEETING DATE:	February 9, 2017
MEMBERS PRESENT:	Ron Leone, Concord (Chair); Karen Mitchoff, Contra Costa County (Vice Chair); Loella Haskew, Walnut Creek, CCTA Representative; Julie Pierce, Clayton, CCTA Representative; Matt Rinn, Alternate for Sue Noack, Pleasant Hill; and Mark Ross, Martinez
PLANNING COMMISSIONERS PRESENT:	LaMar Anderson, Concord; Bob Pickett, Walnut Creek; and Diana Vavrek, Pleasant Hill
STAFF PRESENT:	Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Robert Sarmiento, Contra Costa County; Michael Tanner, BART; Tim Tucker, Martinez; and Matt Todd, TRANSPAC Managing Director
GUESTS/PRESENTERS:	Brad Beck, Senior Transportation Planner, Contra Costa Transportation Authority (CCTA); Martin Engelmann, Deputy Executive Director, Planning CCTA; Matt Kelly, Associate Transportation Planner; CCTA; Susan Miller, Director of Projects, CCTA; Hisham Noeimi, Engineering Manager, CCTA; and Carlyn Obringer, Concord Councilmember.
MINUTES PREPARED BY:	Anita Tucci-Smith

1. Convene Meeting/Pledge of Allegiance/Self Introductions

The meeting was convened at 9:00 A.M. by Chair Ron Leone, who led the Pledge of Allegiance. Self-introductions followed.

2. Public Comment

There were no comments from the public.

3. Introduction of New Members

The new members of the Board were introduced.

CONSENT AGENDA

4. Approve December 8, 2016 Minutes

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

Ayes: Anderson, Haskew, Mitchoff, Pickett, Pierce, Rinn, Ross, Vavrek, Leone
Noes: None
Abstain: None
Absent: None

END CONSENT AGENDA

5. **Appointment of TRANSPAC Alternate Representative to the CCTA.** TRANSPAC is represented on the CCTA Board by two members (that are elected officials) and two alternate members (that are elected officials). TRANSPAC member Julie Pierce (term ending January 31, 2018) and member Loella Haskew (term ending January 31, 2019) are the current members. The two alternate member positions are allowed to serve for either or both of TRANSPAC's CCTA representatives, as necessary. TRANSPAC member Ron Leone is serving in one of the alternate positions. With the appointment of TRANSPAC member Loella Haskew to the CCTA Board at the December 2016 meeting, the alternate position she previously held is vacant. As specified in the Administrative Code of the CCTA, TRANSPAC appointment of CCTA Commissioners can only include the votes of the TRANSPAC elected official Board members. *(Continued from the December 8, 2016 meeting)*

After the nomination and second for Director Noack, the Board discussed the possibility of appointing TRANSPAC Board member alternates to the CCTA. The discussion included the desire and benefit to have individuals that were familiar with the ongoing items and issues being discussed.

Director Mitchoff nominated Director Noack as TRANSPAC'S second alternate representative to the CCTA. Director Pierce seconded the nomination. There were no other nominations and the nominations were closed. Sue Noack was appointed as the second TRANSPAC alternate to the Contra Costa Transportation Authority Board by the following vote:

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

6. **Appointment to Countywide Bicycle and Pedestrian Advisory Committee (CBPAC).** TRANSPAC is represented on the CCTA's Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) by one TRANSPAC staff representative (and alternate) and one citizen representative. At its meeting on January 19, 2017, the TRANSPAC TAC recommended that the TRANSPAC Board appoint Tim Tucker as the primary representative with Andy Smith to serve as the alternate to CBPAC for the remainder of the two-year term that would expire on December 31, 2017. Jeremy Lochirco previously served in this position, David Favello is currently serving as the TRANSPAC citizen representative through the same term.

On motion by Director Mitchoff, seconded by Director Pierce to appoint Tim Tucker as the primary representative with Andy Smith to serve as the alternate to the Countywide Bicycle and Pedestrian Advisory Committee for the remainder of the two-year term that would expire on December 31, 2017. The motion carried by the following vote:

Ayes: Anderson, Haskew, Mitchoff, Pickett, Pierce, Rinn, Ross, Vavrek, Leone
Noes: None
Abstain: None
Absent: None

7. **Appointment to Technical Coordinating Committee (TCC).** TRANSPAC is represented on the CCTA's Technical Coordinating Committee (TCC) by three TRANSPAC staff representative appointees that represent planning, engineering, and transportation disciplines. At its meeting on January 19, 2017, the TRANSPAC TAC recommended that the TRANSPAC Board appoint Andy Smith as a primary representative to the TCC for the remainder of the current term expiring on March 31, 2017. Jeremy Lochirco previously served in this position. The TRANSPAC TAC also recommended that the TRANSPAC Board appoint Eric Hu, Andy Smith, and Tim Tucker as the primary representatives to the TCC for the next term of April 1, 2017 to March 31, 2019. It was also clarified that the alternate position for the April 1, 2017 to March 31, 2019 term is not filled and would be addressed at a later date.

On motion by Director Haskew, seconded by Director Pierce to appoint Andy Smith as a primary representative with TCC for the remainder of the term expiring on March 31, 2017, as well as appoint Eric Hu, Andy Smith, and Tim Tucker as the primary representatives to the TCC for the next term April 1, 2017 to March 31, 2019. The motion carried by the following vote:

Ayes: Anderson, Haskew, Mitchoff, Pickett, Pierce, Rinn, Ross, Vavrek, Leone
Noes: None
Abstain: None
Absent: None

8. **Recommendation for the CCTA Coordinated Call for Projects.** The CCTA released the Coordinated Call for Projects (CFP) on September 23, 2016. The CCTA Coordinated Call for Projects includes funding available through three programs: One Bay Area Grant (OBAG 2), Measure J Transportation for Livable Communities (TLC), and Measure J Pedestrian, Bicycle and Trail Facilities (PBTF). Applications for this CFP were due to the CCTA on December 9, 2016. The overall countywide funds available total about \$91.5 million and include multiple program and subregional categories. The TRANSPAC formula share of the Measure J TLC program is \$9.985 million. The TRANSPAC formula share of the Safe Routes to School (SRTS), a subcomponent of the OBAG 2 funds program is \$1.077 million of federal Congestion Mitigation and Air Quality (CMAQ) funds. The CCTA has requested TRANSPAC to provide program recommendations for the TRANSPAC formula shares of the Measure J TLC funding and for the SRTS funding programs by March 31, 2017. Eight applications requesting about \$11.35 million of TLC funds and two SRTS applications requesting \$827,000 have been submitted from Central County.

The TRANSPAC TAC evaluated the process, projects submitted, and draft program concepts at its meetings in January. The TRANSPAC TAC requests the TRANSPAC Board review and provide comment on the Draft Program for the Central County TLC and SRTS program funds. With the TRANSPAC Board comments and additional information collected regarding all the fund sources in the CCTA Coordinated CFP, the TRANSPAC TAC will provide a final programming recommendation to the TRANSPAC Board in March. The CCTA is scheduled to approve the final funding programs for this CFP in June 2017.

Mr. Todd presented the item and sought comments from the Board. The TRANSPAC TAC, with Board input, would recommend a program to the Board in March. He highlighted the projects under consideration and referred to a table that had summarized the Central County projects, explaining that TRANSPAC was in a good position in that the requests from Central County did not appreciably exceed the funds available.

With respect to strategy, Mr. Todd explained that the TAC wanted to fund all the application requests. For the TLC funding, the request from CCTA was that the projects be prioritized up to 125 percent of the target and TRANSPAC was under that target, although there might be a must fund/should fund prioritization. The TAC was also waiting for information from other CCTA coordinated funding program reviews. He advised that some of the projects were also requesting competitive funds on a countywide basis, and the Contra Costa Boulevard and Pacheco Boulevard projects, if successful in securing competitive countywide funds, would reduce the call from the TRANSPAC Measure J funds. Another option was that certain projects had some SRTS scope eligibility and there might be something that could be done to address the TLC overage. He noted that a consideration in a project using federal funds was that it required a longer, more complicated process.

With respect to the Iron Horse Trail project, estimated to be a 50 percent TRANSPAC and 50 percent SWAT project, Mr. Todd stated there was a desire to share the cost, and reducing the total project cost by 50 percent would free up more funds for TRANSPAC's use. He clarified that TLC funds were Measure J funds and did not need to be federalized.

On the discussion, Brad Beck verified that projects had to have been submitted by December 9, 2016 to be considered in this round, although RTPCs had the opportunity to reserve Measure J funds for programming later.

Director Pierce expressed a desire to bank any unneeded excess Measure J funds.

Mr. Todd clarified that while Measure J TLC funds not programmed could be held in reserve, SRTS funds, which were federal funds, could not be banked. There was also no desire to leave SRTS funds unused.

Director Pierce asked if SRTS funds could be programmed to a current TLC project if already federalized, which would leave more of the TLC funds to be banked rather than lose the SRTS funds.

Director Pierce suggested asking the TAC to consider optimizing some of the projects to use the remaining SRTS funds so they would not be lost, and referred to one of Clayton's small projects on Oak Street, one of the primary access points for the elementary school, which would qualify and which could be considered.

Chair Leone asked if TRANSPAC was positioning itself with shovel ready projects to take advantage of potential funding the new federal administration had proposed for infrastructure improvements.

Hisham Noeimi explained that the CCTA had already received a request from Caltrans and MTC to submit a list of shovel ready projects that could be started in 2017, and CCTA had submitted three projects; the I-680/SR 4 Interchange Improvement - State Route 4 Widening - Phase 3 project, a gap closure project on I-680, and Vasco Road improvements in the County. The request, if successful, would free up Measure J funding.

For the SRTS program, Mr. Todd stated there was \$250,000 of unprogrammed funds; the City of Concord had identified a need for an additional \$50,000, which would leave \$200,000 of unprogrammed capacity. There was also a desire to look for ways to exchange the funds and get them on federalized projects, and if necessary identify new projects.

On the discussion of a number of specific projects that might be considered, such as the Ward Street project in Martinez, the Board asked staff to analyze every project where SRTS funds or TLC funds might be used, and if successful with competitive countywide funds consider the Ward Street project receive Measure J TLC funds.

Mr. Todd advised that the input would be taken back to the TAC to work on the next iteration of recommendations.

9. **Walnut Creek BART TOD Access Improvements Project.** BART is requesting TRANSPAC approval to reprogram a total of \$3.85 million from Measure J Line 10001-02 for the Walnut Creek BART Transit Oriented Development (TOD) Access + Public Realm Improvements Project. Measure J Line 10 – BART Parking, Access, and Other Improvements is assigned \$41 million to construct improvements to the BART system such as additional parking, station access, capacity, safety and operational improvements throughout the County. In the 2016 Measure J Strategic Plan, Central County is assigned \$14.762 million of these funds (escalated value). To date, \$8.855 million of the Measure J Line 10001 monies have been programmed to five specific projects, leaving \$5.907 million remaining to be programmed. BART is requesting to program \$3.85 million for the Walnut Creek BART TOD Public Access Improvements Project that would provide public amenities that would support transit, walking, and biking to and from the Walnut Creek BART TOD project as well as help to create an inviting environment for both residents and visitors.

In addition to the Measure J funds, BART has been awarded a STIP grant in the amount of \$5.3 million, and also includes \$100,000 of local funds for a match of about 60 percent with a total project budget of \$9.25 million. The Project would begin preliminary studies in 2017 and construction in 2022. With the approval of the Project, \$2.057 million would remain unprogrammed in the Measure J Line 10001-02 fund for future projects. At its meeting on January 26, 2017, the TRANSPAC TAC reviewed the request and recommended that the item be forwarded to the TRANSPAC Board for approval.

Michael Tanner explained that the project had been 20 years in the making, taking 900 spaces from most of the surface lots, putting them in a garage, and then leasing the property for development of ground level retail with housing above. BART was asking for funding to make additional pedestrian and bike improvements within the station area that the developer project would include. BART would imitate the project this summer.

Director Mitchoff verified with Mr. Tanner that the garage would be on the southwest parcel in the permit parking area and during construction there would be about 200 spaces eliminated in the first parcel and the other lots would be used and be valeted back to back.

Mr. Tanner also noted additional bus service would be provided. The existing garage would remain open. As soon as the garage had been constructed and operational, Parcels 2 and 3 would be developed.

On motion by Director Haskew, seconded by Director Mitchoff to forward BART's request to reprogram a total of \$3.85 million from Measure J Line 10001-02 for the Walnut Creek BART TOD Public Access Improvements Project to the CCTA Board for approval. The motion carried by the following vote:

Ayes:	Anderson, Haskew, Mitchoff, Pickett, Pierce, Rinn, Ross, Vavrek, Leone
Noes:	None
Abstain:	None
Absent:	None

10. Interstate 680/State Route 4 Interchange Improvement, State Route 4 Widening, Phase 3 (CCTA PROJECT 6001). Contra Costa Transportation Authority staff will provide an update on the project.

Susan Miller reported that the I-680/SR4 Interchange Improvement project was a very large project that had been split into five phases. Phase 3 was identified as the least costly phase and that could be implemented with existing fund sources, although there had been some unexpected cost increases, primarily related to the Grayson Creek Bridge, which could not be widened and would have to be replaced. She identified the current funding shortfall and described the ROW acquisition concern, environmental permitting challenges, and major utility relocations. Plans were at the 95 percent stage.

