

**TRANSPAC**  
**Transportation Partnership and Cooperation**  
**Meeting Notice and Agenda**

**THURSDAY, OCTOBER 12, 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.

<b>ACTION ITEMS</b>
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- 3. CONSENT AGENDA**
  - a. Minutes of the July 13, 2017 Meeting**

**ACTION RECOMMENDATION: Approve minutes.**

Attachment: Minutes of the July 13, 2017 meeting

**END CONSENT AGENDA**

- 4. AMENDMENT TO THE CITY OF CLAYTON MAJOR STREETS PROGRAM MEASURE J GRANT (CCTA #24032).** The City of Clayton has an existing Measure J Major Streets Program grant (CCTA #24032) through the Contra Costa Transportation Authority (CCTA) for \$1,224,000 (agreed upon TRANSPAC distribution) that was used to fund Clayton Major Streets Improvements and which funded the Clayton 2016 Arterial Rehabilitation Project. That project has been completed and the City fully reimbursed for those project costs. There are remaining unexpended funds in the Measure J grant of \$375,000. Under the terms of the grant agreement, Clayton can redirect the grant savings to a similar transportation project. The City is proposing to redirect the remaining funds into the Pine Hollow Road – Upgrade (City CIP Project No. 10379) project.

The additional scope is proposed to be detailed as Phase 2 of the CCTA Clayton Major Streets Improvements project. Upon TRANSPAC approval, the CCTA will need to approve the amendment through the CCTA Measure J Strategic Plan.

**ACTION RECOMMENDATION: Approve the City of Clayton Measure J Major Streets Program grant amendment request to include the Pine Hollow Road – Upgrade project scope as Phase 2 of the project.**

Attachments:

- Clayton Major Streets Improvements CCTA Project Fact Sheet (#24032)
- City of Clayton Measure J Major Streets Program Amendment Request (dated September 18, 2017)

- 5. AMENDMENT TO MEASURE J GRANT FUNDING TO THE CITY OF MARTINEZ ALHAMBRA CREEK BRIDGE AND FERRY STREET IMPROVEMENTS PROJECT (CCTA #24031).** The City of Martinez has an existing Measure J Program grant through the Contra Costa Transportation Authority (CCTA) that includes \$6,811,000 for the Alhambra Creek Bridge and Ferry Street Improvements (CCTA #24031) (all project phases). The City Martinez has been working on the Martinez Intermodal Project for over 20 years with the construction of an overflow parking lot and access bridge from Berrellesa Street completed under past contracts. The City of Martinez advertised the construction contract for the Martinez Intermodal Facility, Phase 3 Pedestrian Bridge, Ferry Street Enhancements and related Trail Improvements project. The low bid received was \$6,150,676, compared to an Engineer's Estimate of \$3,333,774, resulting in a funding shortfall for the project. The City has analyzed the bids and desires to award the contract to the low bidder. In 2016, the City of Martinez transferred \$3,629,184 of Measure J grant funds from Alhambra Creek Bridge and Ferry Street Improvements (CCTA #24031) to the Pacheco Blvd Realignment and Widening project (CCTA #24003) based on the projected cost of the Phase 3 project. With the contract advertised and bids received, the City is requesting an amendment to the Measure J programming to return the \$3,629,184 of Measure J grant funds previously released from the Alhambra Creek Bridge and Ferry Street Improvements (CCTA #24031) project that will allow the City of Martinez to award the contract. In the event all the Measure J funds are not fully expended on the Alhambra Creek Bridge and Ferry Street Improvements (CCTA #24031) project, the City of Martinez proposes to return unexpended funds to the Pacheco Blvd Realignment and Widening project (CCTA #24003), about \$800,000 under current assumptions. Contra Costa County, the sponsor of the Pacheco Blvd Realignment and Widening project (CCTA #24003), supports the proposed amendment request (see attached letter). The Pacheco Blvd. Realignment and Widening project (CCTA #24003) has a funding shortfall for construction phase funding in excess of the proposed amendment request. Upon TRANSPAC approval, the CCTA will need to approve the amendment through the CCTA Measure J Strategic Plan.

**ACTION RECOMMENDATION: Approve the City of Martinez request to amend \$3,629,184 of Measure J grant funds from the Pacheco Blvd Realignment and Widening project (CCTA #24003) to the Alhambra Creek Bridge and Ferry Street Improvements (CCTA #24031).**

Attachments:

- Alhambra Creek Bridge and Ferry Street Improvements CCTA Project Fact Sheet (#24031) dated March 16, 2016
- Pacheco Blvd Realignment and Widening CCTA Project Fact Sheet (# 24003) dated March 16, 2016

- City of Martinez Program Amendment Request Letter (dated September 19, 2017)
- Contra Costa County Letter of Support for Amendment (dated September 19, 2017)

6. **MEASURE J STRATEGIC PLAN AMENDMENT FOR THE INNOVATE 680 PROJECT.** The Contra Costa Transportation Authority (CCTA) is requesting TRANSPAC concurrence to reprogram \$23.045 million from the I-680 Corridor Reserve – Central County (Project 8006) to Innovate 680 (New Project 8009). Innovate 680 is a program of projects that promotes an integrated approach to redefining mobility and addressing the increasing mobility challenges in the I-680 corridor through seven key strategies that range from completing the HOV lanes to deploying a suite of technologies to improve traffic flow. CCTA will also be seeking SWAT concurrence to reprogram \$16.703 million from I-680 Corridor Reserve - Southwest County (Project 8007) and \$0.3 million from I-680 Bollinger Canyon Operational Analysis (Project 8008) to Innovate 680. The combined Measure J funding of approximately \$40.048 million will be used to begin project development on the seven strategies and leverage other fund sources. CCTA staff will provide an update on the status of the project. Upon TRANSPAC approval, the CCTA will need to approve the amendment through the CCTA Measure J Strategic Plan.

**ACTION RECOMMENDATION: Approve the CCTA Measure J Strategic Plan amendment request to reprogram \$23.045 million from the I-680 Corridor Reserve – Central County (Project 8006) to Innovate 680 (New Project 8009).**

Attachment: October 5, 2017 CCTA Administration and Projects Committee Staff Report - Innovate 680 Update

7. **APPOINTMENT TO THE CCTA TECHNICAL COORDINATING COMMITTEE (TCC).** TRANSPAC is represented on the CCTA’s Technical Coordinating Committee (TCC) by three TRANSPAC staff representative appointees that represent planning, engineering, and transportation disciplines. At its meeting on September 28, 2017, the TRANSPAC TAC recommended that the TRANSPAC Board appoint Abhishek Parikh, City of Concord Transportation Manager, as an alternate representative to the TCC for the remainder of the current term expiring on March 31, 2019. This position was previously vacant. Currently Eric Hu, Andy Smith, and Tim Tucker are the primary representatives to the TCC for the term ending March 31, 2019.

**ACTION: Appoint Abhishek Parikh, City of Concord, as an alternate representative to the TCC for the remainder of the term March 31, 2019.**

Attachment: None

8. **TRANSPAC MANAGING DIRECTOR CONTRACT AMENDMENT.** Gray Bowen Scott (GBS) was selected through a procurement / interview process as the first consultant based Managing Director for the TRANSPAC under the recently approved JPA administrative structure and the first contracted staff to fill this position since the departure of the previous Managing Director in 2014 under the prior TRANSPAC administrative structure. The TRANSPAC Board approved the first Managing Director Contract under the TRANSPAC JPA administrative structure to start work in November 2016 with a budget of \$125,000. The \$125,000 was based on an initial assumption of an annual cost for the Managing Director position (the 2016/17 TRANSPAC budget for the position was \$127,112). A contract amendment is required to fund the Managing Director position through June 30, 2018 (an overall 20 month period from November 2016 to June 2018).

**ACTION: See attached material.**

Attachment: Memo to TRANSPAC Board regarding the Proposed Managing Director Contract Amendment dated October 4, 2017

<b>INFORMATIONAL ITEMS</b>
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9. **INTERSTATE 680 (I-680) HIGH OCCUPANCY VEHICLE (HOV) COMPLETION AND EXPRESS LANES.** CCTA staff will provide an update on the status of the project. Additional information will be available at the meeting.
10. **TRANSPAC FINANCIAL REPORTS.** This report contains a summary of the amount of funds held, receipts and expenses of TRANSPAC for FY 2016/17 for the period ended June 30, 2017. The TRANSPAC Bylaws call for the reporting of this financial information on a quarterly basis.

Attachment: TRANSPAC Quarterly Financial Report for period ending June 30, 2017

11. **REGIONAL MEASURE 3.** An update on the status of the Regional Measure 3 legislation will be provided at the meeting. Additional information may be available at the meeting.

Attachments:

- CCTA Legislative Report to October Administration and Projects Committee
- Summary of Senate Bill 595 Final RM3 Expenditure Plan Project List

12. **MTC CONGESTED CORRIDORS REPORT.** The Metropolitan Transportation Commission (MTC) has released an analysis of Bay Area freeway congestion, with new data showing congestion-related delays during weekday commute periods climbing 9 percent based on 2016 information. This marks the fourth consecutive year that weekday congestion around the MTC region has reached a new high, and reflects an increase of more than 80 percent increase delay registered in the recession year of 2010.

Attachments:

- Bay Area Vital Signs: Freeway Congestion Hits New Record
- Bay Area Freeway Locations with Most Weekday Traffic Congestion, 2016
- Top 50 Congested Locations, 2016 – Ordered by Rank

13. **2018 MEETING SCHEDULE.** The Board is requested to review and comment on the suggested 2018 meeting schedule.

Attachment: 2018 Meeting Schedule

14. **TRANSPAC CCTA REPRESENTATIVE REPORTS.** Reports on July, September, and October 2017 CCTA Administration and Projects Committee and Planning Committee, and the July and September 2017 CCTA Board Meetings.

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

Attachments: CCTA Executive Director Randell H. Iwasaki's Reports dated July 19, 2017, and September 20, 2017.

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

Attachments: Letter to RTPCs from Randell H. Iwasaki dated July 21, 2017 for the July 19, 2017 Board meeting; and September 25, 2017 for the September 20, 2017 meeting.

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

- TRANSPAC – Status Letter dated July 13, 2017.
- TRANSPLAN – Meeting Summary dated July 17, 2017 and September 28, 2017.
- SWAT – Meeting Summary dated July 13, 2017 and September 19, 2017.
- WCCTAC – Board Meeting Summary dated June 28, 2017.
  
- **County Connection Fixed Route Monthly Report:**  
<https://countyconnection.com/wp-content/uploads/2017/09/9a.pdf>
- **County Connection Link Monthly Report:** <https://countyconnection.com/wp-content/uploads/2017/08/8b.pdf>
- **CCTA Project Status Report** may be downloaded at:  
[http://ccta.granicus.com/MetaViewer.php?view\\_id=1&clip\\_id=351&meta\\_id=30811](http://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=351&meta_id=30811)
- The **CCTA Board** agenda for the October 18, 2017 meeting is not yet available.
  
- The **CCTA Administration & Projects Committee (APC)** scheduled for October 5, 2017 may be downloaded at:  
[http://ccta.granicus.com/GeneratedAgendaViewer.php?view\\_id=1&event\\_id=375](http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=375)
- The **CCTA Planning Committee (PC)** agenda for the October 4, 2017 meeting may be downloaded at:  
[http://ccta.granicus.com/GeneratedAgendaViewer.php?view\\_id=1&event\\_id=594](http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=594).
- The **CCTA Calendar** for September to December 2017 may be downloaded at:  
[http://ccta.granicus.com/MetaViewer.php?view\\_id=1&clip\\_id=361&meta\\_id=32075](http://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=361&meta_id=32075)

**18. BOARDMEMBER COMMENTS**

**19. MANAGING DIRECTOR'S REPORT**

**20. ADJOURN / NEXT MEETING**

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

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

<b>MEETING DATE:</b>	July 27, 2017
<b>MEMBERS PRESENT:</b>	Nikki Foletta, BART; Ruby Horta, County Connection; Robert Sarmiento, Contra Costa County; Andy Smith, Walnut Creek; and Tim Tucker, Martinez
<b>STAFF:</b>	Matt Todd, TRANSPAC Managing Director; and Anita Tucci-Smith, TRANSPAC Clerk
<b>GUESTS/PRESENTERS:</b>	Susan Miller, Director of Projects, Contra Costa Transportation Authority (CCTA)
<b>MINUTES PREPARED BY:</b>	Anita Tucci-Smith

The meeting convened at 9:12 A.M.

### **1. Review/Revise Accept/Minutes of the June 22, 2017 Meeting**

By consensus, the TAC accepted the minutes of the June 22, 2017 meeting, as presented.

### **2. Interstate 680 (I-680) High Occupancy Vehicle (HOV) Completion and Express Lanes.** CCTA staff to provide an update on the status of the project. Additional information will be available at the meeting.

Susan Miller, Director of Projects, CCTA, offered an update on the I-680 HOV/Express Lane project which would close the gap in the carpool lane in the southbound direction between the Martinez-Benicia Bridge through the SR-24 Interchange, and in the northbound direction would shorten the existing gap between Livorna Road and SR-242, linking into the Metropolitan Transportation Commission (MTC) Express Lane project. She highlighted the pre-construction and project construction impacts affecting Walnut Creek and Alamo, and explained that the MTC project, which converted carpool lanes to express lanes through Alamo, Danville, and San Ramon in the southbound/northbound direction was expected to be opened in late September or early October 2017. She explained that the CCTA project had completed environmental work in December 2016, had received Caltrans comments and were currently addressing those comments, and would advertise and award the main contract in January/February 2018 and award a contract in March 2018, with construction in the spring.

Ms. Miller reported that CCTA was currently working with PG&E and AT&T on utility relocation work in the area of Walnut Creek, with that work to get underway in the fall of 2017. She noted that an early tree removal contract would be awarded after the nesting season for migratory birds; the main construction contract was approximately two years in length; there would be a replacement planting program afterwards; and the project was expected to be open by 2020.

Ms. Miller explained the project would have buffers or restricted access in two areas on the southbound lane for safety and traffic flow reasons; one buffer at SR-242 down to North Main Street, and the second buffer from Rudgear Road to Stone Valley Road. She responded to comments related to the restrictions and the concerns that had previously been discussed and explained that signage was being considered to address concerns related to restricted access. When asked if the proposal would increase the capacity of I-680, she noted that facilitating carpool travel should help with the traffic in the area.

On the discussion of the buffer lanes, Andy Smith asked if it was necessary to have the buffer lane beyond the SR-242 Interchange in that the weave issue with the Monument Boulevard ramp had been fixed, and Ms. Miller explained that to safely merge over took quite a distance. She acknowledged that the City of Concord was extremely concerned with the restrictions at SR-242.

Mr. Smith also asked about the area between Olympic Boulevard and Rudgear Road on the southbound lanes and whether the retaining wall along South Main Street would be pushed out, noting that some of the landscaping to be removed would be landscaping that had been installed by the City of Walnut Creek.

To clarify the details of the proposal, the TAC requested that Ms. Miller return with more graphics of the buffer/restricted areas along with cross sections of where the lanes would be added.

Ms. Miller also pointed out that when MTC opened its lanes, the hours of operation would be designated from 5:00 A.M. to 8:00 P.M., Monday through Friday, to match the existing I-680 (Sunol) and I-580 facilities, with the intent to have all the corridors in the Bay Area be consistent. She noted the concerns in the Alamo and Danville areas, and added that the AM peak was getting longer and longer and a study had been conducted to identify and avoid unintended consequences. There would be minor widening at North Main Street and also at the Ygnacio Valley Road on-ramp. She would provide graphics of that area to provide more detail.

Ms. Miller added that the brunt of the widening would be at the South Main Street undercrossing in the vicinity of Rudgear Road; the utility relocation work related to overhead PG&E lines that would be underground at South Main Street; the sound wall would be removed at Rudgear Road for about a year because that would be the most difficult wall to construct and they would be doing as much construction as possible from the freeway side; the new sound wall would match the aesthetics of the existing wall; the gap in the sidewalk on South Main Street on the west side of the street would be closed; and there would have to be some ramp widening at the loop at South Main Street southbound requiring a temporary detour, all within Caltrans right-of-way and there would be street rehab to South Main Street.

With respect to tree removal, Ms. Miller reported that most of the trees were within the physical footprint of the area that would be widened; trees and shrubs would be removed along Rudgear Road towards Alamo; there would be some tree removal in the vicinity of North Main Street; and CCTA was working with Caltrans to come up with a replacement landscape project and would work with the City of Walnut Creek in that process.

Ms. Miller stated that she would be presenting the proposal to both TRANSPAC and SWAT Board of Directors. CCTA would distribute a paper mailer to the impacted areas, a neighborhood meeting in the Rudgear Road area had been scheduled in the October timeframe, and there would be a hotline number as well. There had also been discussions related to identifying the transition area.

**3. 2017/2018 Workplan Plan/Study Project Scope.** The TRANSPAC Board approved the FY 2017/2018 Budget and Workplan that includes \$220,000 of funding for a plan/study with the purpose of supporting future project development in Central Contra Costa County. The TRANSPAC Board has requested that the TRANSPAC TAC provide a recommendation for the scope of the study/plan effort(s). Items proposed to be discussed and considered include first/last mile connections (i.e. how TNC services at BART Stations), connectivity (i.e. bicycle and pedestrian system gaps) and electric vehicle infrastructure (i.e. including retail and commercial locations). The discussion to date focused on the concept that these funds will be a one-time opportunity and these funds could be used to provide the background and foundation to support future funding requests in Central County. The proposal is envisioned to ultimately detail the plan/study concept and consider scope, cost, and delivery strategy. The TAC discussed connectivity (i.e. bicycle and pedestrian system gaps) and electric vehicle infrastructure at the June meeting. Projects that support bicycle and pedestrian connections from the west side of I-680 to the Iron Horse Trail as well as bicycle and pedestrian connections to transit facilities was a focus of the discussion. BART staff will provide information about how various travel modes access and depart from the BART stations now and the vision for how that may work in the future at the July meeting. With the BART presentation in July, it is proposed a final recommendation be considered by the TAC in September. Additional information will be available at the meeting.

Mr. Todd noted the TAC's prior discussion about bike/ped gap closures and the consensus for I-680 east/west movements for bike/ped, and stated that Monument Boulevard, Willow Pass Road, and areas in Concord had been identified as benefiting from investment in bike/ped improvements. The electric vehicle concept and access to BART had also been discussed as plan/study options.

Nikki Foletta presented BART's Access Management proposal and provided an overview of BART efforts to identify changes in access to BART, recent actions taken by the BART Board, the BART Station Access Policy, Curb Management Guidelines, and potential future areas of study. She described the different ways BART could be accessed by pedestrians, bicyclists, transit and shuttle, private auto, transportation network companies (TNCs), and Taxi, and explained that BART's Access Policy had established a hierarchy of uses, the highest of which was passengers. She stated the modes of access to BART had been changing, and since 1998 active modes such as walking and biking had been increasing, the drive-alone had been decreasing, pick-up and drop-off had been increasing, transit access to BART had been decreasing, and there had been a steep increase in the number of commuter shuttles accessing BART stations. As a result, between shuttles and TNCs, curb constraints had been occurring system wide.



Because of concern for the impacts to curb use, Ms. Foletta reported that BART had been partnering with mobility providers and adopting policies and guidelines to address those issues and provide other options to access BART stations. She noted that Zipcar had expressed an interest in placing cars in BART stations, had partnered with Scoop (a carpooling app), and wanted to make BART a destination for carpooling, to potentially be rolled out in the TRANSPAC region by the end of the year. BART was working to manage the curb use and the space at stations. BART's Station Access Policy and multimodal access design guidelines and curb use design guidelines, along with taxicab operating rules had been used to address the increased use of shuttle and TNC services. The different BART station types had different access needs, and the TRANSPAC area BART stations were more auto dependent offering a guide on what to prioritize. She noted that TNCs were not dwelling at the stations, and in some ways TNCs were more efficient, moving in and out more quickly, with BART's desire to keep the pick-up areas moving more smoothly.

Ms. Foletta explained that an existing conditions analysis had identified the various things that had been discussed and were being evaluated such as a better inventory of curb space at BART stations, a hierarchy of curb types, whether areas should be designated for shuttles, whether there should be partnering with shuttles and with TNCs, and improvements to wayfinding signage to stations with better maps online or a description of how to use the curb space. Surveys were also being conducted to determine, among other things, the use of TNC services. The use of autonomous vehicles had also been discussed along with the changes to BART stations that might be required as a result.

Matt Todd advised that while the prior schedule had indicated a decision would be made at this meeting, he sought direction for what the TAC wanted to look at with the funds available, to be brought back to the TAC for discussion at its September meeting, and then on to the TRANSPAC Board with a recommendation from the TAC.

