

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda

THURSDAY, APRIL 13, 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 March 9, 2017 Minutes**

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

Attachment: Minutes of the March 9, 2017 meeting

END CONSENT AGENDA

- 4. 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 requested TRANSPAC provide program recommendations for the TRANSPAC formula shares of the Measure J TLC and the SRTS funding programs by March 31, 2017. The TRANSPAC Board approved a program of projects at the March 9, 2017 meeting and staff had submitted the program to CCTA. The approved program included contingencies regarding programming from other RTPCs and the projects recommended for countywide competitive Measure J programs. Staff continues to monitor the programming actions in the Coordinated CFP process that may impact the TRANSPAC program contingencies 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: Consider any additional information that may become available regarding the TRANSPAC Measure J TLC and SRTS programs approved by TRANSPAC on March 9, 2017 for the CCTA Coordinated Call for Projects and consider any adjustments to the program based on the contingencies previously identified.

Attachments:

- CCTA Coordinated CFP Schedule;
- Submittal Package for TRANSPAC CCTA Coordinated CFP Program approved on March 9, 2017
- CCTA Memo – Recommendations for Second Cycle PBTF Funding dated April 5, 2017
- Additional information about the CCTA Coordinated Call for Projects is available at: <http://www.ccta.net/resources/detail/18/1>.
- **Additional information may be provided at the meeting.**

5. **TRANSPAC JOINT EXERCISE OF POWERS AGREEMENT AMENDMENT.** The TRANSPAC Joint Exercise of Powers Agreement (JPA) specifies that the TRANSPAC Board is made up of six members (five appointed City Council Members and one appointed County Supervisor of the six TRANSPAC local agencies) and six ex-officio members (planning commissioners appointed by the respective city/county of the six TRANSPAC local agencies). The JPA specifies that ex-officio members are not entitled to vote and shall not be counted towards a quorum. At the time of the approval, the language included in the JPA was intended to facilitate a future administrative scenario with the TRANSPAC operating as a member of CalPERS, a scenario that did not allow for non-elected officials to serve on the TRANSPAC Board. Based on the current TRANSPAC operating conditions, the Board can consider revisions to the JPA which would improve the participation of the ex-officio Boardmembers. Upon approval of any revisions to the JPA by a majority of the TRANSPAC Board, a revised JPA would then be forwarded to the six member agencies for consideration, requiring approval by two thirds of the member agencies.

ACTION: Authorize the Managing Director to draft amended JPA language detailing revised TRANSPAC voting procedures regarding ex-officio members, for consideration by the TRANSPAC Board at a future meeting.

Attachment:

- TRANSPAC Joint Exercise of Powers Agreement (approved by TRANSPAC April 24, 2014)

6. **DRAFT TRANSPAC BUDGET AND WORKPLAN FOR 2017/2018.** The TRANSPAC Joint Exercise of Powers Agreement (JPA) specifies that TRANSPAC shall adopt a budget that includes operational expenses and the proportional amount each agency will be required to pay. It is proposed that the TRANSPAC Board review and comment on the Draft TRANSPAC Budget and Workplan for FY 2017/2018. The material will be brought back to the TRANSPAC Board for final approval at a future meeting, prior to the start of the next fiscal year.

ACTION: Review and comment on the Draft TRANSPAC Budget and Workplan for FY 2017/2018.

Attachments:

- 2016/2017 TRANSPAC Budget approved on May 12, 2016
- Draft 2017/2018 TRANSPAC Budget
- Draft 2017/2018 TRANSPAC Workplan

INFORMATIONAL ITEMS

7. **THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 (SB-1).** SB 1 (Beall) was announced on March 29, 2017 and will provide \$52 billion over ten years for the state and local transportation network. A constitutional amendment protecting the funds from being used for other purposes is anticipated to be introduced (SCA-2). The two bills provide a transportation proposal that included inclusive of reforms oversight, creation of an advanced mitigation program, and increased revenues through a combination of revenue sources to support maintenance and infrastructure investment. The legislation also includes \$1.5 billion of funding annually for maintenance and rehabilitation of local streets and roads. CCTA is anticipated to review this legislation at its April 6, 2017 Administration and Projects Committee.

Attachments:

- League of Cities SB-1 Summary dated April 3, 2017.
- Caltrans analysis of SB-1 New Investment Funding Resulting from SB-1 dated March 29, 2017
- Legislative Update provided to April 6, 2017 CCTA Administration and Projects Committee

8. **AGENDA NOTICE POSTING.** Staff will report on how the agenda material for TRANSPAC is being posted to comply with the Brown Act.

Attachment:

- Excerpt from the League of California Cities “Open & Public V – A Guide to the Ralph M. Brown Act” dated April 2016.

9. **TRANSPAC CCTA REPRESENTATIVE REPORTS.** Reports on April 2017 CCTA Administration and Projects Committee and Planning Committee, and the March 2017 CCTA Board Meeting.

10. **CCTA EXECUTIVE DIRECTOR’S REPORT REGARDING AUTHORITY ACTIONS/DISCUSSION ITEMS**

Attachment: CCTA Executive Director Randell H. Iwasaki's Report dated March 15, 2017 for the March 15, 2017 CCTA Board Meeting.

11. 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 March 17, 2017 for the March 15, 2017 Board meeting.

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

- TRANSPAC – Status Letter dated March 10, 2017
- TRANSPLAN – Meeting Summary dated March 14, 2017
- SWAT – Meeting Summary Report dated March 8, 2017
- WCCTAC – Board Meeting Summary dated March 1, 2017

- **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://ccta.net/uploads/58b5d3dd827b2.pdf>
- The **CCTA Board** agenda for the March 15, 2017 meeting may be downloaded at: http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=754
- The **CCTA Administration & Projects Committee (APC)** agenda for the April 6, 2017 meeting may be downloaded at: http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=369
- The **CCTA Planning Committee (PC)** agenda for the April 5, 2017 meeting may be downloaded at: http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=588
- The **CCTA Calendar** for Mar/Apr/May/June 2017 may be downloaded at: http://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=322&meta_id=27412

13. AGENCY AND COMMITTEE REPORTS, IF AVAILABLE

14. FOR THE GOOD OF THE ORDER

15. ADJOURN / NEXT MEETING

The next meeting is scheduled for May 11, 2017 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

TRANSPAC Meeting Summary Minutes

MEETING DATE: March 9, 2017

MEMBERS PRESENT: Ron Leone, Concord (Chair); Loella Haskew, Walnut Creek, CCTA Representative; Julie Pierce, Clayton, CCTA Representative; Sue Noack, Pleasant Hill; and Mark Ross, Martinez

EX-OFFICIO REPRESENTATIVE: Bob Pickett, Walnut Creek

STAFF PRESENT: Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Robert Sarmiento, Contra Costa County; Andy Smith, Walnut Creek; 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; Stephanie Hu, Associate Transportation Planner; CCTA; Carlyn Obringer, Concord Councilmember.

MINUTES PREPARED BY: Anita Tucci-Smith

1. Convene Meeting/Pledge of Allegiance/Self Introductions

The meeting was convened at 9:03 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.

CONSENT AGENDA

3. Approve February 9, 2017 Minutes

On motion by Director Pierce, seconded by Director Haskew to adopt the Consent Calendar, as submitted. The motion was adopted by unanimous vote of the members present, unless otherwise noted (Commissioner Noack abstained).

END CONSENT AGENDA

Chair Leone noted that the TRANSPAC Bylaws did not reflect TRANSPAC elections or even include the names of the member jurisdictions. Mr. Todd noted that the Joint Powers Agreement included certain information about TRANSPAC that the Chairman may have been looking for. He requested that Mr. Todd review the Bylaws to address those omissions and return them to the Board for discussion.

4. Election of Chair and Vice Chair

Director Noack nominated Director Mitchoff as the TRANSPAC Chair. Director Pierce seconded the nomination. There were no other nominations and the nominations were closed. The motion was adopted by unanimous vote of the members present.

Director Haskew nominated Director Pierce as the TRANSPAC Vice Chair. Director Noack seconded the nomination. There were no other nominations and the nominations were closed. The motion was adopted by unanimous vote of the members present.

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.

Mr. Todd advised that similar to action taken at the last meeting to reprogram \$3.85 million in Measure J Line 10 – BART Parking, Access, and Other Improvements, the Electronic Bicycle Facilities - Central County BART Stations project was a request to program a total of \$900,000 from Measure J Line 10001-02 funding. Six projects had been approved to date. There was a total of \$1.157 million remaining unprogrammed in Measure J funds for future improvements.

Michael Tanner thanked CCTA staff for their help and asked for funding for two stations; the Pleasant Hill BART station and the Concord station. For the Pleasant Hill station, the adjacent Avalon Bay facility had ground floor retail across from the plaza and BART would lease the whole front of the building closest to the BART station for five years, with another five-year option, to house a hybrid bike station. That station would be staffed for six hours a day, and be accessible the rest of the time through the Bike Link card. Given BART's desire to encourage people to bike to the station, there would be no charge. Once the new facility opened and during staffing periods patrons could leave bikes and/or get bikes fixed, and when not staffed would be able to access the facility through the Bike Link card system. The funds requested were for tenant improvements. The station was expected to open this summer and would accommodate 240 bikes. For the Concord station, BART would purchase a modular unit that accommodated 110 bikes; it would not be staffed, would be on BART property, and be accessible for patrons with the Bike Link card, accessible 24/7 with a 5 cent an hour charge. Video cameras would be installed at the facility, which was expected to open in 2018.

In response to questions, Mr. Tanner explained that the Bike Link card would have to be purchased elsewhere, although there would be information as to how to obtain the card at the facility. He noted there were staffed facilities elsewhere in the BART system where those cards could be obtained. He clarified that once constructed, BART would work with city staff if it was desired to further staff the facilities. BART would not staff the facilities. As to why there would be a charge for bike services in Concord and not in Pleasant Hill, he explained that most BART facilities charged although there would be no charge for a pilot period in Pleasant Hill for a year or so to attract new riders. Concord had a well-established bike community. The Concord bike facility would be located underneath the platform right outside the paid area where the tickets were processed at the south end of the station. Each station would use about half of the \$900,000 requested.

Mr. Todd requested a map from BART to clarify the location of the Concord bike facility, and Mr. Tanner stated he would also clarify the cost for each facility.

On motion by Director Ross, seconded by Director Haskew to approve the 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. The motion was adopted by unanimous vote of the members present.

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.

Mr. Todd described the funding available from OBAG 2 and Measure J programs and the process that the TRANSPAC TAC had taken to recommend projects for the \$1.077 million available to TRANSPAC in SRTS funding and \$9.985 million in TLC funding to be submitted to the CCTA. CCTA had evaluated the OBAG competitive pot of money and had identified a list of projects that included Concord's Monument Boulevard project, the highest ranked project out of the TRANSPAC area. He noted that there was \$7.6 million available in PBTF funding and that the evaluation process was still ongoing. He identified two projects of special interest to TRANSPAC; a Pleasant Hill Contra Costa Boulevard project and a Contra Costa County Pacheco Boulevard pedestrian creek crossing project, which had requested both Measure J TLC and Measure J PBTG funds. Since the mail out of the TRANSPAC material, TRANSPAC staff had been notified that the Pacheco Boulevard project had received funds from another source and it had been withdrawn from the requested TLC portion of funds.

Mr. Todd detailed the tables he had distributed at the meeting to identify the projects that had been distilled from the discussions at several TAC meetings, by fund, and described the efforts to direct and designate the available funding to the specific needs of the priority projects.

Mr. Todd first reviewed the programming recommendation for the SRTS funding and the restructuring of project scope by the City of Concord to allow for the programming recommendation of all the SRTS funding.

Presenting Programming Scenario D, Mr. Todd reviewed the program requests for Measure J TLC funds and variations from the initial requests. He explained that the Iron Horse Active Transportation Corridor Study project of \$350,000 covered both TRANSPAC and SWAT areas, with a 30/70 split. The recommendation was for TRANSPAC to program \$105,000 contingent on SWAT programming \$245,000 for the project. Mr. Todd noted that a letter had been transmitted to SWAT detailing the proposed shared programming of this project. A response had not yet been received.

Mr. Todd recommended Board approval of Scenario D for submittal to the CCTA Board by the end of March. He noted that contingencies that required further monitoring included: 1) SWAT programming of \$245,000 for the Iron Horse Trail Corridor Study; 2) Continuing to monitor the PBTF funds to see if the Contra Costa Boulevard project is successful in securing programming (which would offset recommended Measure J TLC funds in Scenario D); 3) Follow up with the City of Concord to finalize how the Measure J TLC funds would be split between the three recommended projects (CCP 10, 17 and 30) provided the funding not exceed \$4,096,000.

Mr. Todd explained that the contingencies were definable at this point, but also suggested there may be a need to bring the proposal back at the Board's April 13 meeting for fine-tuning. He clarified that if SWAT did not approve the proposed programming strategy, the funds could be kept in reserve as unprogrammed or could be assigned to project shortfalls at this time.

TRANSPAC TAC members concurred with the recommendation for Scenario D.

On motion by Director Pierce, seconded by Director Noack to forward Scenario D 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. The motion was adopted by unanimous vote of the members present.

- 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 material attached to the agenda is basically a summary of the work tasks that she had 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.

Mr. Todd stated that for the Secretary/Clerk of the Board, the JPA specified that TRANSPAC could designate someone or contract with someone. Anita Tucci-Smith was currently performing in that role. He advised that the scope of work had been attached in the packet, and recommended a contract with Anita Tucci-Smith on a time and materials basis from November 2016 to June 2018 consistent with the term of the Managing Director contract with a similar termination clause. This contract term will allow for the same process that had been built into the Managing Director contract for a review of the contract prior to the 2018/2019 fiscal year. The \$115,000 total had been based on a prorating of 2016/17 budget and expenses (based on actual invoices), and assuming a similar level of work in 2017/18.

On motion by Director Haskew, seconded by Director Noack to authorize the Managing Director to enter into a contract with 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. The motion was adopted by unanimous vote of the members present.

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.

Mr. Todd noted that BBK had provided legal advice in the past through a contract through the City of Pleasant Hill. The contract had expired and the funds had been paid out. He recommended that legal counsel services be secured for the future on a time and materials basis. He noted the contract included no minimum services required, so no charges would be incurred if no legal services were used. Also similar to the Managing Director and Secretary/Clerk of the Board agreements, the contract could be terminated with no penalty (15-day termination clause). The contract was proposed to include a not-to-exceed amount of \$25,000. There was currently no line item in the budget for legal services, although funds were available given that the Managing Director budget had not been used for the full year. He noted that the annual budget proposed for legal service was for \$5,000 on an annual basis.

Director Pierce questioned the need for a contract and noted past practice that each jurisdiction(s) legal counsel assist when the need for legal services arose. She also commented of the importance that any attorney involved understand how TRANSPAC worked. She noted that including a \$5,000 line item for legal expenses was okay.

Director Haskew suggested that TRANSPAC's need for an attorney would be when jurisdictional attorneys disagreed, recommended a nominal number for that contingency, suggested a contract was unnecessary, and supported as much flexibility as possible.

Director Noack suggested there would at least be a place to start for that \$5,000 line item, and if there was no place to start TRANSPAC would rely on a city attorney from its jurisdictions. She acknowledged that multiple jurisdictions already used BBK.

Chair Leone supported a compromise with a \$5,000 contract instead of a \$25,000 cap, and suggested that if the need was greater, TRANSPAC could request assistance from local jurisdictions legal staff.

Director Pierce noted that TRANSPAC had not had a budget line item for legal services in the past.

On motion by Director Pierce, seconded by Director Haskew to budget \$5,000 for legal services, with no contract with any specific legal firm. The motion was adopted by unanimous vote of the members present.

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.

Mr. Todd advised that Bylaws required TRANSPAC to identify its place of business. Gray Bowen Scott had a commercial office space at 1676 North California Boulevard, Suite 400, in Walnut Creek that is staffed during traditional office hours. He recommended a revision to the principal office location for TRANSPAC to that location.

Director Ross asked if public meeting notices should be posted for TRANSPAC meetings at this address as well, and Mr. Todd suggested identifying a location, beyond the current postings on the transpac.us website, to post the TRANSPAC agendas. It was also requested that the agenda be transmitted to each city clerk for posting.

Mr. Todd indicated an item would be brought to the Board to define how TRANSPAC agenda material would be posted.

On motion by Director Haskew, seconded by Director Noack to approve the revision of TRANSPAC principal office location to 1676 North California Boulevard, Suite 400 in Walnut Creek. The motion was adopted by unanimous vote of the members present.

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.

Mr. Todd identified MTC's proposed bridge toll increase from \$1 to \$3, where each dollar would generate about \$127 million a year in revenue. There was a nexus requirement to reduce congestion and increase efficiency in the bridge corridors. For this funding source, the Legislature would have a critical role in the process. He stated MTC was looking at a June 2018 ballot measure and in preparation for this a candidate list of projects in Contra Costa County for potential funding by RM3 had been approved by CCTA. In the last measure (RM2), 20 percent of the funds had been dedicated to improvements in Contra Costa County. The list of projects approved by CCTA had been included in the packet, including the I-680/SR-4 Interchange and others that would benefit Contra Costa County.

Chair Leone noted that some members of the Legislature had already expressed opposition to the proposed increase.