Ms. Miller explained that the approach to move forward to deliver the whole project would be to complete the design, ROW activities and permits for the entire project, and to be in a position to accept other funds given the project was shovel ready and had both CEQA and NEPA approvals. She referred to an additive scope strategy to complete the project, with a base bid for the contract and an additive bid option. The base contract would include multiple bridge widenings and extension of lanes in the eastbound direction (from Grayson Creek) with an additive scope that included another bridge widening and extension of a lane in the westbound direction (to Grayson Creek). This advertising structure allows to receive bids for the entire scope, but anticipated to only have funding for the base portion of the contract. If additional funds were identified, the additive bid could be included. She emphasized that the CCTA was constantly looking at funding sources to pursue.

Chair Leone agreed that the whole project needed to be completed to offer Concord some relief from cut through traffic.

Tim Tucker explained that Martinez also needed relief from the eastbound traffic.

Director Pierce described the many fronts being pursued to get the project completed since it was one of the most important projects in Contra Costa County.

In response to Mr. Kuzbari as to whether there were sufficient funds to include the third westbound lane to Grayson as part of the base bid, Ms. Miller noted there was some additional money to potentially be able to move the pinch point further downstream although there had been some concern regarding the benefit of moving the pinch point to Grayson Creek area. She stated they were also looking on the other side of I-680 in Martinez to see if there was something that could be done with the Pacheco merge. She added that there was some money to determine whether there was something else of value that would benefit the public, although challenges included the Pacheco interchange and the buttonhook ramps. The ultimate solution would be to secure the funds to complete the entire project.

Mr. Kuzbari suggested the community could be advised that this is the first step. He noted there were three cities impacted in the morning because of SR-242 backups; Pittsburg, Concord, and Walnut Creek. He understood the bottleneck location would be moved downstream and emphasized the need for immediate relief in the SR-4/SR-242 area and the need for the westbound third lane. He asked the CCTA to reconsider its position and include the westbound lane in the base bid package.

Mr. Tucker noted that in the morning Highway 4 also backed up and adding more traffic to the interchange would impact the backup on Highway 4.

Director Mitchoff commented that when eBART became operable in 2018, the traffic from East County should be reduced, although Chair Leone stated that the development of the Concord Naval Weapons Station and the buildout of San Marco would add additional traffic and further exacerbate backups.

In response to the concerns related to including the westbound lane in the base bid, Mr. Noeimi explained that the CCTA was still finalizing the costs; he was not sure the funding was available for the westbound lanes although the money was available to do the eastbound lanes.

Director Mitchoff stated it would be important to know how the proposal would impact Concord, and she asked the TAC to consider that situation.

It was noted that improvements to the Grayson Creek Bridge would continue to be the critical component of the improvements in this area.

- 11. Subregional Action Plan Update.** The Contra Costa Transportation Authority (CCTA) is preparing to update subregional Action Plans for Routes of Regional Significance (Action Plans) for inclusion in the Countywide Transportation Plan (CTP) in 2017. The primary purpose of this update is to address changes to CEQA under SB 743, which impacts the use of delay-based Multimodal Transportation Service Objectives (MTSOs) used in the Action Plans. With the changes to CEQA under SB 743, Level of Service (LOS)/vehicle delay as a finding of significance is removed from CEQA and replaced with Vehicle Miles Traveled (VMT). CCTA provided a presentation to the TRANSPAC TAC at its meeting on January 26, 2017. The TRANSPAC TAC requested additional material be provided at the February TRANSPAC TAC meeting including information regarding how projects may be evaluated in the future and options to consider for updates to the Central County Action Plan. Additional information on this item will be provided to TRANSPAC at a future meeting.

Mr. Todd presented the information item and noted that since the review of the last Action Plans SB 743 had been adopted, revising how the California Environmental Quality Act (CEQA) would evaluate projects, previously through a Level of Service (LOS) standard and now through a Vehicle Miles Traveled (VMT) standard. The Action Plans still included LOS standards. He reported that the TAC had been given an initial presentation last month and at its meeting on February 23 and would consider options of how to amend the Action Plans. The item was currently being discussed at the TAC level and more information would be available after further discussion.

- 12. TRANSPAC Financial Reports.** This report contains a summary of the amount of funds held, receipts and expenses of TRANSPAC for FY 2016-17 for the period ended December 31, 2016. The TRANSPAC Bylaws call for the reporting of this financial information on a quarterly basis.

Mr. Todd reported that the TRANSPAC Bylaws called for Quarterly Financial Reports, which would be provided as required. He presented the summary of information, noted that the City of Pleasant Hill handled TRANSPAC funds, and he would continue reporting on a quarterly basis. He also noted that next month budget discussions for the upcoming year would begin.

- 13. TRANSPAC CCTA Representative Reports:** Reports on January 2017 CCTA Administration and Projects Committee and CCTA Board Meeting, and the February 2017 Administration and Projects Committee and Planning Committee.

Director Haskew reported that discussion at CCTA meetings included the approval of a contract for a lobbyist, the legislative advocacy program, and the CCTA had procured a payroll system to replace an outside service.

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

CCTA Executive Director Randell H. Iwasaki's Report dated January 18, 2017 had been included in the meeting packet.

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

CCTA Executive Director Randell H. Iwasaki's letter to the RTPCs dated December 20, 2016 for the December 14, 2016 Board Meeting, and January 19, 2017 for the January 18, 2017 Board Meeting had been included in the meeting packet.

16. 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 8, 2016
- TRANSPLAN – Meeting Summary dated January 17, 2017
- SWAT – Meeting Summary dated January 24, 2017
- WCCTAC – No Report

17. Agency and Committee Reports, if Available

There were no comments.

18. For the Good of the Order

There were no reports.

19. Adjournment

The meeting was adjourned at 10:46 A.M. The next meeting of the Board is scheduled for March 9, 2017 at 9:00 A.M. in the City of Pleasant Hill Community Room, unless otherwise determined.

Measure J**Project 10001 - BART Parking, Access and Other Improvements - Central County**

February 28, 2017

Funds Available (10001) \$ 14,762,000

Funds Appropriated

10001-03 Comprehensive Wayfinding System for Central
Contra Costa BART Stations \$ 2,600,00010001-04 Electronic Bicycle Facilities at Central Contra Costa
BART Stations \$ 905,000

10001-05 Concord BART Plaza Redesign \$ 4,500,000

10001-06 Shared Autonomous Vehicle Pilot Project \$ 250,000

10001-07 Pleasant Hill Parking Structure Elevator Renovation
Project \$ 600,000TBD Walnut Creek BART TOD Public Access
Improvements \$ 3,850,000(Approved by TRANSPAC on February 9, 2017 and
pending consideration by the CCTA Board)

Subtotal \$ 12,705,000

Funds Not Yet Appropriated to Specific Project (10001-02) \$ 2,057,000

Proposed Programming

Electronic Bicycle Facilities – Central County BART
Stations \$ 900,000This request is to amend an additional \$900,000 to
existing Project #10001-04. The additional funds
would be used for the construction phase of bike
stations at the Pleasant Hill BART Station and the
Concord BART Station.**Remaining Balance with the Approval of the Proposed
Programming \$ 1,157,000**



Electronic Bicycle Facilities at Central Contra Costa BART Stations

PROJECT # 10001 – 04

The project goal is to increase bicycling to transit by providing convenient, secure bicycle parking throughout the BART service area. The directives of the BART Strategic Plan call for a shift away from parked single occupant vehicles to other modes of access.

Did You Know?

BART ordered 410 new train cars in 2012 at an average cost of about \$2.2 million per car.



Scope

Install secure bicycle parking spaces at Concord, North Concord, Walnut Creek, and Pleasant Hill BART stations. The bicycle parking area design will include signage and other enhancements to create an inviting and functional bicycle parking area.

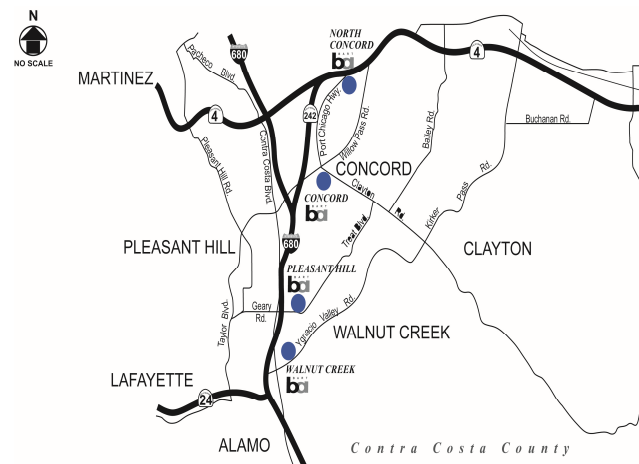
Status

- To date, a total of 312 spaces have been installed at the Walnut Creek, Pleasant Hill, Concord and North Concord stations.
- 240 additional bicycle parking spaces will be added at the Pleasant Hill BART Station in a secure bike station facility.
- 110 additional bicycle parking spaces will be added at the Concord BART Station in a secure bike station facility.

Issues/Areas of Concern

- None.

Location



Schedule

	Dates
Preliminary Studies/Planning	Complete
Environmental Clearance	Complete
Design	2010-2017
Right of Way and Utilities	—
Construction	2010-2018
Landscaping	—

Funding by Source (\$ 000s)

	Amount
Measure J	\$1,805
BART	150
Total	\$1,955

CCTA Coordinated Call for Projects Schedule

<i>Date</i>	<i>Group</i>	<i>Subject</i>
2016		
December 9	Applications Due	Deadline 2:00 p.m. on 12/9/16
December 14	Authority Board	Update on application and review process
2017		
January 23	Countywide Bicycle and Pedestrian Committee	Initial review of project applications for PBTF funding
January–March	Regional Transportation Planning Committees	Review and recommend projects for funding through the TLC and Safe Routes to School programs
March 27	Countywide Bicycle and Pedestrian Committee	Recommend priorities for PBTF funding
May 18	Technical Coordinating Committee	Review proposed OBAG 2 / Measure J funding program
May 22	Countywide Bicycle and Pedestrian Committee	Review proposed OBAG 2 / Measure J funding program
June 7	Planning Committee	Review proposed OBAG 2 / Measure J funding program
June 21	Authority Board	Approve OBAG 2 / Measure J funding program

Process / Schedule for the TRANSPAC Review of the CCTA Coordinated CFP Programs, including:

- Measure J Transportation for Livable Communities (TLC) Program, and
- Safe Routes to School (SR2S) Program

December 8	TRANSPAC Board	-Review Process / Schedule
December 15	TRANSPAC TAC	-Discuss review process
January (Date(s) TBD)	TRANSPAC TAC	-Review Project Applications -Draft Program Recommendations to Board
February 9	TRANSPAC Board	-Review and Comment on Draft Program Recommendations
February 23	TRANSPAC TAC	-Review and Input on Program Recommendations -Final Program Recommendations to Board
March 9	TRANSPAC Board	-Approve Final Program Recommendations
March 31		-Recommendations Due to CCTA

Funding Requests in Central Contra Costa

The Authority received 14 applications for funding for projects in Southwest Contra Costa County as part of the Coordinated Call for Projects. Their names, sponsors and funding requests — shown in thousands of dollars — are shown in the following table. The columns starting with “2.2” list funding requests for projects asking for One Bay Area Grant (OBAG 2) funding sometimes with Measure J Transportation for Livable Communities (TLC) or Pedestrian, Bicycle and Trail Facilities (PBTF) funding used as a match. The columns starting with “3.1” list funding requests for projects asking for either (or both) TLC and PBTF funding with no OBAG 2 funding requested.

CCP-48	Project Name	Sponsor	2.2 Competitive	2.2 LSRP	2.2 SRTS	2.2 FAS	2.2 TLC	2.2 PBTF	3.1 TLC	3.1 PBTF
CCP-04	Olympic Corridor Improvement - Bike Ped Facilities	Walnut Creek	\$3,894							
CCP-06	Shadelands Multi-Modal Improvement Plan	Walnut Creek							\$160	
CCP-07	Ygnacio Valley & Oak Grove Road Rehabilitation	Walnut Creek			\$2,655					
CCP-08	Walker Avenue Sidewalk Improvements	Walnut Creek								\$817
CCP-10	Willow Pass Road Repaving	Concord			\$4,183					
CCP-12	Cambridge Elementary Safe Routes to School Improvements	Concord				\$283				
CCP-16	East Downtown Concord Neighborhood Sidewalk Gap Closure	Concord								\$611
CCP-17	East Downtown Concord PDA Access & Safe Routes to Transit	Concord							\$3,430	
CCP-21	Monument Boulevard Class I Path	Concord	\$4,368							

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CCP-48	Project Name	Sponsor	2.2 Competitive	2.2 LSRP	2.2 SRTS	2.2 FAS	2.2 TLC	2.2 PBTF	3.1 TLC	3.1 PBTF
CCP-28	Walnut Creek Bus Stop Access & Safety Improvements	Walnut Creek & County Connection							\$852	
CCP-29	Walnut Creek Transportation Demand Mgmt Strategy	Walnut Creek							\$225	
CCP-30	Willow Pass Road Safe Routes to Transit Improvements	Concord							\$883	
CCP-37	Reliez Valley Road Trail Spur	Martinez								\$192
CCP-40	2018 Neighborhood Street Rehab	Clayton	\$308							
CCP-47	Clayton Town Center Ped Safety Improvements	Clayton								\$252
CCP-48	Contra Costa Blvd Improvement Project (Viking Dr to Harriett Dr)	Pleasant Hill	\$4,500				\$825		\$4,792	\$4,792
CCP-49	Downtown Streets Rehab Project	Martinez	\$846							
CCP-54	Gregory Lane/Elinora Drive Signal Installation	Pleasant Hill	\$544							
CCP-56	Iron Horse Active Transportation Corridor Study	Contra Costa County							\$350	
CCP-58	Kirker Pass Road Open Grade Overlay Project	Contra Costa County	\$1,343							
CCP-62	Pacheco Boulevard Pedestrian Creek Crossing	Contra Costa County							\$656	\$656

Funding Requests in Central Contra Costa

January 18, 2017

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CCP-48	Project Name	Sponsor	2.2 Competitive	2.2 LSRP	2.2 SRTS	2.2 FAS	2.2 TLC	2.2 PBTF	3.1 TLC	3.1 PBTF
CCP-65	Pleasant Hill Road Improvement (Gregory Lane to Taylor)	Pleasant Hill		\$920				\$2,240		
CCP-73	Ward Street Area Ped and Streetscape Project	Martinez	\$1,897							
Total			\$14,659	\$8,912	\$827	\$1,343	\$825	\$2,240	\$11,348	\$7,320
Count			16	20	12	1	7	8	28	20

Descriptions of Central County Projects

January 13, 2017

The following list describes the projects applying for funding through the Coordinated Call for Projects located in Central Contra Costa, which agency or agencies are sponsoring them, their location and whether they are eligible for the funding being applied for.