The TAC wanted to make sure that whatever money was spent would be used to serve the greatest number of people; the sustainability of whatever was proposed was sought, and Mr. Todd noted that once the study had been done it could be used to support an application for additional funding. A specific area for the use of the funds for bike/ped improvements was recommended to include an improved connection between Contra Costa Boulevard and Arnold Industrial Highway.

The TAC had initially considered improved BART access, electric vehicle charging stations, and the closure of bike/ped gaps in the system. TAC members did not see the need to pursue electric vehicle charging stations at this time given that other resources were being focused on that issue.

Mr. Todd noted that the 511 Contra Costa Program was doing some study of the use of electric vehicles and charging in the County and suggested that be monitored. He suggested that BART curb space might be something to consider, along with bike/ped gap closures. There were things that could be done to increase pedestrian access the first half mile from a BART station, and there was a suggestion to spend some money to identify individual discreet projects for grant funding to put in a quarter mile gap closure.

Ruby Horta noted that the North Concord BART station had accessibility issues, and stated that County Connection was working with Diablo Valley College (DVC) to give students a free ride on any County Connection bus.

Ms. Foletta explained that a bike/ped access study was currently being done by BART for the North Concord BART area.

Mr. Smith recommended studying each of the BART stations to identify improvements and once there was an identified study a grant could be applied wholesale or piecemeal.

Robert Sarmiento referred to access issues on the Pittsburg/Bay Point BART line.

Given recommendations to consider Monument Boulevard, Willow Pass Road, Concord Boulevard, and I-680/SR-4 areas for bike/ped improvements, Tim Tucker suggested narrowing down the options to two to three locations for east/west bike travel.

Mr. Todd advised that he would bring something back to the TAC for further discussion and recommendation.

- 4. Grant Funding Opportunities.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities.

Materials related to grant funding opportunities had been included in the TAC packets.

- 5. Committee Updates:**

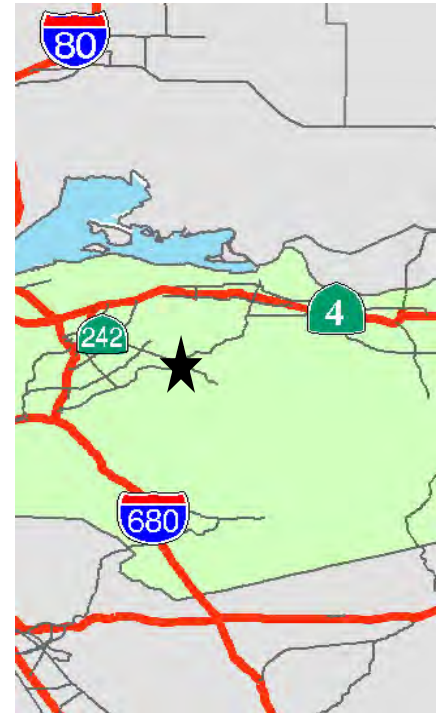
Mr. Todd advised that the Technical Coordinating Committee, the Countywide Bicycle & Pedestrian Advisory Committee, and the Paratransit Coordinating Council meetings had all been cancelled this month.

- 6. Future Agenda Items:**

No future agenda items were identified.

- 7. Adjournment**

The meeting adjourned at 10:31 A.M. to the next meeting scheduled for Thursday, September 28, 2017. There is no meeting in August.



# Clayton Major Streets Improvements

PROJECT # 24032

Project is proposing repairs at various locations along Clayton Road, Marsh Creek Road and Oakhurst Drive (Phase 1); and Pine Hollow Road (Phase 2). Clayton Road and Marsh Creek Road are two lanes per direction in the City of Clayton, and carry over 10,000 cars per day per direction.

## Did You Know?

The City of Clayton is the smallest city in Contra Costa with a population of 11,690 in 2014.



**Scope**

Project is proposing repairs at various locations along Clayton Road, Marsh Creek Road and Oakhurst Drive (Phase 1); and Pine Hollow Road between Atchinson Stage Road and the western City Limit (Phase 2). These may include base failure repairs, median curb replacements, overlays, possibly cold-in-place recycling and other treatments.

**Status**

- Phase 1 construction is complete.
- Construction for Phase 2 is planned for 2018-2019.

**Issues/Areas of Concern**

- None.

**Location**



**Schedule**

	<i>Phase 1</i>	<i>Phase 2</i>
Prel. Studies/Planning	—	—
Environmental Clearance	Complete	2017-2018
Design	Complete	2017-2018
Right of Way and Utilities	Complete	2018-2019
Construction	Complete	2018-2019
Landscaping	—	—

**Funding by Source (\$ 000s)**

	<i>Phase 1</i>	<i>Phase 2</i>
Measure J	\$849	\$375
Total	\$849	\$375



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TELEPHONE (925) 673-7300 FAX (925) 672-4917

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September 18, 2017

Ms. Stephanie Hu, Associate Transportation Engineer  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

**Subject: Clayton Major Streets Improvements (Measure J Project #24032) - Request for Additional Scope and Appropriation for Phase 2 design**

Dear Stephanie:

City of Clayton has successfully completed the construction of our Clayton Major Streets Improvements (Measure J Project #24032). The project has been constructed at a total cost of \$849,327.26. Funding Resolution 16-51-P had an initial balance of \$1,224,000.00 that has now been reduced to \$849,327.26 based on the completed construction costs.

At this time Clayton is requesting that the \$374,672.74 in savings from Resolution 16-51-P be redirected towards the design and construction of Phase 2 which consists of pavement rehabilitation on Pine Hollow Road between Atchinson Stage Road and the western city limit. The City's title for the Phase 2 Project is "CIP #10379 Pine Hollow Road – Upgrade".

The proposed budget for Phase 2 includes:

Design	\$28,500.00
Construction	\$271,000.00
Right –of-Way	\$57,672.74
CM/Inspection	\$17,500.00
Total:	\$374,672.74

The request to add Phase 2 to the project scope is being presented to TRANSPAC for concurrence at their September meeting.

The City also requests appropriation of \$28,500 for design of Phase 2, which can begin shortly after the appropriation is approved by the Authority Board. Construction of Phase 2 is scheduled for 2018.

9/18/17

Request for Additional Scope and Appropriation for Phase 2 design

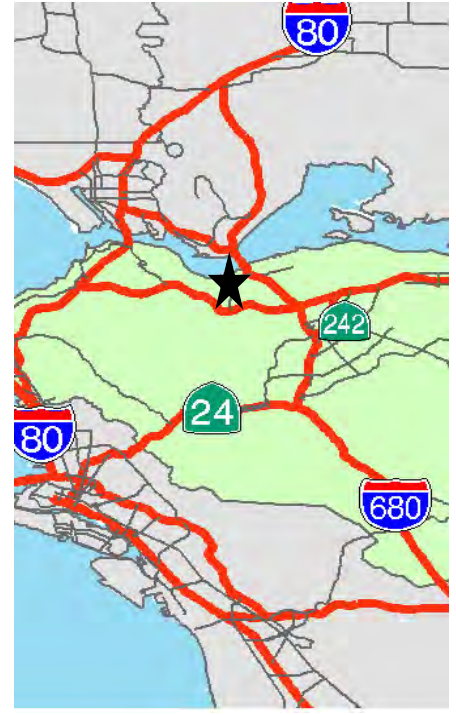
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Thank you for all of your assistance in facilitating the review and approvals of this request by the various CCTA committees and the Authority Board.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Alman". The signature is fluid and cursive, with a long horizontal stroke at the end.

Scott Alman  
City Engineer



# Alhambra Creek Bridge and Ferry Street Enhancements

PROJECT # 24031

The Martinez Intermodal Station, Phase 3 Parking Lot will have pedestrian and vehicular access from Ferry Street and pedestrian access by way of a bridge crossing the UPRR facilities. This bridge will provide secondary vehicular and pedestrian access to the Intermodal Station Parking Lot and to the Martinez Regional Shoreline Park. The Ferry Street roadway enhancements will improve access and traffic flow.

## Did You Know?

The Alhambra Creek Bridge will connect Berrellesa Street to the former Martinez cannery site that in the mid 1800's shipped out nearly 1,000,000 pound cans of fish per month during the salmon seasons. Their markets were Australia, Europe and the eastern states.



**Scope**

Construct a vehicle bridge over Alhambra Creek to provide a second connection to the Martinez Intermodal Station, Phase 3 parking lot, and the Martinez Regional Shoreline Park; and construct roadway enhancements to Ferry Street, from the Union Pacific Railroad right of way to the easterly boundary of the Martinez Intermodal Station, Phase 3 parking lot.

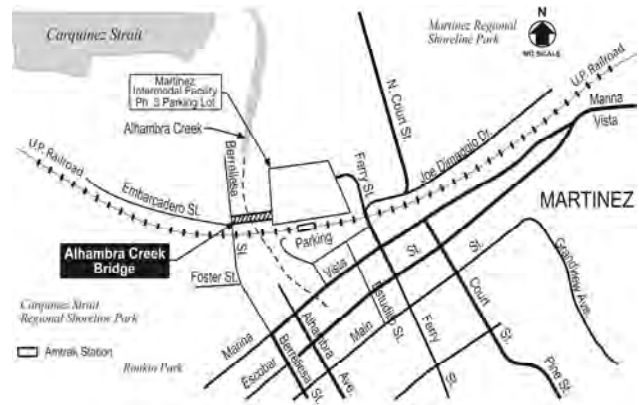
**Status**

- Construction of bridge work is scheduled to start in Spring 2016 and is scheduled to be completed in late 2016/early 2017.

**Issues/Areas of Concern**

- None.

**Location**



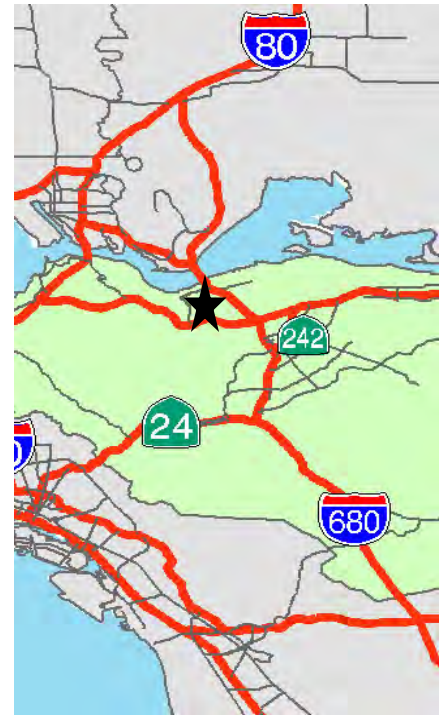
**Schedule**

	<i>Dates</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	Complete
Construction	2015-2017
Landscaping	—

**Funding by Source (\$ 000s)**

	<i>Amount</i>
Measure J	\$6,811
Total	\$6,811





# Pacheco Boulevard Improvements: Blum Road to Morello Avenue

PROJECT # 24003

Pacheco Boulevard is a north-south arterial running parallel to the I-680 freeway from Concord Avenue/Chilpancingo Parkway to the south and Marina Vista to the north. Widening of this segment of Pacheco Boulevard will improve the road capacity to serve local trips between downtown Martinez and the commercial areas along Contra Costa Boulevard. These improvements will also provide an alternate route to I-680 during closures of the freeway due to incident management or public emergencies.

## Did You Know?

Pacheco Boulevard is the only remaining north-south arterial between Concord and Martinez. It acts as a frontage road for this section of the I-680 freeway.



**Scope**

Widen Pacheco Boulevard from Blum Road to Morello Avenue, construct a railroad overcrossing, and allow for bicycle lanes, sidewalks, a median, two-way center turn lanes, and landscaping, where appropriate. The project may be completed in phases to match the funding as follows.

*Phase 1 (County)*

Blum Road to South Martinez city limits: Widen to two through lanes in each direction and a two-way left-turn lane.

*Phase 2 (City)*

South Martinez city limits to North Martinez city limits: Widen to two through lanes in each direction.

*Phase 3 (County)*

Realign the roadway in the vicinity of the Burlington Northern Santa Fe Railroad tracks, including the new overcrossing.

*Phase 4 (County)*

North Martinez city limits to Arthur Road: Widen to two through lanes in each direction and a two-way left-turn lane.

**Status**

- The project is in the preliminary studies/planning phase. An alignment study is underway and is expected to be completed in June 2016.
- Measure C funds were used to environmentally clear a portion of the project near the railroad overcrossing and acquire part of the right of way.

**Issues/Areas of Concern**

- A significant funding shortfall exists to complete entire project.
- Coordination with the State is required to replace the railroad overcrossing.

**Location**



**Schedule**

	<i>Dates</i>
Preliminary Studies/Planning	2015-2016
Environmental Clearance	2016-2017
Design	2016-2018
Right of Way and Utilities	2017-2018
Construction	2018-2019
Landscaping	—

**Funding by Source (\$ 000s)**

	<i>Amount</i>
Measure J	\$9,835
Martinez Area of Benefit	1,200
Measure C	3,200
Tosco/Solano Fund	5,200
TBD (shortfall)	19,700
<b>Total</b>	<b>\$39,135</b>



## City of Martinez

525 Henrietta Street, Martinez, CA 94553-2394

September 19, 2017

Hisham Noeimi, P.E.  
Engineering Manager  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Subject: Request for Measure J Strategic Plan Amendment

Dear Mr. Noeimi:

The City of Martinez is requesting the programming of \$ 3,629,184 from Pacheco Boulevard Realignment and Widening (Project No. 24003) to Alhambra Creek Bridge and Ferry Street Improvements (Project No. 24031).

In 2016, an expected surplus in the amount of \$ 3,629,184 from the Alhambra Creek Bridge and Ferry Street Improvements Project was transferred to the Pacheco Boulevard Realignment and Widening Project. In July of this year, the City received bids to complete the construction of the final phase of the Alhambra Creek Bridge and Ferry Street Improvements Project. The lowest bid was \$2,816,902 over the Engineer's Estimate. The City desires to award this work to the low bidder. This request would allow the Alhambra Creek Bridge and Ferry Street Improvements Project No. 24031 to be completed. Once completed, surplus funds (expected to be approximately \$800,000) would be returned to the Pacheco Boulevard Project.

Sincerely,

Tim Tucker, P.E.  
City Engineer



Contra Costa County  
Public Works  
Department

Brian M. Balbas, Interim Director  
Deputy Directors  
Mike Carlson  
Stephen Kowalewski  
Carrie Ricci  
Joe Yee

September 19, 2017

Hisham Noeimi  
Engineering Manager  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

RE: Transfer of Measure J Funds  
Pacheco Boulevard Realignment  
and Widening Project, (Measure  
J Project No. 24003)

Dear Hisham:

The Contra Costa County Public Works Department supports the City of Martinez request to reprogram \$3,629,184 in Measure J funds from the Pacheco Blvd Realignment and Widening Project (Project No. 24003), to the Alhambra Creek Bridge and Ferry Street Improvements (Project No. 24031).

As stated in the City of Martinez request, any surplus funds from the Alhambra Creek Bridge and Ferry Street Improvements project would be reprogrammed back to the Pacheco Boulevard Realignment and Widening project. We would support this action should surplus funds be available.

Should you have any questions, please contact me at (925) 313-2276.

Sincerely,

Jerry Fahy  
Division Manager  
Transportation Engineering

JF:dw  
G:\transeng\2017\September\Transfer of Measure J Funds-CCTA.doc

c: S. Kowalewski, Deputy  
N. Wein, TE  
Tim Tucker, City of Martinez  
Matt Todd, TRANSPAC

## Administration and Projects Committee **STAFF REPORT**

**Meeting Date:** October 5, 2017

Subject	Innovate 680 Update
<b>Summary of Issues</b>	<i>Innovate 680</i> is a program of projects that promotes an integrated approach to redefining mobility and addressing the increasing mobility challenges in the I-680 corridor through seven key strategies that range from completing the HOV lanes to deploying a suite of technologies to improve traffic flow. Staff will provide an update on progress to date and next steps to advance <i>Innovate 680</i> .
<b>Recommendations</b>	None – Information only
<b>Financial Implications</b>	Amendment No. 3 to the 2016 Measure J <i>Strategic Plan</i> proposes to program \$40 million to <i>Innovate 680</i> .
<b>Options</b>	N/A
<b>Attachments</b>	<b>A.</b> Project Fact Sheet
<b>Changes from Committee</b>	

### Background

***Innovate 680*** is an integrated approach to redefining mobility and addressing the increasing mobility challenges in the I-680 corridor through seven key strategies:

1. Cooling Corridor “Hot Spots”
2. Completing HOV/Express Lanes
3. Increasing Efficiency of Bus Service
4. Implementing Innovative Operational Strategies
5. Providing First Mile/Last Mile Connections
6. Preparing the Corridor for the Future
7. Enhancing Travel Demand Management Strategies

Over the past two years, CCTA along with MTC and various stakeholders, completed several studies along the I-680 corridor that helped culminate in *Innovate 680*. In December 2015, the I-680 Transit Investment/Congestion Relief Options Study was completed by DKS. It recommended enhanced bus service in the corridor by utilizing the shoulder for buses during congestion hours, adding 1,100 parking spaces along the corridor at locations to be determined, increased shuttle service between Park and Ride lots and BART stations, increased school bus service, and the purchase of additional transit vehicles for the increased service, for a total capital cost of \$54 million and operation cost of \$18 million per year. Following the study, MTC and CCTA jointly funded a study to assess the feasibility of Express Bus Operations on Shoulders (BOS). The study, completed by HDR, looked at shoulder width, depth, and obstacles in the shoulder between Ygnacio Valley Road and Alcosta Blvd in both directions. The study concluded BOS operations are feasible with minor improvements to the shoulder (mainly to reinforce drainage inlets) with cost around \$7 million (in 2016 dollars). It estimated travel time savings to buses along NB I-680 in the PM peak period to exceed 13 minutes (or 47% reduction).

In June 2016, a Design Alternative Assessment (DAA) study was completed by HDR to determine ways to reduce or eliminate the HOV lane gap along I-680 in the vicinity of SR-24 interchange. Nine alternatives were analyzed with three alternatives recommended for further study including adding a Collector-Distributor (C-D) road system to eliminate weaving between the Lawrence Way on-ramp and Treat Blvd off-ramp, and auxiliary lanes between Livorna Road and Rudgear Road. All alternatives assumed adaptive ramp metering in the corridor. Cost estimates (in 2016 dollars) for the three recommended alternatives ranged from \$179 million to \$355 million.

Following the DAA study, an assessment of adaptive ramp metering in the corridor was completed by HDR in May 2017. The study estimated total cost of approximately \$34 million (in 2016 dollars) to install adaptive ramp metering in the corridor (cost to widen on-ramps not included). Should the implementation be phased, the study prioritized implementation of adaptive ramp metering based on congestion levels with the first priority along I-680 NB segment between Bollinger Canyon Road and Treat Blvd (total cost \$12 million), second priority along I-680 SB segment between SR242 and Stone Valley Road (total cost \$4.7 million), with the rest of the corridor as third priority. In addition, a concept exploration document was completed for potential other technologies to be utilized in the corridor.

Lastly, CCTA, MTC and Caltrans jointly submitted \$12 million federal grant application on June 12, 2017 to implement the "Advanced Technology" package (Strategies 4 – 7), which includes implementation of adaptive ramp metering along NB I-680 between Bollinger Canyon Road and Treat Blvd, innovative operational strategies, and Dedicated Short Range Communication (DSRC) links to prepare corridor for Connected Vehicles/Autonomous Vehicles (CV/AV),

enhanced 511 mobile application, and funding for SAV pilot program. Announcement of the project awards are not yet out.

With the approval of Amendment No. 3 to the 2016 Measure J *Strategic Plan*, approximately \$40 million in Measure J will be available for appropriation to begin project development on various components of *Innovate 680*. It will also position *Innovate 680* to compete well for upcoming funding opportunities such as SB1 Congested Corridors category, federal INFRA funds, Regional Measure 3 funds, among others.



# Innovate 680

## PROJECT # 8009

*Innovate 680* aims at providing travelers with efficient, modern, and sustainable transportation system along the I-680 Corridor. With AM traffic volumes increasing 68% between 2000 and 2012, *Innovate 680* provides for the corridor of the future with data driven technology to efficiently manage congestion. The program promotes an integrated approach to redefining mobility and addressing the increasing mobility challenges in the corridor through seven key strategies:

- No. 1: Completing HOV/Express Lanes
- No. 2: Cooling Corridor “Hot Spots”
- No. 3: Increasing Efficiency of Bus Service
- No. 4: Enhancing Travel Demand Management Strategies
- No. 5: Providing First Mile/Last Mile Connections
- No. 6: Implementing Innovative Operational Strategies
- No. 7: Preparing the Corridor for the Future

## Did You Know?

In Contra Costa, I-680 spans approximately 25 miles, connects to three major freeways (SR 24, SR 242 and SR 4), has 55 on-ramps, and serves the largest business park in Contra Costa which employs more than 30,000 people and has over 9 million square feet of office space.