Director Pierce stated that as proposed all counties would vote, which made it different from the past where it had only been seven of the nine counties in the Bay Area. She noted that discussion was building around how to address new BART cars. Because the CCTA Measure X and the San Francisco local revenue measure did not pass, one option under discussion was to make \$1 of the RM3 toll increase exclusively available for new BART cars. She indicated it would require that level of investment to cover the cost of that project. It was noted the new BART cars would clearly meet the bridge corridor nexus requirement, as the BART system carried about 40 percent of the trips from the East Bay to San Francisco. The concept was that the proposal be placed on the June ballot in 2018 since some counties might be pursuing local measures to be placed on the November 2018 ballot and there was a desire to not have the two transportation revenue issues on the same ballot. RM3 would also be a fee, not a tax, and would have a 50% voter approval threshold.

Members of the Board expressed concern for the public perception of the measure.

11. TRANSPAC CCTA Representative Reports. Reports on March 2017 CCTA Administration and Projects Committee (APC) and Planning Committee, and the February 2017 CCTA Board Meeting.

Director Pierce reported that the Administration and Projects Committee (APC) had paid the bills, talked about legislation, elected chair and vice chair (Dave Trotter/Bob Taylor), with Tom Butt as Chair and Federal Glover as the Vice Chair of the CCTA Board.

In addition, the APC had approved city checklists; received a legislative update; looked at the mid-year budget (which was in good shape); recommended the issuance of an RFP for strategic communication and marketing services; recommended a change to the administrative code to allow the elected CCTA representatives who serve as an ex-officio member (such as a MTC representative or a County Connection representative) to serve as an alternate for a regular member of the Authority, which affected all of the RTPCs in some way, and recommended that minor change to the full CCTA Board.

Director Haskew stated that the Planning Committee had met, had elected chair and vice chair (Karen Mitchoff/Loella Haskew); had approved in concept the ability for the TCC to participate in a study with Alameda County on the improvements of the joint corridor at San Pablo Avenue; reviewed the status of the Countywide Transportation Plan (CTP); the Countywide Bike/Ped Plan was moving along; recommended a contract for the PlaceWorks consultant for ongoing planning related services; and approved the Growth Management Program (GMP) that required compliance to be demonstrated every two years.

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

The letter to RTPCs from Randell H. Iwasaki dated February 27, 2017 had been included in the Board packets.

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

CCTA Executive Director Randell H. Iwasaki's Report dated February 15, 2017 had been included in the Board packets.

14. TAC Oral Reports by Jurisdiction

There were no reports.

15. Agency and Committee Reports, if Available

The available reports had been included in the Board packets.

16. For the Good of the Order

There were no comments.

17. Adjournment

The meeting was adjourned at 10:41 A.M. The next meeting of the Board is scheduled for April 13, 2017 at 9:00 A.M. in the City of Pleasant Hill Community Room, unless otherwise determined.

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

TRANSPAC

Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
1676 North California Boulevard, #400
Walnut Creek, CA 94596
(925) 937-0980

April 3, 2017

Brad Beck
Senior Transportation Planner
CCTA
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

**RE: Contra Costa Transportation Authority Coordinated Call for Projects
Measure J TLC and Federal SRTS Programs**

Dear Mr. Beck

The TRANSPAC Board approved the Measure J Transportation for Livable Communities (TLC) program and One Bay Area Grant (OBAG) Safe Routes to School (SR2S) projects for the Coordinated Call for Projects (CFP) programming on March 9, 2017. As detailed in the Contra Costa Transportation Authority Coordinated CFP, TRANSPAC was requested to identify projects to be funded with \$9,985,000 of TLC funds (100% of funds available), \$12,481,000 of TLC funds (125% of funds available), and \$1,077,000 of SR2S funds. Based upon the project funding applications received, TRANSPAC is submitting a TLC 100% program and additional project funding for \$10,247,000 (within the TLC 125% target) to fully fund the project application requests.

Please note that the funding recommended for the City of Concord sponsored projects has been revised from amounts the City of Concord initially requested. The revisions are to accommodate applying SR2S funding to the Concord Willow Pass Road Repaving project, which includes the SR2S eligible component providing sidewalk improvements on 6th Street between Willow Pass Road and Concord Boulevard, and taking advantage of applying federal funds from the SR2S Program on a project that was already planned to be delivered with federal aid program guidelines. This programming will support the Coordinated CFP goal of minimizing the number of projects going through the Caltrans local assistance process and increasing the leverage of local funds. The Willow Pass Road Repaving project (CCP-10) will be delivered using a combination of OBAG STP, OBAG SRTS, and Measure J TLC funds. The programming approved for the City of Concord Willow Pass Road Repaving (CCP-10), East Downtown Concord PDA Access & Safe Routes to Transit (CCP-17), Willow Pass Road Safe Routes to Transit Improvements (CCP-30) projects are impacted.

The City of Concord Cambridge Elementary Safe Routes to School Improvements was also approved for \$333,000 of funds, above the initial request, to account for a revised cost estimate of the project that became available after the initial application submittal for the project. It should also be noted that the Contra Costa County Pacheco Boulevard Pedestrian Creek Crossing application was withdrawn from TLC program consideration and no funding is recommended for that project.

As part of the March 9, 2017 TRANSPAC action, the Board also included contingencies to the program recommendation that are still under consideration including:

- The funding for \$105,000 of TRANSPAC TLC funding for the Iron Horse Active Transportation Corridor Study (sponsored by Contra Costa County) is contingent on the approval of \$245,000 of TLC funding from the Southwest Area Transportation Committee (SWAT). The combination of the funding from the two planning areas would provide the funding needed to fully fund the study.
- That the program be brought back to the TRANSPAC Board when additional information becomes available for the countywide competitive Measure J Pedestrian, Bicycle and Trail Facilities (PBTF) Program. In particular, the Contra Costa Boulevard Improvement Project (Viking Drive to Harriett Drive) Project (CCP-48) sponsored by the City of Pleasant Hill has requested PBTF funds (\$1,000,000 request). In the event the Contra Costa Boulevard Improvement Project is selected for Competitive PBTF funding by the Countywide Bicycle and Pedestrian Advisory Committee, the Board indicated that any TRANSPAC TLC capacity that is no longer required for the Contra Costa Boulevard Improvement Project should be used to support the three projects needing additional funding to be fully funded in the current program, as well as the need to create a reserve for project cost increases.

The TRANSPAC Board is scheduled to consider any new programming information available at their April 13, 2017. Please contact me at 925-937-0980 extension 215 if you have any comments or questions.

Sincerely,



Matt Todd
Managing Director

Attachment – TRANSPAC Coordinated CFP Programs - Approved March 9, 2017

cc: Karen Mitchoff, Chairperson, TRANSPAC
TRANSPAC Board
TRANSPAC TAC

TRANSPAC

Coordinated CFP Programs - Approved March 9, 2017

MEASURE J TLC Program

Ref #	Project Description		Total Project Cost	Recommended Program Tier 1 (100% Target)	Recommended Program Tier 2 (Up to 125% of Target)	TOTAL
10	Willow Pass Road Repaving (including sidewalk improvements on 6th Street between Willow Pass Road and Concord Blvd)	Concord	\$ 6,517,200	\$ 996,580	\$ -	\$ 996,580
17	East Downtown Concord PDA Access & Safe Routes to Transit	Concord	\$ 2,703,800	\$ 2,216,420	\$ 17,000	\$ 2,233,420
30	Willow Pass Road Safe Routes to Transit Improvements	Concord	\$ 983,000	\$ 883,000	\$ -	\$ 883,000
			Subtotal	\$ 4,096,000	\$ 17,000	\$ 4,113,000
48	Contra Costa Blvd Improvement Project (Viking Dr to Harriett Dr)	Pleasant Hill	\$ 5,375,000	\$ 4,772,000	\$ 20,000	\$ 4,792,000
			Subtotal	\$ 4,772,000	\$ 20,000	\$ 4,792,000
6	Shadelands Multi-Modal Improvement Plan	Walnut Creek	\$ 200,000	\$ 160,000	\$ -	\$ 160,000
29	Walnut Creek Transportation Demand Mgmt Strategy	Walnut Creek	\$ 245,000	\$ -	\$ 225,000	\$ 225,000
28	Walnut Creek Bus Stop Access & Safety Improvements	Walnut Creek & County Connection	\$ 1,022,000	\$ 852,000	\$ -	\$ 852,000
			Subtotal	\$ 1,012,000	\$ 225,000	\$ 1,237,000
56	Iron Horse Active Transportation Corridor Study	Contra Costa County	\$ 350,000	\$ 105,000	\$ -	\$ 105,000
			Subtotal	\$ 105,000	\$ -	\$ 105,000
			TOTAL	\$ 9,985,000	\$ 262,000	\$ 10,247,000
			100% TARGET	\$ 9,985,000		
			125% TARGET			\$ 12,481,000

One Bay Area Grant - SRTS Funds

Ref #	Project Description		Total Project Cost	Recommended Program
12	Cambridge Elementary Safe Routes to School Improvements	Concord	\$ 398,000	\$ 333,000
54	Gregory Lane/Elinora Drive Signal Installation	Pleasant Hill	\$ 635,000	\$ 544,000
10	Willow Pass Road Repaving (including sidewalk improvements on 6th Street between Willow Pass Road and Concord Blvd)	Concord	\$ 6,517,200	\$ 200,000
			TOTAL	\$ 1,077,000
			100% TARGET	\$ 1,077,000



MEMORANDUM

Date April 5, 2017

To Project Sponsors and RTPC Managers

From Brad Beck

RE **Recommendations for Second Cycle PBTF Funding**

The following memo contains the funding recommendations for the second cycle of Measure J Pedestrian, Bicycle and Trail Facilities (PBTF) program approved by the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) at its regular meeting on March 27, 2017. The recommendations are based on the CBPAC's review and ranking of the applications submitted against the criteria adopted by the Authority as well as visits to 13 of the most-highly rated project sites.

Background

As part of the Coordinated Call for Projects, the Authority received 27 requests for PBTF program funding. Subsequently, the County asked that two of its projects — the Fred Jackson Way and the Pacheco Boulevard pedestrian and streetscape improvements — be removed from consideration. The remaining 25 requests totaled between \$19.8 and \$21.2 million, depending on whether the project is requesting PBTF funds with or without OBAG funds as part of its funding plan. About \$7.9 million in PBTF funds, however, is available.

Because of the large number of applications received, they were divided among the CBPAC members for review. No member reviewed a project that their agency sponsored or a project from their subregion. Each application was reviewed by at

least four members. This review resulted in a preliminary ranking and agreement that:

1. The top two most highly-ranked projects would be recommended for funding, and
2. the CBPAC would tour the ten or so lower-ranked projects around the funding cut-off line — the lowest-ranked projects would not be visited during the tour — to inform the final ranking

Reviewers sometimes scored the same applications quite differently and the CBPAC asked staff to look at how adjusting scores based on how strict or lenient each reviewer was. Based on those adjustments, staff increased the number of projects visited to 13.

The tour took place on March 27, 2017, the date of the regularly-scheduled March CBPAC meeting. Following the tour, the members ranked the projects visited in order of how well those projects met the PBTF criteria. During the tour, CBPAC particularly raised questions about the number of users served, the safety and comfort benefits of the project, and how far along the sponsor is in project design.

The following table shows the project rankings based on the review of the applications and the site visits. If no supplemental funds are available, the PBTF program could fund all or part of nine projects. If some funds are available through the Competitive OBAG, TLC or other programs, some additional projects could also be funded. Trying to maximize the number of projects funded is one of the objectives of the Coordinated Call for Projects.

Project Ranking

The following table lists the projects submitted in priority order with their maximum request, the cumulative requests and amount remaining after allocating funding to each project. Assuming no other funding from either the TLC or OBAG Competitive programs could be used to replace the PBTF funding, all or part of the top nine projects would be funded.

Recommended Project Rankings

Rankings based on CBPAC review of applications and site visits.

ID	Project	Sponsors	Ranking	Max Request	Cumulative	Remaining
CCP-25	SF Bay Trail - Pinole Shores to Bayfront Park, Construction	EBRPD	1	\$1,000	\$1,000	\$6,918
CCP-43	BART Pedestrian Bicycle Connectivity Project	Pittsburg	2	\$600	\$1,600	\$6,318
CCP-48	Contra Costa Blvd Improvement Project (Viking Dr to Harriett Dr)	Pleasant Hill	3	\$1,000	\$2,600	\$5,318
CCP-67	Rumrill Boulevard Complete Streets (Phase 11)	San Pablo	4	\$1,000	\$3,600	\$4,318
CCP-05	SF Bay Trail - Lone Tree Point (Rodeo to Hercules)	EBRPD	5	\$1,000	\$4,600	\$3,318
CCP-60	Lafayette Town Center Pathway & BART Bike Station	Lafayette & BART	6	\$1,000	\$5,600	\$2,318
CCP-01	North Shore Bay Trail Gap Closure	Richmond	7	\$976	\$6,576	\$1,342
CCP-64	Plaza San Pablo Greenway Trail	San Pablo	8	\$1,000	\$7,576	\$342
CCP-45	Camino Pablo Bicycle Route Corridor Improvements	Orinda	8	\$550	\$8,126	-\$208
CCP-59	L Street Pathway to Transit-Bike Ped Improvement	Antioch	10	\$187	\$8,313	-\$395
CCP-44	Bike Route Network on Barrett Avenue	Richmond	10	\$1,000	\$9,313	-\$1,395
CCP-39	Strategic Bicycle, Pedestrian and Safe Routes to School Improvements	Moraga	12	\$990	\$10,303	-\$2,385
CCP-18	El Cerrito del Norte Station Access Improvement Project	BART	13	\$931	\$11,234	-\$3,316
CCP-68	San Pablo Ave Bike Improvements over BNSF	Pinole	14	\$1,736	\$12,970	-\$5,052
CCP-16	East Downtown Concord Neighborhood Sidewalk Gap Closure	Concord	15	\$611	\$13,581	-\$5,663
CCP-31	Willow/Palm Ave Pedestrian Walkway	Hercules	16	\$1,000	\$14,581	-\$6,663

Project Sponsors and RTPC Managers

April 5, 2017

Page 4

ID	Project	Sponsors	Ranking	Max Request	Cumulative	Remaining
CCP-11	Arlington Boulevard Pedestrian Safety Improvements, Phase 1	El Cerrito	17	\$1,000	\$15,581	-\$7,663
CCP-08	Walker Avenue Sidewalk Improvements	Walnut Creek	18	\$817	\$16,398	-\$8,480
CCP-27	Sycamore/San Pablo Pedestrian Walkway	Hercules	19	\$901	\$17,299	-\$9,381
CCP-57	Iron Horse Trail/Bollinger Canyon Rd Bike Ped Overcrossing	San Ramon	20	\$1,000	\$18,299	-\$10,381
CCP-65	Pleasant Hill Road Improvement (Gregory Lane to Taylor)	Pleasant Hill	21	\$1,000	\$19,299	-\$11,381
CCP-37	Reliez Valley Road Trail Spur	Martinez	22	\$192	\$19,491	-\$11,573
CCP-66	Rodeo Downtown Infrastructure Project	Contra Costa County	23	\$470	\$19,961	-\$12,043
CCP-41	Appian Way/Valley View Road Intersection Improvements	Contra Costa County	24	\$1,000	\$20,961	-\$13,043
CCP-47	Clayton Town Center Ped Safety Improvements	Clayton	25	\$252	\$21,213	-\$13,295

TRANSPAC

JOINT EXERCISE OF POWERS AGREEMENT

This Joint Powers Agreement (“Agreement”) is entered into on this ____ day of _____, 2014, by and between the cities of Clayton, Concord, Martinez, Pleasant Hill, and Walnut Creek, all municipal corporations, and Contra Costa County, a state political subdivision. Each public agency which is a party to this Agreement is hereby referred to individually as “Party” and collectively as “Parties”.

RECITALS

WHEREAS, the Parties entered into the Central Contra Costa Transportation/Land Use Partnership (“TRANSPAC”) Agreement dated November 29, 1990 and superseded by the First Amendment to the Central Contra Costa Transportation/Land Use Partnership Agreement dated February 22, 1993 (“Partnership Agreement”) to cooperate in the establishment of policies and action to more effectively respond to the requirements of Measure C; and

WHEREAS, Section 12 of the Partnership Agreement provides that TRANSPAC shall conduct an annual review of the implementation of the Partnership Agreement to determine whether the execution of a Joint Exercise of Powers Agreement that establishes TRANSPAC as a separate legal entity is a more suitable alternative to the Partnership Agreement; and

WHEREAS, Government Code Section 6500 et seq. permits two or more public agencies by agreement to exercise jointly powers common to the contracting parties; and

WHEREAS, the Parties have determined that establishing TRANSPAC as a separate legal entity enables the Parties to more effectively respond to transportation issues and is a more suitable alternative to the Partnership Agreement.

NOW, THEREFORE, THE PARTIES TO THIS AGREEMENT DO AGREE AS FOLLOWS:

1. DEFINITIONS

The following words as used in this Agreement are defined as follows:

- (a) “Agency” shall mean each city and county which is a Party to this Agreement.
- (b) “Board” or “TRANSPAC Board” shall mean the board designated herein to administer this Agreement.
- (c) “Joint Transportation Planning Program” shall mean a transportation planning program undertaken by the Agencies.
- (d) “Managing Director” shall mean the person selected by the Board to manage the day-to-day activities of TRANSPAC.

(e) “Measure C” shall refer to half-cent local transportation sales tax established in 1988.

