

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda

THURSDAY, NOVEMBER 9, 2017

9:00 A.M. to 11:00 A.M.

Pleasant Hill City Hall – Community Room
100 Gregory Lane, Pleasant Hill

TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion, or other indication that action will be taken is included on the agenda or attachments thereto.

- 1. CONVENE MEETING / PLEDGE OF ALLEGIANCE / SELF-INTRODUCTIONS**
- 2. PUBLIC COMMENT:** At this time, the public is welcome to address TRANSPAC on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments.

ACTION ITEMS

- 3. CONSENT AGENDA**
 - a. Minutes of the October 12, 2017 Meeting** 🌀 **PAGE 4**

ACTION RECOMMENDATION: Approve minutes.

Attachment: Minutes of the October 12, 2017 meeting

END CONSENT AGENDA

- 4. MEASURE J LINE 20A FUNDS PROGRAM FOR FY 2018/2019 AND FY 2019/2020.** The Measure J Expenditure Plan includes a program, 15: Transportation for Seniors & People With Disabilities. The name generally self-describes the activities that the program funds. There is an additional program in Measure J, 20a: Additional Transportation Services for Seniors and People & Disabilities, which provides the TRANSPAC area an additional 0.5% of the Measure J revenue for these types of services. TRANSPAC is responsible for recommendations on how the Line 20a funds are to be used. TRANSPAC last issued a call for projects and approved a program of projects in 2016 for the FY 2016/2017 and FY 2017/2018 period. TRANSPAC is requested to review a program structure to identify a Measure J Program 20a Program for the upcoming two-year period (2018/2019 and 2019/2020). The assumption is the Measure J Line 20a funds are expected to generate about \$860,000 over the programming period. The funds are ultimately distributed by the Contra Costa Transportation Authority (CCTA) and all project sponsors will be required to meet the requirements of the CCTA Fund Reimbursement Agreement. 🌀 **PAGE 14**

ACTION RECOMMENDATION: Review and comment on the proposed program criteria, schedule, and fund estimate.

Attachments:

- Measure J Line 20a Program Fund Balance;
- Line 20a Proposed Programming Criteria and Schedule; and
- Measure J Transportation Sales Tax Expenditure Plan Descriptions for Programs 15 and 20a.

5. **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. One of the key factors with the proposed funding is that these funds are a one-time opportunity that could be used to collect information to support future funding requests for a project in Central County. Through TRANSPAC TAC discussion, the proposed project scope options were narrowed down to conducting a feasibility study to support improvements to an identified gap in the bicycle and pedestrian network with a focus on projects to facilitate travel within the TRANSPAC area subregion or to access a key transit facility. The TRANSPAC TAC recommends the funds be used for a feasibility study to identify improvements to gaps in the bicycle and pedestrian network focusing on the east west connections across I-680 (and including connections to the Iron Horse Trail) at Monument Boulevard. The approximate limits of the area to be examined are between Contra Costa Boulevard and Mohr Lane/Iron Horse Trail (see attached vicinity map). This area, a gap in the current Countywide Bike Plan, would provide for an improved east-west connection across I-680, and would directly benefit residential areas and schools as well as an identified Community of Concern (MTC) area. The proposal is envisioned to detail improved bicycle and pedestrian related improvements in the study area and identify scope, cost, and delivery strategy information that could be used to pursue additional project funding. A summary of the range of projects discussed for this effort at the TRANSPAC TAC is also included in the attached material. Based on similar efforts (i.e. the I-680 / Treat Boulevard Bicycle and Pedestrian Improvements Project), the available funding should be sufficient to fund this scope. A project of this type is proposed to include tasks such as identifying feasible improvements, traffic modeling, and a comprehensive outreach effort with stakeholders. 🌀 **PAGE 21**

ACTION RECOMMENDATION: Approve proceeding with the I-680 / Monument Blvd. Bicycle and Pedestrian Improvement Project scope for the 2017/2018 Workplan Study identified project and direct staff to bring back a project scope and delivery plan.