**Scope**

Implement the following strategies:

**Strategy No. 1: Complete HOV/Express Lanes**

Eliminate the gap in existing carpool lanes in the NB direction and convert to an express lane to increase efficiency.

**Strategy No. 2: Cool Corridor “Hot Spots”**

Improve congestion “hot spots” caused by high-volume weaving areas around N. Main St., Lawrence Way, Treat Blvd, and other locations south of SR 24 (Livorna and Olympic). This strategy will be completed with Strategy 1 since they are interdependent.

**Strategy No. 3: Increase Efficiency of Bus Service**

Increase bus service efficiency by improving express bus service, implementing *bus operations on shoulder (BOS)*, and increasing technology-based intermodal transit centers/managed park and ride lots.

**Strategy No. 4: Enhance TDM Strategies**

Provide enhanced 511 mobile app providing options to make informed decisions about mode choice, travel time, and cost per trip.

**Strategy No. 5: Provide First Mile/Last Mile Connections**

Implement Shared Autonomous Vehicles (SAVs) to improve transit connectivity and to shift travelers from Single Occupant Vehicles (SOVs).

**Strategy No. 6: Innovative Operational Strategies**

Deploy a suite of technology-based solutions to maximize the efficiency of the roadway system integrating adaptive ramp metering, integrated corridor management, incident management, and decision support systems.

**Strategy No. 7: Prepare Corridor for the Future**

Prepare corridor to accommodate the evolution of CV applications and AV technologies for improved traffic flow by building new and upgraded vehicle-to-infrastructure and vehicle-to-vehicle communications.

**Location**



**Schedule**

	NB HOV Strategy 1-2	BOS Strategy 3a	Technology Strategy 4-7	Bus Service Strategy 3b
Planning	2017-2018	2017-2018	2017-2018	2017-2018
Environ. Clearance	2018-2020	2018-2020	2018-2020	2018-2020
Design	2019-2021	2019-2020	2019-2020	2019-2020
Right of Way/Utilities	2021-2022	2020-2021	2020-2021	2020-2021
Construction	2023-2024	2021-2022	2021-2022	2021-2022
Post Construction	N/A	N/A	N/A	N/A

**Estimated Cost by Phase (\$ 000s)**

2016 dollars

	NB HOV Strategy 1-2	BOS Strategy 3a	Technology Strategy 4-7	Bus Service** Strategy 3b
Project Management	\$2,600	\$100	\$500	\$400
Planning	460	300	300	600
Environ. Clearance	10,200	350	2,100	1,000
Design	14,000	600	3,600	1,500
Right of Way/Utilities	5,000	—	—	10,100
Construction Mgmt.	19,100	740	4,500	2,500
Construction	127,500*	4,960	30,000	37,900
<b>Total</b>	<b>\$178,860+</b>	<b>\$7,050</b>	<b>\$41,000+</b>	<b>\$54,000</b>

\*lowest cost alternative shown (range: \$127.5 - \$258 million)  
 \*\* operations costs estimated at \$18 million/year not included

**Funding by Source (\$ 000s)**

	NB HOV Strategy 1-2	BOS Strategy 3a	Technology Strategy 4-7	Bus Service Strategy 3b
Measure J	\$28,500	\$3,500	\$8,000	—
STMP (TVTD)	1,000	—	—	—
Federal (ATCMTD)	—	—	12,000	—
MTC (CMAQ)	20,000	3,500	8,000	—
Private	—	—	11,000	—
Measure J (TLC)	—	—	—	\$1,500
TBD (shortfall)	129,360+	—	2,000+	52,500
<b>Total</b>	<b>\$178,860+</b>	<b>\$7,050</b>	<b>\$41,000+</b>	<b>\$54,000</b>

The above seven strategies are proposed to be implemented through the following **project packages**:

- #1 Northbound I-680 HOV Gap Closure/Express Lanes and Cooling Hot Spots (Strategies 1 and 2)
- #2 Express Bus Operations on Shoulder (BOS) – Strategy 3a
- #3 Enhanced Bus Service – Strategy 3b
- #4 Advanced Technologies - Strategies 4-7

**Status**

**#1 Northbound I-680 HOV Gap Closure/Express Lanes – Strategies 1 and 2**

Design Alternative Assessment (DAA) was completed on June 15, 2016 to study reducing or eliminating the HOV lane gap along I-680 in the vicinity of SR-24 interchange. Nine alternatives were analyzed with three alternatives recommended for further study including adding a Collector-Distributor (C-D) road system to eliminate weaving between Lawrence Way on-ramp and Treat Blvd off-ramp, and auxiliary lanes between Livorna Road and Rudgear Road. Cost estimates (in 2016 dollars) for the three alternatives ranged from \$179 million to \$355 million.

**#2 Express Bus Operations on Shoulder (BOS) – Strategy 3a**

An assessment of feasibility and cost was completed in May 2017 for the segment on I-680 between Ygnacio Valley Road and Alcosta Blvd in both directions. Study concluded BOS operations are feasible with minor improvements to the shoulder (mainly to reinforce drainage inlets) with cost around \$7 million (in 2016 dollars). Travel time savings to buses along NB I-680 in the PM Peak Period were estimated to exceed 13 minutes (or 47% reduction).

**#3 Enhanced Bus Service – Strategy 3b**

The I-680 Transit Investment/Congestion Relief Options Study was completed in December 2015. In addition to BOS, the Study recommended adding 1100 parking spaces along the corridor, increased shuttle service between Park and Ride lots and BART stations, increased school bus service, and additional buses.

**#4 Advanced Technologies – Strategies 4-7**

An assessment of adaptive ramp metering in the corridor was completed in May 2017. Study estimates total cost around \$34 million (in 2016 dollars). Based on congestion levels, the study prioritized implementation of adaptive ramp metering along 1) I-680 NB segment between Bollinger Canyon Road and Treat Blvd (total cost \$12 million) 2) I-680 SB segment between SR242 and Stone Valley Road (total cost \$4.7 million). In addition, a Concept of Exploration document was completed.

Furthermore, CCTA, MTC and Caltrans jointly submitted \$12 million federal grant application on June 12, 2017 to implement the “Advanced Technology” package (Strategies 4 – 7), which includes implementation of adaptive ramp metering along NB I-680 between Bollinger Canyon Road and Treat Blvd, innovative operational strategies (ICM, TMC, and DSS), DSRC to prepare corridor for CV/AV, enhanced 511 mobile application, and funding for SAV pilot program. Announcement expected Fall 2017.

**Issues/Areas of Concern**

- Significant funding is needed for all projects.
- BOS may require special legislation and will need CHP approval
- An amendment is needed to program *Innovate 680* in the 2016 Strategic Plan. Cooperative agreements with Caltrans are needed to begin development of the project initiation documents (PIDs) for the various packages.

October 4, 2017

TO: TRANSPAC Board

FR: Matt Todd, Managing Director

**RE: TRANSPAC Managing Director Contract Amendment**

Gray Bowen Scott (GBS) was selected through a procurement / interview process as the first consultant based Managing Director for the TRANSPAC under the recently approved JPA administrative structure and the first contracted staff to fill this position since the departure of the previous Managing Director in 2014 under the prior TRANSPAC administrative structure.

The TRANSPAC Board approved the first Managing Director Contract under the TRANSPAC JPA administrative structure to start work in November 2016 with a budget of \$125,000. The \$125,000 was based on an initial assumption of an annual cost for the Managing Director position (the 2016/17 TRANSPAC budget for the position was \$127,112). A contract amendment is required to fund the Managing Director position through June 30, 2018 (an overall 20 month period from November 2016 to June 2018).

#### **Recommendation**

The TRANSPAC Board is requested to approve a contract amendment to augment the budget of the Managing Director Contract by \$113,259, bringing the contract total to \$238,259 for the 20 month contract period. The augmentation to the contract budget will also require an augmentation to the FY 2017/2018 budget for the Managing Director position line item by \$10,000, increasing the amount from \$125,000 to \$135,000 that will be accommodated within existing revenue.

#### **Background**

In reviewing the work completed through FY 2016/2017 (ending June 30, 2017) and into FY 2017/18, TRANSPAC is requested to consider the proposed amendment to augment the budget of the Managing Director contract for services to be provided through June 30, 2018.

Work completed to date as well as the work projected through end of the current fiscal year is summarized below. In reviewing the TRANSPAC work completed in the November 2016 to June 2017 period, there were tasks required to be addressed related to organization and operating of TRANSPAC's new JPA administrative structure as well as initial tasks performed as new staff taking on Managing Director position. In addition, there were also tasks associated with regular business of TRANSPAC including the items to develop and support transportation plans, projects and programs for the Central County Areas.

Under the Board's guidance and direction, the following initial and one time tasks / issues included in the scope of work and completed:

- Establish first time contract for Clerk of Board position
- Review and clarify TRANSPAC voting protocol
- Set up and protocols to utilize web based file sharing system (with Clerk of the Board)
- Initiate and maintain process for Invoice and Financial Tracking and Reporting
- Review TRANSPAC financial accounts (and identify carryover fund balance)
- Create budget and work plan
- Change office location and transfer of files (electronic, and paper files stored at the 511 Program offices)

- Review and clarify TRANSPAC legal counsel representation

Tasks associated with regular business of TRANSPAC included:

- CCTA Coordinated Call For Projects (CFP) – A new programming approach that combined federal and Measure J fund sources into one. This task included an extra meeting of the TRANSPAC TAC in January, and multiple iterations of the proposed programming to ensure the best use of the TRANSPAC directed Measure J TLC and Federal SRTS portion of the programming with the competitive fund sources included in the effort. The final program recommendation was approved after the results of the competitive Measure J Pedestrian / Bicycle / Trail funds and OBAG funds and included revisions / exchanges to maximize the funds available including the addition of projects for Martinez and Clayton with funds made available due to other agencies in the TRANSPAC region securing competitive funding.
- Identify and approve TRANSPAC funding for the Pacheco Transit Hub Park and Ride Facility operations and maintenance funding for FY 2016/2017 (not initially included in the budget)
- Approve the programming of Measure J 19a funding (5 year programming cycle) for CCCTA operations as well as a long term component of the Pacheco Transit Hub Park and Ride Facility operations and maintenance funding
- Approval of funding plan, and the associated Measure J funding (off cycle) for the Monument Boulevard Shuttle Project. The regularly scheduled call for projects is in FY 2017/18 work plan.
- Approval of the TRANSPAC Regional Action Plan, including review and confirmation of the final program from prior revisions approved by TRANSPAC in the period of late 2014 and early 2015, as well as new revisions required since the last review. The action plan has been included as a component of the approved Countywide Transportation Plan approved by the CCTA.
- Review and discussion regarding the bike locker facilities at the Concord BART Station

With this being the initial term of the contract, the level of effort to complete the above tasks in FY 2016/2017 also included an incremental amount of time to identify history of certain items and to review and evaluate formats/templates and modifications to those as we move forward.

Reviewing the Managing Director tasks performed through June 30, 2017, the actual average hours per month utilized were about 10-15% higher than the initial assumptions of the resources anticipated to be used in this initial period (average of about 55 hours per month rather than an initial estimate of 48 hours per month). Of the initial contract value of \$125,000, \$103,259 was expended through June 30, 2017 (leaving an unexpended contract value of \$21,741). The TRANSPAC contract work is tracked by task type including meetings, analysis and preparation of meeting materials, and administrative tasks, with additional information on this breakdown available upon request.

In reviewing the work identified for the remainder of FY 2017/2018, it is forecast to average about 50 hours per month effort, with the reduction from the initial actual effort due to less initial and one time tasks requirements that were performed in the time period through June 30, 2017. Unexpended contract value carried into FY 2017/2018 is \$21,741. Based on the analysis of the past actuals and projections for the remainder of this fiscal year, this level of effort requires a contract amendment of \$113,259, for a total 2017/2018 level of effort of \$135,000 (\$21,741 + \$113,259). The overall contract value would be \$238,259 for the 20 month period (November 2016 to June 2018).

The augmentation to the contract budget will also require an augmentation to the FY 2017/2018 budget line item for the Managing Director position by \$10,000, increasing the amount from \$125,000 to

\$135,000. Based on the FY 2016/2017 year end actual account balances (see TRANSPAC Financial Reports agenda item with information for the 4<sup>th</sup> quarter of FY 2016/2017), with all 2016/2017 expenses accrued and accounted for, a balance of \$243,777 will be carried over from FY 2016/2017 (includes the previously projected \$220,000 carryover balance plus an additional \$23,777). Options to consider for a budget revision include the use of the previously identified budget contingency (\$8,956) as well as the newly identified rollover funding (\$23,777 that is not included in the FY 2017/2018 budget assumptions).

### **Next Steps**

With an amended contract that provides funds for the Managing Director through June 30, 2018, future contract amendments are proposed to be aligned with the TRANSPAC budget period. The contract for Secretary / Clerk of the Board position (approved in March 2017) has already been structured to align with the end of FY 2017/2018. The review of the Managing Director and Secretary / Clerk of the Board contracts for 2018/2019 will be initiated in early 2018, to line up with the TRANSPAC budget process which starts in April 2018. As part of the review process, GBS will further review the work to date in the future as we begin to review the TRANSPAC Managing Director work plan for the FY 2018/2019 budget.

### Attachments

- FY 2017/2018 TRANSPAC Budget
- FY 2017/2018 TRANSPAC Work Plan
- TRANSPAC Managing Director Contract and Budget Status and Timeline

**TRANSPAC Managing Director Contract and Budget Status and Timeline**

FY 2016/2017												FY 2017/2018											
July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June
Budget - Part time consultant contract												Budget - Managing Director											
\$ 127,112												\$ 125,000											
Initial Contract																							
\$ 125,000																							
Expenses in 2016/17												Unexpended Contract Value											
\$ 103,259												\$ 21,741											
Proposed Contract Amendment																							
Contract Expenses in 2016/17												Unexpended Contract Value						Proposed Contract Amendment					
												\$ 21,741						\$ 113,259					
\$ 103,259												\$ 135,000											
\$ 238,259 (20 month period)																							

**NOTES**

- Managing Director budget and contract period will align starting in FY 2018/19

4-Oct-17

**TRANSPAC 2017-2018 BUDGET**

EXPENDITURES						
				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 - expenses would be incurred on a time and material basis						\$ 5,000
Web Site - Maintain / Enhance						\$ 5,000
Audit Services						\$ 8,000
City of Martinez - Pacheco Transit Hub / Park & Ride Lot Maintenance						\$ 10,000
Operating Expenses				\$ 2,250		
<b>Subtotal</b>				<b>\$ 197,362</b>		<b>\$ 218,000</b>
Pleasant Hill City/Fiscal Administration				\$ 2,856		\$ 3,000
<b>Subtotal</b>				<b>\$ 2,856</b>		<b>\$ 3,000</b>
<b>Costs subtotal</b>				<b>\$ 200,218</b>		<b>\$ 221,000</b>
Contingency				\$ 4,004		\$ 8,956
Project Reserve - This line represents estimated carryover balance, to fund a plan/study to support future project development, funded with carryover balance funds.						\$ 220,000
<b>Total</b>				<b>\$ 204,222</b>		<b>\$ 449,956</b>
REVENUES						
				2016-2017		2017-2018
2017/2018 Member Agency Contributions				\$ 204,222		\$ 229,956
Carryover Balance						\$ 220,000
<b>Total</b>				<b>\$ 204,222</b>		<b>\$ 449,956</b>

**TRANSPAC 2017-2018 BUDGET**

**TRANSPAC MEMBER AGENCY CONTRIBUTION ALLOCATION FORMULA METHODOLOGY**

<b>PART A</b>	Each jurisdiction contributes 50% of the TRANSPAC Member Agency Contributions based on an equal (1/6) share of the annual budget amount.	\$ 114,978
<b>PART B</b>	The remaining 50% share of the TRANSPAC Member Agency Contributions is calculated on the most recent percentage of Measure J "return to source" funds received by each jurisdiction.	\$ 114,978

**PART A ALLOCATION FORMULA FOR 2017-2018 MEMBER AGENCY CONTRIBUTION REVENUE BUDGET**

JURISDICTION	50% SHARE OF ANNUAL MEMBER AGENCY CONTRIBUTION 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
<b>TOTAL</b>			<b>\$ 114,978</b>



**TRANSPAC 2017-2018 BUDGET**

**ALLOCATION FORMULA FOR 2017-2018 MEMBER AGENCY CONTRIBUTION REVENUE BUDGET**

<b>PART B</b>	<b>MEASURE J RTS \$s</b>	<b>MEASURE J RTS % =</b>	<b>\$ FROM RTS</b>			<b>Total for Jurisdiction</b>	<b>Total Budget</b>
	<b>Allocation</b>	<b>R</b>	<b>PART B</b>		<b>PART A</b>		
<b>JURISDICTION</b>							
<b>CLAYTON</b>	\$ 250,627	5.62%	\$ 6,465		\$ 19,163	\$ 25,628	
<b>CONCORD</b>	\$ 1,555,798	34.91%	\$ 40,134		\$ 19,163	\$ 59,297	
<b>MARTINEZ</b>	\$ 546,650	12.26%	\$ 14,102		\$ 19,163	\$ 33,265	
<b>PLEASANT HILL</b>	\$ 559,668	12.56%	\$ 14,437		\$ 19,163	\$ 33,600	
<b>WALNUT CREEK</b>	\$ 922,886	20.71%	\$ 23,807		\$ 19,163	\$ 42,970	
<b>CONTRA COSTA COUNTY ^</b>	\$ 621,534	13.94%	\$ 16,033		\$ 19,163	\$ 35,196	
<b>TOTAL</b>	\$ 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							

# TRANSPAC

## 2017 / 2018 WORK PLAN

July, 2017

- Approve Draft Action Plan for inclusion in CCTA CTP
- Initiate procurement process for a TRANSPAC Auditor (if required)
- Appoint an Audit Committee

August

- No Meeting

September

- Approve selection of TRANSPAC Auditor (if required)
- 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 Measure J Line 20a Program (18/19-19/20)
- Receive Quarterly Financial Report

June

- Approve 2018 / 2019 Budget

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
  - Identify Plan/Study and implementation strategy (using funds from TRANSPAC carryover funds)
  - 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 Bylaws
  - Administrative Procedures
    - Procurement of Services
    - Invoice Approval

REPORT.: 09/22/17  
RUN....: 09/22/17  
Run By.: ROSS

CITY OF PLEASANT HILL  
Balance Sheet Report  
ALL FUND(S)

PAGE: 001  
ID #: GLBS  
CTL.: PLE

Ending Calendar Date.: June 30, 2017      Fiscal (12-17)

Assets

			Acct ID
TRANSPAC CASH BAL.ADJ.	363.09	85	1010 9999
TRANSPAC INVESTMENT IN LAIF	315,042.08	85	1060
TRANSPAC INTEREST REC'BLE AT YEAR END	725.50	85	1250
	-----		
Total of Assets ---->	316,130.67		316,130.67 =====

Liabilities

			Acct ID
TRANSPAC WORKING PAYABLES	5,937.45	85	2000
TRANSPAC MISC PAYABLES	66,415.57	85	2350
	-----		
Total of Liabilities ---->	72,353.02		

FUND Balances

			Acct ID
TRANSPAC RESTRICTED FUND BALANCE	233,286.98	85	2812
CURRENT EARNINGS	10,490.67		
	-----		
Total of FUND Balances ---->	243,777.65		316,130.67 =====

REPORT.: 09/22/17  
RUN...: 09/22/17  
Run By.: ROSS

CITY OF PLEASANT HILL  
Balance Sheet Report  
FUND 85 - TRANSPAC

PAGE: 002  
ID #: GLBS  
CTL.: PLE

Ending Calendar Date.: June 30, 2017 Fiscal (12-17)

-----

Assets

-----

1010	9999	CASH BAL.ADJ.	363.09	
1060		INVESTMENT IN LAIF	315,042.08	
1250		INTEREST REC'BLE AT YEAR END	725.50	
			-----	
		Total of Assets ----->	316,130.67	316,130.67
				=====

Liabilities

-----

2000		WORKING PAYABLES	5,937.45	
2350		MISC PAYABLES	66,415.57	
			-----	
		Total of Liabilities ----->	72,353.02	

FUND Balances

-----

2812		RESTRICTED FUND BALANCE	233,286.98	
		CURRENT EARNINGS	10,490.67	
			-----	
		Total of FUND Balances ----->	243,777.65	316,130.67
				=====

# City of Pleasant Hill

## FY2016/17 Income Statement Summary by Quarter for 1st, 2nd, 3rd and 4th Quarter

Accounting Structure:

Fund	Department or Revenue Code	Expense Code
XX	XXXX	XXXX

Note: Revenue accounts are not associated with departments and do not utilize a third field

**FUND:85** Name :TRANSPAC

Revenue	Description	Revenue Description	Activity in 1st Quarter	Activity in 2nd Quarter	Activity in 3rd Quarter	Activity in 4th Quarter	YTD thru June 30, 2017
DEPT Id	OBJ Id						
3510		INTEREST REV	666.68	-	747.67	1,390.07	\$ 2,804.42
4570		CONTRIB FROM OTHER AGENIES	204,222.00	-	-	-	\$ 204,222.00
<b>Total Revenue -----&gt;</b>							<b>\$ 207,026.42</b>

Expense	Description	Expense Description	Activity in 1st Quarter	Activity in 2nd Quarter	Activity in 3rd Quarter	Activity in 4th Quarter	YTD thru June 30, 2017
DEPT Id	OBJ Id						
7085	0100	SALS-PERMANENT	12,770.42	8,884.86	23,182.66	26,171.40	\$ 71,009.34
7085	1198	CONSULTANT/OTHR	8,902.48	1,149.65	1,288.00	4,373.07	\$ 15,713.20
7085	1300	CONTRACTUAL SVC	185.60	-	29,207.80	74,712.50	\$ 104,105.90
7085	2400	POSTAGE	-	(4.69)			\$ (4.69)
7085	4200	SUPLS/OPERATING	-	-			\$ -
7085	6800	ADMIN OVERHEAD	-	-	5,712.00		\$ 5,712.00
7085	6905	CONTINGENCIES	-	-			\$ -
<b>Total Expense -----&gt;</b>							<b>\$ 196,535.75</b>
Net Rev/(Exp)							<b>\$ 10,490.67</b>

# Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

## MEMORANDUM

TO: Linsey Willis  
 FROM: Mark Watts  
 DATE: September 15, 2017  
 SUBJECT: October APC Report

### Cap and Trade

In July, the Governor approved the two-bill package related to the extension of cap and trade:

*AB 398 (E. Garcia)* – Extended the state’s Cap and Trade program until December 30, 2030, a key objective of Governor Brown’s, as cap and trade regulations promulgated under AB 32 were only authorized through December 31, 2020.