(f) “Measure J” shall refer to the extended half-cent local transportation sales tax first established by Measure C or replacement and augmentation thereof.

(g) “TRANSPAC” shall mean the public and separate entity created by this Agreement.

(h) “TRANSPAC TAC” shall mean a technical advisory committee to TRANSPAC.

2. OBJECTIVES

The intent of this Agreement is to express cooperation between the Parties and to establish policies which will protect and advance the interest of the Central Contra Costa County communities, which include the TRANSPAC boundaries as shown in Appendix A attached hereto and incorporated herein, with respect to transportation issues in general and the utilization of Measure J funds in particular. More specifically, TRANSPAC is hereby authorized to do all acts necessary for the exercise of its objectives, including but not limited to, the following:

- (a) Conduct, authorize, review and accept studies and reports;
- (b) Periodically review transportation plans and recommend changes thereto;
- (c) Hold and conduct meetings pursuant to this Agreement;
- (d) Develop regional strategies to meet Measure J requirements;
- (e) Address transportation issues that affect the Central Contra Costa County communities;
- (f) Assess Central Contra Costa County transportation needs, including transit services;
- (g) Coordinate with County Connection regarding transit services;
- (h) Advise the Agencies on transportation issues that impact the Agencies and the region;
- (i) Coordinate with Agencies on the responses and actions concerning transportation issues;
- (j) Work with Central Contra Costa jurisdictions to formulate transportation policy statements;
- (k) Sponsor educational forums, workshops and discussions on transportation matters;

(l) Advocate the interest of Agencies concerning transportation management and funding issues to local, state and federal officials;

(m) To provide comprehensive, accurate, reliable and useful multimodal travel information to meet the needs of Central Contra Costa travelers; and

(n) Gather information necessary to accomplish the foregoing purposes.

3. POWERS

The powers of TRANSPAC include, but are not limited to, the following:

(a) To make and enter into contracts;

(b) To apply for and accept grants, advances and contributions;

(c) To employ and contract for services of agents, employees, consultants, engineers, attorneys, and other such persons or firms as it deems necessary to carry out the objectives of this Agreement;

(d) To conduct studies;

(e) To incur debts, liabilities, or obligations, subject to the limitations set forth herein;

(f) To receive and use contributions and advances from an Agency as provided in Government Code section 6504, including contributions or advances of personnel, equipment or property;

(g) To provide a program of benefits for employees, including, but not limited to, contracting for retirement benefits with an existing retirement system; and

(h) To exercise other reasonable and necessary powers in furtherance or support of any purpose of the Authority or the bylaws of the Authority.

4. ORGANIZATIONAL STRUCTURE

The TRANSPAC Board shall provide overall policy direction for the operations and activities of the Joint Transportation Planning Program. TRANSPAC TAC shall provide administrative guidance, technical review, and decision making for the ongoing operational activities of the Joint Transportation Planning Program. Any staff or consultants hired by TRANSPAC shall report directly to the TRANSPAC Board or its designee.

5. TRANSPAC ORGANIZATION

TRANSPAC Board. TRANSPAC shall be governed by the TRANSPAC Board. The TRANSPAC Board is empowered to establish its own procedures for operation and may revise these periodically as deemed necessary.

(a) Members.

The Board shall consist of 6 members (one member from each Agency), which shall be determined as follows:

(i) For the City Agencies, one councilmember shall be appointed by the respective City Council.

(ii) For the County Agency, one Supervisor shall be appointed by the County Board of Supervisors.

Upon execution of this Agreement, the governing body of each Agency shall appoint its member to serve as a member of the Board and an alternate member of the Board to serve in the absence of its regular member, both shall be elected officials. Each member and alternate shall serve at the pleasure of the appointing governing board without compensation.

The Board shall also consist of 6 ex-officio members (one member from each Agency), which shall be determined as follows:

(i) For the City Agencies, one planning commissioner shall be appointed by the respective City Council.

(ii) For the County Agency, one planning commissioner shall be appointed by the County Board of Supervisors.

Upon execution of this Agreement, the governing body of each Agency shall appoint its ex-officio member to serve as an ex-officio member of the Board and an alternate ex-officio member to serve in the absence of its regular ex-officio member, both shall be planning commissioners. Each ex-officio member and alternate shall serve at the pleasure of the appointing governing board without compensation. Ex-officio members shall not be entitled to vote and shall not be counted towards the quorum.

(b) Officers.

TRANSPAC shall select a Chair and a Vice Chair who shall be elected officials and shall hold office for a period of one year, commencing February. However, the first Chair and Vice Chair shall hold office from the date of appointment to the following February. If any Agency removes a Board member who is also an officer, the Board shall appoint a member from the newly constituted Board to fill the vacant office for the remainder of that term.

(i) Chair

The Chair shall preside over Board meetings, call them to order and adjourn them, announce the business and order to be acted upon, recognize people entitled to the floor, put to vote all questions moved and seconded, announce voting results, maintain rules of order, and carry out other duties as set forth in the bylaws.

(ii) Vice Chair

The Vice Chair shall serve as chair in the absence of the regularly elected chair.

(iii) Secretary

The Board shall designate someone to serve as the Secretary and shall prepare, distribute, and maintain minutes of the meeting of the TRANSPAC Board, TRANSPAC TAC and any committees of TRANSPAC or shall contract for such services. The Secretary shall also maintain the official records of TRANSPAC and shall file notices as required by this Agreement.

(iv) Treasurer

TRANSPAC shall employ, appoint, or contract for the services of a Treasurer who shall:

(1) Receive and provide for the receipt of all funds of TRANSPAC and place them in the treasury to the credit and for the account of TRANSPAC.

(2) Be responsible, upon an official bond, for the safekeeping and disbursement of all TRANSPAC funds.

(3) Pay, when due, out of TRANSPAC funds, the indebtedness of TRANSPAC and any other sum duly authorized for payment from TRANSPAC funds.

(4) Verify and report, in writing, in July, October, January, and April of each year to the Board and to the Parties to this Agreement the amount of funds held for TRANSPAC, the amount of receipts and amount paid out since the last report.

(5) Invest TRANSPAC's funds in the manner provided by law and collect interest thereon for the account of TRANSPAC.

(6) If deemed necessary by the Board, an independent audit shall be made by a certified public accountant to ensure that the Treasurer is complying with the aforementioned requirements and Government Code section 6505 regarding strict accountability of all funds.

(c) Board Meetings.

(i) Regular Meetings. The Board should attempt to hold at least one regular meeting a month.

(ii) Special Meetings. Special meetings of the Board may be called as provided in accordance with the Ralph M. Brown Act (Gov. Code sections 54950 et seq.) ("Brown Act").

(iii) Notices of Meetings. All meetings of the Board shall be held in accordance with the Brown Act and other applicable laws.

(iv) Minutes. The Board shall keep written minutes of all meetings. As soon as possible after each meeting, the Board shall cause a copy of the minutes to be distributed to members of the Board and to the Agencies.

(v) **Quorum.** A majority of the members of the Board shall constitute a quorum, except that less than a quorum may adjourn from time-to-time.

(d) **Vote.**

(i) **Authorized Voting Members.** Each voting member or designated alternate when taking the place of the member shall be authorized to vote.

(ii) **TRANSPAC Business.** Four votes of the voting members present shall be required to take action with respect to the budget. A majority vote of the voting members present will be required to take action on all other matters.

(iii) **Appointments of Representatives to the Contra Costa Transportation Authority (“CCTA”).** A majority of the members present shall be required to appoint or recall a representative to the CCTA consistent with the requirements of CCTA’s Administrative Code. The TRANSPAC representatives and his or her alternate to the CCTA shall be a Board Member of TRANSPAC.

(e) **TRANSPAC Staff.**

TRANSPAC shall have staff to carry out the objectives of the Agreement. In addition, independent consultants may be engaged as needed. The Managing Director shall report to the TRANSPAC Board. Additional staff may be added with Board approval within the constraints of the then current fiscal year budget.

(f) **TRANSPAC TAC.**

The TRANSPAC TAC shall serve as the technical advisory committee for Transpac. It shall be made up of at least one staff member from each Agency selected by each Agency. TRANSPAC TAC shall study and discuss issues pertaining to TRANSPAC and shall make recommendations to TRANSPAC concerning those issues.

6. **TRANSPAC BUDGET, WORK PROGRAM AND AGENCY PAYMENTS**

TRANSPAC shall adopt a budget by an annual resolution. The budget shall set forth all operational expenses of TRANSPAC. It shall also set forth the proportional amount each Agency will be required to pay.

(a) Within 120 days of the effective date of this Agreement the Board shall formulate a budget for the first fiscal year of TRANSPAC’s operation. In doing so, the Board shall assign each agency a proportionate share of required funding to meet the budget agreed upon. Absent formal Board action extending this deadline, failure to agree upon a budget within the 120 days’ time frame shall cause this Agreement to terminate.

(b) After the first year, the annual budget and work program shall be prepared by April 1 and shall then be submitted to the Board for its review and consideration to be adopted on or after July 1.

(c) All bills and invoices for expenses incurred pursuant to said budget shall be routed to the Treasurer, who shall pay such expenses from the budget. The Treasurer has the authority to set forth the method and timing of payment of such invoices. The Treasurer shall also calculate the amount owed by each Party under the formula set forth in Section 7, and shall bill each Party accordingly. Each Party shall pay its billing by TRANSPAC within 30 days of receipt thereof. Bills shall be prepared for each calendar quarter in which activity occurs and shall be payable by the Parties upon demand.

7. PAYMENT OBLIGATIONS

Each Party shall pay, upon demand, its proportionate share of expenses. The funding allocation of each Party is as follows: each Party shall contribute 50% of TRANSPAC funding on an equal (1/6th) share basis. The remaining 50% TRANSPAC subsidy is based on the percentage of Measure J return-to-source funding received by each Party from Contra Costa Transportation Authority. This funding allocation shall be reviewed annually and, if necessary may be altered by written amendment to this Agreement.

8. DISPOSITION OF TRANSPAC FUNDS UPON TERMINATION

In the event this Agreement is terminated, TRANSPAC funds, together with interest accrued thereon, which remain after payment of all outstanding TRANSPAC debts, shall be distributed to the Parties in the same proportion as the Parties have paid into TRANSPAC.

9. WITHDRAWAL

Any Party may, upon 60 days' written notice to the Chair of TRANSPAC, withdraw from this Agreement. However, a withdrawing Party shall be liable for its proportionate share of TRANSPAC expenses incurred up to the date notice of termination became effective, which exceeds the withdrawing Agency's contribution under Section 7, and provided further, that in no event shall a withdrawing Party be entitled to a refund of all or any part of its contribution made under Section 7. A withdrawing Party may no longer be eligible to receive Measure J return-to-source funding.

10. TERMINATION

This Agreement shall remain in effect indefinitely, unless amended or terminated as provided hereunder. This Agreement may be terminated by the affirmative vote of the governing bodies of not less than two-thirds of the Parties.

11. AMENDMENTS

The TRANSPAC Board shall first consider any and all amendments to this Agreement. A majority vote of the TRANSPAC Board shall be required before any recommended amendment to this agreement is forwarded to the Parties for consideration and adoption. The Agreement may be amended by an affirmative vote of the governing bodies of not less than two-thirds of the Parties.

12. NOTICES

All notices shall be deemed to have been given when mailed to the governing body of each Party. Notices to TRANSPAC shall be sent to:

TRANSPAC

13. LIMITED LIABILITY OF THE AUTHORITY

Consistent with Government Code section 6508.1, the debts, liabilities, and obligations of TRANSPAC shall be limited to the assets of TRANSPAC and shall under no circumstances be the debts, liabilities, and obligations of any of the Parties. A Party may, but has no obligations to, separately contract for or assume responsibility in writing for specific debts, liabilities, or obligations of the Authority. In furtherance of this Section, TRANSPAC shall indemnify the Parties as provided in Section 14 below.

14. INDEMNIFICATION

TRANSPAC shall defend, indemnify and hold harmless each Party and each Party's officers, officials, agents, and employees from any and all liability, including, but not limited to, claims, losses, suits, injuries, damages, costs and expenses, including attorneys' fees and consequential damages, of every kind, nature and description (collectively, "Losses") directly or indirectly arising from or as a result of any act of the Authority or its agents, servants, employees or officers in the observation or performance of any of its responsibilities under this Agreement, or any failure by the Authority to perform any such responsibilities; and/or any actions or inactions of Parties taken as a result of their membership in TRANSPAC. Notwithstanding the foregoing, TRANSPAC shall not be required to indemnify any Party against any Losses that are caused by the negligence or willful misconduct of such Party seeking indemnification or any of their respective officers, agents, or employees.

15. EFFECTIVE DATE

This Agreement shall take effect upon receipt of executed copies of the Agreement from not less than two-thirds of the Parties.

[SIGNATURES ON THE FOLLOWING PAGES]

APPROVED 05/12/16		TRANSPAC 2016-2017 EXPENDITURE BUDGET	
		2014-2015	2016-2017
FUND 85 Project 7085			
ASSUME			
0100 Admin Support		\$68,000	\$68,000
Subtotal		\$68,000	\$68,000
1198 Part-time Consultant Contract		\$127,112	\$127,112
Subtotal		\$127,112	\$127,112
2604 Auto Mileage		\$0	\$0
2500 Copying		\$0	\$0
4200 Operating Expenses		\$2,250	\$2,250
Subtotal		\$2,250	\$2,250
6800 Pleasant Hill City/Fiscal Administration		\$2,856	\$2,856
Subtotal		\$2,856	\$2,856
Costs subtotal		\$200,218	\$200,218
6905 Contingency @ 2%		\$4,004	\$4,004
Total		\$204,222	\$204,222

		TRANSPAC ALLOCATION FORMULA METHODOLOGY			
PART A	Each jurisdiction contributes 50% of the TRANSPAC budget based on an equal (1/6) share of the annual budget amount.			\$102,111	
PART B	The remaining 50% share is calculated on the most recent percentage of Measure J "return to source" funds received by each jurisdiction.			\$102,111	
PART A		TRANSPAC ALLOCATION FORMULA for 2016-2017 REVENUE BUDGET			
		50%			
JURISDICTION		SHARE ANNUAL BUDGET			PER JURISDICTION
		PER JURISDICTION			EQUALS (R)
CLAYTON		1/6			\$17,019
CONCORD		1/6			\$17,019
MARTINEZ		1/6			\$17,019
PLEASANT HILL		1/6			\$17,019
WALNUT CREEK		1/6			\$17,019
CONTRA COSTA COUNTY		1/6			\$17,019
Total					\$102,114

TRANSPAC ALLOCATION FORMULA for 2016-2017 REVENUE BUDGET							
JURISDICTION	MEASURE J RTS \$\$	MEASURE J RTS %	MEASURE J RTS % = R	FROM RTS PART B	PART A	Total for Jurisdiction	Total Budget
CLAYTON	\$243,776	5.71%		\$5,830	\$17,019	\$22,849	
CONCORD	\$1,471,452	34.46%		\$35,185	\$17,019	\$52,204	
MARTINEZ	\$528,210	12.37%		\$12,630	\$17,019	\$29,649	
PLEASANT HILL	\$537,821	12.60%		\$12,865	\$17,019	\$29,884	
WALNUT CREEK	\$867,700	20.32%		\$20,750	\$17,019	\$37,769	
CONTRA COSTA COUNTY ^	\$620,732	14.54%	58708251.25%	\$14,848	\$17,019	\$31,867	
Total	\$4,269,691			102,108	\$102,114	\$204,222	\$204,222
^Estimated at 25% of allocation (\$2,482,929)							
TOTAL							

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TRANSPAC 2017-2018 EXPENDITURE BUDGET

		2016-2017	2017-2018
Managing Director		\$127,112	\$125,000
Admin Support Contract - Secretary / Clerk of the Board (includes printing, postage & supplies)		\$68,000	\$65,000
Legal Services Contingency			\$5,000
Web Site Maintenance			\$5,000
Audit Services			\$6,000
Operating Expenses		\$2,250	
City of Martinez - Pacheco Transit Hub / Park & Ride Lot Maintenance			\$10,000
Subtotal		\$197,362	\$216,000
Pleasant Hill City/Fiscal Administration		\$2,856	\$3,000
Subtotal		\$2,856	\$3,000
Costs subtotal		\$200,218	\$219,000
Contingency		\$4,004	\$10,956
Total		\$204,222	\$229,956

DRAFT								
TRANSPAC ALLOCATION FORMULA METHODOLOGY								
PART A	Each jurisdiction contributes 50% of the TRANSPAC budget based on an equal (1/6) share of the annual budget amount.						\$114,978	
PART B	The remaining 50% share is calculated on the most recent percentage of Measure J "return to source" funds received by each jurisdiction.						\$114,978	
PART A		TRANSPAC ALLOCATION FORMULA for 2017-2018 REVENUE BUDGET						
JURISDICTION	50% SHARE ANNUAL BUDGET PER JURISDICTION					PER JURISDICTION EQUALS (R)		
CLAYTON	1/6					\$19,163		
CONCORD	1/6					\$19,163		
MARTINEZ	1/6					\$19,163		
PLEASANT HILL	1/6					\$19,163		
WALNUT CREEK	1/6					\$19,163		
CONTRA COSTA COUNTY	1/6					\$19,163		
Total						\$114,978		

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TRANSPAC ALLOCATION FORMULA for 2017-2018 REVENUE BUDGET