CCP-04 Olympic Corridor Improvement - Bike Ped Facilities

Sponsor: Walnut Creek

Description: The Olympic Corridor improvements will enhance the bicycle and pedestrian facilities between Paulson Lane and California Boulevard through sidewalk widening, crosswalk improvements, and an addition of a Class I path. It will also restrict through-traffic to and on the northbound I-680 on-ramp via lane re-striping.

Locations: Olympic Corridor between Paulson Lane and California Boulevard

Applying for: Competitive OBAG

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$4,400,000	\$506,000	\$3,894,000

CCP-06 Shadelands Multi-Modal Improvement Plan

Sponsor: Walnut Creek

Description: This project would include creation of a plan to encourage multi-modal external and internal options for the Shadelands Business Park in Walnut Creek. Shadelands Business Park is approximately 10.8 million square feet of research, medical, education, recreation and community uses. The Shadelands Multi Modal Improvement Plan will identify transportation measures and prioritize a set of improvement projects tailored to the needs of the Shadelands Business Park.

Locations: Shadelands Business Park

Applying for: TLC

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$200,000	\$40,000	\$160,000

CCP-07 Ygnacio Valley & Oak Grove Road Rehabilitation

Sponsor: Walnut Creek

Description: The project will rehabilitate the asphalt roadway on Ygnacio Valley Rd between Civic Dr & San Carlos Dr and Oak Grove Road between Ygnacio Valley Rd & Mitchell Rd. Pavement repairs will be performed at base failure locations. The project will also replace traffic striping and adjust utility covers as part of the pavement rehabilitation process. ADA curb ramp upgrades will be made. Video detection will be installed at select signalized intersections to improve detection.

Locations: Ygnacio Valley Road from Civic Drive to San Carlos Drive
Oak Grove Road from Ygnacio Valley Road to Mitchell Drive

Applying for: LSRP

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$3,100,000	\$445,000	\$2,655,000

CCP-08 Walker Avenue Sidewalk Improvements

Sponsor: Walnut Creek

Description: Pedestrian and bicycle barrier removal and facilities enhancement to connect a large residential area to the Iron Horse Trail, Las Lomas High School, key transit hubs, BART, downtown Walnut Creek, Walnut Creek Library and parks.

Locations: Walker Avenue from Iron Horse Trail to Sierra Drive
Sierra Drive from Walker Avenue to East of 215 Sierra Drive

Applying for: PBTF

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$933,000	\$115,000	\$817,000

CCP-10 Willow Pass Road Repaving

Sponsor: Concord

Description: The Willow Pass Road Repaving Project will rehabilitate the pavement and repair damaged sidewalk, curb and gutter on Willow Pass Road between Galindo Street and San Vicente Drive. Additionally, existing non-ADA compliant curb ramps will be replaced to meet current ADA standards.

Locations: Willow Pass Road from Galindo Street to San Vicente Drive

Applying for: LSRP

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$5,407,000	\$1,224,000	\$4,183,000

CCP-12 Cambridge Elementary Safe Routes to School Improvements

Sponsor: Concord

Description: This project provides safe walking and biking routes to Cambridge Elementary School from the Four Corners Neighborhood and the Monument Boulevard neighborhood, an MTC Community of Concern. The project would improve pedestrian safety through enhancements to the existing uncontrolled crosswalk on Lacey Lane, sidewalk gap closure on Victory Lane, and provide a bicycle boulevard treatment on Victory Lane, for a safe, continuous walking and bicycling route to Cambridge Elementary School.

Applying for: SRTS

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$348,000	\$65,000	\$283,000

CCP-16 East Downtown Concord Neighborhood Sidewalk Gap Closure

Sponsor: Concord

Description: This project provides safe walking and biking routes within and to/from the Downtown Concord PDA and the East Downtown Concord neighborhoods; provides safe routes to transit access to the Concord BART Station within the

Downtown Concord PDA; and improves biking and walking near schools and parks by creating a continuous sidewalk network along 3rd Street, Euclid Avenue, Bonifacio Street, and Salvio Street and installing bicycle routes on 3rd Street and Euclid Avenue.

Applying for: PBTF

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$682,000	\$71,000	\$611,000

CCP-17 East Downtown Concord PDA Access & Safe Routes to Transit

Sponsor: Concord

Description: This project provides safe walking and biking routes within the Downtown Concord Priority Development Area by creating a safe, continuous pedestrian network through sidewalk gap closures on Parkside Drive, The Alameda, and 6th Street and provides bicycle routes on the same streets. The improvements will improve pedestrian and bicycle access from the PDA to BART, bus routes, and nearby schools.

Applying for: TLC

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$3,814,000	\$384,000	\$3,430,000

CCP-21 Monument Boulevard Class I Path

Sponsor: Concord

Description: The project provides multimodal access to the Concord BART Station through installation of a mixed-use path along Monument Boulevard, signalized intersection improvements on Monument Boulevard at Walters Way and Cowell Road, and providing a connection to bicycle facilities on Walters Way and Detroit Avenue in the City's Monument Corridor. The project creates a safe, continuous pedestrian and bicycle route to the BART station from the Monument Corridor Community of Concern.

Applying for: Competitive OBAG

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$5,329,000	\$961,000	\$4,368,000

CCP-28 Walnut Creek Bus Stop Access & Safety Improvements

Sponsor: Walnut Creek & County Connection

Description: The City of Walnut Creek, in partnership with the Central Contra Costa Transit Agency, is seeking a grant from the Measure J, Transportation for Livable Communities (TLC) program to make numerous access and safety improvements at bus stops throughout Walnut Creek. The funding would be used to remove or replace existing non-compliant shelters with new accessible, solar-powered bus shelters; improve sidewalk and ADA access; increase site lighting; and add benches and real-time travel information.

Locations: The project area includes improvements within the City's Priority Development Area (PDA) and near major job centers including John Muir Medical Center, Shadelands Business Park, and Orchards Shopping Center.

Applying for: TLC

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$1,022,000	\$170,000	\$852,000

CCP-29 Walnut Creek Transportation Demand Management Strategy

Sponsor: Walnut Creek

Description: The City of Walnut Creek is seeking a grant to fund the development of a Transportation Demand Management (TDM) Strategy, which is a comprehensive approach for the City to reduce vehicle trips, reduce parking demand and support alternative modes of transportation. The proposed Strategy would include both project and program components in three key areas: TDM for Developers; Increased Mobility; and Transit First.

Locations: The project area is citywide but the primary focus of the Strategy will include the Shadelands Business Park and the two Priority Development Areas in the City, near the Walnut Creek and Pleasant Hill BART Stations.

Applying for: TLC

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$245,000	\$20,000	\$225,000

CCP-30 Willow Pass Road Safe Routes to Transit Improvements

Sponsor: Concord

Description: This project closes two sidewalk gaps and enhances an uncontrolled multi-lane pedestrian crossing on Willow Pass Road in eastern Concord. The sidewalk gap closures will provide ADA-compliant access to multi-family housing, bus stops, markets, Wren Elementary School and other amenities. The project includes the replacement and relocation of an outdated pedestrian warning system with a pedestrian hybrid beacon across Willow Pass Road at San Vincente Drive to connect residences to these amenities

Locations: South side of Willow Pass Road from St Phillip Court to Clayton Way
South side of Willow Pass Road from 3690 Willow Pass Road to Granada Drive
Willow Pass Road/San Vincente Drive

Applying for: TLC

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$983,000	\$100,000	\$883,000

CCP-37 Reliez Valley Road Trail Spur

Sponsor: Martinez

Description: Construct Class I pedestrian and bike trail on western side of Reliez Valley Road to EBRPD standards from Blue Ridge Drive to Tavan Estates Drive.

Applying for: PBTF

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$227,000	\$35,000	\$192,000

CCP-40 2018 Collector Street Rehabilitation

Sponsor: Clayton

Description: Pavement rehabilitation of 8 local collector streets totaling 666,000 square feet of pavement. The current PCI of proposed streets vary from 71 to 86 which indicates that they are due for surface treatment work.

Applying for: LSRP

Locations: El Camino Drive from Clayton Road to Pine Hollow Road
Mitchell Canyon Road from Clayton Road to south City Limits
Indian Wells Way from N. Oakhurst Road to S. Oakhurst Road
Eagle Peak Circle from Oakhurst Drive to Keller Ridge Drive
Main Street from Oak Street to Marsh Creek Road
Center Street from Oak Street to Marsh Creek Road
El Molino Drive from Marsh Creek Road to Regency Drive
Regency Drive from Marsh Creek Road to El Molino Drive

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$393,000	\$85,000	\$308,000

CCP-47 Clayton Town Center Ped Safety Improvements

Sponsor: Clayton

Description: The project is comprised of three elements to improve pedestrian safety in the Town Center of Clayton. The first component of the project is a raised and lighted crosswalk system to be located on Oak St. in the east/west direction at Center St. The second improvement is a tabletop or raised intersection at old Marsh Creek Rd and Main St. The last element of the project is an additional raised and lighted crosswalk system to be located on Center St in the north/south direction at Oak St.

Locations:

Applying for: PBTF

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$251,918	\$0	\$251,918

CCP-48 Contra Costa Blvd Improvement Project (Viking Dr. to Harriett Dr.)

Sponsor: Pleasant Hill

Description: The project will construct “complete streets” enhancements along Contra Costa Boulevard (CCB), between Harriett Drive and Viking Drive. Key project elements include installation of new buffered sidewalks, bike lanes, ADA curb ramps, pavement resurfacing, traffic signal replacement at CCB/Taylor Boulevard intersection, new traffic signal at CCB/Alan Drive, LED street/pedestrian level lighting, transit stop enhancements, and landscaping/hardscaping enhancements.

Locations:

Applying for: Competitive OBAG, TLC, PBTF

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$5,375,000	\$50,000	\$5,325,000

CCP-49 Downtown Streets Rehab Project

Sponsor: Martinez

Description: Perform Rubberized Cap Seal or equivalent treatment to various streets in the Downtown Core Area (in or adjacent to the Downtown PDA). Streets included in the Project include: Ward, Castro, Estudillo, Las Juntas and Court Streets.

Locations:

Applying for: LSRP

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$1,112,000	\$266,000	\$846,000

CCP-54 Gregory Lane/Elinora Drive Signal Installation

Sponsor: Pleasant Hill

Description: The proposed project will install a new traffic signal at the intersection of Gregory Lane and Elinora Drive. Additional improvements include the construction of new ADA curb ramps, repair of existing concrete sidewalk near

the intersection, removal of existing pavement striping/markings, slurring the existing pavement (to cover all striping grinding marks), and restriping the intersection for the new signal.

Locations: Gregory Lane at Elinora Drive

Applying for: SRTS

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$635,000	\$91,000	\$544,000

CCP-56 Iron Horse Active Transportation Corridor Study

Sponsor: Contra Costa County

Description: The purpose of the Iron Horse Active Transportation Corridor Study ("Study") is to explore opportunities to further develop the Iron Horse Corridor ("Corridor") into an active transportation corridor. The plan would identify features in addition to the existing recreational trail such as a bike expressway, separated bicycle and pedestrian facilities, trail access improvements ("on/off-ramps" to the bicycle expressway), improved roadway intersection designs, and additional signage/wayfinding.

Locations: Iron Horse Trail from SR 4 to Alameda County

Applying for: TLC

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$350,000	\$0	\$350,000

CCP-58 Kirker Pass Road Open Grade Overlay Project

Sponsor: Contra Costa County

Description: The Kirker Pass Road Open Grade Overlay Project will conduct pavement rehabilitation to grind and overlay a portion of Kirker Pass Road. The total project length is about 10,500 feet or approximately 1.6 miles. The project is in a rural area and starts at the Concord city limits and ends approximately 140 feet east of the driveway to 6141 Kirker Pass Road.

Location: Kirker Pass Road from Concord City limit to east of 6141 Kirker Pass Road

Applying for: FAS

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$2,395,000	\$1,052,000	\$1,343,000

CCP-62 Pacheco Boulevard Pedestrian Creek Crossing

Sponsor: Contra Costa County

Description: Construct a pedestrian path and bike lane gap closure to connect residents east of Vine Hill Creek to Las Juntas Elementary School. This work will require a concrete box culvert extension at Vine Hill Creek. The project also includes closing a 65-foot sidewalk gap east of Vine Hill Creek. Once completed, this project will remove a barrier to pedestrians adjacent to a school and result in continuous pedestrian infrastructure that extends from east of Vine Hill Creek to downtown Martinez.