*AB 617 (C. Garcia)* – Requires CARB to establish a uniform, statewide monitoring and reporting system for air pollutants.

With the approval of the extension of the Cap and Trade program, the focus of the Legislature has been on the development of Greenhouse Gas Reduction Fund (GGRF) expenditure plan. The Senate Pro Tem offered a \$1.5 billion plan and the Governor eventually proposed a \$1 billion plan. After deliberation by the Governor, Speaker and the Pro Tem, a final package emerged which appropriates \$1.5 billion, consisting of \$824 “carryover” funds from 2016-17 budget combined with the 40% portion from the most recent cap and trade auction.

The two key expenditure plan bills approved today, that represent the 2107 expenditure plan includes AB 109 and AB 134 (an appendix presents the overview of the plan).

An important note is that 60% of the auction was directly allocated to existing programs (\$900 million to High Speed Rail, transit, affordable housing, etc.)

Looking forward, it is anticipated that a new overall expenditure plan structure will be negotiated to reconsider all programs under cap and trade beyond 2020. This would be dealt with in 2018 legislation.

### Regional Measure 3 - SB 595 (Beall)

Legislation to establish Regional Measure 3 (RM 3) was approved by this week by both houses and is pending approval of the governor.

The bill requires the nine Bay Area counties to conduct a special election to increase the toll rate up to \$3 charged on state-owned bridges within the region to be used to meet the funding obligations associated with a specific listing of programs and projects. The current allocations in the initial expenditure plan are not equitable to what Contra Costa toll payers will be contributing to BATA and the following principles were adopted by the board:

- a nexus to bridges;
- equity in terms of toll contributions;
- access to bridge approaches; and
- allow CCTA to choose priority projects

Intense discussions with author office and neighboring county transportation agencies have been conducted in the past month.

Following a month of intense Bay Area wide negotiations among legislators and the author, the bill was approved this week.

### **Autonomous Vehicles**

The Livermore-Amador Valley Transit Authority (LAVTA) has worked with Assemblymember Baker to carry 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.

The bill passed the Senate Floor and received Assembly concurrence before moving on to the Governor.

### **AB 1069 (Low) Taxicab Oversight**

The bill originally allowed taxis to be regulated by specified county transportation agencies in the 10 largest counties in the state, and established specific consumer protections and regulatory flexibilities. CCTA, CALCOG and other transportation agencies strongly opposed the measure.

In early September, the bill was greatly amended to require every city or county in which a taxicab company is substantially located to protect the public health, safety, and welfare by adopting an ordinance or resolution in regard to taxicab transportation service rendered in vehicles designed for carrying not more than eight persons, excluding the driver, which are operated within the jurisdiction of the city or county.

The measure was approved by the Senate this past week and received Assembly Concurrence in the Senate language; it is now on to the Governor for his approval.



**2017-18 Cap and Trade Spending Plan**  
**40% Discretionary Portion**  
(millions of dollars)

<b>Investment Category</b>	<b>Program</b>	<b>Amount</b>
Air Quality (diesel reduction, low carbon transportation)	Carl Moyer Program, AQIP	\$250
	Agricultural Diesel Engine Replacement & Upgrades	85
	Clean Vehicle Rebate Project	140
	Freight Hubs/Ports: Zero Emission Freight Equipment Pilot	140
	Commercial Deployment Projects	180
	Clean Buses and Trucks	100
	Enhanced Fleet Modernization Program, School Buses & Transportation Equity Projects	100
	<i>Subtotal, Air Quality</i>	<i>(\$895)</i>
Air Quality Related, Local Action	AB 617 State and Local Implementation Costs	\$12
	Technical Assistance to Community Groups	5
	Transformative Climate Communities	10
	<i>Subtotal, Air Quality-Related and Local</i>	<i>(\$27)</i>
Sustainable Agriculture	Methane Reduction	\$99
	Energy Efficiency	60
	Renewable Energy	6
	<i>Subtotal, Sustainable Agriculture</i>	<i>(\$165)</i>
Sustainable Forests	Fire Prevention and Healthy Forests	\$200
	Local Fire Response/Emergency Fire Protection	25
	<i>Subtotal, Sustainable Forests</i>	<i>(\$225)</i>
Short-Lived Climate Pollutants, Carbon Sequestration, Greening	Recycling Infrastructure	\$40
	Urban Forestry	20
	Urban Greening	26
	Wetlands Restoration	15
	<i>Subtotal, Short-Lived Pollutants, Sequestration, Greening</i>	<i>(\$101)</i>
Climate Adaptation & Resiliency, Research	Low Income Weatherization	\$18
	Natural Land Adaptation	20
	Coastal Adaptation	6
	Research	11
	<i>Subtotal, Adaptation, Resiliency, Research</i>	<i>(\$55)</i>
Off-the-top Accounting	SRA backfill (40% share of costs)	\$32
<b>Total</b>		<b>\$1,500</b>



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 3a  
Handout**

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

## *Memorandum*

TO: Legislation Committee

DATE: September 8, 2017

FR: Executive Director

RE: Senate Bill 595 (Beall) – Regional Measure 3

### **Background**

SB 595 (Beall) was amended on September 5, 2017 to incorporate amendments made in the Assembly Appropriations Committee last week. These amendments added detailed project descriptions and included the following changes endorsed by MTC at the July Commission meeting:

1. Authorizes a FasTrak<sup>®</sup> discount to incentivize greater use of the region's electronic toll payment system;
2. Allows that any funds available from the toll increase that are not needed for the RM 3 expenditure plan set forth in the bill may be used for bridge rehabilitation and maintenance;
3. Provides flexibility as to when the election is held, but limit it to a primary or general election;
4. Allows for a "back-up" plan to avoid leaving funds unallocated if a project has savings or encounters insurmountable obstacles; allow toll revenue assigned to a specific project to be reduced or reassigned within the same bridge corridor, similar to RM 2;
5. Allows BATA to adjust the amount of funding assigned to projects on a pro-rata basis in the event that the toll increase is less than \$3 since the dollar amounts identified in the bill are based on the assumed funding availability from a \$3 increase; and
6. Provides \$50 million in funding for Clipper<sup>®</sup> 2.0

### **Expenditure Plan Changes**

In July, the Commission also directed staff to seek greater geographic balance in the final expenditure plan to increase funding in areas where the proposed investment levels were lower on a per toll payer basis, in particular, Alameda and Contra Costa counties. As you'll recall, BATA staff updated the financial projection to add \$200 million in additional funding capacity in the capital program, increasing it to \$4.4 billion, assuming a 16 percent operating program. In addition, adjustments were made to the ferry operating funding so that it ramps up to \$35 million per year over five years, freeing up an additional \$50 million in capital funds. Finally, the expenditure plan reduced funding for a number of projects by a combined \$185 million. Ultimately, a total of \$385 million in funding requests from the East Bay were added to the expenditure plan. At the time this memo was finalized, the bill was not yet in print, but we have been advised that the attached \$4.45 billion expenditure plan is what is expected to be in print by close of business Friday, September 8.

  
Steve Heminger

<b>Senate Bill 595 (Beall) RM 3 EXPENDITURE PLAN (all amounts \$ millions)</b>			
<i>Comparison of July 19 to September 8 Versions</i>			
<i>New projects shown in BLUE</i>			
<b>OPERATING PROGRAM</b>			
<b>All- Corridor Annual Operating Program</b>	<b>7/19 Version</b>	<b>9/8 Version</b>	<b>Change</b>
<b>All Corridors</b>			
Transbay Terminal	5	5	-
Ferries (In 9/8 version funding ramps up to \$35 m over five years)	35	35	-
Regional Express Bus	20	20	-
<b>Operating Program Total</b>	<b>\$ 60</b>	<b>\$ 60</b>	<b>\$ -</b>
<b>CAPITAL PROJECTS</b>			
<b>Regional Programs</b>	<b>7/19 Version</b>	<b>9/8 Version</b>	<b>Change</b>
BART Expansion Cars (all BART-reliant counties)	500	500	-
Bay Area Corridor Express Lanes	300	300	-
Goods Movement and Mitigation	125	160	35
San Francisco Bay Trail / Safe Routes to Transit	150	150	-
Ferries Enhancement Program	325	300	(25)
BART to San Jose Phase 2	400	375	(25)
Sonoma-Marin Area Rail Transit District (SMART)	40	40	-
Capitol Corridor	90	90	-
<b>Next Generation Clipper Transit Fare Payment System</b>	-	50	50
<b>Regional Programs Subtotal</b>	<b>\$ 1,930</b>	<b>\$ 1,965</b>	<b>\$ 35</b>
<b>Corridor-Specific Capital Projects</b>			
	<b>7/19 Version</b>	<b>9/8 Version</b>	<b>Change</b>
<b>Central (SFOBB)</b>			
Caltrain Downtown Extension	350	325	(25)
Muni Fleet Expansion and Facilities	140	140	-
Core Capacity Transit Improvements	140	140	-
AC Transit - Rapid Bus Improvements	50	100	50
Transbay Rail Crossing	50	50	-
<b>I-80 Transit Improvements</b>	-	25	25
<b>Central Subtotal</b>	<b>\$ 730</b>	<b>\$ 780</b>	<b>\$ 50</b>
<b>South (San Mateo-Hayward, Dumbarton)</b>			
Tri-Valley Transit Access Improvements	100	100	-
Eastridge to BART Regional Connector	130	130	-
San Jose Diridon Station	120	100	(20)
Dumbarton Corridor Improvements	130	130	-
Highway 101/State Route 92 Interchange	50	50	-
<b>I-680/SR 84 Interchange Reconstruction Project</b>	-	85	85
<b>I-680/I-880/Route 262 Freeway Connector</b>	-	15	15
<b>South Subtotal</b>	<b>\$ 530</b>	<b>\$ 610</b>	<b>\$ 80</b>
<b>North (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)</b>			
Contra Costa 680/State Route 4 Interchange Improvements	150	210	60
Marin-Sonoma Narrows	125	120	(5)
Solano County I--80/I-680/SR 12 Interchange Project	175	150	(25)
Interstate 80/Westbound Truck Scales	125	105	(20)
State Route 37 Improvements	150	100	(50)
San Rafael Transit Center	30	30	-
Richmond-San Rafael Bridge Access Improvements	135	210	75
North Bay Transit Access Improvements	100	100	-
SR 29 (South Napa County)	20	20	-
<b>East Contra Costa County Transit Intermodal Station</b>	-	15	15
<b>Byron Highway Vasco Road Airport Connector</b>	-	10	10
<b>Vasco Road Safety Improvements</b>	-	15	15
<b>I-680 Transit Improvements</b>	-	10	10
<b>North Subtotal</b>	<b>1,010</b>	<b>\$ 1,095</b>	<b>\$ 85</b>
<b>Corridor-Specific Capital Projects Subtotal</b>	<b>2,270</b>	<b>2,485</b>	<b>\$ 215</b>
<b>Capital Projects Total</b>	<b>4,200</b>	<b>4,450</b>	<b>250</b>

<b>Senate Bill 595 (Beall) Final RM 3 EXPENDITURE PLAN</b> <i>(all amounts \$ millions)</i>	
<b>OPERATING PROGRAM</b>	
<b>All- Corridor Annual Operating Program</b>	
<b>All Corridors</b>	
Transbay Terminal	5
Ferries (In 9/8 version funding ramps up to \$35 m over five years)	35
Regional Express Bus	20
<b>Annual Operating Program Total</b>	<b>\$ 60</b>
<b>CAPITAL PROJECTS</b>	
<b>Regional Programs</b>	
BART Expansion Cars (all BART-reliant counties)	500
Bay Area Corridor Express Lanes	300
Goods Movement and Mitigation	160
San Francisco Bay Trail / Safe Routes to Transit	150
Ferries Enhancement Program	300
BART to San Jose Phase 2	375
Sonoma-Marín Area Rail Transit District (SMART)	40
Capitol Corridor	90
Next Generation Clipper Transit Fare Payment System	50
<b>Regional Programs Subtotal</b>	<b>\$ 1,965</b>
<b>Corridor-Specific Capital Projects</b>	
<b>Central (SFOBB)</b>	
Caltrain Downtown Extension	325
Muni Fleet Expansion and Facilities	140
Core Capacity Transit Improvements	140
AC Transit - Rapid Bus Improvements	100
Transbay Rail Crossing	50
I-80 Transit Improvements	25
<b>Central Subtotal</b>	<b>\$ 780</b>
<b>South (San Mateo-Hayward, Dumbarton)</b>	
Tri-Valley Transit Access Improvements	100
Eastridge to BART Regional Connector	130
San Jose Diridon Station	100
Dumbarton Corridor Improvements	130
Highway 101/State Route 92 Interchange	50
I-680/SR 84 Interchange Reconstruction Project	85
I-680/I-880/Route 262 Freeway Connector	15
<b>South Subtotal</b>	<b>\$ 610</b>
<b>North (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)</b>	
Contra Costa 680/State Route 4 Interchange Improvements	210
Marin-Sonoma Narrows	120
Solano County I--80/I-680/SR 12 Interchange Project	150
Interstate 80/Westbound Truck Scales	105
State Route 37 Improvements	100
San Rafael Transit Center	30
Richmond-San Rafael Bridge Access Improvements	210
North Bay Transit Access Improvements	100
SR 29 (South Napa County)	20
East Contra Costa County Transit Intermodal Station	15
Byron Highway Vasco Road Airport Connector	10
Vasco Road Safety Improvements	15
I-680 Transit Improvements	10
<b>North Subtotal</b>	<b>\$ 1,095</b>
<b>Corridor-Specific Capital Projects Subtotal</b>	<b>2,485</b>
<b>Capital Projects Total</b>	<b>4,450</b>



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MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area.

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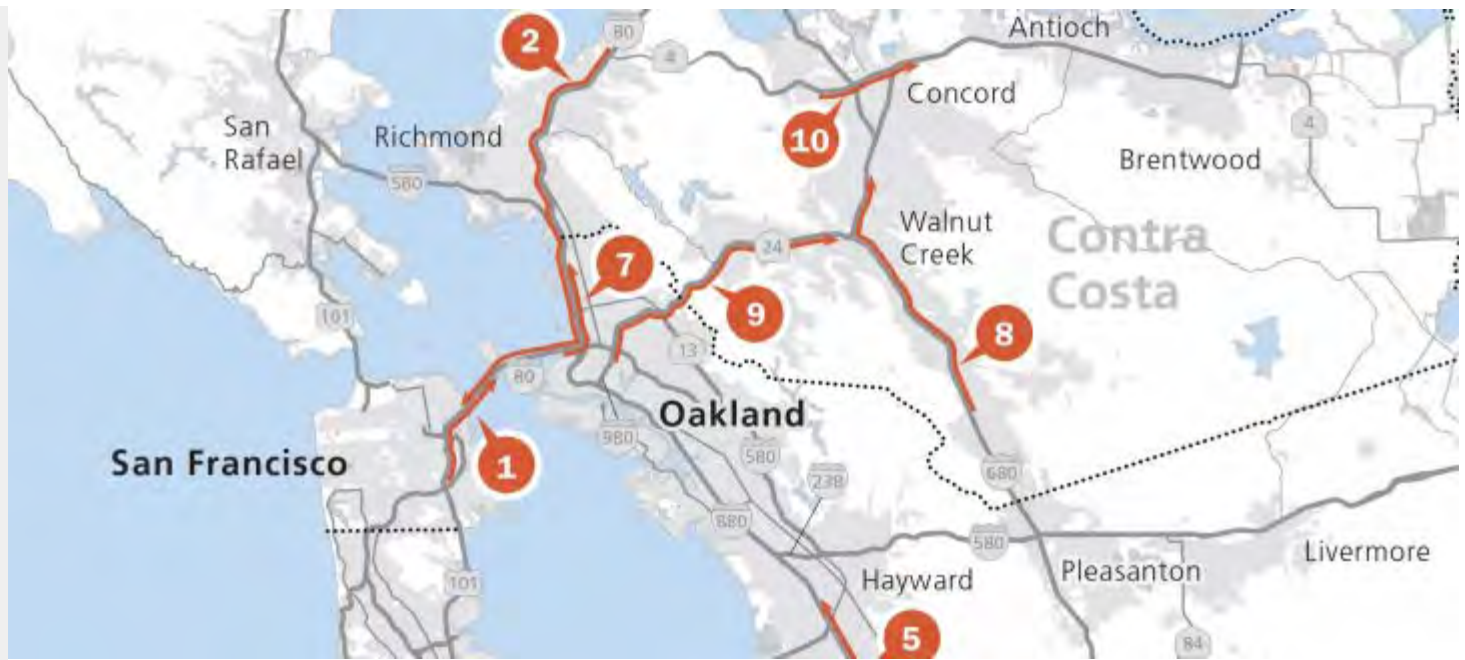
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### NEWS RELEASE

# Bay Area Vital Signs: Freeway Congestion Hits New Record

## Afternoon Commutes Dominate New Top 10 List



Monday, September 18, 2017

**Contact:** John Goodwin, MTC (415) 778-5262

The Metropolitan Transportation Commission (MTC) today unveiled its yearly analysis of Bay Area freeway congestion, with new data showing congestion-related delays during weekday commute periods climbed 9 percent to a record average of 3.5 minutes per commuter in 2016 from 3.2 minutes a year earlier. This marks the fourth consecutive year that weekday congestion around the region has reached a new high, and reflects an increase of more than 80 percent over the 1.9-minute-per-commuter-per-day figure registered in the recession year of 2010. MTC defines “congested delay” as the time spent in traffic moving at speeds of less than 35 mph.

Topping the list of the Bay Area’s most congested freeway segments for the second year in a row is the afternoon crawl on northbound and eastbound on U.S. 101 and Interstate 80 from the I-280 interchange in San Francisco to the Bay Bridge’s Yerba Buena Island Tunnel. Retaining the #2 spot on the Top 10 list is the westbound I-80 drive from State Route 4 in Hercules to Fremont Street in San Francisco, with congested conditions typically extending through at least part of this corridor from 5:25 a.m. to 6:55 p.m. This is the only segment among the region’s 10 most congested corridors on which congestion is not routinely interrupted by a mid-day break, and the only Top 10 route to involve a morning commute.

The remainder of the Top 10 list includes the afternoon slog on southbound U.S. 101 from Mountain View to San Jose, which held steady in the #3 position; the afternoon commute on northbound I-680 from the South Mission Blvd./State Route 262 interchange in Fremont to Andrade Road in Sunol, which climbed two spots to #4; the afternoon drive on northbound I-880 from Mowry Ave. in Fremont to Winton Ave.

in Hayward, which rose to #5 from #8 in 2015; the southbound afternoon commute on I-280 from Foothill Expressway in Los Altos to downtown San Jose, which moved up to #6 from #12 a year earlier; the afternoon drive on eastbound I-80 from West Grand Ave. in Oakland to Gilman Street in Berkeley, which slipped three spots to #7; the afternoon drive on northbound I-680 from San Ramon to Pleasant Hill, which rose to #8 from #11 in 2015; the afternoon commute along eastbound State Route 24 from Oakland to Walnut Creek, which moved up one spot to #9; and the afternoon drive on State Route 4 from Morello Ave. in Martinez to Port Chicago Highway in Concord, which rose to #10 from #16.