	PART B	MEASURE J RTS \$s	MEASURE J RTS % =	\$ FROM RTS PART B			Total for Jurisdiction	Total Budget
JURISDICTION		Allocation	R			PART A		
CLAYTON		\$250,627	5.62%	\$6,465		\$19,163	\$25,628	
CONCORD		\$1,555,798	34.91%	\$40,134		\$19,163	\$59,297	
MARTINEZ		\$546,650	12.26%	\$14,102		\$19,163	\$33,265	
PLEASANT HILL		\$559,668	12.56%	\$14,437		\$19,163	\$33,600	
WALNUT CREEK		\$922,886	20.71%	\$23,807		\$19,163	\$42,970	
CONTRA COSTA COUNTY ^		\$621,534	13.94%	\$16,033		\$19,163	\$35,196	
Total		\$4,457,163		114,978		\$114,978	\$229,956	\$229,956
^Estimated at 25% of allocation (\$2,486,137)								
Based on FY 2016-17 Measure J RTS Program \$s								
TOTAL								

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TRANSPAC

2017 / 2018 DRAFT WORK PLAN

July, 2017

- Review Draft Action Plan
- Initiate procurement process for a TRANSPAC Auditor

August

- No Meeting

September

- Final approval of Action Plan
- Approve selection of TRANSPAC Auditor
- Appoint TRANSPAC CCTA TCC alternate
- Receive Quarterly and Year End Financial Report

October

- Review 2018 Calendar Meeting Schedule

November

- Receive Quarterly Financial Report

December

- Present TRANSPAC Audit to Board and transmit to member agencies
- Appoint TRANSPAC CCTA Representatives (1)
- Appoint TRANSPAC CCTA CBPAC Representatives (2)

January, 2018

- No Meeting

February

- Election of Chair / Vice Chair
- Initiate CFP for Measure J Line 20a Program (18/19-19/20)
- Receive Quarterly Financial Report

March

- Conflict of Interest Form 700 Due

April

- Review Draft 2018/2019 Budget

May

- Approve 2018 / 2019 Budget
- Approve Measure J Line 20a Program (18/19-19/20)
- Receive Quarterly Financial Report

June

Other Potential Items

- Action Plan Update
- Programming/Funding
 - Measure J Line 10 (BART Parking, Access, and Other Improvements)
 - Measure J Line 19a (Additional Bus Service Enhancements)
 - Regional Measure 3
 - Identify Other Funding Opportunities
 - CCTA TEP
- Projects
 - I-680 / SR 4 Interchange Improvements
 - Phase 3 - SR 4 Widening Project
 - I-680 Express Lanes
 - Quarterly (or semi annually) Project Presentations
- TRANSPAC Governance
 - Review of JPA
 - Review of Bylaws
 - Administrative Procedures
 - Procurement of Services
 - Invoice Approval



1400 K Street, Suite 400 • Sacramento, California 95814
Phone: (916) 658-8200 Fax: (916) 658-8240
www.cacities.org

\$5.2 Billion Transportation Funding Deal Announced, includes \$1.5 Billion for Local Streets and Roads

On Wednesday, March 29, 2017, a transportation funding agreement was announced by Gov. Jerry Brown, Senate President pro Tem Kevin de León (D-Los Angeles) and Assembly Speaker Anthony Rendon (D-Lakewood) representing the hard work of Sen. Jim Beall (D-San Jose) and Assembly Member Jim Frazier (D-Oakley), who have championed the need to provide new investment in the transportation system as chairs of their respective houses' transportation committees. The agreement, officially called The Road Repair and Accountability Act of 2017, will provide \$5.2 billion annually and is a significant investment in California's transportation infrastructure. When approved, the agreement will provide \$15 billion for local streets and roads over the next ten years.

The agreement is reflected in SB 1 (Beall), which contains the specific provisions, and ACA 12 (Frazier), a constitutional amendment to protect the funds from being diverted or used for other purposes.

A vote is expected the week of April 3.

CalTrans has released a [funding analysis](#) of the package that includes ten-year estimates of local streets and roads revenues.

Reforms

- **Gives the California Transportation Commission (CTC) additional oversight authority over the State Highway Operation and Protection Program (SHOPP).** CalTrans will be required to submit additional information on the proposed capital and support budget for projects included in the SHOPP to the CTC for approval. CTC will be required to allocate capital outlay support resources by project phase. As part of the CTC's review of the proposed program, they must hold at least one hearing in southern California and one hearing in northern California. In addition, CalTrans will be required to receive approval from the CTC for increases in capital or support costs above the initially approved allocation (CTC will be able to establish guidelines to determine when the additional approval is not necessary in order to avoid unnecessary delays in project delivery).
- **Requires transparency from local agencies on what projects they fund with new revenues.** Cities and counties are required to submit a list to the CTC, before and after expenditure, of the projects proposed to be funded. The list must be adopted as part of the jurisdictions' budget and include a description and location of the project, a proposed schedule of completion, and the estimated useful life of the project. Likewise, transit agencies will be required to submit to CalTrans a similar list of projects proposed to be funded and projects completed through the State Transit Assistance Program. These lists must be submitted in order to receive funds, but can be changed to adapt to local needs as long as the changes are consistent with other requirements of the bill.

- **Creates Independent Office of Audits and Investigations at CalTrans.** Its role will be to ensure that state and external entities that receive state and federal transportation funds are operating efficiently, effectively, economically, and in compliance with applicable federal and state requirements. External agencies include (but are not limited to) private for profit and nonprofit organizations, local transportation agencies, and other local agencies that receive transportation funds either through a contract with the department or through an agreement or grant administered by the department. The director of the office, who will have the title of Inspector General, will serve a six-year term and be appointed by the Governor with Senate confirmation.
- **Creates an Advanced Mitigation Program for transportation projects.** The bill creates the Advance Mitigation Program to enhance communications between CalTrans and stakeholders to protect natural resources through project mitigation, to meet or exceed applicable environmental requirements, to accelerate project delivery, and to fully mitigate environmental impacts from transportation infrastructure projects. CalTrans is required to consult with the Department of Fish and Wildlife on activities. CalTrans will be required to set aside at least \$30 million annually for four years from the State Transportation Improvement Program (STIP) and SHOPP to fund the program.
- **Requires “complete streets” to be included in the Highway Design Manual.** The bill requires CalTrans to update the Highway Design Manual to include the “complete streets” design concept (emphasizes safety and access for all users, including pedestrians and bicycles) no later than January 1, 2018.
- **Requires CalTrans to double the dollar value of its contracts awarded to small businesses.** CalTrans is required to develop a plan increases by up to 100 percent the dollar value of contracts and procurements awarded to small businesses, disadvantaged business enterprises, and disabled veterans business enterprises. Outreach must also target minority and women business enterprises. The plan must be developed by January 1, 2020.
- **CalTrans Efficiency Measures.** CalTrans is required to implement efficiency measure with the goal to generate at least \$100 million annually in savings, and must report these savings to the CTC.

Revenues (Approximate)

- **\$1.8 billion from a 12 cent increase to the gasoline excise tax and annual adjustments to the current base gas tax and increase for inflation (effective November 1, 2017).** The revenue generated from this particular increase would help restore the gas tax’ lost purchasing power due to inflation. The funds attributable to the 12-cent increase would be transferred to the newly created Road Maintenance and Rehabilitation Account (RMRA) for distribution. The first adjustment for inflation is scheduled for July 1, 2020.
- **\$1.1 billion from ending the Board of Equalization (BOE) “true up” and resetting the rate to the historical average of 17.3 cents per gallon, adjusted annually for inflation (effective July 1, 2019).** This provision would “reset” the priced based excise tax on gasoline to its original rate of 17.3 cents. The first adjustment for inflation is scheduled for July 1, 2020.

- **\$1.6 billion from a transportation improvement fee, adjusted annual for inflation** (*effective Spring 2018*). This new fee would be used for the research, planning, construction, improvement, maintenance, and operation of public streets and highways (and related facilities to support nonmotorized traffic). It will be collected with the existing vehicle registration fees. The amount of the fee will be based on the market value of the vehicle:

Car Value	Amount Paid
Under \$5,000	\$25
\$5,000-\$24,999	\$50
\$25,000-\$34,999	\$100
\$35,000-\$59,999	\$150
Over \$60,000	\$175

The fee will be adjusted for inflation beginning July 1, 2020.

- **\$600 million from a 20 cent per gallon increase to the diesel excise tax, adjusted annually for inflation** (*effective November 1, 2017*). Fifty percent of the funds attributable to the 20 cent increase to the diesel excise tax would be transferred to the Trade Corridors Improvement Fund (TCIF). The remaining 50 percent would go to the newly created RMRA. The first adjustment for inflation is scheduled for July 1, 2020.
- **\$300 million from a 4 percent increase to the diesel sales tax** (*effective November 1, 2017*). The funds generated through the additional 4 percent increase to the diesel sales tax. The State Transit Assistance Program would receive revenues from a 3.5 percent increase, and the remaining would go to intercity rail and commuter rail purposes.
- **\$20 million from new \$100 dollar Vehicle Registration Fee on zero emission vehicles model year 2020 and later, adjusted annually for inflation** (*effective July 1, 2020*). This provision will apply to new ZEV's sold after January 1, 2020 and help make up for the fact that owners of zero emission vehicles do not pay any gas tax to maintain the roads they drive on. Revenues would be deposited into the RMRA for distribution. The first adjustment for inflation is scheduled for January 1, 2021.
- **\$706 million from Loan Repayments.** \$706 million one-time funds for transportation loan repayments which will be repaid proportionately and in equal installments over three years. These funds were originally loaned from the Transportation Congestion Relief Program, which is being closed out (see Other Provisions section below).

Allocations

Revenues generated from these proposals will provide the following projected annual allocations:

- State Highway System - \$1.5 billion annually for maintenance and rehabilitation of the state highway system (continuous appropriation).
- Local Streets and Roads – \$1.5 billion annually for maintenance and rehabilitation of local streets and roads (continuous appropriation).
- State Local Partnership Program – \$200 million for the State-Local-Partnership Program for existing and aspiring self-help jurisdictions. Guidelines will be developed by the CTC by January 1, 2018.
- Active Transportation Projects – \$100 million annually for active transportation projects (upon appropriation by the Legislature).

- Public Transportation – \$750 million to improve transit operations and capital improvements.
- Local Transportation Planning Grants – \$25 million for planning grants to further state goals including goals and best practices included in regional transportation guidelines (upon appropriation by the legislature), allocated by CalTrans.
- Freight, trade corridors, and goods movement – \$300 million annually for freight, trade corridors, and goods movement through the newly created Trade Corridor Enhancement Account (upon appropriation by the legislature). Projects will be nominated by local agencies and the state.
- Congested Communities – \$250 million annually to reduce congestion in major commute corridors through the newly created Solutions for Congested Corridors Program. Funds will be allocated by the CTC to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors. Projects elements may include improvements to state highways, local streets and roads, transit facilities, bike/ped facilities, and protection of local habitat or open space. Projects may be nominated by the state or regional or county transportation agencies.
- Bridges and Culverts – \$400 million for bridge and culvert repair (upon appropriation by the Legislature).
- State Transportation Improvement Program – Restoration of \$1.1 billion annually for capital projects and improvement on the state’s highway system.
- Transit and Intercity Rail – \$27.5 million annually for transit and intercity rail capital projects and operations
- Freeway Service Patrol – \$25 million to support the Freeway Service Patrol (upon appropriation by the legislature).
- California State University and University of California – \$7 million for transportation research and workforce training (upon appropriation by the Legislature).
- Preapprenticeship Programs – \$5 million annually for five years to assist local agencies to implement policies to promote preapprenticeship training programs.
- Loan Repayments – The Department of Finance will set a repayment schedule which must conclude by June 30, 2020. The amount of loan repayments are as follows:
 - \$225 million allocated to local streets and roads using existing Section 2103 formulas;
 - \$256 million to the Public Transportation Account, of which up to \$20 million goes to local and regional agencies for climate change adaptation planning; and,
 - \$225 million to the State Highway Operation and Protection Program (SHOPP).

Additional Details on Local Streets and Roads and SHOPP Allocations

Funds made available from the Road Maintenance and Rehabilitation Account (which includes the Local Streets and Roads allocations) have several requirements cities should be aware of.

- **Eligible Uses.** Funds made available by the program can be used (1) to satisfy match requirements of a state or federal program or (2) for projects that include, but are not limited to, the following:
 - Road maintenance and rehabilitation.
 - Safety projects.
 - Railroad grade separations.
 - Complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project.
 - Traffic control devices.

If a city's or county's pavement condition index meets or exceeds 80, they may use the funds for other transportation purposes (which is not defined).

- **Maintenance of Effort.** Cities and counties must maintain their existing commitment to transportation funding. The commitment must not be less than the average expenditures in 2009-10, 2010-11, and 2011-12 fiscal years.
- **Recycling Techniques.** To the extent possible and cost effective, and where feasible, agencies must use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways, and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method.
- **Advanced Automotive Technologies.** To the extent possible and cost effective, and where feasible, agencies must use advanced technologies and communications systems in transportation infrastructure that recognize and accommodate advanced automotive technologies that may include, but are not necessarily limited to, charging or fueling opportunities for zero-emission vehicles, and provision of infrastructure-to-vehicle communications for transitional or full autonomous vehicle systems.
- **Climate Change Adaptation.** To the extent deemed cost effective, and where feasible, in the context of both the project scope and the risk level for the asset due to global climate change, agencies must include features in the projects funded by the program to better adapt the asset to withstand the negative effects of climate change and make the asset more resilient to impacts such as fires, floods, and sea level rise.
- **Complete Streets.** To the extent beneficial, cost effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby alternative facilities, and where feasible, agencies must incorporate complete street elements into projects funded by the program, including, but not limited to, elements that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities.
- **Preapprenticeship Programs.** The California Workforce Development Board will develop guidelines for agencies receiving funds to participate in, invest in, or partner with new or existing preapprenticeship training programs. All agencies receiving funds must meet the guidelines by July 1, 2023. Grant recipients are required to outreach to various individuals who may be eligible to participate in preapprenticeship training programs.

Other Provisions

- **Closes out the Traffic Congestion Relief Program (TCRP).** All projects without an approved application as of June 30, 2017, for the TCRP will no longer be eligible for funding. Also repeals related provisions in law that authorized the use of tribal gaming compact revenues to partially repay \$1.2 billion in loans from the TCRP to the state's General Fund.
- **Establishes "safe harbor" timelines for allowable use of commercial vehicles.** Establishes timelines for the useful life of commercial vehicle (trucks) until the later of either (1) thirteen years after model year of the original certification of the engine and emission control system or (2) when the vehicle reaches 800,000 vehicle miles or 18 years after the model year of the original certification of the engine and emission control system. Legislative amendments added on April 3rd, clarify that this provision is intended to provide certainty on the useful life of engines certified for use in the state under California Air Resources Board (CARB) regulations, and states that it is not meant to otherwise restrict the authority of (CARB) or local air quality districts. CARB is required to evaluate the impact of this provision by January 1, 2025. This provision does not apply to safety programs, voluntary incentive and grant programs, inspection and maintenance program, or programs to address an imminent health risk.

- **Diesel-Fueled Vehicle compliance with Air Resources Board regulations.** Requires the Department of Motor Vehicles (DMV) to confirm compliance with Air Resources Board regulations for specified diesel-fueled vehicles.
- **Revises allocations for taxes paid for fuel used in off-highway vehicles.**
 - Revenues from the increased taxes derived from fuel for boats and other watercraft will be deposited in the State Parks and Recreation Fund. (Current revenues will continue to go to the Harbors and Watercraft Revolving Fund).
 - Revenues from fuel purchased for agricultural vehicles off-highway use will be deposited into the Department of Food and Agriculture Fund.
 - Revenues from fuel purchased for other off-highway vehicles will be deposited in the State Parks and Recreation Fund to be used for state parks, off-highway vehicle programs, or boating programs.