Locations: Pacheco Boulevard at Vine Hill Creek

Applying for: TLC, PBTF

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$1,276,000	\$620,000	\$656,000

CCP-65 Pleasant Hill Road Improvement (Gregory Lane to Taylor)

Sponsor: Pleasant Hill

Description: The project will perform pavement rehabilitation work along the entire width of Pleasant Hill Road, between Gregory Lane and Taylor Boulevard intersections. The pavement will also install new Class II bike lane on both sides of Pleasant Hill Road, install ADA ramps, repair existing curb/sidewalk, install new median curb, perform intersection geometry modification, traffic signal upgrades, and new street light installation.

Locations: Pleasant Hill Road from Taylor Boulevard to Gregory Lane

Applying for: LSRP, PBTF

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$3,745,000	\$585,000	\$3,160,000

CCP-73 Ward Street Area Ped and Streetscape Project

Sponsor: Martinez

Description: The project will support the conversion of this area to a high-density transit oriented neighborhood around the City's Downtown Core Area and within easy walking distance to the City's Amtrak and bus hub (Intermodal Station) and bus corridors along Alhambra Avenue, Court Street and Ferry Street (local route). The Project will support economic revitalization in this disadvantaged community. Proposed streetscape elements on Ward Street and side streets include a new shared bicycle lane, new pedestrian crossings, bulb outs to calm traffic, new brick sidewalks, new pedestrian scale streetlights, street trees, undergrounding of utilities to provide more sidewalk space and room for ADA improvements. TLC funds will be used for streetscape improvements and PG&E Rule 20A funds will pay for the utility undergrounding.

Locations: Ward St from Alhambra Ave to Court St
Alhambra Ave (east half) from Ward St to Main St
Castro St from Ward St to Main St
Estudillo St (underground only) to Ward St to Green St
Ferry St from Ward St to Main St
Las Juntas St from Main St to Green St

Applying for: Competitive OBAG

<i>Project Cost</i>	<i>Committed Funding</i>	<i>Funding Request</i>
\$3,000,000	\$4,450,000	\$1,550,000

TRANSPAC - Coordinated Call for Projects – Draft Program

Goal – Fund all application requests

TLC Program Notes

- The initial total request for Central County TLC funds of \$11.348 million is within 125% of available funds, the target level for project prioritization requested by CCTA (100% target is \$9.985 million).
- In the event certain projects are awarded countywide competitive OBAG or PBTF funds, TRANSPAC could have the ability to fund all remaining program requests from the Central County TLC funds.
 - Contra Costa Blvd Improvement Project (Viking Dr to Harriett Dr)
 - Pacheco Boulevard Pedestrian Creek Crossing
- Certain projects that have requested Central County TLC funds include project scope that may also be eligible for SRTS funding, and assuming the projects could accept federal aid funding (and the associated delivery requirements), the use of SRTS funds could reduce the amount of funds requested from the TLC program.
 - Willow Pass Road Safe Routes to Transit Improvements
 - Pacheco Boulevard Pedestrian Creek Crossing
 - Contra Costa Blvd Improvement Project (Viking Dr to Harriett Dr)
- The Iron Horse Active Transportation Corridor Study includes scope in the Central and Southwest portions of the County. Staff is pursuing options to jointly fund this project with SWAT.
- In the event all the project requests are fully funded, TRANSPAC may consider other projects (with TLC program eligible scope) submitted for the Coordinated CFP Program that were not recommended to receive funding through the other fund sources.
- Unprogrammed Central County TLC funds would be available to TRANSPAC in a future programming cycle
- Additional information on countywide competitive funds will be available as the project evaluations are completed.

SRTS Program Notes

- The initial request for Central County SRTS funds from 2 projects is for \$827,000, leaving \$250,000 not requested.
- The City of Concord Cambridge Elementary Safe Routes to School Improvements project has identified a need for an additional \$50,000 since the application was submitted.
- Certain projects that have requested Central County TLC funds include project scope that may also be eligible for SRTS funding, and assuming the projects could accept federal aid funding (and the associated delivery requirements), the use of SRTS funds could reduce the amount of funds requested from the TLC program.
 - Willow Pass Road Safe Routes to Transit Improvements
 - Pacheco Boulevard Pedestrian Creek Crossing

- Contra Costa Blvd Improvement Project (Viking Dr to Harriett Dr)
- Unprogrammed SRTS funds would not be available to TRANSPAC in a future programming cycle
- TRANSPAC may consider exchange opportunities for unprogrammed federal SRTS funds, provided TRANSPAC can provide an equivalent level of funding that does not require a project to be delivered through the federal aid process.
- TRANSPAC may consider additional SRTS project candidates to ensure the full amount of SR2S funding is programmed.
- Additional information on countywide competitive funds will be available as the project evaluations are completed.

Comments from the February 9, 2017 TRANSPAC Board Meeting

- Review all SRTS project options.
- Consider the City of Martinez Ward Street Area Ped and Streetscape Project if there is additional Measure J TLC funding. The project was intended to be submitted for Measure J TLC funding.
- Review City of Clayton Clayton Town Center Ped Safety Improvements for eligibility for sources with remaining funds.
- Consider “banking” unprogrammed Measure J TLC and holding for contingency purposes.

TRANSPAC - Coordinated Call for Projects Draft Program Summary

February 2, 2017

Measure J - TLC					
Ref #	Project Description		Total Project Cost	Funding Request	Notes
17	East Downtown Concord PDA Access & Safe Routes to Transit	Concord	\$ 3,814,000	\$ 3,430,000	
30	Willow Pass Road Safe Routes to Transit Improvements	Concord	\$ 983,000	\$ 883,000	-Based on the proposed project scope, may be eligible to also use SRTS funds
48	Contra Costa Blvd Improvement Project (Viking Dr to Harriett Dr)	Pleasant Hill	\$ 5,375,000	\$ 4,792,000	-Also requested OBAG and PBTF Funds -Could be reduced to \$825,000 if awarded Competitive OBAG (TLC requested to match OBAG) -Based on the proposed project scope, may be eligible to also use SRTS funds
6	Shadelands Multi-Modal Improvement Plan	Walnut Creek	\$ 200,000	\$ 160,000	-Planning Effort
29	Walnut Creek Transportation Demand Mgmt Strategy	Walnut Creek	\$ 245,000	\$ 225,000	
28	Walnut Creek Bus Stop Access & Safety Improvements	Walnut Creek & County Connection	\$ 1,022,000	\$ 852,000	
62	Pacheco Boulevard Pedestrian Creek Crossing	Contra Costa County	\$ 1,276,000	\$ 656,000	-Also requested PBTF Funds -Based on the proposed project scope, may be eligible to also use SRTS funds
56	Iron Horse Active Transportation Corridor Study	Contra Costa County	\$ 350,000	\$ 350,000	-Planning Effort -Scope includes TRANSPAC and SWAT subregions
			\$ 13,265,000	\$ 11,348,000	
				\$ 9,985,000	100% TARGET (TRANSPAC)
				\$ 12,481,250	125% TARGET (TRANSPAC)
One Bay Area Grant - SRTS Funds					
Ref #	Project Description				
12	Cambridge Elementary Safe Routes to School Improvements	Concord	\$ 348,000	\$ 283,000	-City staff indicates need for additional \$50K
54	Gregory Lane/Elinora Drive Signal Installation	Pleasant Hill	\$ 635,000	\$ 544,000	
			\$ 983,000	\$ 827,000	
				\$ 1,077,000	100% TARGET (TRANSPAC)

TRANSPAC

MEASURE J TLC

DRAFT - Programming Scenario A

March 2, 2017

Assumptions

Combination of reduction from initial requests, and moving project requests to Tier 2, to reduce program to 100% target

Does NOT include an exchange of SR25 funds

Ref #	Project Description		Total Project Cost	Initial Funding Request	Tier 1 (100% Target)	Tier 2 (Up to 125% of Target)	TOTAL
17	East Downtown Concord PDA Access & Safe Routes to Transit	Concord	\$ 3,814,000	\$ 3,430,000	\$ 3,127,000	\$ 303,000	\$ 3,430,000
30	Willow Pass Road Safe Routes to Transit Improvements	Concord	\$ 983,000	\$ 883,000	\$ 812,000	\$ 71,000	\$ 883,000
	Subtotal			\$ 4,313,000	\$ 3,939,000	\$ 374,000	\$ 4,313,000
48	Contra Costa Blvd Improvement Project (Viking Dr to Harriett Dr)	Pleasant Hill	\$ 5,375,000	\$ 4,792,000	\$ 4,378,000	\$ 414,000	\$ 4,792,000
	Subtotal			\$ 4,792,000	\$ 4,378,000	\$ 414,000	\$ 4,792,000
6	Shadelands Multi-Modal Improvement Plan	Walnut Creek	\$ 200,000	\$ 160,000	\$ 160,000	\$ -	\$ 160,000
29	Walnut Creek Transportation Demand Mgmt Strategy	Walnut Creek	\$ 245,000	\$ 225,000	\$ -	\$ 225,000	\$ 225,000
28	Walnut Creek Bus Stop Access & Safety Improvements	Walnut Creek & County Connection	\$ 1,022,000	\$ 852,000	\$ 852,000	\$ -	\$ 852,000
	Subtotal			\$ 1,237,000	\$ 1,012,000	\$ 225,000	\$ 1,237,000
62	Pacheco Boulevard Pedestrian Creek Crossing	Contra Costa County	\$ 1,276,000	\$ 656,000	\$ 656,000	\$ -	\$ 656,000
56	Iron Horse Active Transportation Corridor Study	Contra Costa County	\$ 350,000	\$ 105,000	\$ -	\$ 105,000	\$ 105,000
	Subtotal			\$ 761,000	\$ 656,000	\$ 105,000	\$ 761,000
	TOTAL			\$ 11,103,000	\$ 9,985,000	\$ 1,118,000	\$ 11,103,000

TRANSPAC

MEASURE J TLC

DRAFT - Programming Scenario B

March 2, 2017

Assumptions

Combination of reduction from initial requests, and moving project requests to Tier 2, to reduce program to 100% target

Includes an exchange of SR25 funds (providing for \$200K of SR25 funds to the Willow Pass Road Safe Routes to Transit Improvements (project ref. # 30))

Ref #	Project Description		Total Project Cost	Initial Funding Request	Revised Funding Request	Tier 1 (100% Target)	Tier 2 (Up to 125% of Target)	TOTAL
17	East Downtown Concord PDA Access & Safe Routes to Transit	Concord	\$ 3,814,000	\$ 3,430,000	\$ 3,230,000	\$ 2,986,000	\$ 244,000	\$ 3,230,000
30	Willow Pass Road Safe Routes to Transit Improvements	Concord	\$ 983,000	\$ 883,000	\$ 883,000	\$ 883,000	\$ -	\$ 883,000
	Subtotal			\$ 4,313,000	\$ 4,113,000	\$ 3,869,000	\$ 244,000	\$ 4,113,000
48	Contra Costa Blvd Improvement Project (Viking Dr to Harriett Dr)	Pleasant Hill	\$ 5,375,000	\$ 4,792,000	\$ 4,792,000	\$ 4,448,000	\$ 344,000	\$ 4,792,000
	Subtotal			\$ 4,792,000	\$ 4,792,000	\$ 4,448,000	\$ 344,000	\$ 4,792,000
6	Shadelands Multi-Modal Improvement Plan	Walnut Creek	\$ 200,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ -	\$ 160,000
29	Walnut Creek Transportation Demand Mgmt Strategy	Walnut Creek	\$ 245,000	\$ 225,000	\$ 225,000	\$ -	\$ 225,000	\$ 225,000
28	Walnut Creek Bus Stop Access & Safety Improvements	Walnut Creek & County Connection	\$ 1,022,000	\$ 852,000	\$ 852,000	\$ 852,000	\$ -	\$ 852,000
	Subtotal			\$ 1,237,000	\$ 1,237,000	\$ 1,012,000	\$ 225,000	\$ 1,237,000
62	Pacheco Boulevard Pedestrian Creek Crossing	Contra Costa County	\$ 1,276,000	\$ 656,000	\$ 656,000	\$ 656,000	\$ -	\$ 656,000
56	Iron Horse Active Transportation Corridor Study	Contra Costa County	\$ 350,000	\$ 105,000	\$ 105,000	\$ -	\$ 105,000	\$ 105,000
	Subtotal			\$ 761,000	\$ 761,000	\$ 656,000	\$ 105,000	\$ 761,000
	TOTAL			\$ 11,103,000	\$ 10,903,000	\$ 9,985,000	\$ 918,000	\$ 10,903,000

TRANSPAC

MEASURE J TLC

DRAFT - Programming Scenario C

March 2, 2017

Assumptions

Reduce every request by 10.1%

Does NOT include an exchange of SR25 funds

Ref #	Project Description		Total Project Cost	Initial Funding Request	Tier 1 (100% Target)	Tier 2 (Up to 125% of Target)	TOTAL
17	East Downtown Concord PDA Access & Safe Routes to Transit	Concord	\$ 3,814,000	\$ 3,430,000	\$ 3,084,621	\$ 345,379	\$ 3,430,000
30	Willow Pass Road Safe Routes to Transit Improvements	Concord	\$ 983,000	\$ 883,000	\$ 794,088	\$ 88,912	\$ 883,000
	Subtotal			\$ 4,313,000	\$ 3,878,709	\$ 434,291	\$ 4,313,000
48	Contra Costa Blvd Improvement Project (Viking Dr to Harriett Dr)	Pleasant Hill	\$ 5,375,000	\$ 4,792,000	\$ 4,309,477	\$ 482,523	\$ 4,792,000
	Subtotal			\$ 4,792,000	\$ 4,309,477	\$ 482,523	\$ 4,792,000
6	Shadelands Multi-Modal Improvement Plan	Walnut Creek	\$ 200,000	\$ 160,000	\$ 143,889	\$ 16,111	\$ 160,000
29	Walnut Creek Transportation Demand Mgmt Strategy	Walnut Creek	\$ 245,000	\$ 225,000	\$ 202,344	\$ 22,656	\$ 225,000
28	Walnut Creek Bus Stop Access & Safety Improvements	Walnut Creek & County Connection	\$ 1,022,000	\$ 852,000	\$ 766,209	\$ 85,791	\$ 852,000
	Subtotal			\$ 1,237,000	\$ 1,112,442	\$ 124,558	\$ 1,237,000
62	Pacheco Boulevard Pedestrian Creek Crossing	Contra Costa County	\$ 1,276,000	\$ 656,000	\$ 589,945	\$ 66,055	\$ 656,000
56	Iron Horse Active Transportation Corridor Study	Contra Costa County	\$ 350,000	\$ 105,000	\$ 94,427	\$ 10,573	\$ 105,000
	Subtotal			\$ 761,000	\$ 684,372	\$ 76,628	\$ 761,000
	TOTAL			\$ 11,103,000	\$ 9,985,000	\$ 1,118,000	\$ 11,103,000

EXHIBIT “A”

SCOPE OF SERVICES

TRANSPAC

Secretary /Clerk of the Board

Consultant will provide Secretary / Clerk of the Board services for Transportation Partnership and Coordination (TRANSPAC). The scope of services is further detailed below by task.