“Eight of the top 10 most crowded commutes are routes to or from the Bay Bridge or Silicon Valley,” observed MTC Chair and Rohnert Park Mayor Jake Mackenzie. “The good news is that this shows the continuing strength of the South Bay and San Francisco job markets. The bad news is that it shows how hard it is to balance where the region’s job centers are located and where comparatively affordable housing can be found.”

Alameda County Supervisor and MTC Vice Chair Scott Haggerty noted that half of the Bay Area’s 10 most congested freeway corridors — and roughly one-third of the top 50 — are in Alameda County. “I think we need to look for marginal gains everywhere we can — ramp metering, express lanes, they all matter. These smart investments have certainly helped in the I-580 Corridor and will help leverage our bigger investments in rail connectivity and dollars for highway infrastructure improvements that will continue to improve the commute through the Tri Valley. I’m hopeful we can also see 880 and northbound 680 drop off the Top 10 list as new Express Lane projects in these corridors come on line in the next couple years.”

The congestion data is one of several transportation indicators updated today as part of MTC’s web-based Vital Signs performance-monitoring initiative ([www.vitalsigns.mtc.ca.gov](http://www.vitalsigns.mtc.ca.gov)).

Other newly updated Vital Signs include:

- **Bridge Condition:** Bay Area bridges (including those owned by cities and counties as well as state-owned highway bridges) are in better shape than ever, with the share identified as structurally deficient falling to 7 percent in 2016 from more than 30 percent a decade ago. The Bay Area has made more progress in bridge maintenance than any of nation’s other Top 10 metro areas;
- **Commute Mode Choice:** The share of Bay Area commuters using public transit ticked up slightly to 12 percent in 2015, the fifth straight year of increase;
- **Commute Time:** The average commute time for a typical Bay Area worker rose

to a new record of 31 minutes in 2015;

- **Inter-regional Traffic:** Average daily traffic volumes between the Bay Area and the Sacramento region hit a new high of more than 170,000 vehicles in 2015;
- **Miles Traveled in Congestion:** 94 percent of the miles driven on Bay Area freeways in 2016 occurred in free-flow or moderate-flow conditions;
- **Travel Time Reliability:** Despite rising congestion, travel times during peak periods have seen minimal changes in day-to-day reliability since 2010;
- **Transit Ridership:** Regional transit ridership increased for the fifth year in a row in 2016 to an average of 1.8 million boardings each weekday;
- **Transit Cost-Effectiveness:** As Bay Area residents take more train trips and fewer bus trips, per-boarding costs for BART, Caltrain and other rail transit operators continue to fall while those for bus operators are on the rise;
- **Daily Miles Traveled:** The Bay Area's per capita vehicle-miles traveled have remained stable at about 23 miles per day since 2005; but due to population growth, total daily vehicle-miles traveled hit a record high of 172 million in 2015;

MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area.

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**Related:** [Traffic Congestion](#)

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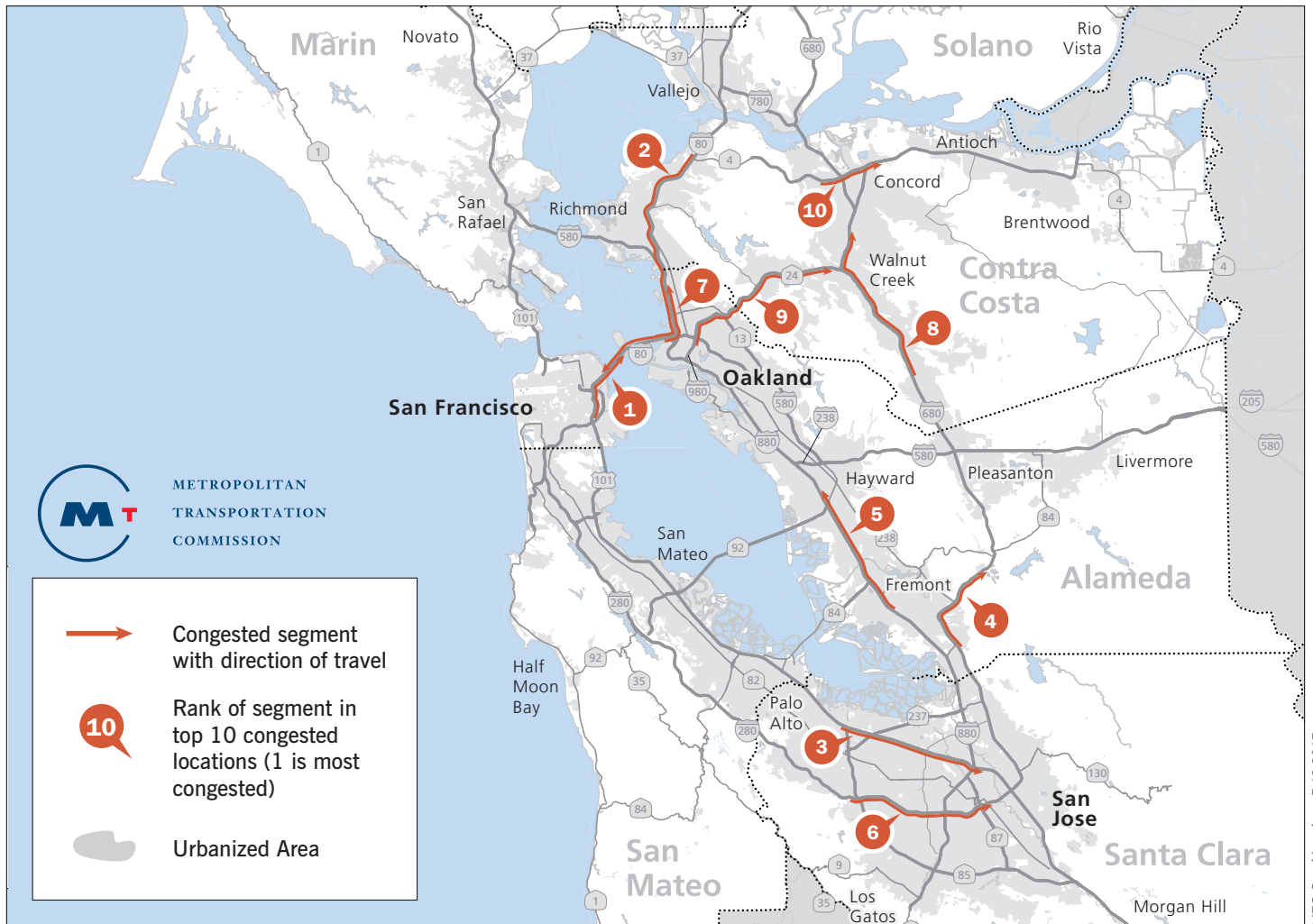
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## Bay Area Freeway Locations with Most Weekday Traffic Congestion, 2016



### Bay Area Freeway Locations With Most Delay During Commute Hours, 2016

2016 Rank	Location	2016 Daily (Weekday) Vehicle Hours of Delay	2015 Rank*
1	<b>U.S. Route 101, northbound/Interstate 80, eastbound, p.m.</b> — San Francisco County <i>Interstate 280 to Treasure Island Tunnel</i>	14,120	1
2	<b>Interstate 80, westbound, all day</b> — Alameda, Contra Costa & San Francisco counties <i>SR-4 to Fremont Street</i>	13,600	2
3	<b>U.S. Route 101, southbound, p.m.</b> — Santa Clara County <i>Shoreline Boulevard to Oakland Road</i>	8,290	3
4	<b>Interstate 680, northbound, p.m.</b> — Alameda County <i>Mission Boulevard/SR-262 to Andrade Road</i>	7,310	6
5	<b>Interstate 880, northbound, p.m.</b> — Alameda County <i>Mowry Avenue to Winton Avenue</i>	7,170	8
6	<b>Interstate 280, southbound, p.m.</b> — Santa Clara County <i>Foothill Expressway to 7th/10th/Virginia Street</i>	6,360	12
7	<b>Interstate 80, eastbound, p.m.</b> — Alameda County <i>West Grand Avenue to Gilman Street</i>	6,050	4
8	<b>Interstate 680, northbound, p.m.</b> — Contra Costa County <i>Crow Canyon Road to Contra Costa Boulevard</i>	5,950	11
9	<b>State Route 24, eastbound, p.m.</b> — Alameda and Contra Costa counties <i>Interstate 580/Interstate 980 to Interstate 680</i>	5,550	10
10	<b>State Route 4, eastbound, p.m.</b> — Contra Costa County <i>Morello Avenue to Port Chicago Highway</i>	4,920	16

Source: Metropolitan Transportation Commission

Rankings are for routes in which continuous stop-and-go conditions occur with few, if any, breaks in the queue. Thus, corridors that have equally severe delays but where congestion is broken into several segments may rank lower in this type of congestion listing. Similarly, the length of congested corridors in 2016 may be longer or shorter than those identified in the 2015 report.

\*2015 rankings have been updated to correct an error in data originally reported for the I-680/I-280 corridor in Santa Clara County.

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## **Top 50 Congested Locations, 2016 — Ordered by Rank**

**Top 50 Congested Locations, 2016 — Ordered by Rank**

Rank	COUNTY	ROUTE	DIR.	DAILY DELAY (vehicle hours)	CONGESTION DURATION	LOCATION
1	SF	US-101/I-80	NB/EB	14,120	12:20 PM–10:05 PM	I-280 to Treasure Island Tunnel
2	CC/ALA/SF	I-80	WB	13,600	5:25 AM–6:55 PM	SR-4 to Fremont Street
3	SCL	US-101	SB	8,290	2:10 PM–8:20 PM	Shoreline Boulevard to Oakland Road
4	ALA	I-680	NB	7,310	2:10 PM–8:35 PM	Mission Boulevard/SR-262 to Andrade Road
5	ALA	I-880	NB	7,170	1:50 PM–8:20 PM	Mowry Avenue to Winton Avenue
6	SCL	I-280	SB	6,360	2:50 PM–7:35 PM	Foothill Expressway to 7th/10th/Virginia Street
7	ALA	I-80	EB	6,050	2:25 PM–7:35 PM	West Grand Avenue to Gilman Street
8	CC	I-680	NB	5,950	2:45 PM–7:30 PM	Crow Canyon Road to Contra Costa Boulevard
9	ALA/CC	SR-24	EB	5,550	2:25 PM–7:20 PM	I-580/I-980 to I-680
10	CC	SR-4	EB	4,920	3:05 PM–8:00 PM	Morello Avenue to Port Chicago Highway
11	SCL	US-101	NB	4,630	5:35 AM–11:00 AM	Blossom Hill Road/Silver Creek Valley Road to North Fair Oaks Avenue
12	SM	US-101	NB	4,400	2:45 PM–7:50 PM	Whipple Avenue to East Hillsdale Boulevard
13	CC	SR-4	WB	4,060	5:40 AM–9:00 AM	Loveridge Road to Willow Pass Road (West)
14	ALA	I-880	SB	3,990	2:25 PM–7:15 PM	Union Street to Fruitvale Avenue
15	MRN	US-101	SB	3,860	6:40 AM–10:05 AM	Rowland Boulevard to North San Pedro Road
16	ALA/CC	I-80	EB	3,460	2:55 PM–7:35 PM	Buchanan Street to Pinole Valley Road
17	ALA	I-880	NB	3,450	7:00 AM–10:25 AM	SR-92/Jackson Street to 16th Avenue Overcrossing
18	SM	SR-92	EB	2,760	3:25 PM–7:25 PM	De Anza Boulevard to West End of San Mateo Bridge
19	ALA	I-880	SB	2,660	5:45 AM–11:00 AM	I-238/Washington Avenue to Stevenson Boulevard
20	SCL	I-680/I-280	SB/NB	2,560	6:35 AM–10:20 AM	South Jackson Avenue to Wolfe Road
21	CC	I-680	SB	2,320	6:10 AM–9:50 AM	Willow Pass Road to North of SR-24
22	ALA	I-580	EB	2,170	3:35 PM–7:05 PM	I-80/I-580/I-880 Separation to Seminary Avenue
23	ALA	I-580	WB	2,070	7:25 AM–9:50 AM	164th Avenue/Carolyn Street to Fruitvale Avenue
24	ALA	I-580	EB	1,980	2:50 PM–6:30 PM	Eden Canyon Road to Santa Rita Road/Tassajara Road
25	SM	US-101	SB	1,920	7:00 AM–11:00 AM	South of Broadway to East Hillsdale Boulevard
26	ALA/SF	I-80	WB	1,790	10:30 AM–8:00 PM	West Grand Avenue to US-101
27	SCL	SR-237	EB	1,770	2:45 PM–8:10 PM	West Maude Avenue to North 1st Street
28	SCL	I-880	NB	1,740	3:15 PM–7:05 PM	Stevens Creek Boulevard to 1st Street
29	SCL	SR-85	NB	1,650	6:35 AM–10:50 AM	SR-87 to Winchester Boulevard
30	MRN	US-101	NB	1,630	3:10 PM–6:45 PM	Marin City Exit to North of Tamalpais Drive
31	ALA/SCL	I-880	SB	1,490	8:20 AM–10:35 AM	Auto Mall Parkway to SR-237 HOV Exit
32	SF	US-101	NB	1,480	6:50 AM–11:55 AM	3rd Street to Cesar Chavez Street
33	SCL	SR-85	SB	1,480	3:20 PM–7:25 PM	Homestead Road to Saratoga Avenue

County abbreviations: ALA=Alameda; CC=Contra Costa; MRN=Marin; SCL=Santa Clara; SF=San Francisco; SM=San Mateo; SOL=Solano; SON=Sonoma

**Top 50 Congested Locations, 2016 — Ordered by Rank** (continued)

<b>Rank</b>	<b>COUNTY</b>	<b>ROUTE</b>	<b>DIR.</b>	<b>DAILY DELAY</b> (vehicle hours)	<b>CONGESTION DURATION</b>	<b>LOCATION</b>
34	SCL	I-680	SB	1,460	3:50 PM–7:00 PM	Jacklin Road to Berryessa Road
35	SCL	SR-237	WB	1,370	6:00 AM–11:00 AM	I-880 to Zanker Road
36	ALA	SR-92	WB	1,340	6:15 AM–10:15 AM	I-880 to San Mateo Bridge Toll Plaza
37	ALA	I-580	EB	1,320	3:35 PM–7:20 PM	1st Street to Flynn Road
38	SM/SCL	US-101	SB	1,190	7:15 AM–11:00 AM	SR-84/Woodside Road to University Avenue
39	MRN	I-580	EB	1,170	3:25 PM–7:25 PM	Bellam Boulevard to Main Street/San Quentin Terrace
40	ALA	I-205/I-580	WB	1,160	4:45 AM–8:35 AM	San Joaquin County Line to Flynn Road
41	ALA	I-880	NB	1,110	2:50 PM–6:55 PM	Grand Avenue to Connector to Eastbound I-80
42	SF	I-280	NB	1,070	7:05 AM–9:45 AM	North of John Daly Boulevard to US-101
43	SCL	SR-87	NB	1,010	6:25 AM–10:30 AM	SR-85 to Almaden Expressway
44	CC	I-580	WB	980	6:30 AM–10:10 AM	Cutting Boulevard to East End of Richmond-San Rafael Bridge
45	SCL	I-880	SB	980	2:45 PM–7:05 PM	East Tasman Drive/Great Mall Parkway to Bascom Avenue
46	SCL/ALA	I-880	NB	970	3:00 PM–7:40 PM	Dixon Landing Road to Auto Mall Parkway
47	SCL	I-280	SB	960	3:30 PM–6:55 PM	Page Mill Road to Magdalena Avenue
48	MRN/SON	US-101	NB	900	2:50 PM–6:25 PM	Atherton Avenue to East Washington Street
49	SCL	US-101	NB	650	5:40 AM–8:15 AM	San Martin Avenue to East Dunne Avenue
50	SM	I-280	NB	600	4:30 PM–6:55 PM	Page Mill Road to Farm Hill Boulevard

County abbreviations: ALA=Alameda; CC=Contra Costa; MRN=Marin; SCL=Santa Clara; SF=San Francisco; SM=San Mateo; SOL=Solano; SON=Sonoma

## TRANSPAC Transportation Partnership and Cooperation

### 2018 MEETING SCHEDULE

Unless otherwise notified, all meetings are held at 9:00 A.M. at Pleasant Hill City Hall, Community Room, 100 Gregory Lane, Pleasant Hill, California

#### TRANSPAC Meetings

Second Thursday of every month or as notified. Other meetings as scheduled.

January	(No meeting)	July 12	
February 8		August	(No meeting)
March 8		September 13	
April 12		October 11	
May 10		November 8	
June 14		December 13	

#### TAC Meetings

Fourth Thursday of every month or as notified. NOTE: The November and December TAC meetings are scheduled for alternate dates. Meeting location to be determined.

January 25		July	(No meeting)
February 22		August 30	
March 22		September 27	
April 26		October 25	
May 24		November 29	(Alternate date – location TBD)
June 28		December	(No meeting)

**EXECUTIVE DIRECTOR'S REPORT**  
**July 19, 2017**

**Orange County Transportation Authority (OCTA) LDA: June 16, 2017**

I was interviewed by a group of six mid-level managers from OCTA to talk to them about CCTA's innovation program and how it works. What does management, staff, and Board Members do that is different from OCTA that allows CCTA to be innovative. I don't know how OCTA is structured so I focused on what we do at CCTA. This is the second interview I have participated in from this group of employees that are participating in their Leadership Development Academy.

**Philips: June 16, 2017**

Jack Hall and I met with Hicham Sabir of Philips. He is Philips Open Innovation Leader for North America. He was looking for ways to partner with CCTA.

**2017 Institute of Transportation Engineers (ITE) Western District Conference: June 18-21, 2017**

Martin Engelmann attended the 2017 ITE Western District Conference in San Diego, CA. He gave a presentation on California's SB 743, which is changing the way public agencies will evaluate the environmental impacts of future land use decisions. His presentation focused on the Action Plan for Routes of Regional Significance, and how under the soon-to-be-released new CEQA Guidelines, CCTA will have to transition from using Level of Service as a measurement of congestion, to using Vehicle Miles Traveled (VMT) as a proxy for Greenhouse Gas emissions reductions. Mr. Engelmann also joined the ITE SB 743 Task Force, which provides a forum for public- and private-sector planners to discuss their approaches toward using VMT in the environmental analysis of transportation impacts.

**House Subcommittee on Highways and Transit: June 21, 2017**

I was asked by majority staff for the House Subcommittee on Highways and Transit to provide an update on CCTA's testing program at GoMentum Station and any ideas for federal regulations to Republican members of the subcommittee at the listening session. Representative Graves from Missouri chairs the subcommittee. The other groups providing testimony were AAA, American Trucking Association and Daimler.

**Tyler Technologies eSuite Training: June 21-22, 2017**

CCTA staff was trained by a Tyler Technology trainer on the new HR/Payroll system we are deploying.

**Remix webinar: June 22, 2017**

I met Remix staff while presenting together on a panel at the USC Bay Area Policy Forum. They were impressed with our shared autonomous vehicle program and asked if I would put together a panel titled "How Will Autonomous Vehicles Change Public Transportation?" The panel was comprised of speakers from Bishop Ranch (Chris Weeks), EasyMile (Lauren Isaac), Livermore

Amador Valley Transit Authority (Christy Wegener) and CCTA to tell the story of how we got to where we are today. Chrissy Nichols from Remix moderated the panel. It was a webinar and there were a large number of attendees.

**Bay Area Council:** June 23, 2017

Tim Haile and I participated in a tour of the Concord Naval Weapons Station (CNWS). The day started with presentations from the City of Concord, FivePoints and CCTA. Our part was to explain what we were doing at GoMentum Station. After the presentations, we gave the delegation a tour of CNWS.

**Oklahoma City AV Study:** June 23, 2017

I was interviewed by Veronica Siranosian from AECOM and Brian Burkhard from Jacobs. They are preparing a report for Oklahoma City regarding the GoMentum Station program and our thoughts on how AV technologies could redefine the long term mobility strategies such as fixed rail, etc.

**International Partnering Institute:** June 23, 2017

I was interviewed by Candice Evenson with IPI for the Partnering Magazine. The topic was the IPI Partnering Champion Award and the path CCTA chose to get to where we are today with respect to formal partnering in construction. The interview will be published in the next IPI Partnering Magazine.

**Napa County Supervisor Pedroza:** June 26, 2017

Supervisor Pedroza sent an email to MTC regarding AV technology and testing programs for Napa County. He was referred to CCTA. Tim Haile, Jack Hall and I presented our Redefining Mobility – City 5.0 presentation. He would like for us to make a presentation at a future Napa County Transportation Authority meeting.