Updated 04/03/2017

NEW REGIONAL INVESTMENTS (In Millions)

Estimated Amounts Based on Historical Data

Region	Counties	SHOPP	Maintenance	Local Partnership
Northern California	Butte, Lassen, Shasta, Colusa, Mendocino, Sierra, Del Norte, Modoc, Siskiyou, Glenn, Nevada, Tehama, Humboldt, Plumas, Trinity, Lake, El Dorado, Sacramento, Yolo, Placer, Sutter, Yuba	\$3,730	\$270	\$110
Greater Bay Area	Alameda, Napa, Santa Clara, Contra Costa, San Francisco, Solano, Marin, San Mateo, Sonoma	\$2,515	\$200	\$590
Central Valley and Coast	Mono, Inyo, Madera, Fresno, Kings, Tulare, Kern, Merced, San Joaquin, Tuolumne, Mariposa, Alpine, Amador, Calaveras, Monterey, San Luis Obispo, Santa Cruz, San Benito, Santa Barbara	\$3,256	\$280	\$200
Greater Los Angeles Area	Los Angeles, Ventura	\$4,968	\$200	\$630
Inland Empire	San Bernardino, Riverside	\$2,260	\$120	\$310
Orange County	Orange County	\$741	\$50	\$200
San Diego	San Diego, Imperial	\$1,530	\$80	\$210
Total		\$19,000	\$1,200	\$2,250

Assumptions:

SHOPP Distribution based on 5 year history of SHOPP allocations

Maintenance Distribution based on 5 year history of Maintenance Program expenditures

Local Partnership Distribution based on Prop 1B SLPP program allocations

Program Amounts based on DOF 10-year spreadsheet for specified programs except for STIP which is based on the estimate amount specified in GB A-pages which will be adjusted based on adoption of 2018 Fund Estimate

Amounts rounded to avoid inference of certainty/precision

NEW CITY STREETS AND ROADS INVESTMENTS (In Millions)

Estimated Amounts Based on Historical Data

ADELANTO	\$7.67
AGOURA HILLS	\$4.85
ALAMEDA	\$18.14
ALBANY	\$4.32
ALHAMBRA	\$19.86
ALISO VIEJO	\$11.56
ALTURAS	\$0.65
AMADOR CITY	\$0.04
AMERICAN CANYON	\$4.66
ANAHEIM	\$81.95
ANDERSON	\$2.40
ANGELS	\$0.93
ANTIOCH	\$25.85
APPLE VALLEY	\$17.08
ARCADIA	\$13.06
ARCATA	\$4.16
ARROYO GRANDE	\$4.06
ARTESIA	\$3.86
ARVIN	\$4.80
ATASCADERO	\$7.07
ATHERTON	\$1.64
ATWATER	\$6.88
AUBURN	\$3.22
AVALON	\$0.85
AVENAL	\$3.55
AZUSA	\$11.32
BAKERSFIELD	\$86.75
BALDWIN PARK	\$17.25
BANNING	\$7.06
BARSTOW	\$5.57
BEAUMONT	\$10.32
BELL	\$8.40
BELL GARDENS	\$9.83
BELLFLOWER	\$17.53
BELMONT	\$6.37
BELVEDERE	\$0.49
BENICIA	\$6.29
BERKELEY	\$27.44
BEVERLY HILLS	\$7.95
BIG BEAR LAKE	\$1.15
BIGGS	\$0.43
BISHOP	\$0.91

NEW CITY STREETS AND ROADS INVESTMENTS (In Millions)

Estimated Amounts Based on Historical Data

BLUE LAKE	\$0.29
BLYTHE	\$4.76
BRADBURY	\$0.26
BRAWLEY	\$6.08
BREA	\$10.00
BRENTWOOD	\$13.45
BRISBANE	\$1.08
BUELLTON	\$1.13
BUENA PARK	\$19.07
BURBANK	\$24.05
BURLINGAME	\$6.80
CALABASAS	\$5.55
CALEXICO	\$9.20
CALIFORNIA CITY	\$3.23
CALIMESA	\$1.90
CALIPATRIA	\$1.76
CALISTOGA	\$1.19
CAMARILLO	\$16.00
CAMPBELL	\$9.74
CANYON LAKE	\$2.44
CAPITOLA	\$2.32
CARLSBAD	\$25.84
CARMEL-BY-THE-SEA	\$0.88
CARPINTERIA	\$3.19
CARSON	\$21.51
CATHEDRAL CITY	\$12.42
CERES	\$10.79
CERRITOS	\$11.31
CHICO	\$21.16
CHINO	\$19.66
CHINO HILLS	\$18.05
CHOWCHILLA	\$4.28
CHULA VISTA	\$60.66
CITRUS HEIGHTS	\$19.75
CLAREMONT	\$8.29
CLAYTON	\$2.57
CLEARLAKE	\$3.54
CLOVERDALE	\$2.02
CLOVIS	\$24.72
COACHELLA	\$10.39
COALINGA	\$4.14
COLFAX	\$0.47

NEW CITY STREETS AND ROADS INVESTMENTS (In Millions)

Estimated Amounts Based on Historical Data

COLMA	\$0.35
COLTON	\$12.21
COLUSA	\$1.45
COMMERCE	\$3.00
COMPTON	\$23.16
CONCORD	\$29.68
CORCORAN	\$5.68
CORNING	\$1.75
CORONA	\$37.68
CORONADO	\$5.77
CORTE MADERA	\$2.14
COSTA MESA	\$26.23
COTATI	\$1.66
COVINA	\$11.28
CRESCENT CITY	\$1.75
CUDAHY	\$5.63
CULVER CITY	\$9.26
CUPERTINO	\$13.34
CYPRESS	\$11.38
DALY CITY	\$24.97
DANA POINT	\$7.65
DANVILLE	\$9.81
DAVIS	\$15.63
DEL MAR	\$0.98
DEL REY OAKS	\$0.38
DELANO	\$12.14
DESERT HOT SPRINGS	\$6.65
DIAMOND BAR	\$13.06
DINUBA	\$5.64
DIXON	\$4.35
DORRIS	\$0.22
DOS PALOS	\$1.23
DOWNEY	\$26.13
DUARTE	\$5.07
DUBLIN	\$13.12
DUNSMUIR	\$0.38
EAST PALO ALTO	\$6.99
EASTVALE	\$14.45
EL CAJON	\$23.42
EL CENTRO	\$10.34
EL CERRITO	\$5.58
EL MONTE	\$26.06

NEW CITY STREETS AND ROADS INVESTMENTS (In Millions)

Estimated Amounts Based on Historical Data

El Paso de Robles (Paso Robles)	\$7.18
EL SEGUNDO	\$3.81
ELK GROVE	\$38.44
EMERYVILLE	\$2.68
ENCINITAS	\$14.17
ESCALON	\$1.63
ESCONDIDO	\$34.50
ETNA	\$0.17
EUREKA	\$6.22
EXETER	\$2.53
FAIRFAX	\$1.70
FAIRFIELD	\$25.78
FARMERSVILLE	\$2.55
FERNDALE	\$0.33
FILLMORE	\$3.55
FIREBAUGH	\$1.87
FOLSOM	\$17.68
FONTANA	\$48.03
FORT BRAGG	\$1.76
FORT JONES	\$0.16
FORTUNA	\$2.73
FOSTER CITY	\$7.60
FOUNTAIN VALLEY	\$12.98
FOWLER	\$1.36
FREMONT	\$52.48
FRESNO	\$119.10
FULLERTON	\$32.60
GALT	\$5.82
GARDEN GROVE	\$40.57
GARDENA	\$13.91
GILROY	\$12.62
GLENDALE	\$46.15
GLENDORA	\$11.98
GOLETA	\$7.15
GONZALES	\$1.94
GRAND TERRACE	\$2.82
GRASS VALLEY	\$2.96
GREENFIELD	\$3.99
GRIDLEY	\$1.51
GROVER BEACH	\$3.07
GUADALUPE	\$1.68
GUSTINE	\$1.34

NEW CITY STREETS AND ROADS INVESTMENTS (In Millions)

Estimated Amounts Based on Historical Data

HALF MOON BAY	\$2.87
HANFORD	\$12.78
HAWAIIAN GARDENS	\$3.42
HAWTHORNE	\$20.14
HAYWARD	\$36.38
HEALDSBURG	\$2.68
HEMET	\$18.32
HERCULES	\$5.67
HERMOSA BEACH	\$4.53
HESPERIA	\$21.33
HIDDEN HILLS	\$0.43
HIGHLAND	\$12.28
HILLSBOROUGH	\$2.67
HOLLISTER	\$8.35
HOLTVILLE	\$1.39
HUGHSON	\$1.64
HUNTINGTON BEACH	\$44.67
HUNTINGTON PARK	\$13.67
HURON	\$1.58
IMPERIAL	\$4.16
IMPERIAL BEACH	\$6.28
INDIAN WELLS	\$1.24
INDIO	\$20.15
INDUSTRY	\$0.10
INGLEWOOD	\$26.69
IONE	\$1.81
IRVINE	\$59.13
IRWINDALE	\$0.33
ISLETON	\$0.19
JACKSON	\$1.12
JURUPA VALLEY	\$22.47
KERMAN	\$3.29
KING CITY	\$3.25
KINGSBURG	\$2.77
La Cañada Flintridge	\$4.70
LA HABRA	\$14.20
LA HABRA HEIGHTS	\$1.25
LA MESA	\$13.73
LA MIRADA	\$11.36
LA PALMA	\$3.67
LA PUENTE	\$9.27
LA QUINTA	\$9.15

NEW CITY STREETS AND ROADS INVESTMENTS (In Millions)

Estimated Amounts Based on Historical Data

LA VERNE	\$7.60
LAFAYETTE	\$5.70
LAGUNA BEACH	\$5.40
LAGUNA HILLS	\$7.02
LAGUNA NIGUEL	\$15.14
LAGUNA WOODS	\$3.72
LAKE ELSINORE	\$13.96
LAKE FOREST	\$19.20
LAKEPORT	\$1.09
LAKESWOOD	\$18.32
LAMTA	\$0.00
LANCASTER	\$35.95
LARKSPUR	\$2.85
LATHROP	\$5.06
LAWNDALE	\$7.67
LEMON GROVE	\$6.09
LEMOORE	\$6.00
LINCOLN	\$10.83
LINDSAY	\$2.97
LIVE OAK	\$1.92
LIVERMORE	\$20.17
LIVINGSTON	\$3.17
LODI	\$14.47
LOMA LINDA	\$5.64
LOMITA	\$4.64
LOMPOC	\$10.10
LONG BEACH	\$110.98
LOOMIS	\$1.53
LOS ALAMITOS	\$2.69
LOS ALTOS	\$7.17
LOS ALTOS HILLS	\$1.98
LOS ANGELES	\$922.41
LOS BANOS	\$9.01
LOS GATOS	\$7.18
LOYALTON	\$0.18
LYNWOOD	\$16.59
MADERA	\$14.98
MALIBU	\$2.91
MAMMOTH LAKES	\$1.88
MANHATTAN BEACH	\$8.08
MANTECA	\$16.90
MARICOPA	\$0.26

NEW CITY STREETS AND ROADS INVESTMENTS (In Millions)

Estimated Amounts Based on Historical Data

MARINA	\$4.80
MARTINEZ	\$8.48
MARYSVILLE	\$2.76
MAYWOOD	\$6.46
MCFARLAND	\$3.35
MENDOTA	\$2.69
MENIFEE	\$20.37
MENLO PARK	\$7.75
MERCED	\$19.21
MILL VALLEY	\$3.41
MILLBRAE	\$5.29
MILPITAS	\$17.28
MISSION VIEJO	\$22.13
MODESTO	\$48.49
MONROVIA	\$8.59
MONTAGUE	\$0.33
MONTCLAIR	\$8.85
MONTE SERENO	\$0.80
MONTEBELLO	\$14.63
MONTEREY	\$6.55
MONTEREY PARK	\$14.04
MOORPARK	\$8.40
MORAGA	\$3.78
MORENO VALLEY	\$47.00
MORGAN HILL	\$9.99
MORRO BAY	\$2.45
MOUNTAIN VIEW	\$17.83
Mount SHASTA	\$0.78
MURRIETA	\$26.04
NAPA	\$18.44
NATIONAL CITY	\$13.91
NEEDLES	\$1.15
NEVADA CITY	\$0.75
NEWARK	\$10.24
NEWMAN	\$2.48
NEWPORT BEACH	\$19.49
NORCO	\$6.19
NORWALK	\$24.15
NOVATO	\$12.53
OAKDALE	\$5.11
OAKLAND	\$96.76
OAKLEY	\$9.19

NEW CITY STREETS AND ROADS INVESTMENTS (In Millions)

Estimated Amounts Based on Historical Data

OCEANSIDE	\$40.26
OJAI	\$1.71
ONTARIO	\$38.87
ORANGE	\$32.36
ORANGE COVE	\$2.11
ORINDA	\$4.29
ORLAND	\$1.76
OROVILLE	\$4.12
OXNARD	\$47.37
PACIFIC GROVE	\$3.51
PACIFICA	\$8.65
PALM DESERT	\$11.29
PALM SPRINGS	\$10.68
PALMDALE	\$36.63
PALO ALTO	\$15.61
PALOS VERDES ESTATES	\$3.14
PARADISE	\$6.00
PARAMOUNT	\$12.91
PARLIER	\$3.52
PASADENA	\$32.27
PATTERSON	\$5.17
PERRIS	\$16.87
PETALUMA	\$13.82
PICO RIVERA	\$14.71
PIEDMONT	\$2.57
PINOLE	\$4.29
PISMO BEACH	\$1.87
PITTSBURG	\$15.52
PLACENTIA	\$11.96
PLACERVILLE	\$2.45
PLEASANT HILL	\$7.80
PLEASANTON	\$17.16
PLYMOUTH	\$0.23
POINT ARENA	\$0.10
POMONA	\$35.61
PORT HUENEME	\$5.20
PORTERVILLE	\$13.75
PORTOLA	\$0.50
PORTOLA VALLEY	\$1.09
POWAY	\$11.47
RANCHO CORDOVA	\$16.52
RANCHO CUCAMONGA	\$40.10

NEW CITY STREETS AND ROADS INVESTMENTS (In Millions)

Estimated Amounts Based on Historical Data

RANCHO MIRAGE	\$4.14
RANCHO PALOS VERDES	\$9.85
RANCHO SANTA MARGARITA	\$11.10
RED BLUFF	\$3.22
REDDING	\$20.65
REDLANDS	\$15.73
REDONDO BEACH	\$15.90
REDWOOD CITY	\$19.68
REEDLEY	\$5.95
RIALTO	\$24.56
RICHMOND	\$25.26
RIDGECREST	\$6.42
RIO DELL	\$0.78
RIO VISTA	\$1.97
RIPON	\$3.37
RIVERBANK	\$5.47
RIVERSIDE	\$74.30
ROCKLIN	\$13.81
ROHNERT PARK	\$9.61
ROLLING HILLS ESTATES	\$1.85
ROSEMEAD	\$12.64
ROSEVILLE	\$30.68
ROSS	\$0.58
SACRAMENTO	\$111.14
SALINAS	\$36.85
SAN ANSELMO	\$2.94
SAN BERNARDINO	\$49.31
SAN BRUNO	\$10.38
San Buenaventura (Ventura)	\$24.84
SAN CARLOS	\$6.64
SAN CLEMENTE	\$15.16
SAN DIEGO	\$318.46
SAN DIMAS	\$7.81
SAN FERNANDO	\$5.61
SAN FRANCISCO	\$198.30
SAN GABRIEL	\$9.25
SAN JACINTO	\$10.91
SAN JOAQUIN	\$0.93
SAN JOSE	\$238.47
SAN JUAN BAUTISTA	\$0.43
SAN JUAN CAPISTRANO	\$8.26
SAN LEANDRO	\$20.07

NEW CITY STREETS AND ROADS INVESTMENTS (In Millions)

Estimated Amounts Based on Historical Data

SAN LUIS OBISPO	\$10.55
SAN MARCOS	\$21.35
SAN MARINO	\$3.10
SAN MATEO	\$23.49
SAN PABLO	\$7.05
SAN RAFAEL	\$13.86
SAN RAMON	\$17.93
SAND CITY	\$0.09
SANGER	\$5.96
SANTA ANA	\$78.47
SANTA BARBARA	\$21.33
SANTA CLARA	\$28.32
SANTA CLARITA	\$51.60
SANTA CRUZ	\$14.79
SANTA FE SPRINGS	\$4.22
SANTA MARIA	\$23.89
SANTA MONICA	\$21.43
SANTA PAULA	\$7.04
SANTA ROSA	\$40.20
SANTEE	\$12.99
SARATOGA	\$6.92
SAUSALITO	\$1.65
SCOTTS Valley	\$2.78
SEAL Beach	\$5.74
SEASIDE	\$7.80
SEBASTOPOL	\$1.72
SELMA	\$5.69
SHAFTER	\$4.13
SHASTA Lake	\$2.41
SIERRA Madre	\$2.52
SIGNAL Hill	\$2.67
SIMI Valley	\$29.10
SOLANA Beach	\$3.09
SOLEDAD	\$5.89
SOLVANG	\$1.25
SONOMA	\$2.49
SONORA	\$1.12
SOUTH EL MONTE	\$4.76
SOUTH GATE	\$22.79
SOUTH LAKE TAHOE	\$4.90
SOUTH PASADENA	\$5.96
SOUTH SAN FRANCISCO	\$14.78

NEW CITY STREETS AND ROADS INVESTMENTS (In Millions)

Estimated Amounts Based on Historical Data

ST. HELENA	\$1.37
STANTON	\$9.10
STOCKTON	\$72.22
SUISUN CITY	\$6.66
SUNNYVALE	\$33.95
SUSANVILLE	\$4.11
SUTTER CREEK	\$0.59
TAFT	\$2.15
TEHACHAPI	\$3.30
TEHAMA	\$0.10
TEMECULA	\$24.96
TEMPLE CITY	\$8.36
THOUSAND OAKS	\$30.29
TIBURON	\$2.17
TORRANCE	\$33.68
TRUCKEE	\$3.70
TRACY	\$20.41
TRINIDAD	\$0.08
TULARE	\$14.53
TULELAKE	\$0.23
TURLOCK	\$16.49
TUSTIN	\$18.93
TWENTYNINE PALMS	\$5.98
UKIAH	\$3.70
UNION CITY	\$16.69
UPLAND	\$17.34
VACAVILLE	\$22.35
VALLEJO	\$26.85
VERNON	\$0.05
VICTORVILLE	\$28.26
VILLA PARK	\$1.36
VISALIA	\$29.80
VISTA	\$22.63
WALNUT	\$6.90
WALNUT CREEK	\$16.02
WASCO	\$6.06
WATERFORD	\$2.01
WATSONVILLE	\$12.10
WEED	\$0.68
WEST COVINA	\$24.69
WEST HOLLYWOOD	\$8.22
WEST SACRAMENTO	\$12.15

NEW CITY STREETS AND ROADS INVESTMENTS (In Millions)

Estimated Amounts Based on Historical Data

WESTLAKE VILLAGE	\$1.92
WESTMINSTER	\$21.53
WESTMORLAND	\$0.52
WHEATLAND	\$0.81
WHITTIER	\$20.22
WILDOMAR	\$8.05
WILLIAMS	\$1.24
WILLITS	\$1.12
WILLOWS	\$1.42
WINDSOR	\$6.19
WINTERS	\$1.65
WOODLAKE	\$1.75
WOODLAND	\$13.16
WOODSIDE	\$1.30
YORBA LINDA	\$15.48
YOUNTVILLE	\$0.68
YREKA	\$1.79
YUBA CITY	\$15.57
YUCAIPA	\$12.31
YUCCA VALLEY	\$4.87
Total	\$7,500.00

Assumptions:

Cities receive 50% of Funding Package fund for Local Streets and Roads.