1. TRANSPAC Board

- a. Attend meetings and record minutes
- b. Contact Board Members in advance of the meeting regarding attendance
- c. Provide support for the meeting including meeting location preparation and tear down and meeting materials (copies of agenda, name cards, sign in sheets, refreshments)
- d. Preparing draft agendas and agenda packets and other required tasks including:
 - i. Appointments,
 - ii. Minutes from the prior meeting(s), and
 - iii. Regular information from the CCTA in the form of the CCTA Executive Director's monthly report
 - iv. Executive Director's report to the RTPCs
 - v. Status and summary letters provided by the other RTPCs
 - vi. Updated web links to County Connection, the CCTA's Planning Committee and Administration & Projects Committee, and the CCTA's calendar.
- e. Prepare final agenda and packet incorporating input from Managing Director and:
 - i. Distribute material by mail and email
 - ii. Post to website

2. TRANSPAC TAC

- a. Attend meetings and record minutes
- b. Contact Members in advance of the meeting regarding attendance
- c. Provide support for the meeting including meeting location preparation and tear down and meeting materials (copies of agenda, name cards, sign in sheets, refreshments)
- d. Preparing draft agendas and agenda packets and other required tasks including:
 - i. appointments,
 - ii. minutes from the prior meeting(s), and

- iii. regular information from the CCTA in the form of the CCTA Executive Director's monthly report
 - iv. Executive Director's report to the RTPCs
 - v. Status and summary letters provided by the other RTPCs
 - vi. Updated web links to County Connection, the CCTA's Planning Committee and Administration & Projects Committee, and the CCTA's calendar.
- e. Prepare final agenda and packet incorporating input from Managing Director and:
 - i. Distribute material by mail and email
 - ii. Post to website
- 3. Admin Support
 - a. Assist Managing Director with tasks to complete other TRANSPAC business
 - b. Preparation of draft status letter of the TRANSPAC meeting to be submitted to the CCTA through Managing Director)
 - c. Work required as part of the Action Plan updates
 - d. Maintain contact list of TRANSPAC Officials, Planning Officials, TAC Staff, and other officials
 - e. Maintain annual meeting schedule and manage the meeting room availability (Board and TAC Meetings)
 - f. Routine website work including updating calendar and posting agenda material
 - g. Maintain electronic file of all agenda packets, and all other TRANSPAC and TAC documents, as well as a chronological binder of the complete packets and any handouts at the meetings, and any prepared correspondence.
 - h. Coordinate Form 700 Conflict of Interest submittals, including maintaining the files
 - i. Research of prior TRANSPAC agenda items and actions as required
 - j. Research for Public Records Act requests as required
- 4. Other tasks as identified by TRANSPAC

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: February 15, 2017

Subject	Regional Measure 3 (RM3) – Candidate Projects for Submittal to the Metropolitan Transportation Commission (MTC)
Summary of Issues	<p>MTC is considering a regional bridge toll increase on the seven state-owned bridges in the Bay Area. RM3 is expected to raise tolls by \$1 to \$3. For every \$1 in tolls, approximately \$127 million per year is estimated to be generated in revenue. Revenues generated by the toll increase are expected to fund projects that demonstrate a strong nexus to reducing congestion and increasing efficiency in the bridge corridors.</p> <p>It is anticipated that MTC will seek legislative approval in the next few months to place RM3 on the ballot in 2018. In preparation, Authority staff has prepared a list of projects in Contra Costa for potential funding by RM3. The list, included in Attachment C, is proposed to be used for advocacy at upcoming discussions with MTC.</p>
Recommendations	Staff seeks approval of Contra Costa’s proposed RM3 project list for submittal to MTC.
Financial Implications	For every \$1 in tolls, approximately \$127 million per year is estimated to be generated in revenue. MTC estimates a range between \$1.7 billion and \$5 billion for a \$1 to \$3 toll increase in Capital Funding that can be raised based on a 25-year bond.
Options	The Authority could add or remove projects from the list.
Attachments	<p>A. List of Projects included in Regional Measure 2 (RM2)</p> <p>B. Policy Considerations and Draft Principles Memo – December 2016 RM3 MTC Commissioners Workshop</p> <p>C. Proposed RM3 Project List for Submittal to MTC</p>
Changes from Committee	N/A

Background

MTC is expected to seek authorization from the State Legislation in the next few months to put a bridge toll increase measure on the ballot in 2018. RM3 is expected to raise bridge tolls by \$1 to \$3 on the seven state-owned Bay Area bridges. RM3 would be the third time voters are asked to approve a regional measure that increases bridge tolls to fund transportation investments. In 1988, voters approved RM1, which established a uniform \$1 base toll on the seven state-owned bridges and funded projects, such as the new Benicia-Martinez Bridge, Carquinez Bridge Replacement, Richmond-San Rafael Bridge Replacement, and others.

In 2004, voters approved RM2, which raised the toll by \$1 to fund capital projects in the bridge corridors, and to provide operating funds for key transit services. RM2 legislation earmarked over \$300 million in funding to capital projects in Contra Costa (Attachment A). Such projects include East Contra Costa Bay Area Rapid Transit (eBART), State Route 4 (SR4) East Widening, Caldecott Tunnel, Interstate 80 (I-80) High Occupancy Vehicle (HOV) lane extension, BART Central Contra Costa Crossover, Interstate 680 (I-680) Southbound (SB) Carpool Lane Completion, Richmond Parkway Parking Structure, and new Benicia-Martinez bridge span. In addition, funding was provided to Express Buses and Safe Routes to Transit projects in Contra Costa. Approximately 20% of the \$1.5 billion RM2 Capital Program was earmarked for projects in Contra Costa.

In 1998, 2007, and 2010, \$1 seismic surcharges were added to the tolls for a total of \$3. Currently, the toll for single-occupant two axle vehicles on six of the seven state-owned bridges in the Bay Area is \$5 at all times. Due to congestion pricing on the Bay Bridge, the toll fluctuates between \$4 and \$6 based on hours of operations. According to FastTrak billing data, approximately 18% of toll revenue is generated by residents of Contra Costa County.

In December, MTC held a workshop to discuss principles and policy considerations for RM3. At the workshop, MTC staff proposed the following “draft” principles for RM3 (Attachment B):

1. Bridge Nexus: Ensure all projects benefit toll payers in the vicinity of the seven state-owned bridges.
2. Regional Prosperity: Invest in projects that will sustain the region’s strong economy by enhancing travel options and improving mobility in bridge corridors.

3. Sustainability: Ensure all projects are consistent with Plan Bay Area (PBA) 2040's focused growth and greenhouse gas reduction strategy.
4. State of Good Repair: Invest in projects that help restore transportation infrastructure in the bridge corridors.
5. Demand Management: Utilize technology and pricing to optimize roadway capacity.
6. Freight: Improve the mobility, safety and environmental impact of freight.
7. Resiliency: Invest in resilient bridges and approaches, including addressing sea level rise.

Draft Candidate Project List

To identify projects that are consistent with MTC's "draft" principles, staff reviewed Contra Costa projects included in the draft PBA 2040 "Final Preferred Scenario" approved by MTC in November 2016. The "Final Preferred Scenario" and associated project list were presented at the Authority meeting in December 2016.

Attachment C lists Contra Costa's proposed RM3 projects for submittal to MTC based on the review. The list includes project descriptions, costs and available funding, along with a high level assessment of consistency with MTC's draft principles. RM3 requests, which total \$1.34 billion, are based on the amount needed to fully fund the projects.

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Appendix A-1

Regional Measure 2 - Capital Program Project List

Capital Project No.	RM2 Funding (\$1,000)	Deliv. Segment No.	Project Description	Sponsor/ Implementing Agency
1	\$ 3,000	1	BART/SF MUNI Direct Connection at Embarcadero & Civic Center Stations	BART
2	\$ 30,000	2	SF MUNI Metro 3rd Street LRT Extension	SF MUNI
3	\$ 10,000	3.1	SF MUNI E-Line - Acquire 11 Historic Streetcars	SF MUNI
		3.2	SF MUNI E-Embarcadero Line Rehab 5 Double ended Vehicles	SF MUNI
4	\$ 44,000	4.1	Dumbarton Commuter Rail Service	San Mateo TA, ACCMA, ACTIA
		4.2	Union City Intermodal Station Environmental Impact Report	Union City
5	\$ 28,000	5	Vallejo Ferry Intermodal Station	City of Vallejo
		6.1	Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center	STA/ City of Vallejo
6	\$ 20,000	6.2	Solano Co. Express Bus Intermodal Facilities - Benicia Intermodal Facility	STA/ City of Benicia
		6.3	Solano Co. Express Bus Intermodal Facilities - Fairfield Transportation Center	STA/ Fairfield/Suisun Transit
		6.4	Solano Co. Express Bus Intermodal Facilities - Vacaville Intermodal Station	STA/ City of Vacaville
		7.1	Solano North Connector (Abernathy to Green Valley Road)	STA
		7.2	Solano I-80/I-680 Interchange Complex (HOV Lanes from SR12 W to Airbase Parkway)	STA
7	\$ 100,000	7.3	I-80/I-680/SR-12 Interchange in Solano County	STA
		7.4	I-80 Eastbound Cordelia Truck Scales Relocation	STA
		7.5	I-80 High Occupancy / Express Lanes	STA
8	\$ 50,000	8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans
9	\$ 16,000	9	Richmond Parkway Park & Ride	AC Transit
10	\$ 36,500	10.1	Cal Park Hill Tunnel Rehabilitation and Bikeway	SMART
		10.2	SMART Extension to Larkspur or San Quentin	SMART
		11.1	U.S. 101 Greenbrae I/C Corridor Imps. - Sir Francis Drake To Tamalpais	Transportation Authority of Marin
11	\$ 63,500	11.2	Sir Francis Drake Blvd Widening	Transportation Authority of Marin
		11.3	Cal Park Hill Tunnel Rehabilitation and Bikeway	Transportation Authority of Marin
		11.4	Central Marin Ferry Access Imps. Phase A - Wornum to Corte Madera	Transportation Authority of Marin
12	\$ 15,000	12.1	Direct HOV lane connector from I-680 to the Pleasant Hill BART - Study	CCCTA
		12.2	Direct HOV lane connector from I-680 to the Pleasant Hill BART	CCCTA
		13.1	E-BART / Rail Extension to East Contra Costa	BART, CCTA
13	\$ 96,000	13.2	Loveridge Road Flyover	BART, CCTA
		13.3	SR4 (e) Widening Project: ROW for future transit in median	BART, CCTA
14	\$ 25,000	14.1	Benicia Siding Extension	Capital Corridor JPA
		14.2	Fairfield/Vacaville Intermodal Rail Station and Track Improvements	Fairfield/Suisun Transit
15	\$ 25,000	15	Central Contra Costa BART Crossover	BART
16	\$ 50,000	16	Benicia-Martinez Bridge: New Span	BATA
		17.1	Express Bus North - Curtola Transportation Center	City of Vallejo
		17.2	Express Bus North - Fairfield Transportation Center	City of Fairfield
		17.3	Express Bus North - Vacaville Intermodal Facility	City of Vacaville
		17.4	Express Bus North - Benicia Park/Industrial I/C Improvements and Park and Ride	City of Benicia
17	\$ 20,000	17.5	Express Bus North - Martinez Transit Center	CCCTA
		17.6	Express Bus North - Diablo Valley College Transit Center	CCCTA
		17.7	Express Bus North - Napa Buses and PNR	Napa VINE
		17.8	Express Bus North - Macdonald Ave. Bus stop amenities	GGT/Richmond
		17.9	Express Bus North - Napa VINE	Napa VINE
		17.10	Express Bus North - Golden Gate	GGBH&TD
		18.1	TransLink®: Ticket Vending Machine Integration	BART
		18.2	TransLink®: Golden Gate Ferry Terminal Fare Gates	Golden Gate Transit
		18.3	TransLink®: Ticket Vending Machine Integration	MTC
18	\$ 22,000	18.4	TransLink®: VTA/Caltrain Ticket Vending Machine Integration	SCVTA
		18.5	TransLink®: Consortium Information Management System (CIMS)	SCVTA
		18.6	TransLink®: MUNI	SFMTA
		18.7	TransLink® Reconciliation & Settlement Support	MTC
		19.1	Real-Time Transit: Emery Go Round Signage at MacArthur BART	MTC/City of Emeryville
		19.2	Real-Time Transit: Automatic Vehicle Locator	MTC/ Muni
		19.3	Real-Time Transit: Hastus Scheduling and Signage at Berkeley BART	MTC/ AC Transit
		19.4	Real-Time Transit: Technology Implementation and Signage	MTC/ Westcat
19	\$ 20,000	19.5	Real-Time Transit: AVL and Signage	MTC/ SamTrans
		19.6	Real-Time Transit: Signage at Dublin BART	MTC/ LAVTA
		19.7	Real-Time Transit: Completion of Technology and Signage	MTC/ VTA