Attachments:

- Vicinity map of proposed project
- Summary of Projects Discussed

INFORMATIONAL ITEMS

6. **TRANSPAC FINANCIAL REPORTS.** This report contains a summary of the amount of funds held, receipts and expenses of TRANSPAC for FY 2017/18 for the period ended September 30, 2017. The TRANSPAC Bylaws call for the reporting of this financial information on a quarterly basis. 🌀 **PAGE 23**

Attachment: TRANSPAC Quarterly Financial Report for Period ending September 30, 2017

7. **TRANSPAC CCTA REPRESENTATIVE REPORTS.** Both the Planning Committee and the Administration and Projects Committee were cancelled this month.
8. **CCTA EXECUTIVE DIRECTOR'S REPORT REGARDING AUTHORITY ACTIONS/DISCUSSION ITEMS** 🌀 **PAGE 26**

Attachment: CCTA Executive Director Randell H. Iwasaki's Report dated October 18, 2017.

9. **ITEMS APPROVED BY THE AUTHORITY FOR CIRCULATION TO THE REGIONAL TRANSPORTATION PLANNING COMMITTEES (RTPCs) AND RELATED ITEMS OF INTEREST** 🌀 **PAGE 30**

Attachment: Letter to RTPCs from Randell H. Iwasaki dated October 18, 2017 for the October 18, 2017 meeting.

10. **TAC ORAL REPORTS BY JURISDICTION:** Reports from Concord, Clayton, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available.
🌀 **PAGE 46**

- TRANSPAC – Status Letter dated October 12, 2017.
- TRANSPLAN – Meeting Summary dated October 13, 2017.
- SWAT – Meeting Summary dated October 3, 2017.
- WCCTAC – Board Meeting Summary dated October 9, 2017.

- **County Connection Fixed Route Monthly Report:**
<https://countyconnection.com/wp-content/uploads/2017/10/8a.pdf>
- **County Connection Link Monthly Report:**
<https://countyconnection.com/wp-content/uploads/2017/10/8b.pdf>
- **CCTA Project Status Report** may be downloaded at:
http://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=365&meta_id=32676
- The **CCTA Board** agenda for the November 15, 2017 meeting is not yet available.
- The **CCTA Administration & Projects Committee (APC)** meeting scheduled for November 2, 2017 has been cancelled.
- The **CCTA Planning Committee (PC)** meeting scheduled for November 1, 2017 has been cancelled.
- The **CCTA Calendar** for October 2017 to January 2018 may be downloaded at:
http://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=365&meta_id=32761

11. **BOARDMEMBER COMMENTS**
12. **MANAGING DIRECTOR'S REPORT**
13. **ADJOURN / NEXT MEETING**

The next meeting is scheduled for December 14, 2017 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

TRANSPAC Meeting Summary Minutes

- MEETING DATE:** October 12, 2017
- MEMBERS PRESENT:** Karen Mitchoff, Contra Costa County (Chair); Julie Pierce, Clayton (Vice Chair/CCTA Representative); Loella Haskew, Walnut Creek, CCTA Representative; Matt Rinn, Alternate for Sue Noack, Pleasant Hill; Carlyn Obringer, Concord; and Mark Ross, Martinez
- PLANNING COMMISSIONERS PRESENT:** John Mercurio, Concord; Bob Pickett, Walnut Creek; and Diana Vavrek, Pleasant Hill
- STAFF PRESENT:** Scott D. Alman, Clayton; Ruby Horta, County Connection; Eric Hu, Pleasant Hill; Abhishek Parikh, Concord; Robert Sarmiento, Contra Costa County; Andy Smith, Walnut Creek; Michael Tanner, BART; Matt Todd, TRANSPAC Managing Director; and Tim Tucker, Martinez
- GUESTS/PRESENTERS:** Tim Haile, Deputy Executive Director, Projects, Contra Costa Transportation Authority (CCTA); and Susan Miller, Director, Projects, CCTA
- MINUTES PREPARED BY:** Anita Tucci-Smith, TRANSPAC Clerk

1. Convene Meeting/Pledge of Allegiance/Self Introductions

The meeting was convened at 9:01 A.M. by Chair Karen Mitchoff. Director Rinn led the Pledge of Allegiance.

2. Public Comment

Director Pierce introduced Scott Alman, the new Contract City Engineer for the City of Clayton.

Scott Alman stated he was a consultant with Harris & Associates working with the City of Clayton, and had assignments with other jurisdictions in the Bay Area.

CONSENT AGENDA

3. Approve July 13, 2017 Minutes

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

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.