Local Streets and Road Distribution based on January 2017 allocation shares.

NEW COUNTY INVESTMENTS (In Millions)

Estimated Amounts Based on Historical Data

County	STIP Share	County Road Share
Alameda	\$29	\$232
Alpine	\$1	\$4
Amador	\$2	\$21
Butte	\$6	\$76
Calaveras	\$2	\$33
Colusa	\$2	\$25
Contra Costa	\$20	\$194
Del Norte	\$1	\$13
El Dorado	\$4	\$69
Fresno	\$22	\$233
Glenn	\$2	\$31
Humboldt	\$6	\$60
Imperial	\$10	\$106
Inyo	\$8	\$37
Kern	\$29	\$219
Kings	\$4	\$46
Lake	\$2	\$33
Lassen	\$4	\$32
Los Angeles	\$173	\$1,405
Madera	\$4	\$67
Marin	\$5	\$53
Mariposa	\$1	\$21
Mendocino	\$5	\$49
Merced	\$7	\$88
Modoc	\$2	\$31
Mono	\$6	\$23
Monterey	\$10	\$99
Napa	\$4	\$37
Nevada	\$3	\$38
Orange	\$53	\$480
Placer	\$7	\$99
Plumas	\$2	\$25
Riverside	\$47	\$387
Sacramento	\$27	\$286
San Benito	\$2	\$22
San Bernardino	\$54	\$374
San Diego	\$61	\$538
San Francisco	\$15	\$109
San Joaquin	\$15	\$155
San Luis Obispo	\$11	\$89
San Mateo	\$15	\$131
Santa Barbara	\$12	\$91
Santa Clara	\$34	\$292
Santa Cruz	\$6	\$60

NEW COUNTY INVESTMENTS (In Millions)

Estimated Amounts Based on Historical Data

County	STIP Share	County Road Share
Shasta	\$6	\$70
Sierra	\$1	\$12
Siskiyou	\$4	\$50
Solano	\$9	\$85
Sonoma	\$11	\$127
Stanislaus	\$11	\$125
Sutter	\$2	\$38
Tahoe RPA	\$1	\$0
Tehama	\$3	\$44
Trinity	\$2	\$23
Tulare	\$13	\$151
Tuolumne	\$2	\$31
Ventura	\$18	\$147
Yolo	\$5	\$54
Yuba	\$2	\$31
Interregional	\$	\$0
Total	\$1,174	\$7,500

STATE TRANSIT ASSISTANCE - NEW INVESTMENTS IN LOCAL ENTITIES

Estimated Amounts Based on Historical Data

Regional Entity	PUC 99313 - STA Allocation (Projected 10-Yr Increase)	PUC 99314 - STA Allocation (Projected 10-Yr Increase)	Local Entities – Both PUC 99313 & 99314 Allocations (Projected 10-Yr Increase)
Metropolitan Transportation Commission (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma)	\$414,955,503	\$1,148,758,290	\$1,563,713,792
Sacramento Area Council of Governments (El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba)	\$103,126,623	\$48,235,908	\$151,362,531
San Diego Metropolitan Transit System	\$134,043,130	\$71,012,864	\$205,055,994
San Diego Association of Governments	\$44,348,031	\$21,449,019	\$65,797,050
Tahoe Regional Planning Agency (El Dorado, Placer)	\$5,501,778	\$0	\$5,501,778
Alpine	\$61,555	\$3,519	\$65,074
Amador	\$2,080,609	\$107,252	\$2,187,861
Butte	\$12,542,446	\$778,654	\$13,321,100
Calaveras	\$2,544,451	\$0	\$2,544,451
Colusa	\$1,227,376	\$63,599	\$1,290,975
Del Norte	\$1,607,136	\$113,732	\$1,720,868
El Dorado	\$8,863,963	\$956,649	\$9,820,612
Fresno	\$53,920,116	\$7,036,622	\$60,956,738
Glenn	\$1,605,377	\$0	\$1,605,377
Humboldt	\$7,656,743	\$1,275,834	\$8,932,577
Imperial	\$10,196,652	\$473,251	\$10,669,903
Inyo	\$1,051,773	\$0	\$1,051,773
Kern	\$48,580,918	\$4,334,692	\$52,915,610
Kings	\$8,608,008	\$1,692,862	\$10,300,870
Lake	\$3,654,323	\$341,080	\$3,995,403
Lassen	\$1,892,657	\$126,639	\$2,019,296
Los Angeles	\$563,915,838	\$670,152,084	\$1,234,067,921
Madera	\$8,647,857	\$0	\$8,647,857
Mariposa	\$1,020,796	\$5,173	\$1,025,969
Mendocino	\$4,999,825	\$360,678	\$5,360,503
Merced	\$14,863,847	\$1,187,316	\$16,051,163
Modoc	\$539,221	\$0	\$539,221

STATE TRANSIT ASSISTANCE - NEW INVESTMENTS IN LOCAL ENTITIES

Estimated Amounts Based on Historical Data

Regional Entity	PUC 99313 - STA Allocation (Projected 10-Yr Increase)	PUC 99314 - STA Allocation (Projected 10-Yr Increase)	Local Entities – Both PUC 99313 & 99314 Allocations (Projected 10-Yr Increase)
Mono	\$820,727	\$1,179,603	\$2,000,330
Monterey	\$23,868,748	\$4,014,948	\$27,883,696
Nevada	\$5,494,086	\$193,768	\$5,687,854
Orange	\$174,519,205	\$60,240,798	\$234,760,003
Placer	\$16,199,666	\$2,586,597	\$18,786,263
Plumas	\$1,112,359	\$0	\$1,112,359
Riverside	\$127,701,554	\$24,124,207	\$151,825,762
San Benito	\$3,209,109	\$0	\$3,209,109
San Bernardino	\$117,577,141	\$32,466,387	\$150,043,528
San Joaquin	\$39,550,414	\$8,515,676	\$48,066,089
San Luis Obispo	\$15,413,088	\$1,426,118	\$16,839,206
Santa Barbara	\$24,305,131	\$8,289,634	\$32,594,765
Santa Cruz	\$15,100,773	\$15,860,672	\$30,961,446
Shasta	\$10,113,982	\$707,258	\$10,821,241
Sierra	\$179,291	\$0	\$179,291
Siskiyou	\$2,536,748	\$190,217	\$2,726,965
Stanislaus	\$29,680,575	\$2,103,441	\$31,784,016
Tehama	\$3,611,333	\$0	\$3,611,333
Trinity	\$761,269	\$42,905	\$804,174
Tulare	\$25,800,084	\$2,922,915	\$28,722,999
Tuolumne	\$3,078,340	\$0	\$3,078,340
Ventura	\$47,309,825	\$6,669,137	\$53,978,963
TOTAL	\$2,150,000,000	\$2,150,000,000	\$4,300,000,000

Regional Entity-Transit Operator	PUC 99314 - STA Allocation (Projected 10-Yr Increase)	County/Region Total
REGIONS		
Metropolitan Transportation Commission		\$1,148,758,290
AC Transit	***	
Alameda County Congestion Management Agency - Corresponding to Altamont Commuter Express	\$2,469,040	
Central Contra Costa Transit Authority	\$6,816,934	
City of Dixon	\$54,095	
Eastern Contra Costa Transit Authority	\$3,129,116	
City of Fairfield	\$1,221,539	
Golden Gate Bridge, Highway & Transportation District	\$51,606,111	
City of Healdsburg	\$0	
Livermore-Amador Valley Transit Authority	\$2,896,046	
Napa County Transportation and Planning Agency	\$512,806	
Peninsula Corridor Joint Powers Board	\$60,557,465	
City of Petaluma	\$290,673	
City of Rio Vista	\$43,031	
City of San Francisco	***	
San Francisco Bay Area Rapid Transit District	***	
San Francisco Bay Area Water Emergency Transportation Authority	\$26,582,669	
San Mateo County Transit District	\$44,055,145	
Santa Clara Valley Transportation Authority	\$134,968,644	
Santa Clara Valley Transportation Authority - Corresponding to Altamont Commuter Express	\$2,782,377	
City of Santa Rosa	\$1,543,537	
Solano County Transit	\$2,363,885	
Sonoma County	\$1,782,244	
City of Union City	\$496,800	
Western Contra Costa Transit Authority	\$3,496,221	
*** AC Transit, City of SF + BART share this total, based on local formula	\$801,089,911	
Sacramento Area Council of Governments		\$48,235,908
City of Davis	\$1,549,311	
City of Elk Grove	\$1,213,500	
City of Folsom	\$173,485	
Sacramento Regional Transit District	\$42,327,154	
Yolo County Transportation District	\$2,154,291	
Yuba Sutter Transit Authority	\$818,167	
San Diego Metropolitan Transit System	\$71,012,864	
San Diego Association of Governments		

Regional Entity-Transit Operator	PUC 99314 - STA Allocation (Projected 10-Yr Increase)	County/Region Total
North San Diego County Transit District	\$21,449,019	
Tahoe Regional Planning Agency		
Tahoe Transportation District	\$0	
COUNTIES		
Alpine County		\$3,519
Amador Regional Transit System	\$107,252	
Amador County		\$107,252
Butte County Association of Governments	\$778,654	
Butte County		\$778,654
Calaveras County		\$0
Colusa County		\$63,599
Redwood Coast Transit Authority	\$113,732	
Del Norte County		\$113,732
El Dorado County Transit Authority	\$956,649	
El Dorado County		\$956,649
City of Clovis	\$479,057	
City of Fresno	\$5,774,770	
Fresno County Rural Transit Agency	\$782,795	
Fresno County		\$7,036,622
Glenn County		\$0
City of Arcata	\$119,601	
City of Eureka	\$361,690	
City of Fortuna	\$7,523	
Humboldt Transit Authority	\$787,020	
Humboldt County		\$1,275,834
City of Imperial	\$71,185	
Imperial County Transportation Commission	\$330,775	
Imperial County Transportation Commission - Specialized Services	\$71,291	
Imperial County		\$473,251

Regional Entity-Transit Operator	PUC 99314 - STA Allocation (Projected 10-Yr Increase)	County/Region Total
Inyo County		\$0
City of Arvin	\$41,946	
City of California City	\$15,763	
City of Delano	\$52,272	
Golden Empire Transit District	\$3,225,209	
Kern County	\$555,848	
City of Ridgecrest	\$204,874	
City of Shafter	\$17,522	
City of Taft	\$204,147	
City of Tehachapi	\$2,518	
City of Wasco	\$14,593	
Kern County		\$4,334,692
City of Corcoran	\$42,505	
Kings County Area Public Transit Agency	\$1,650,357	
Kings County		\$1,692,862
Lake Transit Authority	\$341,080	
Lake County		\$341,080
Lassen County		\$126,639
Antelope Valley Transit Authority	\$6,835,300	
City of Arcadia	\$905,494	
City of Claremont	\$385,302	
City of Commerce	\$985,867	
City of Culver City	\$4,638,030	
Foothill Transit Zone	\$28,219,560	
City of Gardena	\$6,570,357	
City of La Mirada	\$500,109	
Long Beach Public Transportation Company	\$27,446,543	
City of Los Angeles	\$36,122,154	
Los Angeles County Metropolitan Transportation Authority	\$438,769,323	
City of Montebello	\$9,510,467	
City of Norwalk	\$2,553,017	
City of Redondo Beach	\$1,101,316	
City of Redondo Beach - Specialized Service	\$269,252	
City of Santa Monica	\$22,022,757	
Southern California Regional Rail Authority - LA Metro	\$80,144,467	
City of Torrance	\$3,172,769	

Regional Entity-Transit Operator	PUC 99314 - STA Allocation (Projected 10-Yr Increase)	County/Region Total
Los Angeles County		\$670,152,084
Madera County		\$0
Mariposa County		\$5,173
Mendocino Transit Authority	\$360,678	
Mendocino County		\$360,678
Merced Transit Joint Powers Authority of Merced County	\$741,207	
Merced Transit Joint Powers Authority of Merced County - Specialized Service	\$446,109	
Merced County		\$1,187,316
Modoc County		\$0
Eastern Sierra Transit Authority	\$1,179,603	
Mono County		\$1,179,603
Monterey-Salinas Transit	\$4,014,948	
City of Soledad	\$0	
Monterey County		\$4,014,948
Nevada County		\$193,768
City of Laguna Beach	\$295,025	
Orange County Transportation Authority	\$23,426,980	
Orange County Transportation Authority - Corresponding to the Southern California Regional Rail Authority	\$36,518,793	
Orange County		\$60,240,798
City of Auburn	\$16,922	
City of Lincoln	\$29,819	
Placer County	\$1,968,847	
City of Roseville	\$571,010	
Placer County		\$2,586,597
Plumas County		\$0
City of Banning	\$93,618	
City of Beaumont	\$111,951	

Regional Entity-Transit Operator	PUC 99314 - STA Allocation (Projected 10-Yr Increase)	County/Region Total
City of Corona	\$257,915	
Palo Verde Valley Transit Agency	\$54,422	
City of Riverside	\$201,597	
Riverside County Transportation Commission - Corresponding to Southern California Regional Rail Authority	\$10,567,920	
Riverside Transit Agency	\$9,372,332	
SunLine Transit Agency	\$3,464,453	
Riverside County		\$24,124,207
San Benito County		\$0
Morongo Basin Transit Authority	\$224,619	
Mountain Area Regional Transit Authority	\$184,854	
Omnitrans	\$9,197,088	
San Bernardino Associated Governments - Corresponding to Southern California Regional Rail Authority	\$21,576,480	
Victory Valley Transit Authority	\$1,283,347	
San Bernardino County		\$32,466,387
Altamont Commuter Express Authority - San Joaquin Regional Rail Commission	\$2,156,388	
City of Lodi	\$379,623	
City of Ripon	\$653	
San Joaquin Regional Transit District	\$5,979,012	
San Joaquin County		\$8,515,676
City of Atascadero	\$52,989	
City of Morro Bay	\$6,965	
City of Paso Robles Transit	\$101,899	
City of San Luis Obispo	\$384,670	
San Luis Obispo County	\$35,129	
San Luis Obispo Regional Transit Agency	\$768,982	
South County Area Transit	\$75,484	
San Luis Obispo County		\$1,426,118
City of Guadalupe	\$55,812	
City of Lompoc	\$308,427	
Santa Barbara County	\$86,969	
Santa Barbara Metropolitan Transit District	\$6,907,718	
City of Santa Maria	\$883,114	
City of Solvang	\$47,594	

Regional Entity-Transit Operator	PUC 99314 - STA Allocation (Projected 10-Yr Increase)	County/Region Total
Santa Barbara County		\$8,289,634
Santa Cruz County Metropolitan Transit District	\$15,860,672	
Santa Cruz County		\$15,860,672
Redding Area Bus Authority	\$707,258	
Shasta County		\$707,258
Sierra County		\$0
Siskiyou County		\$190,217
City of Modesto	\$1,723,018	
Stanislaus County	\$291,621	
City of Turlock	\$88,802	
Stanislaus County		\$2,103,441
Tehama County		\$0
Trinity County		\$42,905
City of Exeter	\$13,297	
City of Porterville	\$285,615	
City of Tulare	\$241,436	
Tulare County	\$305,835	
City of Visalia	\$2,076,731	
Tulare County		\$2,922,915
Tuolumne County		\$0
Gold Coast Transit	\$1,989,899	
Ventura County Transportation Commission - Corresponding to Southern California Regional Rail Authority	\$4,679,238	
Ventura County		\$6,669,137
PUC 99314 Projected 10-Yr Total	\$2,150,000,000	

ACTIVE TRANSPORTATION GRANTS
Breakdown of the MPO distribution of \$1B in funding over 10 years

Metropolitan Planning Organization	Percent	Yearly Distribution	10 Year Distribution
Southern California Association of Governments (SCAG)	53.20%	\$21,280,000	\$212,800,000
Metropolitan Transportation Commission (MTC)	21.00%	\$8,400,000	\$84,000,000
San Diego Association of Governments (SANDAG)	9.10%	\$3,640,000	\$36,400,000
Sacramento Council of Governments (SACOG)	6.70%	\$2,680,000	\$26,800,000
Fresno Council of Governments (FCOG)	2.70%	\$1,080,000	\$10,800,000
Kern Council of Governments (KCOG)	2.50%	\$1,000,000	\$10,000,000
San Joaquin Council of Governments (SJCOG)	2.00%	\$800,000	\$8,000,000
Stanislaus Council of Governments (StanCOG)	1.50%	\$600,000	\$6,000,000
Tulare County Association of Governments (TCAG)	1.30%	\$520,000	\$5,200,000
TOTAL		\$40,000,000	\$400,000,000

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

MEMORANDUM

TO: Linsey Willis

FROM: Mark Watts

DATE: April 4, 2016

SUBJECT: Substantially Updated April APC Report –
Transportation Funding and Other Bills

Transportation funding

The focus in the past weeks leading up to March 31 has been on state leadership level discussions on developing a “unified” transportation-funding plan. Last week, the governor and legislature took a huge step forward and announced a consensus state transportation-funding package.