Regional Measure 2 - Capital Program Project List

Capital Project No.	RM2 Funding (\$1,000)	Deliv. Segment No.	Project Description	Sponsor/ Implementing Agency
20	\$ 22,500	19.8	Real-Time Transit: Radio system and signage	MTC/ GGT
		19.9	Real-Time Transit: Miscellaneous	MTC
		20.1	Expansion of City CarShare	City Car Share
		20.2	Safe Routes to Transit	TALC
		20.3	Safe Routes to Transit: MacArthur BART Station Bicycle Access Study	City of Oakland
		20.4	Safe Routes to Transit: MacArthur BART Station Electronic Bicycle Lockers and Signage	BART
		20.5	Safe Routes to Transit: MacArthur Transit Hub Streetscape Improvement - Phase II	City of Oakland
		20.6	Safe Routes to Transit: Union Avenue/Suisun Train Station Enhancement Program	City of Fairfield
		20.7	Safe Routes to Transit: El Cerrito/ Albany Ohlone Greenway Safety	City of Albany
		20.8	Safe Routes to Transit: El Cerrito/ Albany Ohlone Greenway Safety	El Cerrito
		20.9	Safe Routes to Transit: AC Transit Bicycle Parking Plan	AC Transit
		20.10	Safe Routes to Transit: AC Transit TransBay Expanded Bike Access	AC Transit
		20.11	Safe Routes to Transit: Balboa Park Station Intermodal Connections	SF DPT
		20.12	Safe Routes to Transit: Improved Bicycle Access to 16th BART Station	SF Muni
		20.13	Safe Routes to Transit: Market Street Safety Zone	SF Muni
		20.14	Safe Routes to Transit: Santa Clara Transit Center - Pedestrian/ Bike Crossing	VTA
		20.15	Safe Routes to Transit: Downtown Berkeley BART Bikestation	City of Berkeley
		20.16	Safe Routes to Transit: BART C2 Rail Car Reconfiguration	BART
		20.21	Safe Routes to Transit: Bailey Rd Transit Access Improvements	Pittsburg / Contra Costa County
		20.22	Safe Routes to Transit: Balboa Park-Ocean Ave Pedestrian/Bicycle Connections	SF MTA / BART
		20.23	Safe Routes to Transit: BART Electronic Bicycle Locker Gap Closure	BART
		20.24	Safe Routes to Transit: Bay Fair BART Station Area Improvement Plan	BART / San Leandro
		20.25	Safe Routes to Transit: Contra Costa Centre Pleasant Hill BART Shortcut Path and Wayfinding	Contra Costa County / BART
		20.26	Safe Routes to Transit: Mission and Geneva Pedestrian Improvements	SF MTA / SF DPW
		20.27	Safe Routes to Transit: Puerto Suello Hill Path	San Rafael
		20.28	Safe Routes to Transit: Richmond-Ohlone Greenway Gap Closure	Richmond / El Cerrito
		20.29	Safe Routes to Transit: Safe Routes to Ed Roberts Campus and Ashby BART	Berkeley / BART
		20.31	Safe Routes to Transit: 24th and Mission BART Station Improvement Area	SF MTA
		20.32	BART Bayfair Station Safety and Security Improvements	BART
		20.33	AC Transit Bicycle and Pedestrian Access Improvements	Berkeley
		20.35	Safe Routes to Transit: Glen Park Area Bicycle Project	SF MTA
		20.37	Safe Routes to Transit MacArthur BART Station Bicycle Access Project - Phase II	City of Oakland
		20.38	Market Street Multi-Modal Transportation Investments Study	SFMTA
		20.41	VTA Pilot Bike Sharing Project	VTA
21	\$ 33,801	21	BART Tube Seismic Retrofit	BART
22	\$ 150,000	22	Transbay Terminal/Downtown Caltrain Extension	Transbay JPA
23	\$ 115,199	23	Oakland Airport Connector	BART, Port of Oakland
24	\$ 65,000	24.1	Enhanced Bus (Telegraph Ave./ International Blvd.): Rolling Stock	AC Transit
		24.2	Enhanced Bus (Telegraph Ave./ International Blvd.): Uptown Transit Center	AC Transit
		24.3	Enhanced Bus (Telegraph Ave./ International Blvd.): Estudillo Pedestrian Plaza	AC Transit
		24.4	Enhanced Bus (Telegraph Ave./ International Blvd.): Signalization	AC Transit
		24.5	BRT	AC Transit
25	\$ 12,000	25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	WTA
26	\$ 12,000	26	Commute Ferry Service for Berkeley/Albany	WTA
27	\$ 12,000	27	Commute Ferry Service for South San Francisco	WTA
28	\$ 48,000	28.1	Water Transit Improvements - Environmental Review	WTA
		28.2	Spare Vessels	WTA
		28.3	Downtown Berthing Facility	WTA
29	\$ 22,000	29.1	Express Bus South - Purchase of Rolling Stock	AC Transit
		29.2	Express Bus South - SR 84 WB / Newark Blvd HOV ON-Ramp	Alameda County CMA
		29.3	Express Bus South - SR 84 WB HOV Lane Extension	Alameda County CMA
		29.4	Express Bus South - I-880 NB / Maritime Street HOV On-Ramp	Alameda County CMA
		29.5	Express Bus South - Ardenwood Blvd park and Ride Lot	Alameda County CMA
		29.6	Express Bus South - Reserve	Alameda County CMA
30	\$ 10,000	30	I-880 North Safety Improvements	Alameda County CMA
31	\$ 186,000	31.1	BART Warm Springs Extension - Grade Separation	City of Fremont
		31.2	BART Warm Springs Extension	BART
32	\$ 65,000	32.1	I-580 (Tri Valley) Rapid Transit Corridor Improvements	ACCOMA
		32.2	I-580/I-680 Interchange Modifications and WB I-580	ACCOMA

Regional Measure 2 - Capital Program Project List

Capital Project No.	RM2 Funding (\$1,000)	Deliv. Segment No.	Project Description	Sponsor/ Implementing Agency
33	\$ 6,500	33.1	High Speed Rail Ridership Forecast Study	MTC
		33.2	Transit Connectivity Plan	MTC
		33.3	Regional Rail Plan	MTC, Caltrain, BART, CHSRA
34	\$ 1,500	34.1	Integrated Fare Structure Program	TransLink® Consortium
		34.2	Clipper Period Pass Accumulator	SFMTA
35	\$ 5,000	35	Transit Commute Benefits Promotion	MTC
36	\$ 50,500	36.1	Caldecott Tunnel Improvements - Fourth Bore	CCTA
		36.2	Caldecott Tunnel Improvements - Transit Study	CCTA
37	\$ 24,000	37	Transit Capital Rehabilitation	BART
\$ 1,515,000				

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METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Commission

DATE: December 8, 2016

FR: Executive Director

RE: Regional Measure 3

Background

Included in the Commission's Draft Advocacy Program for 2017 is a recommendation that the Commission sponsor legislation authorizing MTC to place on the ballot a measure asking Bay Area voters to approve a bridge toll increase to fund congestion relief projects for improved mobility in the bridge corridors. This memo and the attachments include information for your discussion and policy direction as we seek to pass legislation in 2017 to achieve this goal.

Attached to this memo are the following documents.

- A map showing the major investments included in Regional Measures 1 and 2 – RM1 and RM2 (Attachment A)
- Key Policy Considerations (Attachment B)
- Charts that include data on the county of origin of the toll payers, the relative size of the toll collections at each of the toll bridges and registered voter information (Attachment C)

Process

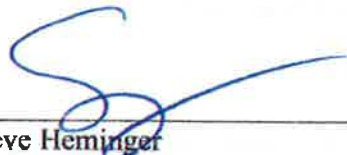
Unlike local sales tax measures where the Legislature has provided a general grant of authority to a county to create an expenditure plan to be placed on the ballot, RM1 and RM2 included an expenditure plan written and adopted by the Legislature as part of its normal bill passage process. The toll program is also unique in that it is regional in nature and the tolls are pooled together to fund projects throughout the bridge system. The toll revenue provides a benefit to those paying the fees (i.e. toll bridge users) or mitigates for the activity associated with the fees. As fees, toll increases are subject to a simple majority vote, rather than two-thirds. In the case of RM1 and RM2, and MTC's regional gas tax authorization statute, the vote is tallied region-wide, rather than county-by-county.

In 2003, when RM 2 was under consideration by the Legislature, then Senate Pro Tem Don Perata created a special Select Committee that held a number of public hearings to solicit public input on the expenditure plan. Concurrently, MTC hosted a Technical Advisory Committee that met monthly to provide interested parties — transit operators, CMA's and other stakeholders — an opportunity to propose projects and discuss the attributes of proposals as they emerged in an open public forum.

We expect a similar process to begin in earnest when the Legislature convenes in January 2017, with a goal of passing a bill in 2017 so that a measure can be placed on the ballot in 2018.

Workshop Focus

At your December workshop, staff hopes to solicit your guidance on the key policy considerations and draft principles outlined in Attachment B as well as any other related issues of concern to the Commission. We would expect to return to the Legislation Committee at regular intervals in 2017 to review further details about the Regional Measure 3 bill as it develops, including specific projects proposed for potential funding.



Steve Heminger

SH:RR
Attachments

J:\COMMITTEE\Commission\2016 Commission Workshop\Commission Workshop December 2016\2_RM3 Worshop Memo.docx



Voter Approved Toll Bridge Measures Deliver Big Returns

Year after year, in good economic times and bad, Bay Area residents rank transportation as one of their highest priorities. Voters have proved this time and again at the ballot box, including through the passage of Regional Measure 1 in 1988 and Regional Measure 2 in 2004. These measures raised tolls on the Bay Area's seven state-owned toll bridges — and delivered dozens of the most important transportation investments of the past generation.

With these projects now completed or under construction, it's time for voters to consider a third regional measure for the Bay Area's next generation of improvements.



REGIONAL MEASURE 1	Amount (\$ millions)
New Benicia-Martinez Bridge	\$1,200
Carquinez Bridge Replacement	\$518
Richmond-San Rafael Bridge Rehabilitation	\$117
San Mateo-Hayward Bridge Widening	\$210
I-880/SR 92 Interchange Replacement	\$235
Bayfront Expressway Widening	\$36
Richmond Parkway	\$6
US 101/University Avenue Interchange Improvements	\$4

REGIONAL MEASURE 2	Amount (\$ millions)
Transbay Transit Center ¹	\$353
e-BART/Hwy 4 Widening ²	\$269
BART to Warm Springs ^{1,2}	\$304
BART Oakland Airport Connector ¹	\$146
Solano Co. I-80 HOV Lanes & Cordelia Truck Scales ¹	\$123
SMART Rail	\$82
AC Transit Bus Rapid Transit ²	\$78
Transit Center Upgrades and New Buses (Regionwide)	\$65
I-580 HOV Lanes	\$53
Ferry Vessels ²	\$46
Caldecott Tunnel Fourth Bore	\$45
Transit Technology (Clipper®, 511®, Signals)	\$42
Contra Costa I-80 HOV Lanes	\$37
BART Tube Seismic Retrofit ²	\$34
San Francisco Third Street Light Rail	\$30
BART Central Contra Costa Crossover	\$25
Safe Routes to Transit Projects	\$23
Other Regional Projects	\$356
Transit Operations Support (Annual)	\$41

¹ Amount shown includes other toll revenue in addition to RM2

² Under construction

Draft Principles for Regional Measure 3

Bridge Nexus

Ensure all projects benefit toll payers in the vicinity of the San Francisco Bay Area's seven state-owned toll bridges

Regional Prosperity

Invest in projects that will sustain the region's strong economy by enhancing travel options and improving mobility in bridge corridors

Sustainability

Ensure all projects are consistent with Plan Bay Area 2040's focused growth and greenhouse gas reduction strategy

State of Good Repair

Invest in projects that help restore bridges and transportation infrastructure in the bridge corridors

Demand Management

Utilize technology and pricing to optimize roadway capacity

Freight

Improve the mobility, safety and environmental impact of freight

Resiliency

Invest in resilient bridges and approaches, including addressing sea level rise



Regional Measure 3 — Key Policy Considerations



When should the vote take place?

We recommend either the primary or general election in 2018. This will require the Legislature to pass the enabling legislation no later than the end of August 2017.

How large of a toll hike should we seek?

A comparison of the revenue yield from a \$1–\$3 toll surcharge as well as a comparison of toll rates on other bridges are shown in the tables below. A multi-dollar toll surcharge could be phased in over a period of years.