Matt Todd noted that the City of Clayton had a Major Streets Program grant, the work had been completed, money had been left over, and additional scope had been proposed to rehabilitate another street. The project would be on the Contra Costa Transportation Authority (CCTA) Board of Directors agenda this month.

Scott Alman stated that the additional street, an entry point into the City of Clayton, would gap close some sidewalk issues between the City Limit of the City of Concord and local schools for a project similar to the originally funded project.

On motion by Director Pierce, seconded by Director Haskew to 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. The motion was adopted by unanimous vote of the members present, unless otherwise noted.

- 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. 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.

Mr. Todd stated that the City of Martinez had been working on the Intermodal project for some time, the contract had been put out, the bids had come in high, the bids had been analyzed, and the ultimate bid had been found to be reasonable. He noted that some years ago Measure J money had been returned by the City of Martinez expecting it would be surplus; and the City was now requesting the return of some of the money to award the project. Any Measure J funds that were remaining at the end of the project would be reprogrammed to the Pacheco Blvd Realignment and Widening Project.

When asked when the project would start, Tim Tucker explained that the City was scheduled to award the contract in October on the same night as the CCTA Board was scheduled to approve the funding.

On motion by Director Haskew, seconded by Director Rinn to 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). The motion was adopted by unanimous vote of the members present, unless otherwise noted.

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.

Mr. Todd reported that the CCTA was requesting a Strategic Plan Amendment to reprogram \$23.045 million of funds currently in reserve. The Southwest Area Transportation Committee (SWAT) had concurred to move \$16.703 million for improvements from the southern Contra Costa County line to the northern County line.

Tim Haile, Deputy Executive Director for Projects, CCTA, stated the project concept had started with the Countywide Transportation Plan (CTP) given the congestion on I-680, and through the I-680 Congestion Relief Study. The Innovate 680 project would include the creation of a Technical Advisory Commission (TAC) and Policy Advisory Commission (PAC) with recommendations to the Regional Transportation Planning Committees (RTPCs) early next year. He explained that the congestion on I-680 was based on a jobs/housing imbalance in Contra Costa County and was the eighth worst commute in the Bay Area, where Express Buses were stuck in traffic unable to offer reliable transit services in the corridor. Congestion was expected to quadruple over the coming years. He described the other key projects involved, stated they could not build out of congestion, and emphasized that other alternatives were being considered to use technology to increase throughput and encourage mode shifts from cars to transit to bikes. He noted that several other reports had been completed, with the results of those studies being considered to create the seven strategies proposed in the Innovate 680 project.

Mr. Haile presented the seven strategies to improve the corridor by cooling corridor “hot spots,” completing HOV/Express Lanes, increasing bus service efficiency, innovative operational strategies, preparing the corridor for the future, first mile and last mile connections, and transportation demand management. He described what had been proposed under each strategy to accomplish the goal of reducing congestion, and noted some of the innovative strategies being considered to address the problems to address capacity issues and maximize throughput in the corridor using next generation technology, one of which could be a bus-on-shoulder project. To meet the goals, reliable transit would have to be provided and bus-on-shoulders could provide reliability of bus services. He noted bus service would only operate on shoulders during congested periods, using technology to identify cars that may be stopped – on the shoulders and other impediments. When asked, he explained that bus-on-shoulders had been a proven strategy used elsewhere and once congestion started occurring buses would be allowed on the shoulders. At 30 MPH, it would be safe to navigate bus vehicles on the shoulders.

Mr. Haile reported that bus-on-shoulder projects had been projected to improve travel time by 13 minutes; there would be signs to indicate that buses were on the shoulders, and using signing, striping, and technology in the buses communications (i.e. with ramp metering systems) would make it possible to allow buses to travel safely through the on-ramp areas. He emphasized the intent to provide a system that could respond in real time using next generation adaptive ramp metering with communications between the multiple metering locations to facilitate traffic, and to provide the additional technology so that vehicles would have more connection to the infrastructure, and with better connectivity to BART and Park & Ride in a holistic approach to focus on arterials that feed traffic to I-680 to ensure good connections to the employment centers.