The primary bill, SB 1 by Senator Jim Beall, will raise \$52.4 billion over 10 years and will be accompanied by a constitutional amendment to protect new revenues incorporated in the package. Of the \$52.4 billion estimated to be available over a ten-year period, included is almost \$9 billion for public transit and active transportation

On April 3, the Senate Appropriations Committee held a lengthy hearing on SB 1, including testimony by Governor Brown and Secretary Kelly. The bill passed out of the committee on a party line 5-2 vote. However to address a controversial element regarding truck emissions included in the bill, SB 1 was amended in the committee to add language in response to the concerns of the environmental justice organizations. This raised a procedural challenge; under the new “72-hour rule” approved by the voters last November, the bill cannot be heard on the Senate floor before Thursday, April 6. The current plan is to have the bill approved then and sent to the Assembly for action also on Thursday.

In addition, the Senate Appropriations Committee also approved SCA 2, the companion constitutional amendment introduced to protect the new transportation revenues, on a 5-2 party-line vote.

In the Assembly, to prepare for the potential movement this week of SB1 from the Senate, the Assembly Transportation Committee held an informational hearing on SB 1. The Governor and Secretary Kelly appeared in front of the committee. The committee also heard testimony on ACA 5, the Assembly’s parallel measure to SCA 2.

Local Delegation:

The Governor's Office continues to coordinate outreach and advocacy with Legislative leaders and stakeholders that support the new transportation funding package. With Assemblymember Frazier serving as Chair of the Transportation committee and author of a series of bills in concert with or in coordination with the Senate Chair, this has resulted in moving the Transportation funding crisis into a top current legislative priority. It appears to be appropriate to provide commentary on the interests of the Contra Costa delegation as SB1 and the related constitutional amendment are nearing final consideration:

AM Frazier – Has served as the legislature's "conscience" on addressing adequate transportation funding by authoring a series of bills on this topic;

AM Grayson – Has reached out or discussed the legislation with a number of local elected officials and others over the course of the new Session;

AM Thurmond – Similarly, has been available to discuss the measure with key local officials;

AM Baker – As a republican lead on the issue of transportation finance, She has publicly share her support of the principals of strong reforms in the area of transportation and the need for protecting the new revenues.

Senator Glazer – Publicly has expressed concern that the measures need to do more to ensure stability of transit services;

Senator Skinner – One are of interest expressed in committees has been electric vehicles and the related fee proposals. Senator Skinner has voted to support earlier versions on SB1.

Summary of SB 1 Key Elements follows at end of memo.

Other Key Transportation Legislation

AB 28 (Frazier)

This bill re-enacts the California Department of Transportation's (Caltrans') authority that expired on January 1, 2017, to indefinitely assume the role of the United States Department of Transportation (U.S. DOT) for National Environmental Policy Act (NEPA) decision-making.

The authority has supported this important measure, which was approved at each committee stop in the Senate and by the full Senate on March 16th with a unanimous vote, 39-0. The bill received final concurrence approval in the Assembly and was approved by the Governor and Chaptered on March 29.

Autonomous Vehicles

At least 11 bills have been introduced pertaining to Autonomous Vehicles (AV) in the legislature. Most have been “spot” bills, while a couple of the bills seek to provide legislative guidance on the statutory framework for deployment of AVs. Earlier in the month, the DMV filed proposed regulations related to AVs. The Administration is firm in its resolve to complete the regulatory process with final regulations in place by November or December 2017. The AV bills will bear close monitoring to ensure the provisions of AB 1592 remain unaffected.

Of interest, Assemblymember Grayson has introduced AB 399, the language of which would extend the duration of the pilot program authority in AB 1592. According to staff the bill was introduced in this manner to ensure it meets Rules committee review and to be referred to a committee; however, it is likely to be amended in the near future to pertain to a different subject matter.

In addition, the Livermore-Amador Valley Transit Authority (LAVTA) has worked with Assemblymember Baker to introduce AB 1444, which authorizes LAVTA to undertake a pilot within the City of Dublin for shared Autonomous Vehicles (SAV). The intent is to better connect parking facilities with BART.

It would be my recommendation to staff to Recommend to the Board that they Support these efforts, as more information becomes available.

New Bills of Interest

SB 423 (Cannella)

This bill, relating to design professionals, is a re-introduction of legislation of interest to the authority that failed passage in 2016, SB 885. In essence, SB 423 prohibits contracts that require state licensed design professionals, including engineers, land surveyors, architects, and landscape architects, to defend claims made against other persons or entities involved in construction projects. A design professional's Errors & Omissions professional liability insurance does not provide coverage for the defense of claims against other persons and entities involved in construction projects. It only covers

claims related to the negligent acts of the design professional.

This measure is identical to SB 805 from last year that the Authority ultimately supported.

Regional Measure 3

Legislation to establish Regional Measure 3 (RM 3) is still under development in Sacramento and plans remain for introduction and enactment in 2017. Out of recognition that discussions in the Capitol are focused on completing a statewide transportation-funding package by the Legislative Spring Break RM 3 legislation will be deferred for the time being distraction while these efforts continue.

Meanwhile, several local agencies having already adopted RM 3 priority project lists including BART, Alameda County Transportation Commission and the Contra Costa Transportation Authority.

SB 1 Fact Sheet Information
(Key Elements – presented by the Administration)

STATEWIDE PROGRAMS (50% of funds)

Fix-it-First Highways	\$15 b
Bridge and Culvert Repair	\$4 b
Trade Corridor Investments	\$3 b
Solutions for Congested Commute Corridors	\$2.5 b
Parks Funding for Ag, Off-Highway Vehicle & Boating	\$800 m
STIP (State Share)	\$275 m
Freeway Service Patrol	\$250 m
California Public Universities	\$70 m
Transportation Research	

Local or Regional Investment Programs (50% of funds)

Fix-it-First Local Roads	\$15 b
Transit Capital and Operations	\$7.5 b
Local Partnership Funds	\$2 b
Active Transportation Program Bicycle and Pedestrian Investments	\$1 b
STIP (Local Share)	\$825 m
Local Planning Grants	\$250 m
TOTAL	\$52.4 bi

SB 1 Funding Package Estimates for Local Jurisdictions
(10 years)

Regional

SHOPP:	\$2.515 billion
State Maintenance:	\$.200 million
Local Partnership:	\$.590 million

Contra Costa County

STIP Share:	\$.029 million
County Roads:	\$.232 million

New City Streets and Roads Funds (millions):

City of ANTIOCH	\$25.85
City of BRENTWOOD	\$13.45
City of OAKLEY	\$ 9.19
City of PITTSBURG	\$15.52
City of CLAYTON	\$ 2.57
City of CONCORD	\$29.68
City of MARTINEZ	\$ 8.48
City of PITTSBURG	\$15.52
City of PLEASANT HILL	\$ 7.80
City of WALNUT CREEK	\$16.0
City of EL CERRITO	\$ 5.58
City of HERCULES	\$ 5.67
City of PINOLE	\$ 4.29
City of SAN PABLO	\$ 7.05
City of DANVILLE	\$ 9.81
City of DUBLIN	\$13.12
City of LAFAYETTE	\$ 5.70
City of LIVERMORE	\$20.17
City of MORAGA	\$ 3.78
City of ORINDA	\$ 4.29
City of PLEASANTON	\$17.16
City of SAN RAMON	\$17.93
City of WALNUT CREEK	\$16.02

STATE TRANSIT ASSISTANCE - New Funding

Central Contra Costa Transit Authority	\$6,816,934
Eastern Contra Costa Transit Authority	\$3,129,116
Western Contra Costa Transit Authority	\$3,496,221
Livermore-Amador Valley Transit Authority	\$2,896,046

Chapter 4

AGENDAS, NOTICES, AND PUBLIC PARTICIPATION



Effective notice is essential for an open and public meeting. Whether a meeting is open or how the public may participate in that meeting is academic if nobody knows about the meeting.

Agendas for regular meetings

Every regular meeting of a legislative body of a local agency — including advisory committees, commissions, or boards, as well as standing committees of legislative bodies — must be preceded by a posted agenda that advises the public of the meeting and the matters to be transacted or discussed.

The agenda must be posted at least 72 hours before the regular meeting in a location “freely accessible to members of the public.”¹ The courts have not definitively interpreted the “freely accessible” requirement. The California Attorney General has interpreted this

provision to require posting in a location accessible to the public 24 hours a day during the 72-hour period, but any of the 72 hours may fall on a weekend.² This provision may be satisfied by posting on a touch screen electronic kiosk accessible without charge to the public 24 hours a day during the 72-hour period.³ While posting an agenda on an agency’s Internet website will not, by itself, satisfy the “freely accessible” requirement since there is no universal access to the internet, an agency has a supplemental obligation to post the agenda on its website if: (1) the local agency has a website; and (2) the legislative body whose meeting is the subject of the agenda is either (a) a governing body, or (b) has members that are compensated, with one or more members that are also members of a governing body.⁴

Q. May the meeting of a governing body go forward if its agenda was either inadvertently not posted on the city’s website or if the website was not operational during part or all of the 72-hour period preceding the meeting?

A. *At a minimum, the Brown Act calls for “substantial compliance” with all agenda posting requirements, including posting to the agency website.⁵ Should website technical difficulties arise, seek a legal opinion from your agency attorney. The California Attorney General has opined that technical difficulties which cause the website agenda to become inaccessible for a portion of the 72 hours preceding a meeting do not automatically or inevitably lead to a Brown Act violation, provided the agency can demonstrate substantial compliance.⁶ This inquiry requires a fact-specific examination of whether the agency or its legislative body made “reasonably effective efforts to notify interested persons of a public meeting” through online posting and other available means.⁷ The Attorney General’s opinion suggests that this examination would include an evaluation of how long a technical problem persisted, the efforts made to correct the problem or otherwise ensure that the public was informed, and the actual effect the problem had on public*

awareness, among other factors.⁸ The City Attorneys' Department has taken the position that obvious website technical difficulties do not require cancellation of a meeting, provided that the agency meets all other Brown Act posting requirements and the agenda is available on the website once the technical difficulties are resolved.

The agenda must state the meeting time and place and must contain “a brief general description of each item of business to be transacted or discussed at the meeting, including items to be discussed in closed session.”⁹ Special care should be taken to describe on the agenda each distinct action to be taken by the legislative body, and avoid overbroad descriptions of a “project” if the “project” is actually a set of distinct actions that must each be separately listed on the agenda.¹⁰

PRACTICE TIP: Putting together a meeting agenda requires careful thought.

Q. The agenda for a regular meeting contains the following items of business:

- Consideration of a report regarding traffic on Eighth Street; and
- Consideration of contract with ABC Consulting.

Are these descriptions adequate?

A. *If the first is, it is barely adequate. A better description would provide the reader with some idea of what the report is about and what is being recommended. The second is not adequate. A better description might read “consideration of a contract with ABC Consulting in the amount of \$50,000 for traffic engineering services regarding traffic on Eighth Street.”*

Q. The agenda includes an item entitled City Manager’s Report, during which time the city manager provides a brief report on notable topics of interest, none of which are listed on the agenda.

Is this permissible?

A. *Yes, so long as it does not result in extended discussion or action by the body.*

A brief general description may not be sufficient for closed session agenda items. The Brown Act provides safe harbor language for the various types of permissible closed sessions. Substantial compliance with the safe harbor language is recommended to protect legislative bodies and elected officials from legal challenges.

Mailed agenda upon written request

The legislative body, or its designee, must mail a copy of the agenda or, if requested, the entire agenda packet, to any person who has filed a written request for such materials. These copies shall be mailed at the time the agenda is posted. If requested, these materials must be made available in appropriate alternative formats to persons with disabilities.

A request for notice is valid for one calendar year and renewal requests must be filed following January 1 of each year. The legislative body may establish a fee to recover the cost of providing the service. Failure of the requesting person to receive the agenda does not constitute grounds for invalidation of actions taken at the meeting.¹¹





EXECUTIVE DIRECTOR'S REPORT March 15, 2017

Rhythm Engineering: February 8, 2017

Jack Hall and I met with Director of Business Development Jesse Manning and the CEO of Rhythm Engineering to discuss our innovation program. I met Mr. Manning while speaking at INTERSECT16. Using software and hardware, their product will improve intersection operations. Their products are installed in San Ramon.

RoadBotics: February 9, 2017

CEO Mark DeSantis gave Oakley City Manager Bryan Montgomery and his staff information about their proposed pilot project in Oakley. RoadBotics is a startup company that proposes to mount cellphones on the vehicle dashes to gather roadway asset information. This will allow city staff to gather information about the condition of the roadway, signs, striping, etc. The pilot was approved. A team from RoadBotics will travel out to Oakley and Pittsburg to conduct the pilot in March.

FHWA Bay Area Freight Tour: February 10, 2017

Stephanie Hu and Matt Kelly attended a tour of Bay Area freight facilities and projects for staff from the Federal Highway Administration (FHWA) and California Transportation Commission (CTC) members, hosted by Caltrans, District 4. The Contra Costa project that was visited on the tour was the I-80 Smart Corridor, which included a tour of the District's traffic management center in Oakland, which is where the Smart Corridor is monitored and operated.

Bay Area Policy Forum (BAPF): February 10, 2017

I was asked to participate on a transportation panel at USC's BAPF. A group of students working on their Master's of Public Administration degrees at USC traveled to San Francisco to hold the forum. The transportation panel included Lyft, Remix, SPUR and CCTA. A few of the students wanted to know how to get hired at CCTA.

California Transportation Commission's Technology Summit: February 14, 2017

Garth Hopkins and staff from the California Transportation Commission wanted to gather information on whether or not we thought that a technology conference focusing on regulations at the State level would be beneficial. I said that I thought it would be a great idea. I mentioned that our 3rd Annual Redefining Mobility Summit would have a panel on regulations. Garth normally attends our summit. He used to work with me at Caltrans.

Fitch Rating Services: February 15, 2017

Randy Carlton, Brian Kelleher and I met with Karen Ribble and Jessica Soltz Rudd from Fitch Rating Services to better understand the new rating methodologies. As we get ready for the next bond sale, we want to make sure we do our due diligence to keep our AAA rating.

Debora Allen: February 15, 2017

I met with BART Director Debora Allen and provided an overview of the Contra Costa Transportation Authority. She is the back up for Joel Keller. It was good timing because she was pressed into action for the Authority meeting that followed the overview.

UC Berkeley PATH at 30 Event: February 16, 2017

I participated on a panel with Caltrans and MTC to talk about the future needs for research. This event was the 30th anniversary of the start of the PATH program at UC Berkeley. A lot of mobility innovations were developed by PATH and their partners.

Tarrant County Transportation Summit: February 17, 2017

I participated on an autonomous vehicle panel with Tom Bamonte at the Tarrant County Transportation Summit in Hurst, Texas. Tom is the North Texas Tollway Authority's Assistant Executive Director-Strategy & Innovation. He is focused on autonomous vehicles and connected vehicles. County Commissioner Gary Fickes was in the audience when I gave the Redefining Mobility presentation at the National Association of Counties (NACo) Transportation Subcommittee's meeting at NACo's annual meeting in Anaheim.

California Transportation Annual Forum: February 22, 2017

I provided an introduction for the autonomous vehicle panel by way of a recorded video. Jack Hall was on a panel and spoke about our partnership with GoMentum Station. Also in attendance was Commissioner Janet Abelson, Martin Engelmann, Randy Carlton and Ivan Ramirez.

Singapore 2nd Annual Road Traffic Management Summit: February 22 – 23, 2017

I was invited to speak at the 2nd Annual Road Traffic Management Summit. I gave the keynote speech on the first day about Autonomous Vehicles and their impacts on parking. The second keynote speech was Redefining Mobility. Both received a lot of questions and I was invited back to give the Redefining Mobility at the ITS Singapore Annual meeting.

Transportation Authority of Marin (TAM): February 24, 2017

When I returned from Singapore, I drove to Marin County and spoke during lunch at TAM's first innovation workshop. I presented CCTA's Innovation Program. There were a lot of questions from the audience. There was a lot of interest in how we developed our innovation program, how we attract our partners, and the role of our board in developing the program.

Federal Engagement Program: February 27 – 28, 2017

Former Chair David Hudson, Peter Engel, Ivan Ramirez and I traveled to Washington D.C. to conduct meetings with US Department of Transportation officials, US Department of Energy leadership and staff, our federal congressional delegation and staff from various Senate and House committees. We discussed opportunities to engage the National Highway Traffic Safety Administration on our current pilot program and sought their assistance with navigating this

unchartered regulatory space. We met with Appropriations staff and CCTA's Congressional delegation, and in the process, we gained significant feedback on the appropriations process moving forward and garnered support from CCTA's delegation for our appropriations language in support of AV test beds and proving grounds sites; established, for the very first time, a relationship with the Department of Energy's Vehicle Technologies and Clean Cities Offices, and were informed of two major grant opportunities that we are reviewing for potential eligibilities; advocated for streamlining project delivery through a pilot program that would expedite issuance of the Authorization to Proceed (E-76) directly to agencies that self-certify and meet federal guidelines; and discussed how to protect the autonomy of local, voter-approved transportation sales taxes against new federal rules.