Toll Surcharge Amount	Annual Revenue	Capital Funding Available (25-year bond)
\$1	\$127 million	\$1.7 billion
\$2	\$254 million	\$3.3 billion
\$3	\$381 million	\$5.0 billion

Toll Rate Comparisons

Facility	Standard Auto Toll	Carpool Toll
BATA Bridges	\$5.00	\$2.50
Golden Gate Bridge	\$7.50/\$6.50 Plate/FasTrak	\$4.50
MTA Verrazano Narrows Bridge	\$11.08 ¹ /\$16.00 EZ-Pass/Cash	\$3.08 ^{1,2}
Port Authority of New York/New Jersey (Bridges and Tunnels)	\$10.50/\$12.50/\$15.00 Off-Peak/Peak/Cash	\$6.50

¹Results from EZ-Pass discount rate

²Average rate, based on 24 trips



Which counties should vote on the toll increase?

Regional Measure 1 (1988) and Regional Measure 2 (2004) were placed on the ballot in only seven of the nine Bay Area counties; Napa and Sonoma were excluded. We propose that all nine counties be included in Regional Measure 3.

Should toll revenue be used for operating purposes?

If a portion of toll revenue is reserved for operating funding (such as to subsidize transit service), the capital funding shown in the table on the prior page would be reduced. For example, for every 10% of total revenue reserved for operating purposes under a \$2 toll scenario, the capital yield from toll revenue bonds would be reduced by approximately \$300 million. Accordingly, we recommend restricting operating funding to the smallest possible amount. If an operating program is created, we recommend establishing performance standards similar to those in Regional Measure 2 as a condition of funding eligibility.

Should congestion pricing be expanded?

The \$6 peak/\$4 off-peak weekday toll on the San Francisco-Bay Bridge has successfully reduced congestion on that span by encouraging some commuters to change their time or mode of travel. The \$6/\$4 differential toll also raises about the same amount of revenue as would a flat \$5 toll on that span. To further reduce congestion, we suggest consideration of a greater discount between the peak and off-peak rate for the Bay Bridge in Regional Measure 3.

Should a FasTrak® discount be authorized?

The Golden Gate Bridge district offers FasTrak Discounts to incentivize more drivers to sign up for FasTrak, since electronic toll collection significantly speeds up traffic throughput on the bridge. RM 3 is an opportunity to remove a statutory restriction that currently prohibits BATA from offering similar FasTrak discounts. We recommend pursuing this change to help reduce delays and associated emissions.

Should trucks pay an additional toll?

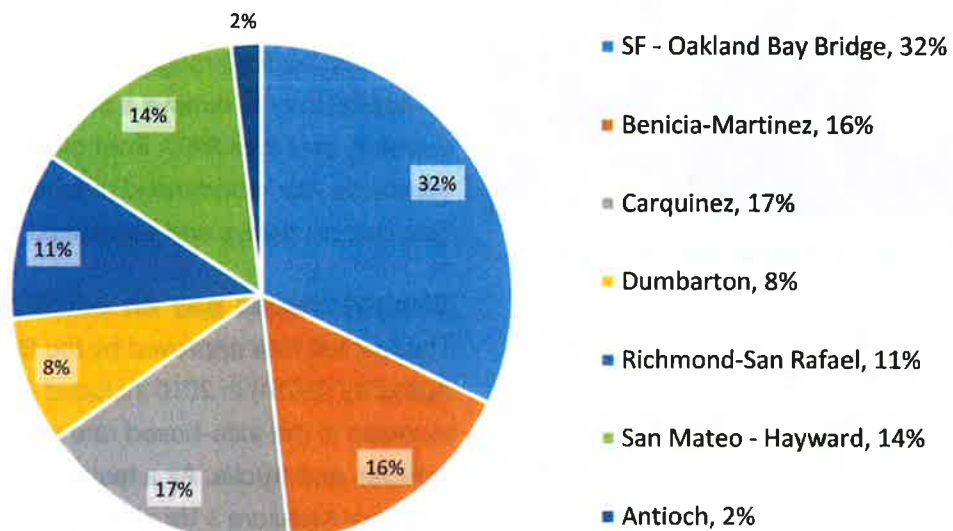
The last toll hike approved by the Bay Area Toll Authority (BATA) in 2010 included a substantial increase in the axle-based rate paid by commercial vehicles and trucks. As a result, we recommend that Regional Measure 3 be a flat surcharge added to all vehicles crossing the seven state-owned bridges.

What kind of projects should be considered for funding?

Since bridge tolls are fees and not taxes, the use of toll revenue should benefit the payers of the fee. In other words, the projects funded by Regional Measure 3 should provide safety, mobility, access, or other related benefits in the toll bridge corridors. Regional Measure 1 funded primarily a small set of bridge replacement and expansion projects. By contrast, Regional Measure 2 funded a much larger set of both bridge, highway, and transit projects in the bridge corridors. Given the region's significant needs on all modes, we expect that Regional Measure 3 will resemble its immediate predecessor in the breadth and modal mix of projects.

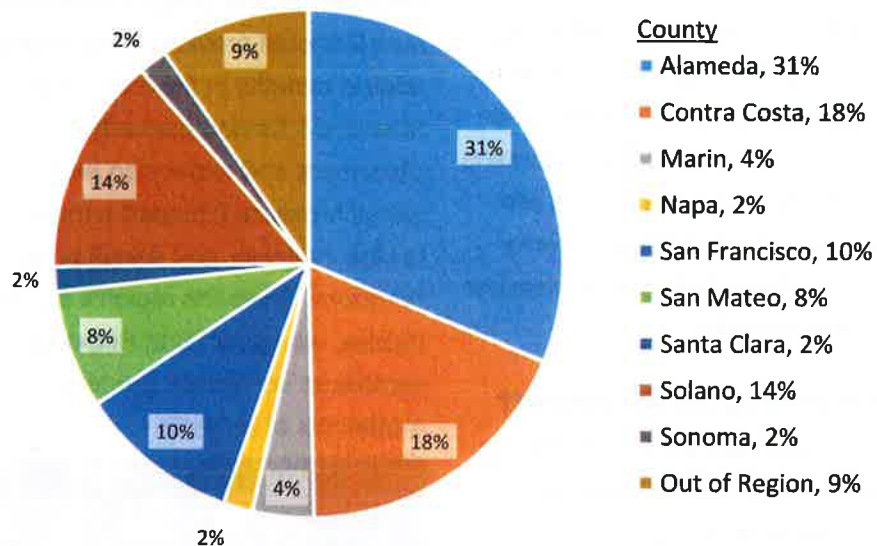


Share of Bridge Toll Revenue by Bridge



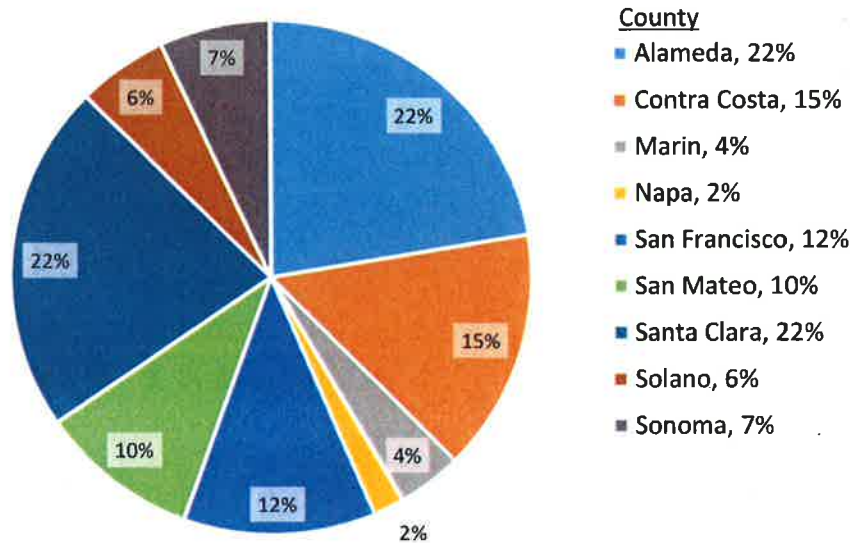
Source: FY16 Toll Revenues Collected by Bridge, MTC Comprehensive Annual Financial Report, June 30, 2016

Share of Toll Revenue by County of Residence



Source: 2015 MTC FasTrak Data - Average Typical Weekday Transactions by County of Billing Address

Share of Voters by County



Source: 2016 California Secretary of State Report of Registration (registered voters by county as of 10/24/2016)



CONTRA COSTA
transportation
authority

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Newell Americh

Loella Haskew

David Hudson

Karen Mitchoff

Julie Pierce

Kevin Romick

Robert Taylor

Dave Trotter

Randell H. Iwasaki,
Executive Director

MEMORANDUM

To: Matt Todd, TRANSPAC
Lisa Bobadilla, SWAT
Jamar Stamps, TRANSPAN, TVTC
John Nemeth, WCCTAC
Ellen Clark, LPMC

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

Date: February 27, 2017

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

At its February 15, 2017 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

- 1. Regional Measure 3 (RM3) – Candidate Projects for Submittal to the Metropolitan Transportation Commission (MTC).** MTC is considering a regional bridge toll increase on the seven state-owned bridges in the Bay Area. RM3 is expected to raise tolls by \$1 to \$3. It is anticipated that MTC will seek legislative approval in the next few months to place RM3 on the ballot in 2018. In preparation, Authority staff has prepared a list of projects in Contra Costa for potential funding by RM3. Staff seeks approval of Contra Costa's proposed RM3 project list for submittal to MTC. *The Authority Board approved Contra Costa's proposed RM3 project list for submittal to MTC. The list of projects is attached to this memorandum.*

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

Proposed RM3 Project List for Submittal to MTC

No	Project Name	Description	Cost (millions)	Funding Available (millions)	Funding Needed [RM3 Request] (millions)	MTC Draft Principles							Sources of Available Funds (millions)
						Bridge Nexus	Regional Prosperity	Sustain- ability	State of Good Repair	Demand Management	Freight	Resiliency	
1	I-680/State Route 4 Interchange Improvements – Phases 1, 2, and 3	Project will improve interchange in phases as follows: Phase 1: Freeway to Freeway connectors for NB I-680 to WB SR-4 Phase 2: EB SR-4 to SB I-680 connector and improvements to the SR-4 interchange at Pacheco Boulevard. Phase 3: Widen SR-4 between Morello Avenue in Martinez and SR-242 in Concord, and replace Grayson Creek Bridge	\$292	\$57	\$235	x	x		x		x		STIP: 5.1 Measure C: 17.3, Measure J: 35.0
2	I-80/San Pablo Dam Road (SPDR) Interchange Improvements – Phase 2	Replace SPDR Interchange at I-80 and modify McBryde Avenue and SPDR ramps. Includes provisions for bicyclists and pedestrians on San Pablo Dam Road.	\$80	\$16	\$64	x	x		x		x		STMP: 6.4, STIP: 9.2
3	SR-4 Integrated Corridor Management (ICM)	SR-4 from I-80 to SR-160: project includes adaptive ramp metering, advanced traveler information, arterial management system, freeway management system, and connected vehicle applications	\$15	\$0	\$15	x	x			x			
4	SR-4 Operational Improvements - Initial Phase	Various operational improvements along SR-4 between I-680 and Bailey Road, including additions of mixed flow lanes, High Occupancy Vehicles (HOV) lanes and auxiliary lanes.	\$144	\$5	\$139	x	x						Measure J
5	I-680 Forward*	Implementation of seven strategies for I-680 including improving efficiency of bus service (e.g. increased service, bus on shoulders, expanded park and ride lots), providing first/last mile connections, innovative operational strategies (e.g. ramp metering, decision support system, integrated corridor management), cooling hot spots (e.g. addition of auxiliary lanes), completing carpool/express lanes, and preparing corridor for Connected Vehicles/Automated Vehicles.	\$233	\$23	\$210	x	x	x		x	x		Measure J I- 680 Reserve
6	Vasco-Byron Highway Connector	Replace/upgrade existing Armstrong Road. Add new road segments west of Armstrong Road to Vasco Road and east of Armstrong Road to Byron Highway.	\$87	\$0	\$87	x	x				x		
7	West Contra Costa High Capacity Transit	Study is underway to evaluate options for major transit investments along I-80 corridor in Contra Costa. Conceptual alternatives currently being evaluated include express bus on I-80, arterial-based bus rapid transit (BRT) on San Pablo Avenue and 23rd Street, short- and mid-term improvements on UPRR commuter rail, and a BART extension from Richmond. Funding request is for project development. Cost estimates being developed but initial review shows a range from \$179 million to \$4.1 billion. Cost reflects the implementation of BRT and Express Bus on I-80 alternatives.	\$424	\$0	\$424	x	x	x			x		

No	Project Name	Description	Cost (millions)	Funding Available (millions)	Funding Needed [RM3 Request] (millions)	MTC Draft Principles							Sources of Available Funds (millions)
						Bridge Nexus	Regional Prosperity	Sustain- ability	State of Good Repair	Demand Management	Freight	Resiliency	
8	Hercules Intermodal Transit Center	Remaining phases includes track and signal work, fuel and optic lines relocations, transit loop, promenade and civil plaza, landside improvements, bay trail segments.	\$97	\$21	\$76	x	x	x			x		Measure J (various): 8.8, Local: 5.1, STIP: 3.9, OBAG: 2.6, Earmark: 0.7
9	Brentwood Transit Center	Develop a transit center in the City of Brentwood.	\$52	\$0	\$52	x	x	x					
10	Ferry Operations and Landside Improvements	Provide funding for ferry operations and landside improvements in Contra Costa.	\$123	\$53	\$70	x	x	x				x	Measure J
11	Pedestrian and Bicycle Projects	Various pedestrian and bicycle improvements aimed to provide access to transit and improve regional trails along bridge corridors as well as improvements to facilitate transit oriented developments	\$162	\$0	\$162	x	x	x					
12	Innovative Transportation Technologies	Deploy new technologies to improve traffic conditions along bridge corridors and prepare for Autonomous Vehicle/Connected Vehicles	\$53	\$0	\$53	x	x			x	x		
13	BART Fleet Expansion	Contra Costa contribution to BART's proposed fleet expansion	\$300	\$0	\$300	x	x	x				x	
14	Richmond San Rafael Bridge Congestion Relief in the WB direction	Project aims to reduce congestion in the AM peak in the westbound direction at the toll plaza.	\$50	\$0	\$50	x	x						
Subtotal			\$2,112	\$175	\$1,937								

*Combines following projects in PBA: I-680 Northbound Managed Lane Completion through 680/24 and Operational Improvements between N. Main and Treat Blvd, I-680 Transit Improvements including Express Bus Service, ITS components, and Park & Ride Lots, and I-680 Northbound HOV lane extension between N. Main and SR-242.