**Fresno State Doctoral Student's Modeling Thesis:** June 27, 2017

Jack Hall, Matt Kelly, and Martin Engelmann met with Fresno State University doctoral student Peyvand Hajian. Peyvand is a Civil Designer who has worked for the California High Speed Rail Authority and is now a consultant at Stantec. Her Ph. D. thesis involves development of a new travel forecasting model that can predict changes in Vehicle Miles Traveled resulting from various penetration levels of Shared Autonomous Vehicles. Kasra Behbahani and Habib Shamskhov, also from Stantec, attended the meeting. The Authority's Planning Section is pursuing new modeling techniques that will help predict travel patterns resulting from the introduction of autonomous vehicles into the fleet mix. Much of that modeling research is taking place in transportation graduate schools around the nation, so it is important that we partner with those researchers to learn about new modeling approaches.

**GIG Car Share:** June 28, 2017

Peter Engel, Corinne Dutra Roberts (511 Contra Costa) and Rashidi Barnes (County Connection) met with representatives from GIG Car Share. GIG is a part of A3 Ventures which is a subsidiary of AAA Automobile Club. A3 Ventures looks at alternative mobility delivery solutions and is interested in a possible suburban car share model. They have expressed particular interest in Walnut Creek.

**Commuter Coin:** June 28, 2017

Peter Engel and Corinne Dutra Roberts met with Dan Shifrin, Co-Founder of Commuter Coin. Commuter Coin is a game application for commuters, which uses alternative transportation modes for daily commute trips. Depending on the commute type a commuter earns “coins” to play a game. The winner of the game each day wins prizes. The app is in its early release stages but shows some promise for encouraging alternative commuting modes.

**4<sup>th</sup> China Intelligent and Connected Vehicle Congress:** June 28-29, 2017

I was invited to present the GoMentum Station program at the 4<sup>th</sup> China Intelligent and Connected Vehicle Congress. The focus is an update on the various testing programs throughout the world.

**2017 Countywide Transportation Plan (CTP) Open House:** June 29, 2017

As part of the public outreach program for the 2017 CTP Update, we held an Open House on June 29th at 2999 Oak Road, Walnut Creek. Members of the public were invited to attend to learn about the 2017 CTP, and provide input on the proposed 10- and 20-year project priorities. About 35 people attended. Authority members and staff were present to answer questions and discuss the citizen’s concerns.

**Innovative Topography Information Technology (ITIT) Drone & Survey:** June 30, 2017

Tim Haile, Ivan Ramirez and I met with Terry Curl, Hwan Joon Lee and Se-Moon Song from ITIT Company. ITIT is based out of South Korea. They wanted to meet representatives from various surveying companies in our area. We invited representatives from Psomas, Guida Surveying and Alta Vista Solutions to meet with the delegation from South Korea.

**SAV Pilot:** July 3, 2017

I had an 8 p.m. meeting using Skype with Dean Zabrieszach from ITS Australia, Mohammed Hikmet from ITS New Zealand, and Dr. Kian Keong Chin from Singapore LTA to discuss a multi-nation shared autonomous vehicle pilot project. We are all testing the SAV in the four countries and want to make sure we don’t waste the research efforts. An agreement is being drafted based on our conversation.

**Concord July 4<sup>th</sup> Parade:** July 4, 2017

Jack Hall and I arranged for the EasyMile shuttle to be debuted as the Parade Grand Marshal in Concord’s July 4<sup>th</sup> parade. We tried to get all of the GoMentum Station partners to showcase their technology in the parade. Due to insurance and other issues, our invitations were politely declined. On our holiday, Jack and I also walked alongside the vehicle as it was displayed to the spectators. We parked it at Todos Santos Plaza and answered many questions about the vehicle and the future of autonomous vehicles.

**California Transportation Commissioner Alvarado:** July 5, 2017

I took Tim Haile to meet California Transportation Commissioner Bobby Alvarado. We had a nice meeting and in addition to introducing Tim, we got to speak about our funding gap in I-680/SR 4 phase 3 and the need to advance STIP dollars for the I-680 HOV lane project. We should be able to advertise both projects early next year.



**Rhumbix:** July 7, 2017

Ivan Ramirez and I met with Kevin Soohoo of Rhumbix to learn about his construction labor tracking software. The software was designed to help contractors track subcontractor's performance, etc. It was not designed to help CCTA.

**Senator Glazer:** July 7, 2017

Tim Haile and I met with Senator Glazer and Teresa Gerringer to review CCTA's RM 3 priorities. A list of our RM 3 priorities was approved by the Board at the February 15, 2017 meeting. He wanted to review the list and asked for information on those projects that were in his district.

**Kingdom of the Netherlands:** July 7, 2017

GoMentum Station, The Kingdom of the Netherlands Smart e-Mobility Program S4C, Amber and CCTA signed a Letter of Intent to find opportunities to collaborate and deploy Dutch and GoMentum partners' technologies. The details of the first partnership with a Dutch startup called Amber will be announced soon.

**RENFE/Globalvia:** July 10, 2017

Peter Engel met with representatives of RENFE and Globalvia. RENFE is the Federal passenger rail operator in Spain. Along with Globalvia, RENFE will be proposing to the California High Speed Rail Authority to be the operator of the service in California. The two representatives are meeting with several California agencies and companies to better understand the needs for the high speed rail service and to build potential consortiums.

**Contra Costa Economic Partnership:** July 10, 2017

The Contra Costa Economic Partnership met on July 10th to discuss the 2017 CTP. The meeting took place at the City of Walnut Creek offices. Martin Engelmann presented the draft 2017 CTP to the Economic Partnership board. The board was supportive of the proposed "Innovate 680" project, which is included in the Draft 2017 CTP. Innovate 680 includes seven strategies for modernizing the transportation system along the I-680 Corridor in Contra Costa.

*Staff Out-of-State Travel*

Randy Carlton and Randell Iwasaki attended the 2017 Bond Pricing meeting in New York, NY from May 14-18, 2017 for a total amount of \$3,911.05. Randy Carlton also attended the GFOA Conference in Denver, CO from May 21-24, 2017 for a total amount of \$1,965.23. Randell Iwasaki attended the 2017 House Sub Committee on Highways and Transit Listening Session in Washington, DC from June 20-21, 2017 for a total amount of \$1,693.14.

**EXECUTIVE DIRECTOR'S REPORT**  
**September 20, 2017**

**Tour of GoMentum Station: July 10, 2017**

We hosted Japanese representatives from ITS Japan, Mazda, Nissan, Honda and the Japan National Police Agency. Jack Hall and I presented Redefining Mobility and gave them a tour of GoMentum Station. The two representatives from the Japan National Police Agency are responsible for writing the regulations that will govern the rollout of autonomous vehicles in Japan.

**Tour of GoMentum Station: July 10, 2017**

We hosted representatives from Washington State Department of Transportation, Florida Turnpike, North Carolina Turnpike and Florida State Senator Jeff Brandes. Jack and I gave the Redefining Mobility presentation and took them on a tour of GoMentum. We have sent a MOU for collaboration with Florida Department of Transportation at their request. The Senator was on a panel on the 12<sup>th</sup> of July at AVS with Former Assembly Member Susan Bonilla. The topic was regulations.

**Automated Vehicle Symposium: July 11, 2017**

I was one of the speakers on the Automated Vehicle Symposium's breakout session titled "Testing Connected and Automated Vehicles (CAVs): Accelerating Innovation, Integration, Deployment and Sharing Results." There were reports from representatives from various test beds from around the world.

**Australian Driverless Vehicle Initiative (ADVI): July 11, 2017**

ADVI Executive Director Rita Excell asked me to brief a group of Australians about CCTA's innovation program. She held the meeting at noon before my panel participation at AVS in San Francisco. There were representatives from their RAA Group (Australian AAA), Telstra (wireless firm), Australian Government and Australian State Government. They were interested in our GoMentum Station and innovation programs. They have sent us copies of the waivers their federal government gave to their AV pilot projects.

**Tennessee Department of Transportation: July 12, 2017**

Jack Hall and I met with Tennessee DOT Commissioner John Schroer and his team to discuss a partnership with CCTA and GoMentum Station. They are developing their AV program and are interested in collaborating with us at GoMentum Station.

**RoadBotics: July 13, 2017**

I met with RoadBotics CEO Mark DeSantis and Ryan McCauley. Ryan was a writer for GovTech Magazine. He was interested in writing a story about the RoadBotics pilot project in Pittsburg.

RoadBotics gathers and stores video images of the streets and signs gathered by smart phone cameras attached to City-owned vehicles. The video images will be stored and create a benchmark for roadway and sign conditions. The city will decide whether or not to continue with this program after reviewing the information. This information will help make better decision on roadway repairs and sign replacements. GovTech ran a story on the pilot project.

**Mayor Renee Morgan (Danville) Town Hall:** July 15, 2017

I participated on a town hall panel with Assembly Member Jim Frazier, Assembly Member Catherine Baker and Transportation Manager Andy Dillard. The discussion was centered on transportation. There was a nice turn out for a Saturday morning. My presentation reviewed the projects that we have completed and those that we are getting ready to advertise along the I-680 corridor. I also briefly touched on our SAV pilot project at Bishop Ranch. The questions ranged from are we going out again for another sales tax measure to why don't you talk more about GoMentum Station.

**SF Business Times:** July 18, 2017

I had a teleconference with Alisha Green regarding Baidu. She wants to visit GoMentum Station with her photographer and videographer to film and take pictures of Baidu testing their cars. We are looking at scheduling a media day to accommodate all the requests we are receiving.

**Cypress Semiconductor:** July 18, 2017

Jack and I held a phone conference with Kamesh Medepalli to discuss testing at GoMentum Station. Cypress Semiconductor is a Silicon Valley company founded in 1982. Their products are world leaders in IoT Wireless Connectivity, Automotive and Memories. Cypress is developing products based on WiFi, BT/LE and 15.4/ZigBee and would like to speak with GoMentum about WiFi 802.11p/DSRC and in general the V2V, V2I and V2X areas, technical challenges they are facing in this area and potential things we could do to push the Self Driving Cars technology.

**Volpe Low Speed Shuttle Working Group:** July 19, 2017

CCTA is part of the Volpe Working Group with other agencies that are deploying low speed automated shuttles. We were asked to present our SAV pilot project at this meeting.

**American Society of Civil Engineers (ASCE) Civil Engineering Magazine:** July 19 2017

I was interviewed by Robert Reed from the American Society of Civil Engineers. He wanted to know more about GoMentum Station. He was interested in our partners and testing program.

**The City of Calgary:** July 21, 2017

The City of Calgary Transportation Department recently released the Future of Transportation Report in which they discussed various transportation technologies and how they could affect transportation and planning in Calgary. As a follow up to this report, their Council asked staff to study what the benefits and risks are of having an autonomous vehicle testing program on Calgary's roads. Their DOT staff contacted us and asked a few questions about the AV technology, risks, regulations, rewards, etc.

**DMV/CHP/Caltrans Quarterly Meeting:** July 21, 2017

I was asked to make a presentation at their quarterly meeting about the GoMentum Station program. California has two US DOT designated AV proving grounds. Both CCTA and SANDAG presented at this meeting. I made the presentation by phone. SANDAG staff presented at DMV headquarters.

**First-Aid/CPR/AED Training:** July 24, 2017

It is a requirement when an agency has an AED device, that one of the staff has been trained to use the device. We add first-aid and CPR training and have a team building afternoon while we learn how to administer first-aid and CPR and keep our AED certification.

**Concrete Preservation Institute (CPI):** July 24, 2017

I was asked by the CPI CEO to meet with her Board Members during their San Francisco Board meeting. CPI has developed a concrete preservation program. Two of CPI's projects are restoring Alcatraz and the Arizona Memorial. I gave their Board an update on what CCTA does and examples of where we would use the techniques and technologies that are being developed by CPI. They are developing new types of reinforcement that are not steel and epoxies that we can use for preserving bridges and retaining walls. The students are mostly young ex-military personnel that would like to work in the construction field.

**Congressman Lipinski's AV roundtable:** July 26, 2017

I was invited to participate in a roundtable in the Capitol by Congressman Lipinski. Speakers were from the Auto Insurance Institute, Self-Driving Coalition for Safer Streets, Professor from Carnegie Mellon, Booz Allen Hamilton and CCTA. The roundtable lasted for about 2 hours. In the morning, I met with Congressmen DeSaulnier and McNerney. I met with staff from Congressman Swalwell's office and Leader Pelosi's Chief of Staff Robert Edmonson. I also met with Caryn Moore Lund from the Committee on Transportation and Infrastructure Subcommittee on Highways and Transit. We are working on language for resources for AV test beds.

**Special Districts Monthly Virtual Board Meeting:** July 28, 2017

Government Technology has launched a new initiative that focuses on the needs of special districts. They are creating a forum where staff can connect with peers, share ideas, and learn about the latest in technology and trends in our fields. I am on their Board of Advisors. They are setting up the next forum in Anaheim.

**Transportation Sustainability Research Center (TSRC):** July 28, 2017

I was interviewed by Researcher Corwin Bell from TSRC. They have a research project sponsored by the California Department of Transportation (Caltrans). They are conducting a study about the future of mobility to inform long-range transportation planning in California. I answered his questions about CCTA's view of the next generation of mobility technology and how we think it will affect our future plans. We have been talking about the need to model the effects of new technologies in our long range plans for a couple of years.

**DuPage County:** July 28, 2017

I was contacted by DuPage County's Planning Chief. He wants us to present our Redefining Mobility presentation at their annual Public Transit/Transportation Conference. DuPage County is near Chicago, Illinois. Jack Hall will be presenting at the conference.

**Institute of Transportation Engineers (ITE):** August 1, 2017

I moderated the panel titled, "Hey Wait a Second, There's No Driver: What Does the Future Hold When Vehicles Are Automated," at the ITE Annual Meeting. After the panel, I sat in a meeting where the Project Managers from the three funded connected city pilots gave us an update on the progress of their pilot projects.

**East Bay Leadership Council (EBLC):** August 1, 2017

Martin Engelmann presented the Draft 2017 Countywide Transportation Plan to the EBLC Transportation Task Force at the regular monthly meeting. The general theme of the comments from that group was transmitted previously by letter on July 28, 2017 from Kristin Connelly, Executive Director of the Contra Costa Economic Partnership (CCEP) following the July 10<sup>th</sup> presentation that Mr. Engelmann made to the CCEP.

**Maurer:** August 2, 2017

Jack Hall and I met with executives from Maurer. Maurer is a German firm that specializes in bridge components. They met with a few agencies in Northern California. Sam Hassoun scheduled the meeting.

**NCHRP Panel 20-102(12):** August 3, 2017

I am chairing the NCHRP Panel 20-102(12), which will study Business Models to Facilitate Deployment of CV Infrastructure to Support AV Operations. We held the first meeting with the consulting firm WSP. John Porcari, the former Deputy Secretary, is leading the consulting team to perform the research study.

**California Transportation Commission (CTC):** August 3, 2017

I was asked to speak on a panel at the CTC's Transportation Technology Policy Forum. I was a participant on their steering committee. There is much discussion about the dramatic and continuous impacts of technology on the transportation sector, from AV to cleaner freight transport. The CTC hosted a forum to spotlight the statewide policy implications of innovative transportation technology and services through a legislative perspective. The forum discussed some of the potential issues resulting from widespread implementation of transportation-related technological changes and what policy changes the Legislature may want to contemplate in the coming years to address those issues. I participated on a panel titled, "Supporting Transportation Innovations – Keeping California Competitive". The other members of the panel were from Volvo and Autotech ventures.

**Carlyn Obringer:** August 4, 2017

I met with Concord City Council Member Carlyn Obringer and provided an overview of the Contra Costa Transportation Authority. She is the backup for Loella Haskew.

**MESH International:** August 7, 2017

I interviewed with staff from MESH International. They are consultants for the Washington Area New Auto Dealers Association (WANADA), which hosts the Washington, D.C. Auto Show. One of the main side events that take place within the context of the show is Mobility Talks - an international conference focusing on the global future of Autonomous Vehicles. The objective of this talk is to engage participating country delegations and tech companies in a conversation around regulation, implementation challenges, and policy making by providing a space for knowledge exchange and cooperation among senior international experts and government representatives. This event will take place on January 24, 2018. They are inviting 20 startups/tech companies in this field to participate in the discussion. They wanted to know if we were qualified to participate in their event.

**Jacksonville Transportation Authority:** August 7, 2017

Jack Hall and I participated in a conference call with Nat Ford, CEO Jacksonville Transportation Authority and his staff. They are part of the Volpe Low Speed Shuttle Working group and their board has authorized a project. They wanted to know how they can partner with GoMentum Station to gain more insight on what it takes to get a pilot project off the ground.

**Instrumentation Technology Systems:** August 7, 2017

Jack Hall and I participated on a conference call with Jessica Fagan. She is the Sales Manager for Instrumentation Technology Systems. She wanted to learn more about the process to join GoMentum Station and provide their testing equipment to our partners.

**Hollie Gregory:** August 7, 2017

Ivan Ramirez and I met with Hollie Gregory. She is the new Business Development Manager for DHS Consulting. They are a construction management firm. We reviewed our upcoming program with Hollie.

**City of Auckland:** August 7, 2017

Peter Filbey from the City of Auckland called and wanted more information about our EasyMile pilot project. The City of Auckland is starting a low speed shuttle project and wanted information about the various plans we have developed.

**California Legislative Staff Tour of GoMentum Station:** August 8, 2017

Jack Hall, Tim Haile and I gave 15 legislative staff members a "Redefining Mobility" presentation in our office and then provided them with a tour of the Low Speed Shuttle Pilot project at Bishop Ranch and a tour of GoMentum Station. There were a lot of questions about our program.

**Senator Glazer:** August 9, 2017

Tim Haile, Jack Hall and I met with Senator Steve Glazer, Chief of Staff Dan Weintraub, and District Director Teresa Geringer. The Senator wanted to know more about our innovation program and how he and his team could help.

**Transportation Research Board (TRB) ADA20 Committee:** August 9, 2017

Michelle DiFranzia and Bob Hazlett wanted to talk about their ideas for a session at the upcoming Transportation Research Board's annual meeting and ask if we would participate on the panel.

Bob is the Chair of the Standing Committee on Metropolitan Policy, Planning, and Processes (ADA20). Their committee is interested in the work we are doing at CCTA. The idea of modeling future technology in agency's long range transportation plans is starting to gain traction.

**Anna Duckworth:** August 9, 2017

I did a KCBS radio interview about the recent Baidu announcement with Anna Duckworth in my office. She was interested in the partnership. Who is Baidu? What are they testing at GoMentum Station? I said Baidu is the Google of China. They are testing the second generation of Apollo, which is their artificial intelligence platform.

**AT&T:** August 10, 2017

I had a teleconference with AT&T's V2X and Autonomous Car team. We had a very short collaboration conversation about CCTA's innovation program and how AT&T may partner with us. After mostly listening, they will schedule another teleconference to tell us how they may be able to participate at GoMentum Station and also our Smart Cities program.

**ICM Meeting:** August 10, 2017

FHWA's Neil Spiller and Battelle's Param Sankar meet with CCTA and our SR 4 ICM partners to get an update on the completion of phase 1 or preparation of the Concept of Operations (ConOps). CCTA was one of 13 funded ICM projects in the nation. We are hoping to compete and receive another grant for phase 2. We were informed at the meeting that the US DOT doesn't have money in their budget for phase 2 ICM projects. We are still hopeful for an allocation for the SR 4 project.

**SB1 Coordination Meeting:** August 10, 2017

Hisham Noeimi and I met with the MTC Staff and the other CMA staff to discuss the various project lists that have been developed in anticipation of SB 1 resources being available in the near future. There was a good discussion about the Local Partnership, Congested Corridors and Trade Corridor projects.

**Congressman Swalwell:** August 14, 2017

Tim Haile and I met with Congressman Swalwell at Bishop Ranch. We were invited to talk about the SAV pilot project and answer any questions the Congressman might have about transportation projects.

**Gillig:** August 15, 2017

We met with Rashidi Barnes from County Connection and Gillig President Derek Maunus, Vice President Joe Policarpio and Senior Electrical Design Engineer Vince Chan. We discussed our redefining mobility program and gave them a tour of GoMentum Station.

**WCCTAC Staff:** August 15, 2017

Executive Director John Nemeth and Project Manager Leah Greenblat presented the I-80 High Capacity Transit Study to CCTA staff. We gained a better understanding of the needs for projects and programs along the I-80 corridor.

**Rossmoor:** August 16, 2017

Peter Engel and I met with CEO Tim O'Keefe and his operation managers to discuss a potential partnership with our Shared Autonomous Vehicle program. They said they own their roads and would like to find a new way to move the residents. They have a parking problem within the gated community. It looks like a great opportunity. We are looking for grants to help fund a pilot project.

**Placeworks:** August 21, 2017

We met with Placeworks CEO Dwayne Mears to discuss our redefining mobility program. He wanted to know if we are studying ways of clearing up the congestion at student drop off zones near schools using autonomous vehicles. We are currently not studying this issue.