Mr. Haile explained that the seven strategies would be delivered through four projects; through the use of advanced technologies, bus-on-shoulder, HOV Express Lane gap closure, and transit improvements. The overall program would be a \$300 million investment, and funding to match state and federal sources was needed. The \$40 million involved in the programming request should provide environmental and planning for the four projects. The CCTA requested concurrence to reprogram \$23.045 million from the I-680 Corridor Reserve – Central County (Project 8006) to add to the \$16.703 from the I-680 Corridor Reserve – Southwest County (Project 8007) and \$0.3 million from the I-680 Bollinger Canyon Operational Analysis (Project 8008) to Innovate 680.

Chair Mitchoff requested that the CCTA make a similar presentation on the Innovate 680 project to the Contra Costa County Board of Supervisors.

Mr. Haile reported that when approved by the CCTA Board, additional materials would be developed along with a flyer and a video, and a lot of information would be distributed to identify the integrated project and its components.

In response to comments related to the Iron Horse Trail and whether there were any projects to make that element more useful to people, Mr. Haile stated that the County was potentially looking for a Bike Expressway and autonomous vehicles on the Iron Horse Trail.

On motion by Director Pierce , seconded by Director Obringer to 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). The motion was adopted by unanimous vote of the members present, unless otherwise noted.

- 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.

Director Obringer introduced Abhishek Parikh, the City of Concord's new Transportation Manager. Mr. Parikh introduced himself, described his background, and stated he was looking forward to working with TRANSPAC.

On motion by Director Obringer, seconded by Director Pierce to appoint Abhishek Parikh, City of Concord, as an alternate representative to the TCC for the remainder of the term March 31, 2019. The motion was adopted by unanimous vote of the members present, unless otherwise noted.

The Board moved to Item 9 on the agenda at this time.

9. Interstate 680 (I-680) High Occupancy Vehicle (HOV) Completion and Express Lanes. CCTA staff to provide an update on the status of the project.

Susan Miller, Director of Projects, CCTA, advised that the I-680 HOV Completion and Express Lanes projects were components of Innovate 680 strategy. The Metropolitan Transportation Commission (MTC) project converted the carpool lanes to Express Lanes in the Alamo/Danville/San Ramon area, which had become operational on October 9, all part of the Bay Area Express Lane program, one tool that would help alleviate congestion and entice more reliability for transit in the system. She reported that a FasTrak Flex would be needed to use the lane, and noted where the flex transponders could be acquired, including it was reported, at Costco. The hours of operation would be from 5:00 A.M. to 8:00 P.M., Monday through Friday, which was a change from the prior carpool system but matched the project at the Sunol Grade and I-580.

She also described the buffers as part of the system, with entry points and exit points from SR-242 to North Main Street to allow consistent travel time and avoid weaving. There would be a secondary buffer from Rudgear Road to Stone Valley Road for the same reasons.

In response to questions as to how effective the buffers would be, Ms. Miller explained that the funding for the project would augment the CHP for more enforcement in the corridor. The Express Lane currently under construction was 11 miles in length and a carpool lane of 8 miles would be converted to Express Lanes, and 3 miles where there was no carpool lane would be widened to create the carpool lane and convert it to an Express Lane to match up with the MTC project.

Ms. Miller described the widening involved in the area of Walnut Creek and explained that a large retaining wall/sound wall system would be moved over, which was part of the initial work in the spring of 2018. The sound wall could be down for about a year and she had made a presentation to the Walnut Creek City Council to advise of the plans affecting that community.

In November there would be tree removal with the most trees to be removed from South Main Street down to Rudgear Road, and an additional area in Alamo would be affected where approximately 530 trees would be removed. A follow-on landscape design would start in the spring. Ms. Miller pointed out where that work would be done and noted other improvements with sidewalk gap closure and other work needed along that stretch. No heritage trees would be removed, no required replacement ratio had been proposed, but as many trees as removed would hopefully be returned. The aesthetics would be matched with the existing soundwalls where possible and she acknowledged that the City of Walnut Creek had contributed to the existing design for the soundwall. The contract for the tree removal would be awarded next week.

Responding to comments from the Board, Ms. Miller stated the goal was to start construction on the larger project in the spring with a two-year construction starting with tree removal and sidewalk installation, and MTC would follow with their technology contract to install the signage and do all the testing. Concurrently, the landscape project would be designed and installed while MTC was testing. She identified the website for the project, a hotline, and reported that a meeting had been scheduled at Parkmead Elementary School on October 25 at 6:30 P.M. There would also be a quarterly update for the neighborhoods most affected in the Walnut Creek/Alamo vicinity. She confirmed that Express Lanes would not operate on the weekends and would be open to all.