EXECUTIVE DIRECTOR'S REPORT

February 15, 2017

Orinda Sinkhole: January 12, 2017

Ivan Ramirez and I traveled to the Miner Road sinkhole in Orinda. We were asked to help facilitate the repair. The damage was extensive and the road was closed. We made some suggestions to their City Engineer. Support will be available from CCTA until the road is opened.

Heidi Hall: January 17, 2017

Heidi Hall met with CCTA staff. She is the new building owner's representative. She provided an update for several projects that will start soon. She also answered questions regarding bike lockers, narrow parking spaces, a work out facility and others.

Erin Baldassari: January 17, 2017

Erin called to ask questions about the schedule for testing and rollout of the EasyMile SAV program. The article is located at <http://www.mercurynews.com/2017/01/17/driverless-shuttles-testing-underway-but-wont-hit-city-streets-until-late-this-year/>.

US DOT Testbed: January 19, 2017

CCTA was notified that CCTA and GoMentum Station were selected as one of ten federally designated autonomous vehicle proving grounds in the United States.

Ryan McCauley: January 19, 2017

Ryan McCauley a reporter from Government Technology called for an interview about the recent announcement of the 10 federally designated autonomous vehicle proving grounds and what that meant for CCTA and GoMentum Station. The article is located at <http://www.govtech.com/fs/transportation/U-S-DOT-Names-10-Proving-Ground-Sites-Testing-Autonomous-Vehicles.html>.

California Highway Patrol: January 20, 2017

I had a phone call with Lt. Reggie Williams with the California Highway Patrol to begin discussions about a potential bus on shoulder bill for I-680 in Contra Costa County. We had a philosophical discussion about the practicality of the proposal. The proposal would include buses at peak hours using a combination of the shoulders and auxiliary lanes when traffic on the mixed flow lanes drops below 35 miles per hour. The ramps would have to be outfitted with adaptive meters so the on ramp traffic could be held for the time necessary to allow the buses to cross the ramps safely.

GoMentum Station: January 24, 2017

CCTA staff toured GoMentum Station. Unfortunately, our partners were not testing, including the EasyMile shared autonomous vehicles.

Splunk: January 24, 2017

Jack Hall and I held a teleconference with Lerry Wilson, Senior Director, Strategic Programs for Splunk. Splunk is looking to get involved from the start with AV and CV technologies to develop standard protocols for data. They offer the leading platform for operation intelligence.

Transit X: January 25, 2017

Peter Engel had a conference call with Mike Stanley of Transit X to learn more about the innovative public transportation mode. Transit X is an overhead system which operates pods, which seat up to four people. It is an on demand service, which uses off main line stops. The system is fully privately financed and pays the municipality for right-of-way lease for track installation. Staff continues to gather information on Transit X and will provide additional information should the technology show promise for Contra Costa County.

Bay Area Council (BAC) Water Transport Sub-Committee: January 25, 2017

Peter Engel attended the BAC Water Transport Sub-Committee meeting in San Francisco to hear two presentations. Assembly Member David Chiu discussed the upcoming Regional Measure 3 and a need to have ferry service strongly funded under the Measure. The Committee also received a briefing of a study done by the Red and White Fleet and Sandia National Labs regarding the feasibility of using Hydrogen Fuel Cells as a viable alternative to diesel engines in ferry propulsion. The study suggested that in current conditions it would be feasible, but roughly twice the cost of diesel propulsion. The study will continue and look at optimal use scenarios that could make the technology more appealing in certain uses.

I-680/SR 4 Phase 3: January 25, 2017

Susan Miller, Hisham Noeimi and I briefed Commissioner Pierce on options to shorten the phase 3 project. There is an issue with Grayson Creek Bridge, which is located on the east side of the Interchange. The proposal is to build the HOV lane beginning to the east of Grayson Creek Bridge instead of to the west of the I680/SR 4 Interchange. Caltrans determined that the bridge needs to be replaced, but is unwilling to fund the replacement. We may be able to advertise the shorter project and the entire project as an additive bid package. This will allow some relief for travelers at peak hours traveling in the east bound direction.

RoadBotics: January 26, 2017

I participated on a conference call with CEO Mark DeSantis and Chief Communication Officer Courtney Ehrlichman from RoadBotics. RoadBotics is a spin off from Carnegie Mellon University's innovation lab. They use cell phone cameras to gather roadway images. Their goal is to be able to provide asset management information regarding conditions of the pavement, landscape, signing and striping. They are looking for two cities to pilot their technology.

London First: January 26, 2017

I was invited to attend a value capture briefing by John Dickie, Director of Strategy & Policy, from London First. London First is similar to the Bay Area Council for the City of London. Simon Kim from AECOM hosted the briefing in their new offices in Oakland. I invited Martin Engelmann, Linsey Willis, Hisham Noeimi and Randy Carlton to join me.

3M: January 26, 2017

I met with John Lester, Senior Government Transportation Safety Specialist for 3M. We worked together for many years when I worked for Caltrans. They want a place to test their signing and striping products, which they are developing for the AV/CV market.

Edge Case Technologies: January 27, 2017

Jack Hall, Tarienne Grover and I had a teleconference with Mike Wagner, CEO and Co-Founder of Edge Case Technologies. The company develops cybersecurity for AV/CV technologies. Edge Case Technologies is a spin off from Carnegie Mellon University. We are looking for a cyber security partner.

Assembly Member Baker: January 30, 2017

Ivan Ramirez and I met with Assembly Member Baker. She wants some Caltrans reform ideas. We gave her a list of proposals and examples of why they are needed.

Lamorinda Update: January 31, 2017

Lafayette City Manager Steve Falk invited me to speak to the four newly elected city and town council members from the Lamorinda area. The briefing was held in the Lafayette library. All three town or city managers attended the briefing. There were a number of briefings from various Contra Costa County based agencies. I invited Tarienne Grover to join me.

California Transportation Foundation: February 1, 2017

I videotaped introductory remarks for the CTF Transportation Forum's autonomous vehicle panel.

National Cooperative Highway Research Program (NCHRP) Panel 08-105: Jan. 31-Feb. 2, 2017:

Linsey Willis is serving on an NCHRP research panel charged with overseeing a \$350,000 research grant with a goal of "Measuring the Effectiveness of Public Involvement in Transportation Planning and Project Delivery". The goal of the research is to provide transportation agencies with evidence-based guidance on how to measure the effectiveness of a public involvement campaign or program related to transportation planning and all phases of project delivery. The panel will meet 2-4 times over the course of this 20-month research project, which began in 2016.

Cecilia Valdez: February 2, 2017

I met with Mayor Cecilia Valdez from the City of San Pablo and provided an overview of the Contra Costa Transportation Authority. She is the new Authority Board Alternate appointed by the West Contra Costa Transportation Advisory Committee (WCCTAC).

ACEC Awards Banquet: February 2, 2017

CCTA's SR 160/SR 4 Connector Ramp project won a merit award and the I-80 Smart Corridor project won an honor award at the 2017 ACEC Awards Banquet. ACEC California's annual Engineering Excellence Awards competition recognizes outstanding achievements in engineering and land surveying projects completed by California firms. I was asked by ACEC to emcee the event.

City of Brentwood Transit Center: February 3, 2017

Stephanie Hu and I met with Brentwood Mayor Taylor, City Manager Gus Vina, Community Development Director Casey McCann, BART Director Joel Keller, Ellen Smith, and Karen Basting to discuss the proposed Brentwood Transit Center and the Mokelumne Bridge. We provided input on the schedule and cost of the Mokelumne Pedestrian Bridge across SR 4 and the Transit Center.

Brisk Synergies: February 3, 2017

Charles Chung, CEO and Brett Shellhammer, Director of Product Manager met with Jack Hall and I to discuss their software product. Using video data, they analyze near miss and accident issues with intersections, sections of roadways, etc. and figure out how to fix them. They would like to pilot their software solution in two locations in Contra Costa County. Their firm is located in Waterloo Canada. I met Charles at the US DOT roundtable in Washington, D.C.

2017 Sales Tax Revenue Bonds: February 4, 2017

We officially kicked off plans for our next bond issuance. The financing team, led by CFO Randy Carlton, met in San Francisco to discuss the bond structure, rating agency approach, and schedule. The plan calls for APC/Board consideration in April and bond issuance in May. The size of the bonds is expected to be approximately \$100 million.

Monica Wilson: February 6, 2017

I met with Council Member Monica Wilson from the City of Antioch and provided an overview of the Contra Costa Transportation Authority. She is the new Authority Board Bus Ex-Officio Alternate.

Livermore Amador Valley Transit Authority's (LAVTA) Board Meeting: February 6, 2017

I attended the Livermore Amador Valley Transit Authority's board meeting. I was backing up Arya Rohani from Stantec. The shared autonomous vehicle program was an agenda item and Arya was the presenter. I provided back up just in case there were any questions Arya couldn't answer.

Flashpoint Agency: February 6, 2017

After the LAVTA board meeting, I met with Steven Jasmin from Flashpoint Agency. He is an investment banker who wanted more information about our innovation program. He is interested in the progress we are making with the Smarter Cities program in Contra Costa County.

RoadBotics: February 7, 2017

I participated in a conference call with RoadBotics CEO Mike DeSantis and the Engineering staff from Pittsburg. Pittsburg is going to work with RoadBotics on a pilot project using cellphone technology to provide roadway inventory information.

Marin Clean Energy: February 7, 2017

Don Tatzin, Tom Butt, Peter Engel and I participated on a teleconference with MCE CEO Dawn Weisz. We discussed a possible partnership at GoMentum Station to bring clean renewable energy to the proving grounds. The meeting was very positive.

Federal Highway Administration (FHWA) Executive Director: February 7, 2017

I placed a call to FHWA Executive Director Butch Waidelich. I wanted to tell him that CCTA would be in Washington D.C. at the end of the month on our annual Federal Engagement program. I also happened to mention the issues the City of Orinda were dealing with in trying to get their sinkhole approved under the provision of the Federal Emergency Relief program.

Staff Out-of-State Travel

Randall Carlton attended the Government Finance Officers Association board meeting in Washington D.C. from December 7, 2016 through December 9, 2016 for a total expense of \$1,486.95. Linsey Willis, Ivan Ramirez and Randell Iwasaki attended the Transportation Research Board Conference in Washington, D.C. from January 8, 2017 through January 12, 2017 for a total expense of \$7,553.25.

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
5904 Herriman Drive,
Clayton, CA 94517-1328
(925) 673-1740

February 10, 2017

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

Re: Status Letter for TRANSPAC Meeting – February 9, 2017

Dear Mr. Iwasaki:

At its regular meeting on February 9, 2017, the TRANSPAC Board of Directors took the following actions that may be of interest to the Transportation Authority:

1. Appointed Sue Noack as TRANSPAC Alternate Representative to the CCTA.
2. Appointed Tim Tucker to be the TRANSPAC primary representative to the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) to serve the remainder of Jeremy Lochirco's term, with Andy Smith to serve as the alternate for the term expiring December 31, 2017.
3. Appointed Andy Smith to serve the remainder of Jeremy Lochirco's term on the Technical Coordinating Committee (TCC) expiring on March 31, 2017, and appointed Eric Hu, Andy Smith, and Tim Tucker to serve for the next term of the TCC expiring on March 31, 2019.
4. Reviewed projects submitted for the CCTA Coordinated Call for Projects.
5. Recommended CCTA Board Approval to Reprogram \$3.85 million from Measure J Line 10001-02 for the Walnut Creek BART TOD Public Access Improvements Project.
6. Received Presentation from Susan Miller, CCTA Director Projects, on Interstate 680/State Route 4 Interchange Improvement, State Route 4 Widening, Phase 3 (CCTA Project 6001).
7. Received an update on the proposed work to update the Subregional Action Plan in 2017.
8. Received Quarterly Financial Reports.

TRANSPAC hopes that this information is useful to you.

Sincerely,

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

Matthew Todd
TRANSPAC Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
Jamar I. Stamps, TRANSPLAN; Doug Hardcastle, Chair, TRANSPLAN
Lisa Bobadilla, SWAT; Don Tatzin, Chair, SWAT
John Nemeth, WCCTAC; Janet Abelson, Chair, WCCTAC
Tarienne Grover, CCTA
June Catalano, Diane Bentley (City of Pleasant Hill)