**FHWA Roundtable:** August 23-24, 2017

I was invited to participate in a workshop of selected transportation industry leaders to help the Federal Highway Administration develop a guidebook on Scenario Planning for Connected and Autonomous Vehicles. CCTA is a leader in this effort. The next workshop will "stress test" various long range transportation plans to determine if they are taking into account the next generation of technology. We volunteered to use our latest Countywide Transportation Plan.

**US DOT:** August 25, 2017

Jack Hall and I met with US Department of Transportation staff members Peter Chipman and Shawn Johnson. They were interested in our redefining mobility program and took a tour of GoMentum Station.

**RM 3 Meeting:** August 28, 2017

Commissioner Pierce and Representative Worth, Tim Haile and I traveled to Sacramento to meet with Senator Jim Beall and other legislators to discuss the RM 3 or SB 595 project list for Contra Costa County.

**Managed Motorways:** August 29, 2017

Staff from WSP presented the results of the Managed Motorways concept that was implemented in Melbourne, Australia. The workshop was an excellent opportunity to learn more about this strategy.

**I80/Central Avenue Project Partnering Meeting:** August 30, 2017

Ivan Ramirez with Rob Reaugh from OrgMetrics hosted the first I-80/Central Avenue partnering meeting with Ghilotti Bros. During the meeting, a few issues were highlighted. Mr. Mike Ghilotti stated during the partnering session that they wanted to work with CCTA for many years. They were finally the lowest responsible bidder on a project administered by CCTA.

**RM 3 Meeting:** August 30, 2017

Commissioner Pierce and Representative Worth, Tim Haile and I traveled to Sacramento to meet with Assembly Member Ting and other legislators to discuss the RM 3 or SB 595 project list for Contra Costa County.



**DriverMiles:** August 31, 2017

DriverMiles Founder and CEO Jigar Shah and Co-founder, Business Development & Strategy, Paresh Jain met with Peter Engel, and I. They are working on an incentive based program to change traveler behavior. The smart phone app logs miles traveled similar to frequent flier miles. Travelers who use an alternative mode from driving alone receive double miles. Miles can be redeemed for prizes and discounts. Travelers can also be sent electronic “passes” to try the bus or other alternative modes.

**RM 3 Meeting:** August 31, 2017

Commissioner Pierce and Representative Worth, Tim Haile and I traveled to Sacramento to meet with Senator Jim Beale and other legislators to discuss the proposed amendments and RM 3 or SB 595 project list modifications for Contra Costa County.

**City of Masdar:** September 5, 2017

Stephen Severance, Head, Program Management and Marketing and Youssef Souissi, Manager, Real Estate Strategy from the City of Masdar contacted me about our Shared Autonomous Vehicle pilot project. They are working on modifying the transport system in Masdar, which is located within Abu Dhabi. We were referred to by staff at EasyMile.

**StreetLight Data, Inc.:** September 5, 2017

Fehr and Peers team set up a meeting with StreetLight Data, Inc. CEO Laura Schewel and Sales Director Sal Akhter. StreetLight Data sells compiled data for analyzing transportation projects. They would like a comprehensive data package for Contra Costa County. They gave us examples of how other agencies are using their data.

**Japan Ministry of Economy, Trade and Industry (METI):** September 6, 2017

We hosted Mr. Ogushi, Vice Minister of Economy, Trade and Industry (METI) and Mr. Tada, Director General of METI, and eight others from Japan to discuss our redefining mobility program. Tokyo is hosting the 2020 Olympic Games. Staff from METI and other government agencies has been asked to ensure the transportation system works during the Olympic Games. We presented our redefining mobility program and then gave them a tour of GoMentum Station. We are close to signing an agreement with the Country of Japan through the Ministry of Economy, Trade and Industry.

**Asia Silicon Valley Development Agency (ASVDA) Collaboration:** September 6, 2017

We hosted a delegation of 14 people from the Taiwanese Government led by the Digital Minister Audrey Tang and National Communications Commission Chairperson Nicole Chan. We provided a redefining mobility briefing and tour of GoMentum Station. The delegation was focused on learning more about our autonomous vehicle program and how we might work together in the future.

**GoMentum Station:** September 7, 2017

Jack Hall, Tim Haile and I met with Supervisors Glover and Mitchoff and Eric Angstadt, Assistant County Administrator to discuss the future use and potential coordination at GoMentum Station. The area I call the mini city, will be deeded to Contra Costa County. We met to discuss a future

partnership which includes permanent AV proving grounds on the almost 80 acres that make up the mini city area of GoMentum Station. It was a good meeting.

**KPIX Drone Story:** September 12, 2017

Alta Vista staff, Juniper Unmanned staff, Linsey Willis and I met with Don Ford. Don is a reporter for KPIX. He was interested in the progress of SR 4 and how and why we were integrating drones into the project. The link to the TV report is below.

<http://sanfrancisco.cbslocal.com/video/3729617-construction-drones-changing-face-of-industry/>

**Morello Elementary School:** September 13, 2017

Peter Engel and I attended the Streets Smarts Assembly: Mr. BEEPS at 8:30-9:00 am; and HEADS Up! at 9:15-9:45 am at the Morello Elementary School. I was impressed by the coordination of our 511 Contra Costa team. Kirsten Riker and Carl Clement did an amazing job of keeping the kids' attention and educating them about bicycle and pedestrian safety.

*Staff Out-of-State Travel*

*Brad Beck attended the Designing Cities Conference in Seattle, WA on September 26, 2016 for a total amount of \$2,310.32. Randell Iwasaki attended the AV Congressional Caucus Roundtable in Washington, DC from July 25-27, 2017 for a total amount of \$2,001.34. Timothy Haile attended the TRB/IBTTA Conference in Dallas, TX from July 14-18, 2017 for a total amount of \$1,852.88. Randell Iwasaki attended the 2017 ITE Annual Meeting in Toronto, Canada from July 31-August 2, 2017 for a total amount of \$1,969.20. Hisham Noeimi attended the ITE Conference in Toronto, Canada from July 29-August 2, 2017 for a total amount of \$2,058.31.*

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- Janet Abelson
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- Loella Haskew
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- 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: July 21, 2017

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

At its July 19, 2017 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

1. **Legislative Update.** This is an update on relevant developments in policy, legislation and finance that are of interest to the Authority. The Authority may take action on any item presented in the attachment or any State or Federal legislation pertaining to the Authority’s legislative program. *The Authority Board approved submittal of two letters to Assembly Member Jim Frazier. The first letter demonstrates the Authority’s support of SB 595 (Beall) for the Bay Area Toll Bridge Regional Measure 3 (RM 3) funding specifically supporting the provisions to create a new Office of Inspector General and application of a “maintenance of effort” requirement for the San Francisco Bay Area Rapid Transit (BART). Additionally, the letter expresses the Authority’s concerns and urges the Transportation Committee to reassess the SB 595 expenditure plan by prioritizing transportation projects according to the following principles: 1) a nexus to the bridges; 2) equity in terms of toll contributions; 3) access to bridge approaches; and 4) allow CCTA to choose priority projects. The second letter requests that the SB 595 (Beall) Bay Area RM 3 project plan include the removal of the truck I-680 weigh stations in Walnut Creek, which are located near Treat Boulevard. Both letters are attached to this Memorandum.*

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



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Randell H. Iwasaki,  
Executive Director

July 21, 2017

The Honorable Jim Frazier  
Chairman, Assembly Transportation Committee  
Legislative Office Building, 1020 N Street, Room 112  
Sacramento, CA 95814

Re: SB 595 (Beall) Bay Area Toll Bridge Regional Measure 3

Dear Chairman Frazier,

On behalf of Contra Costa Transportation Authority (CCTA) I am writing regarding SB 595, which will increase tolls on the seven Bay Area bridges. If passed, this increase will be on the ballot for Bay Area voters in 2018. While the Contra Costa Transportation Authority (CCTA) supports the provisions to create a new Office of Inspector General and apply a "maintenance of effort" requirement to the San Francisco Bay Area Rapid Transit (BART); CCTA Commissioners have grave concerns with the first round of projects proposed.

There are four bridges in Bay Area Toll Authority's (BATA) jurisdiction connecting Contra Costa County to Bay Area destinations. If voters approve the new toll fees, our constituents will be paying \$3.00 more in tolls to drive over these bridges. The current allocations in the initial expenditure plan are not equitable to what Contra Costa toll payers will be contributing to BATA.

We urge the Transportation Committee to reassess the SB 595 expenditure plan by prioritizing transportation projects that follow these principles:

- a nexus to bridges;
- equity in terms of toll contributions;
- access to bridge approaches; and
- allow CCTA to choose priority projects

Using these principles is the fairest way to allocate the funding needed to complete the highest priority capital projects in Contra Costa County. CCTA staff has prepared an alternate expenditure plan using the aforementioned principles, which CCTA Commissioners support.

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

*Honorable Jim Frazier  
Chairman, Assembly Transportation Commission*

*July 21, 2017*

*Page 2*

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Attached is CCTA's proposal, which we ask to be adopted into SB 595. Contra Costa toll payers deserve a fair mechanism to realize the mobility projects needed to reduce congestion, improve quality of life and achieve healthy air. Should the RM3 proposal remain unchanged, the CCTA may take an oppose position to this bill.

Sincerely,



Tom Butt  
CCTA Chair

Cc: Assembly Member Catherine Baker  
Senator Bill Dodd  
Senator Steve Glazer  
Assembly Member Tim Grayson  
Senator Nancy Skinner  
Assembly Member Tony Thurmond

## Regional Measure 3 for Contra Costa County

Senate Bill 595 would provide voters in the nine Bay Area counties (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma) the opportunity to jumpstart the next generation of critical transportation improvements in the bridge corridors funded by an increase in bridge tolls. The bill would require Metropolitan Transportation Commission (MTC) to place a measure, Regional Measure 3 (RM3), on the ballot in all nine counties in November 2018. RM3 is expected to raise bridge tolls by \$1 to \$3 on the seven state owned Bay Area bridges (bridge corridors).

In 1988, voters approved RM1, establishing a \$1 toll on the bridge corridors. In 2004, voters approved RM2, which raised the toll by \$1 to fund capital projects in the bridge corridors and to provide operating funds for key transit services. RM2 legislation earmarked over \$300 million in funding to capital projects in Contra Costa, which was approximately 20% of the \$1.5 billion RM2 Capital Program.

Contra Costa residents travel on the SF-Oakland Bay Bridge, Benicia-Martinez Bridge, Carquinez Bridge, Richmond-San Rafael Bridge, and Antioch Bridge. These bridge corridors generate 78% of the revenue for bridge tolls in the Bay Area.

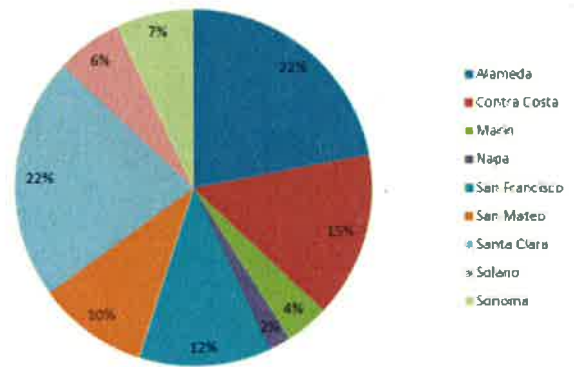
East Bay (Alameda/Contra Costa) Counties comprise of 37% share of voters and generate 49% of the bridge toll revenue.

Contra Costa contributes 18% of the bridge toll revenue through the bridge corridors. The second highest in the nine county bay area. RM3 would generate approximately \$4.2 Billion which would be approximately \$756 million for regional programs and projects in Contra Costa County.

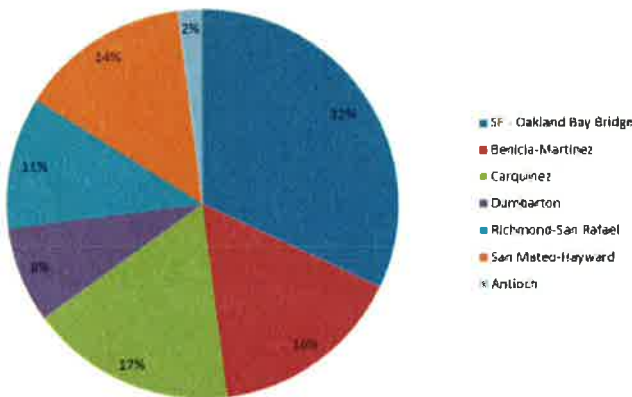
### Potential RM3 Bridge Corridor Framework

Program Category	\$3 Toll Funding (in millions)
Operation Program	\$60/year
Regional Capital Program	\$2,000
Corridor-Based Capital Program	\$2,000
Reserve	\$200
<b>Grand Total Capital Program</b>	<b>\$4,200</b>

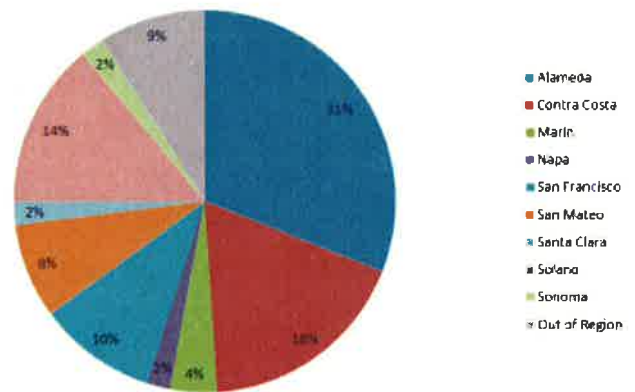
### Share of Voters by County



### Share of Bridge Toll Revenue by Bridge



### Share of Toll Revenue by County



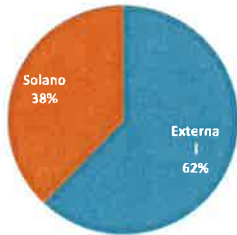
**TOLL TRANSACTIONS BY BRIDGE BY COUNTY FOR TYPICAL WEEKEDAY IN 2015**

Typical weekday transactions in 2015	Antioch Bridge		Bay Bridge		Benicia Bridge		Carquinez Bridge		Dumbarton Bridge		Richmond Bridge		San Mateo Bridge		ALL		Rank
		% of Total		% of Total		% of Total		% of Total		% of Total		% of Total		% of Total		% of Total	
Alameda	171	5%	30840	33%	2618	7%	3737	11%	18011	70%	6005	21%	19785	52%	81167	31.3%	1
Contra Costa	1249	39%	21247	22%	8751	24%	4709	14%	1294	5%	6789	24%	3754	10%	47793	18.4%	2
Marin	12	0%	1118	1%	273	1%	399	1%	65	0%	8077	29%	127	0%	10069	3.9%	7
Napa	10	0%	900	1%	1442	4%	2242	7%	36	0%	91	0%	52	0%	4774	1.8%	8
San Francisco	39	1%	20821	22%	324	1%	1848	5%	504	2%	1065	4%	2030	5%	26632	10.3%	4
San Mateo	28	1%	6793	7%	303	1%	1342	4%	2938	11%	312	1%	7897	21%	19613	7.6%	6
Santa Clara	33	1%	917	1%	721	2%	276	1%	1246	5%	314	1%	654	2%	4160	1.6%	10
Solano	688	22%	4664	5%	15840	44%	13672	40%	164	1%	772	3%	315	1%	36114	13.9%	3
Sonoma	15	0%	604	1%	828	2%	370	1%	62	0%	2751	10%	134	0%	4764	1.8%	9
Outside Bay Area/Unknown	954	30%	6781	7%	4973	14%	5644	16%	1332	5%	1780	6%	3143	8%	24607	9%	5
Unknown or Outside of CA	111	3%	1687	2%	883	2%	1054	3%	358	1%	559	2%	737	2%	5389	2.1%	
Outside of Bay Area	213	7%	2314	2%	2297	6%	2383	7%	341	1%	694	2%	760	2%	9002	3.5%	
Stanislaus	9	0%	352	0%	75	0%	36	0%	102	0%	80	0%	298	1%	952	0.4%	
San Joaquin	254	8%	918	1%	355	1%	194	1%	368	1%	226	1%	1024	3%	3339	1.3%	
Sacramento	366	11%	1510	2%	1363	4%	1978	6%	163	1%	221	1%	325	1%	5925	2.3%	
Sum	3197		94685		36074		34239		25651		27956		37890		259692		
% of total based on 2015 data	1.2%		36.5%		13.9%		13.2%		9.9%		10.8%		14.6%		100.0%		
% of total based on 2016 data	2.0%		32.0%		16.0%		17.0%		8.0%		11.0%		14.0%		100.0%		
Bridge Rank Based on Toll Generation	7		1		3		4		6		5		2				



## Antioch Bridge

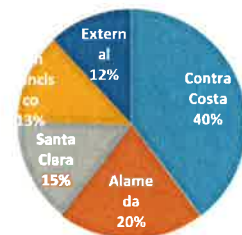
### Northbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
<b>Grand Total</b>	<b>7K</b>	<b>100%</b>	
External	4K	62%	
Solano	3K	38%	
San Francisco	0K	0%	
San Mateo	0K	0%	
Santa Clara	0K	0%	
Alameda	0K	0%	
Contra Costa	0K	0%	
Napa	0K	0%	
Sonoma	0K	0%	
Marin	0K	0%	

### Southbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
<b>Grand Total</b>	<b>7K</b>	<b>100%</b>	
Contra Costa	3K	38%	
Alameda	1K	20%	
Santa Clara	1K	14%	
San Francisco	1K	12%	
External	1K	11%	
San Mateo	0K	4%	
Marin	0K	0%	
Solano	0K	0%	
Sonoma	0K	0%	
Napa	0K	0%	



## Bay Bridge

### Westbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
<b>Grand Total</b>	<b>133K</b>	<b>100%</b>	
San Francisco	112K	85%	
San Mateo	20K	15%	
Marin	0K	0%	
External	0K	0%	
Santa Clara	0K	0%	
Alameda	0K	0%	
Contra Costa	0K	0%	
Solano	0K	0%	
Napa	0K	0%	
Sonoma	0K	0%	

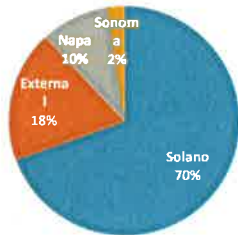
### Eastbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
<b>Grand Total</b>	<b>146K</b>	<b>100%</b>	
Alameda	91K	62%	
Contra Costa	36K	24%	
External	11K	8%	
Solano	6K	4%	
Napa	1K	1%	
Santa Clara	0K	0%	
Marin	0K	0%	
San Mateo	0K	0%	
San Francisco	0K	0%	
Sonoma	0K	0%	



## Benicia-Martinez Bridge

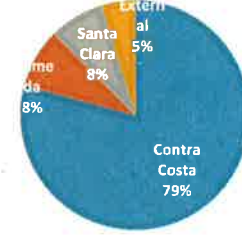
### Northbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
<b>Grand Total</b>	<b>67K</b>	<b>100%</b>	
Solano	46K	69%	
External	12K	18%	
Napa	6K	10%	
Sonoma	2K	2%	
Marin	0K	1%	
San Francisco	0K	0%	
San Mateo	0K	0%	
Santa Clara	0K	0%	
Alameda	0K	0%	
Contra Costa	0K	0%	

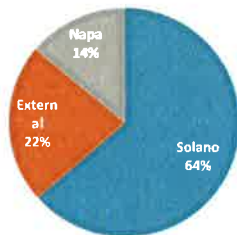
### Southbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
<b>Grand Total</b>	<b>70K</b>	<b>100%</b>	
Contra Costa	55K	79%	
Alameda	6K	8%	
Santa Clara	5K	8%	
External	3K	5%	
San Mateo	0K	1%	
Solano	0K	0%	
San Francisco	0K	0%	
Marin	0K	0%	
Sonoma	0K	0%	
Napa	0K	0%	



## Carquinez Bridge

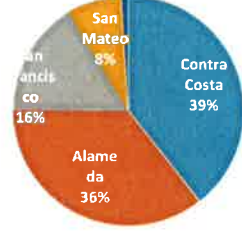
### Northbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
<b>Grand Total</b>	<b>65K</b>	<b>100%</b>	
Solano	41K	63%	
External	14K	22%	
Napa	9K	14%	
Sonoma	0K	1%	
Marin	0K	0%	
San Francisco	0K	0%	
San Mateo	0K	0%	
Santa Clara	0K	0%	
Alameda	0K	0%	
Contra Costa	0K	0%	

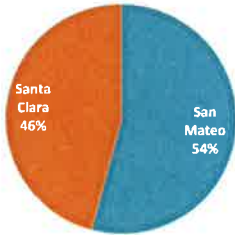
### Southbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
<b>Grand Total</b>	<b>67K</b>	<b>100%</b>	
Contra Costa	26K	39%	
Alameda	24K	36%	
San Francisco	11K	16%	
San Mateo	5K	8%	
Marin	1K	1%	
Santa Clara	0K	0%	
External	0K	0%	
Sonoma	0K	0%	
Solano	0K	0%	
Napa	0K	0%	