Government Transformation and Innovation 2017: February 28, 2017

Hisham Noeimi and Tarienne Grover attended the Government Transformation and Innovation 2017 Conference in Sacramento, CA. Topics, such as citizen engagement, process improvement, disruptive leadership, talent management and transformation innovation were discussed at the conference. The event was well attended by public and private sector professionals.

Certificate of Achievement Award: March 1, 2017

We have been notified by the Government Finance Officers Association (GFOA) of the United States and Canada that CCTA has again achieved a Certificate of Achievement for Excellence in Financial Reporting for the CCTA Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2016. The Achievement Certificate is the highest form of recognition in the area of governmental accounting and financial reporting.

Hong Kong Delegation of Transport Department: March 2, 2017

Martin Engelmann, Peter Engel, Jack Hall and I met with Peter Mak and Vincent Chow from the Hong Kong Transport Department. They were interested in how we planned bike and pedestrian projects. They had heard about our innovation program and wanted an update. When we finished, they wanted copies of our expenditure plan, bike program, strategic plan and our Redefining Mobility presentation. They are hosting an ITS Summit later this year and said we can expect an invitation to present our program.

Remix: March 2, 2017

I teleconferenced with John Eng. John is the Chief Marketing Officer for Remix. Remix's transportation planner Janice Park was on the USC's Bay Area Policy Forum. Remix is a software company that does transit planning scenarios. Remix wants to host a webinar with a large number of transit planners to talk about the First and Last Mile Bishop Ranch pilot. They have invited Chris Weeks and me to participate in the webinar. I suggested Michael Tree from Livermore Amador Valley Transit Authority to join us.

Staff Out-of-State Travel

Randell Iwasaki attended the Tarrant County Transportation Forum in Dallas, Texas from February 16-17, 2017 for a total amount of \$141.94.

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CONTRA COSTA
transportation
authority

COMMISSIONERS

Tom Butt,
Chair

Federal Glover
Vice Chair

Janet Abelson

Newell Americh

Loella Haskew

David Hudson

Karen Mitchoff

Julie Pierce

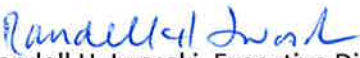
Kevin Romick

Robert Taylor

Dave Trotter

MEMORANDUM

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

From: 
Randell H. Iwasaki, Executive Director

Date: March 17, 2017

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

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

1. **Status of the Growth Management Program (GMP) Checklist**

Approvals. The Measure J GMP requires that every two years local jurisdictions report GMP compliance activities to the Authority by submittal of a Compliance Checklist. The deadline for submittal of the Calendar Years (CY) 2014 & 2015 GMP Checklist is June 30, 2017. At present, 9 of the 20 local jurisdictions have submitted a Checklist. The remaining 11 jurisdictions must either submit a completed Checklist by July 1, 2017, or submit a "Statement of Progress" indicating the schedule for submittal. Failure to submit a Checklist or "Statement of Progress" constitutes non-compliance with the GMP and potential withholding of Measure J Local Street Maintenance and Improvement funds (18 percent). *The Authority Board received a status update on the GMP Checklist Approvals and accepted the report. Staff was directed by the Planning Committee to include a monthly status GMP Compliance checklist submittal report in future meeting agendas.*

Randell H. Iwasaki,
Executive Director

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

2. **Adoption of Ordinance 17-01 to Amend the Contra Costa Transportation Authority's (Authority) Administrative Code, Chapter 1, Article IV, Section 104.6 (c).** Staff seeks adoption of Ordinance 17-01 to approve the proposed revisions to amend the Authority's Administrative Code, Chapter 1, Article IV, Section 104.6 (c). *The Authority Board adopted Ordinance 17-01 to amend the Authority's Administrative Code, Chapter 1, Article IV, Section 104.6 (c) to allow Ex-Officio Representatives to also serve as Authority Board Member alternates if appointed by their RTPCs providing that the representative cannot simultaneously at any given meeting serve as both the representative and alternate.*

**ORDINANCE 17-01****AN ORDINANCE OF THE CONTRA COSTA TRANSPORTATION AUTHORITY AMENDING
CHAPTER 1, ARTICLE IV, OF THE AUTHORITY'S ADMINISTRATIVE CODE TO REVISE
SECTION 104.6 (C)**

WHEREAS, the Contra Costa Transportation Authority (the "Authority") adopted the Administrative Code (the "Code") as Ordinance No. 90-01 on February 21, 1990 as amended through March 15, 2017; and

WHEREAS, the purpose of the Code is to assist the Authority in establishing and maintaining the public trust, specifying the powers and duties of Authority officials, and promulgating policies and procedures aimed at the efficient and effective operation of the Authority; and

WHEREAS, Chapter 1 of the Code establishes the powers and duties of the Authority officers, the method of appointing Authority employees, and methods, procedures and systems of operation and management of the Authority; and

WHEREAS, Chapter 1, Article IV of the Authority's Administrative Code shall be amended to revise Section 104.6 (c) to allow a Board Ex-Officio Representative to also serve as an alternate to a Board Commissioner; and

WHEREAS, the Representative will not be able to simultaneously serve at any given meeting as both the representative and alternate; and

WHEREAS, the Board Ex-Officio Representative must be an Elected Official; and

WHEREAS, by allowing a Board Ex-Officio Representative to also serve as an alternate to a Board Commissioner the Authority will have the opportunity to appoint the individual to serve on other related transportation boards as a representative to the Authority.

NOW, THEREFORE, BE IT ORDAINED AS FOLLOWS that the Contra Costa Transportation Authority hereby:

- 1) Amends Chapter 1, Article IV of the Authority's Administrative Code to revise Section 104.6 (c) as provided for in Exhibit A, attached hereto and incorporated herein by reference, to allow a Board Ex-Officio Representative to also serve as an alternate to a Board Commissioner providing that the Representative does not serve simultaneously at any given meeting as both the representative and the alternate.

SEVERABILITY: If any provision or clause of this Ordinance or the application thereof is held unconstitutional or otherwise invalid by a court of competent jurisdiction, such invalidity shall not affect other provisions, clauses, or applications of this Ordinance which can be implemented without the invalid provision, clause, or application, it being hereby expressly declared that this Ordinance, and each section, subsection, sentence, clause, and phrase hereof would have been prepared, proposed, approved, adopted and/ or ratified irrespective of the fact that any one or more sections, subsections, sentences, clauses, and/or phrases may be declared invalid or unconstitutional.

EFFECTIVE DATE: This ordinance shall be effective immediately upon adoption.

PASSED AND ADOPTED by the Contra Costa Transportation Authority Board of Directors in Walnut Creek, State of California, on March 15, 2017, by the following vote:

AYES: Chair Butt, Vice Chair Glover, and Commissioners Abelson, Arnerich, Haskew, Hudson, Mitchoff, Pierce, Romick, Taylor and Trotter
NOES: None
ABSENT: None
ABSTAIN: None



Tom Butt, Chair

This Ordinance 17-01 was entered into at a meeting of the Contra Costa Transportation Authority held on March 15, 2017, in Walnut Creek, California, and shall become effective as provided above.

Attest:



Tarien Grover, Clerk of the Board

EXHIBIT A

CHAPTER 1

ADMINISTRATIVE CODE

OF THE

CONTRA COSTA TRANSPORTATION AUTHORITY

ARTICLE IV

OFFICERS AND DUTIES

ARTICLE IV
OFFICERS AND DUTIES

104.6 Representatives.

(a) The Board shall have the authority to establish by resolution, representatives to the Authority, representing transportation and transit agencies and other governmental entities interested or involved in transportation issues in Contra Costa. Each such person shall be referred to as a "Representative". Representatives shall have the following powers:

(1) the right to attend regular sessions of the Board and to participate in the discussion of matters brought before the Board for consideration;

(2) the right to attend regular committee meetings of the Planning and Administrative and Projects Committees of the Board and to participate in the discussion of matters brought before such Committees;

(3) the right to attend regular meetings of such other Board Committees and of such Standing and Advisory Committees as the Board may determine, and to participate in the discussion of matters brought before such committees.

(b) Each Representative shall be designated by the entity represented from among eligible candidates. Each such Representative shall be an Elected Official (i) elected to the Board of Supervisors of, or to the council of a town or city located within, the County, and appointed to the entity represented to the Authority, or (ii) elected to the legislative body of the entity represented to the Authority, and elected at large or to represent a district or ward of such entity which is located wholly or partially within the County. The Board may consider permitting an appointed official as the Representative, if requested by the entity and evidence is provided why an appointed official rather than an Elected Official is more beneficial in that particular circumstance. Each Representative shall have an alternate designated by the entity represented from among eligible candidates for Representative. Representatives shall hold office for one or more terms of one year, subject to replacement by such Representative's alternate at the discretion of the Board if such Representative has been absent from four consecutive meetings of the Board.

(c) Representatives shall not be Commissioners, but may serve as an alternate, provided that such Representative does not serve simultaneously at a meeting as both a Representative and an alternate and is an Elected Official. ~~Representatives and~~ shall have none of the rights or powers of such Commissioners, unless serving as an alternate, except as expressly provided herein. Without limiting the generality of the foregoing, such Representatives shall not:

- (1) have the right to vote with respect to any matter brought before the Board or any Board Committee or Standing or Advisory Committee;
- (2) be counted for purposes of determining the number of persons attending any meeting for quorum or voting purposes;
- (3) be eligible for election or appointment as an officer of the Authority;
- (4) be entitled to attendance fees or other compensation for attendance at meetings of the Authority or any committee thereof;
- (5) be entitled to attend or to otherwise participate in closed sessions of the Board or any Standing or Advisory Committee thereof, unless expressly authorized to attend and participate by the Board or Committee.

1.0 (d) The Board shall have the authority to establish such other conditions and limitations with respect to Representatives as it deems necessary or advisable.

[Amended on April 21, 1993; December 21, 2011, March 15, 2017]

Administration and Projects Committee **STAFF REPORT**

Meeting Date: March 2, 2017

Subject	<u>Adoption of Ordinance 17-01 to Amend the Approval of Proposed Revisions to Contra Costa Transportation Authority's (Authority) Administrative Code, Chapter 1, Article IV, Section 104.6 (c)</u>
Summary of Issues	The proposed revisions would clarify and make consistent various sections of the Authority's Administrative Code, Chapter 1, Article IV, Section 104.6 (c).
Recommendations	Staff seeks <u>adoption of Ordinance 17-01 to approve</u> approval of the proposed revisions to <u>amend</u> the Authority's Administrative Code, Chapter 1, Article IV, Section 104.6 (c).
Financial Implications	None
Options	<ol style="list-style-type: none"> 1. Do not approve the recommendation to revise the Administrative Code. 2. Suggest alternative language for the revision.
Attachments (<i>Revised Attachment A</i>)	A. <u>Ordinance 17-01 to Amend the Authority's Administrative Code, Chapter 1, Article IV, Section 104.6 (c), <u>with</u> proposed revisions, redline/strikeout - Revised</u>
Changes from Committee	<i>None. The Committee was advised that an Ordinance was being drafted for adoption at the Authority Board.</i>

Background

Article IV, Section 104.6 (c)

This revision would provide language to allow for a Board Ex-officio Representative to also serve as an alternate to a Board Commissioner providing that the Representative cannot simultaneously at any given meeting serve as the representative and alternate. Currently the administrative code language does not allow a Representative to also be an alternate.

In some instances, the Authority has an opportunity to appoint Commissioners to represent the Authority on other related transportation boards. The Administrative Code, as written, is clear that Representatives (ex-officio representatives) are not Commissioners, and Commissioner Alternates are considered Commissioners. The Administrative Code clarifies the determination that Representatives shall not be Commissioners for the following reasons:

1. Representatives do not have the right to vote;
2. Representatives cannot be counted for purposes of a meeting quorum;
3. Representatives are not eligible for election or appointment as an officer;
4. Representatives are not entitled to receive attendance fees or other compensation for attendance at meetings; and
5. Representatives are not entitled to attend or participate in closed sessions of meetings.

The revision, as proposed, would not be in any conflict of these stated reasons because at any particular meeting the Representative would either be the ex-officio representative or the alternate, but not both. If the representative was needed to sit as the alternate for a given meeting the representative's alternate would take the representative's seat. Staff seeks approval of adoption of Ordinance 17-01 to approve the proposed revisions to the Authority's Administrative Code, Chapter 1, Article IV, Section 104.6 (c).

TRANSPAC Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
1676 North California Boulevard, Suite 400
Walnut Creek, CA 94596
(925) 937-0980

March 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 – March 9, 2017

Dear Mr. Iwasaki:

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

1. Elected Director Mitchoff as Chair, and Director Pierce as Vice Chair of the TRANSPAC Committee.
2. Approved 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, and referred the recommendation to the CCTA Board for approval.
3. Approved Scenario D to forward to CCTA for the programming recommendations for the TRANSPAC Measure J and SRTS programs of the CCTA Coordinated Call for Projects. The program recommendation will be forwarded to CCTA under a separate transmittal.
4. Authorized the Managing Director to enter into a contract with 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.
5. Approved the revision of TRANSPAC principal office location to 1676 North California Boulevard, Suite 400, in Walnut Creek.
6. Received an update on Regional Measure 3 (RM3).

TRANSPAC hopes that this information is useful to you.

Sincerely,

A handwritten signature in blue ink that reads "Matt Todd". The signature is written in a cursive, slightly slanted style.

Matthew Todd
TRANSPAC Managing Director

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

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

March 14, 2017

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on March 9, 2017.

REAPPOINT Commissioner Bruce Ohlson (Pittsburg) and Paul Reinders (Pittsburg) to the Contra Costa Transportation Authority Countywide Bicycle and Pedestrian Advisory Committee, as recommended by the TRANSPLAN Technical Advisory Committee. The subject appointments were unanimously approved by the TRANSPLAN Committee.

APPROVE TRANSPLAN Technical Advisory Committee recommendation for “OneBayArea” Grant Cycle 2 Safe Routes to School funding and DIRECT TRANSPLAN staff to forward funding recommendation to the Contra Costa Transportation Authority. TRANSPLAN unanimously approved the Technical Advisory Committee’s recommendation as shown in Table 1 below. The City of Antioch’s project, scoring the highest, is recommended for OBAG2 Safe Routes to School funding.

Table 1

Jurisdiction	Project ID	Application	Total Request	Total Project Cost	Final Score
Antioch	CCP-59	L Street Pathway to Transit-Bike Ped Improvement	\$1,223,000	\$2,600,000	33
Oakley	CCP-24	Safe Routes to Orchard Park Elementary School	\$1,223,000	\$1,901,000	30
Brentwood	CCP-03	Empire Avenue at Amber Lane Traffic Signal	\$366,000	\$414,000	23
GRAND TOTAL			\$2,812,000	\$4,915,000	

Should you have any questions, please do not hesitate to contact me at (925) 674-7832 or email at jamar.stamps@dcd.cccounty.us.

Sincerely,



Jamar Stamps, TRANSPLAN Staff

c: TRANSPLAN Committee
L. Bobadilla, SWAT/TVTC
M. Todd, TRANSPAC
J. Nemeth, WCCTAC

T. Grover, CCTA
J. Townsend, EBRPD
D. Dennis, ECCRFFA



SWAT

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

March 8, 2017

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

RE: **SWAT Meeting Summary Report for March 2017**

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met on Monday, March 6, 2017. The following is a summary of the meeting and action items:

1. **Approved BART Request to Re-Program \$1.3 million BART Measure J funds from Access Improvements at Orinda and Lafayette Stations (Project #10003-01) to Lafayette Station Site Improvements (Project #10003-07).**
2. **Received Status Update One Bay Area Grant (OBAG) 2 Program.**
3. **Received status update from City of San Ramon regarding Funding Allocation for One Bay Area Grant (OBAG) 2 Program.**

The next SWAT meeting will take place **Monday, April 10, 2017**. Please contact me at (925) 973-2651, or email at lbobadilla@sanramon.ca.gov, if you should have any questions.

All the best,

A handwritten signature in black ink, appearing to read "Lisa".

Lisa Bobadilla
SWAT Administrator

Cc: Hisham Noeimi, CCTA; SWAT; SWAT TAC; Anita Tucci-Smith, TRANSPAC; John Nemeth, WCCTAC; Jamar Stamps, TRANSPLAN

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WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

March 1, 2017

Hercules

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

Pinole

RE: February WCCTAC Board Meeting Summary

Dear Randy:

Richmond

The WCCTAC Board, at its meeting on February 24, 2017 took the following actions that may be of interest to CCTA:

San Pablo

1. Approved Cooperative Funding Agreement with CCTA providing STMP funding in the amount of \$700,000 for the I-80/San Pablo Dam Road Interchange Project.

Contra Costa
County

2. Received a presentation update for the West County High Capacity Transit Study.

3. Approved WCCTAC contribution of \$50,000 in Measure J 28b funds for the San Pablo Avenue Multimodal Corridor Project, led by ACTC.

AC Transit

Please let me know if you have any follow-up questions.

Sincerely,

BART



John Nemeth
Executive Director

WestCAT

cc: Tarien Grover, CCTA; John Cunningham, TRANSPAC; Jamar Stamps, TRANSPLAN; Lisa Bobadilla, SWAT

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