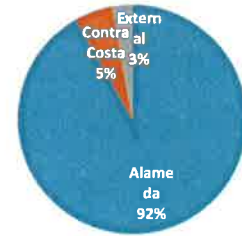
## Dumbarton Bridge

### Westbound Destinations



County	VOL24HR % of Total	
	Total	VOL24HR
<b>Grand Total</b>	<b>27K</b>	<b>100%</b>
San Mateo	15K	53%
Santa Clara	12K	45%
San Francisco	0K	2%
External	0K	0%
Marin	0K	0%
Alameda	0K	0%
Contra Costa	0K	0%
Solano	0K	0%
Napa	0K	0%
Sonoma	0K	0%

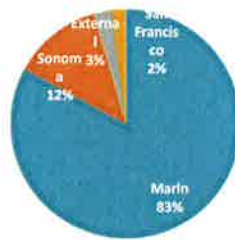
### Eastbound Destinations



County	VOL24HR % of Total	
	Total	VOL24HR
<b>Grand Total</b>	<b>66K</b>	<b>100%</b>
Alameda	60K	91%
Contra Costa	4K	5%
External	2K	3%
Solano	0K	0%
Napa	0K	0%
Santa Clara	0K	0%
Marin	0K	0%
San Francisco	0K	0%
San Mateo	0K	0%
Sonoma	0K	0%

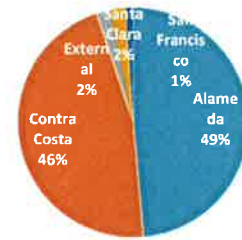
## Richmond-San Rafael Bridge

### Westbound Destinations



County	VOL24HR % of Total	
	Total	VOL24HR
<b>Grand Total</b>	<b>45K</b>	<b>100%</b>
Marin	37K	83%
Sonoma	6K	13%
External	1K	3%
San Francisco	1K	2%
Napa	0K	0%
San Mateo	0K	0%
Santa Clara	0K	0%
Alameda	0K	0%
Contra Costa	0K	0%
Solano	0K	0%

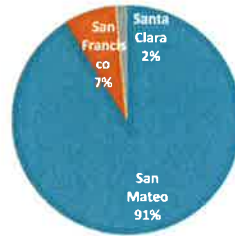
### Eastbound Destinations



County	VOL24HR % of Total	
	Total	VOL24HR
<b>Grand Total</b>	<b>49K</b>	<b>100%</b>
Alameda	23K	48%
Contra Costa	22K	45%
External	1K	2%
Santa Clara	1K	2%
San Francisco	1K	1%
San Mateo	0K	1%
Solano	0K	1%
Napa	0K	0%
Sonoma	0K	0%
Marin	0K	0%

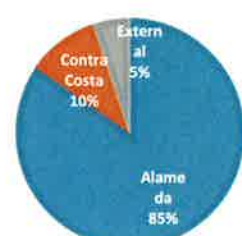
## San Mateo-Hayward Bridge

### Westbound Destinations



County	VOL24HR % of Total	
	Total	VOL24HR
<b>Grand Total</b>	<b>59K</b>	<b>100%</b>
San Mateo	54K	91%
San Francisco	4K	7%
Santa Clara	1K	1%
External	0K	0%
Marin	0K	0%
Alameda	0K	0%
Contra Costa	0K	0%
Solano	0K	0%
Napa	0K	0%
Sonoma	0K	0%

### Eastbound Destinations



County	VOL24HR % of Total	
	Total	VOL24HR
<b>Grand Total</b>	<b>54K</b>	<b>100%</b>
Alameda	46K	85%
Contra Costa	6K	10%
External	3K	5%
Solano	0K	0%
Santa Clara	0K	0%
Napa	0K	0%
Marin	0K	0%
San Francisco	0K	0%
San Mateo	0K	0%
Sonoma	0K	0%

Source: 2015\_06\_002 model run

Via select link analysis (<https://github.com/MetropolitanTransportationCommission/travel-model-one/tree/master/utilities/bespoke-requests/select-link-roadway>)

**CCTA Staff Analysis of RM3 Proposal**

\$ in millions

	Column 1 Proposed RM3 Amount	Column 2 Contra Costa Estimated Funding	Assumptions
<b>Operating Program (\$60M/Year)</b>			
Transbay Terminal	5	0	
Ferries	35	0	Fare Box recovery likely less than threshold to qualify
Regional Express Bus	20	3.7	assumed 18.4% (share of tolls)
Sum	60	3.7	\$60 million/year for operations (not part of the \$4.2 billion)

	Column 3 Proposed RM3 Amount	Column 4 Contra Costa Estimated Funding
<b>CCTA STAFF Proposed Change</b>		
no change	5	0
no change	35	0
no change	20	3.7
	60	3.7

<b>Regional Capital</b>			
Bridge Rehab	0	0	
BART Expansion Cars	500	64.5	Based on 12.9% average weekdays ridership entering or exiting in Contra Costa Stations
Corridor Express Lanes	300	80	Assumed \$80M will be used for Innovate 680
Goods Movements	125	0	
Bay Trail/Regional Trails/Safe Routes to Transit	150	27.6	Assumed 18.4% (share of tolls)
Ferries	325	0	
BART to Silicon Valley	400	0	No Nexus to Bridges
SMART	40	0	No Nexus to Bridges
Capitol Corridor Connections	90	16.2	Assumed 18.4% will go to Hercules Rail Station

	0	0
Increase by \$500M	1000	129
Increase by \$80M and specify \$160M for Innovate 680 and express bus/technology	380	160
Increase by \$60M with \$64M for I-80 San Pablo Dam Road	185	64
Increase by \$50M to \$200M	200	36.8
Increase by \$25M with \$20M for Richmond Ferry	350	20
No Nexus -Reduce to 0	0	0
No Nexus -Reduce to 0	0	0
no change	90	16.2

<b>Corridor-Specific Capital Projects</b>			
<b>Central (SFOBB)</b>			
Caltrain	350	0	No Nexus to Bridges
Muni	140	0	
Core Capacity Transit Improvements serving Bay Bridge Corridor	140	0	
AC Transit - Bus Rapid Improvements	50	6.3	Assumed 12.5% since most of AC Transit serves Alameda Co.
New Transbay BART Tube	50	6.5	Based on 12.9% average weekdays ridership entering or exiting in Contra Costa Station
<i>Add: I-80 Transit Improvements</i>			
<b>South (San Mateo-Hayward, Dumbarton)</b>			
Tri Valley Transit Access	100	0	Assumed it will go to BART extension to Livermore
Eastridge to BART	130	0	No Nexus to Bridges
San Jose Diridon Station	120	0	No Nexus to Bridges
Dumbarton Rail/Ace/Shinn Station	130	0	
101/92 Interchange	50	0	
<b>North (Richmond - San Rafael, Benicia- Martinez, Carquinez, Antioch)</b>			
680/4 and transit enhancements (add SR4 Ops Improvements)	150	150	100% in Contra Costa
Marin-Sonoma Narrows	125	0	No Nexus to Bridges
I-80/I-680/SR12	175	0	
WB I-80 Truck Scales	125	0	
Highway 37	150	0	
San Rafael Transit Center/SMART	30	0	
Marin 101/580 interchange	135	32.4	Assumed 24% based on % of toll payers residing in Contra Costa
North BayTransit Improvements	100	18.4	Assumed 18.4% (share of tolls)
<i>Add: East Contra Costa County Transit Intermodal Station</i>			
SR29	20	0	

No Nexus -Reduce to 0	0	0
no change	140	0
no change	140	0
no change	50	6.3
Added \$55 million	105	13.5
Add \$100 million for I-80 Transit Impro. in Contra Costa	100	100
no change	100	0
No Nexus -Reduce to 0	0	0
No Nexus -Reduce to 0	0	0
no change	130	0
no change	50	0
Increase by \$150M and include SR4 Operational Improvements	300	300
No Nexus -Reduce to 0	0	0
no change	175	0
Increase by \$30M to remove weigh station at Treat Blvd	155	30
no change	150	0
SMART has no Nexus but kept amount for Transit Center	30	0
Increase by \$65M with \$100M for toll plaza improvements and I-580/Richmond Parkway	200	100
no change	100	18.4
Add \$50 million for East Contra Costa County Intermodal Transit Station	50	50
	20	0

**Guiding Principles:**  
 1. Nexus to Bridges  
 2. Equity  
 3. Access to the Bridges (approaches)  
 4. Priority Projects

Total	4200	402	Excludes operations funding (\$60M/yr)
CC fair share		773	Assumed 18.4% (shares of tolls)
Difference		-371	

Total (excludes operations)	4200	1044
CC fair share		773
Difference		271

Updated July 21, 2017



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

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David Hudson

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Kevin Romick

Robert Taylor

Dave Trotter

Randell H. Iwasaki,  
Executive Director

July 21, 2017

The Honorable Jim Frazier  
Chairman, Assembly Transportation Committee  
Legislative Office Building, 1020 N Street, Room 112  
Sacramento, CA 95814

Re: SB 595 (Beall) and Truck Weigh Stations in Walnut Creek

Dear Chairman Frazier,

The Contra Costa Transportation Authority (CCTA) Commissioners unanimously voted to request the SB 595 Bay Area Regional Measure 3 (RM3) project plan include the removal of the truck I-680 weigh stations in Walnut Creek (located near Treat Boulevard). Studies have shown that widening I-680 in a segment within the City of Walnut Creek will improve traffic flow.

The RM3 proposal includes investing \$125 million to build a new, state of the art freight weigh station in Cordelia. We understand both Walnut Creek weigh stations in the north and southbound directions are rarely used and, if removed, would allow widening of the I-680 freeway for operational improvement projects.

As a specific expenditure plan for new toll revenue is not yet finalized in the bill we urge your consideration in this matter. If you have questions regarding this issue, please contact CCTA Deputy Executive Director, Projects Tim Haile at (925) 256-4735 or via email at thaile@ccta.net.

Sincerely,

Tom Butt  
CCTA Chair

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

Cc: Assembly Member Catherine Baker  
Senator Bill Dodd  
Senator Steve Glazer  
Assembly Member Tim Grayson  
Senator Nancy Skinner  
Assembly Member Tony Thurmond



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Executive Director


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PHONE: 925.256.4700  
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www.ccta.net

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# MEMORANDUM

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

From:  Randell H. Iwasaki, Executive Director

Date: September 25, 2017

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

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At its September 20, 2017 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Certification of Final EIR and Adoption of Final 2017 Countywide Transportation Plan (CTP).** Adoption of the Final 2017 CTP required a two-step process: first the Authority certified the Final EIR of the CTP; and second the Authority took a series of actions as outlined below to adopt the Final 2017 CTP.

**Certification of the Final Environmental Impact Report (FEIR) for the 2017 Countywide Comprehensive Transportation Plan by Adoption of Resolution 17-44-G, Including Approval of Responses to Comments on the Draft Environmental Impact Report for the Countywide Comprehensive Transportation Plan.** Staff prepared responses to comments received on the Draft EIR that was released on June 16, 2017 for a 45-day review period. The comment period closed on August 1, 2017. CEQA requires that responses to comments be transmitted to commentors on the Draft EIR ten days prior to EIR certification. In adopting Resolution 17-44-G, the Authority certified that: 1) the Final EIR has been completed in compliance with CEQA; 2) that the Authority reviewed and considered the information provided; and 3) that the FEIR reflects the independent judgment and analysis of the Authority. *The Authority Board unanimously adopted Resolution 17-44-G certifying the Final Environmental Impact Report (EIR) for the Countywide Comprehensive Transportation Plan (CTP), including approval of response to comments on the Draft EIR for the Countywide CTP.*

2. **Approval of Revisions to the Draft 2017 CTP, Approval of “Finding, Facts in Support of Findings, and Statement of Overriding Considerations,” Adoption of the Mitigation Monitoring and Reporting Program, and Adoption of the 2017 Countywide Comprehensive Transportation Plan by approval of Resolution 17-45-G.** Following certification of the EIR and Addendum, adoption of the Final 2017 CTP Update required Authority action as follows:
  1. **Approval of Revisions to the Draft 2017 Countywide Comprehensive Transportation Plan (CTP).** In response to comments received, staff prepared revisions to the Draft 2017 CTP for adoption by the Authority. The revisions were shown in underline/~~striketrough~~ format. These revisions, when incorporated in the May 24, 2017 Public Review Draft constituted the Final 2017 CTP. Members of the public may download the Draft CTP from our website, at [www.2017ctpupdate.net](http://www.2017ctpupdate.net). (Copies are also available at any public library in Contra Costa, or may be obtained from the Authority office upon request.)
  2. **Approval of Findings, Facts in Support of Findings, and Statement of Overriding Consideration.** These documents state the Authority’s conclusions and findings regarding the significance of the 2017 CTP’s potential environmental impacts and explain the reasons for approving the 2017 CTP despite its significant environmental impacts.
  3. **Adoption of Mitigation Monitoring and Reporting Program.** As required by state environmental regulations, staff prepared a program to monitor and report on the mitigation measures identified in the Draft EIR for the 2017 CTP.
  4. **Adoption of Resolution 17-45-G.** Authority adoption of Resolution 17-45-G constituted adoption of the Final 2017 Countywide Comprehensive Transportation Plan and other necessary actions.

*The Authority Board adopted Resolution 17-45-G approving revisions to the Draft 2017 CTP, approving the Findings, Facts in Support of Findings, and Statement of Overriding Considerations, adopting the Mitigation Monitoring and Reporting Program, and adopting the Final 2017 Countywide Comprehensive Transportation Plan.*

- 3. GoMentum Station and Shared Autonomous Vehicle (SAV) Updates.** Staff provided an update on GoMentum Station and SAVs. *ITS CV/AV Program Manager Jack Hall provided an update on the GoMentum Station program and Shared Autonomous Vehicle project. He discussed the project phasing and schedule for deployment of shared autonomous vehicles from a confined testing environment in 2016 to planning for completion of deployment on public roads in Contra Costa County by 2020.*

## **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

July 13, 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 – July 13, 2017

Dear Mr. Iwasaki:

At its regular meeting on July 13, 2017, the TRANSPAC Board of Directors took the following actions that may be of interest to the Transportation Authority:

1. Appointed Carlyn Obringer as TRANSPAC Alternate Representative to the CCTA.
2. Reaffirmed the February 2015 “Proposal for Adoption” Central County Action Plan for Routes of Regional Significance, with noted revisions, for incorporation into the Final 2017 Countywide Transportation Plan (CTP). The Board also requested future discussion regarding transportation impacts associated with the Concord Naval Weapons Station (CNWS) development and how that may impact Plan.
3. Approved the FY 2017/2018 511 Contra Costa TDM Work Plan.
4. Approved the programming of \$250,000 of Measure J Line 19a funds to the City of Concord on a one-time basis for operations funding of the Monument Community Shuttle Service for a third year of service, and programming \$250,000 of Measure J Line 20a funds to the CCCTA (County Connection) in exchange for the reduction in the amount of Measure J Line 19a funds.
5. Received presentation from Matt Kelly, CCTA on the Draft 2017 Countywide Transportation Plan (CTP) Update and directed staff to prepare a comment letter regarding the use of fee mitigation programs for maintenance and operations purposes.
6. Received update on the Concord BART Station Bicycle Parking Station.

TRANSPAC hopes that this information is useful to you.



Randell H. Iwasaki – Page 2  
July 13, 2017

Sincerely,

A handwritten signature in blue ink that reads "Matthew Todd". The signature is written in a cursive style with a long horizontal stroke at the end.

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

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July 17, 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 July 13, 2017.

**APPROVE East Bay Regional Park District Pedestrian, Bicycle and Trail Facilities (“PBTF”) \$500,000 appropriation request for the Marsh Creek Trail Rehabilitation Project, as recommended by the TRANSPLAN Technical Advisory Committee.** The Committee was generally in support of the item. However, the Committee requested additional information (e.g., scope/cost of improvements to the southern section of Marsh Creek Trail, what portion of the trail would be improved relative to the entire facility) before approving the request. The Park District will provide responses the Committee comments and return later.

**APPROVE Fiscal Year 2017/18 511 Contra Costa TDM Work Plan, as recommended by the TRANSPLAN Technical Advisory Committee.** The Committee received a report from CCTA staff summarizing 511 Contra Costa activities. The Committee unanimously approved the item.

**REAFFIRM APPROVAL of 2014 Proposal for Adoption East County Action Plan for Routes of Regional Significance, as recommended by the TRANSPLAN Technical Advisory Committee.** After receiving a presentation on the Countywide Transportation Plan and a brief update on the Action Plan process, the Committee unanimously reaffirmed approval of the 2014 Proposal for Adoption East County Action Plan.

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

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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September 18, 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 September 14, 2017.

**APPROVE East Bay Regional Park District Pedestrian, Bicycle and Trail Facilities (“PBTF”) \$500,000 appropriation request for the Big Break and Marsh Creek Regional Trail Rehabilitation Project, as recommended by the TRANSPLAN Technical Advisory Committee.** Park District staff delivered a presentation to the Committee on the proposed project. The Committee unanimously approved a motion to approve the Park District’s PBTF fund appropriation request.

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

Sincerely,



Jamar Stamps, AICP  
TRANSPLAN Staff

c: TRANSPLAN Committee      T. Grover, CCTA  
L. Bobadilla, SWAT/TVTC      J. Townsend, EBRPD  
M. Todd, TRANSPAC          D. Dennis, ECCRFFA  
J. Nemeth, WCCTAC



# SWAT

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

July 13, 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 July 2017**

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met on Monday, July 3, 2017. The following is a summary of the meeting and action items:

1. **Approved FY 2017/18 - 511 Contra Costa SWAT Transportation Demand Management Programs and Budget.**
2. **Received Presentation on the Draft 2017 Countywide Transportation Plan (CTP).**
3. **Approved Action Plan "Proposal for Adoption" to CCTA for incorporation into the 2017 CTP Update:**

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

All the best,

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

Lisa Bobadilla  
SWAT Administrator

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



# SWAT

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

September 19, 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 September 2017**

Dear Mr. <sup>Handy</sup>Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met Monday, September 18, 2017. The following is a summary of the meeting and action items:

SWAT member, Dave Trotter requested clarification to the SWAT meeting minutes of July 3, 2017. With respect to Agenda Item – *Action Plan "Proposal for Adoption" to CCTA for incorporation into the 2017 CTP Update*, the revised minutes are as follows:

Mr. Trotter proposed an amendment to the Lamorinda Action Plan. He proposed to work with East Bay Municipal Utility District (EBMUD) and East Bay Regional Park District (EBRPD) to restore the pedestrian and bicycle trail link and reopen the Lafayette – Moraga Regional Trail near Augusta Drive between School Street Bridge and Canyon Road Bridge.

1. Approved Town of Danville Request to Reprogram Measure C and Measure J Funds, and forward a request to CCTA for required amendments to the Measure C Strategic Plan and Measure J Strategic Plan:
  - a. Reprogram \$1.048 million in Measure C, *Major Arterials – Southwest Region* program funds from the "Diablo Road Circulation Improvements Project" (Project No. 1721) to the "Danville Various Streets and Roads Preservation" Project; and
  - b. Reprogram \$3.734 million in Measure J, *Major Streets, Traffic Flow and Safety Improvements* program funds from the "Danville Major Streets Improvements" (Project No. 24009).
  
2. Received presentation on Innovate 680.

3. Approved Measure J Strategic Plan Amendment for Innovate 680:
  - a. Reprogram \$16.706 million from I-680 Corridor Reserve - Southwest County (Project 8007) and \$0.3 million from I-680 Bollinger Canyon Operational Analysis (Project 8008) to **Innovate 680** (New Project 8009).
4. Approved Submittal of the Tri-Valley Transportation Council Action Plan "Proposal for Adoption" to CCTA for incorporation into the 2017 CTP Action Plan Update.

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

All the best,



Lisa Bobadilla  
SWAT Administrator

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

El Cerrito

Hercules

June 28, 2017

Pinole

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

Richmond

RE: June WCCTAC Board Meeting Summary

Dear Randy:

San Pablo

The WCCTAC Board, at its meeting on June 23, 2017, took the following actions that may be of interest to CCTA:

Contra Costa  
County

1. Received an overview provided by consultant, Fehr and Peers, on Technical Memo #1, regarding the STMP Nexus Study and Strategic Plan update.
2. Re-affirmed WCCTAC's 2014 Proposal for Adoption of the West County Action Plan so that it may be added into Contra Costa's 2017 CTP.
3. Received information regarding the Draft 2017 CTP update.
4. Received a presentation from the Center for Independent Living regarding their Travel Training Program in West County.

AC Transit

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

Sincerely,

BART



John Nemeth  
Executive Director

WestCAT

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

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