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 the financial information on a quarterly basis.

Mr. Todd presented the TRANSPAC Financial Reports and reported on a \$316,000 cash balance in the bank with a balance of \$243,000 after the cost of approved invoices received after June 30. He also reported that membership dues through the 2017/18 budget year had been paid

The Board accepted the report, and moved back to Item 8 at this time.

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).

Mr. Todd described the changes to the structure of TRANSPAC after the retirement of the long-term Managing Director in 2014 when a new Joint Powers Authority (JPA) had been created and when he, as the new Managing Director, had been hired in 2016 with an initial contract through June 30, 2018. He explained that the funds had only been allocated for the annual amount assumed to be needed for the Managing Director, with the expectation of the approval of additional funds for services through June 2018. He identified funds needed for services through June 2018, and described the two types of tasks, initial tasks and others involved for the work completed to date. He recommended an additional \$113,000 to the contract to bring the value of the 2017/18 work to \$135,000, with an overall contract of \$238,000. In response to comments, he explained that \$21,741 had not been spent (through June 30, 2017) from the current contract.

Directors noted that the budget request was reasonable, particularly given the new arrangement, the budget had been based on time and materials, had been capped, and anything in excess of the cap would need Board approval. It was also noted that surplus funds in the budget as a result of two years without a Managing Director had been the subject of a discussion for the use of that surplus.

On motion by Director Pierce, seconded by Director Haskew to approve a contract amendment to augment the budget of the Managing Director Contract by \$113,259 for the contract through June 30, 2018. The motion was adopted by unanimous vote of the members present, unless otherwise noted.

- 11. Regional Measure 3.** An update on the status of the Regional Measure 3 legislation will be provided at the meeting.

Mr. Todd referred to the report from the CCTA on SB 595 (Beall), or Regional Measure 3 (RM3), which had been signed by the Governor and which could increase the toll rate up to \$3 on state-owned bridges within the region to meet funding obligations associated with specific programs and projects. A special election would be required by the nine Bay Area counties to increase the toll rate. If an additional \$3 toll was not approved by the electorate, there would have to be a pro rata reduction in the line items.

Director Pierce described the negotiations in Sacramento to better balance the revenue generated by RM3 with the percentage of bridge tolls collected from each region, particularly Contra Costa and Alameda counties. The programs and projects on the list from the region that would benefit from the increased tolls were noted, as were the other funding sources that could be used to fund the projects.

Some of the projects involved were the Intermodal Station in Brentwood, Byron Highway Airport Connector project, Vasco Road Safety Improvements, I-680 Transit Improvements, and Phase 3 of the I-680/SR-4 Interchange project where efforts had been ongoing to provide funding for the Grayson Creek Bridge Improvements. She noted that if RM3 passed with an increased \$3 toll rate, the RM3 program could fully fund Phases 1 and 2 of the I-680/SR-4 Interchange project.

Director Pierce described some of the political machinations involved with the RM3 proposal, such as requiring incentivization for housing, and explained that discussions would continue at MTC.

- 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.

Mr. Todd presented MTC's Congested Corridors Report and noted that compared to 2010 there had been an 80 percent increase in delay, and Nos. 8, 9 and 10 on the list were located in Central Contra Costa County.

- 13. 2018 Meeting Schedule.** The Board is requested to review and comment on the suggested 2018 meeting schedule.

By consensus, the Board approved the 2018 TRANSPAC 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.

Director Pierce had already provided her APC report and took this opportunity to refer to MTC's Vital Signs website which would offer more information on congestion in the region.

Chair Mitchoff advised that the Planning Committee had a very short meeting comprised of routine items.

15. CCTA Executive Director’s Report Regarding Authority Actions/Discussion Items

CCTA Executive Director Randell H. Iwasaki’s Reports dated July 19, 2017 and September 20, 2017 had been included in the Board packets.

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

The letters 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 had been included in the Board packets.

17. TAC Oral Reports by Jurisdiction

There were no reports.

18. Boardmember Comments

Chair Mitchoff referred to a legal action that had come to her attention and referred the matter to the Managing Director.

19. Managing Director’s Report

There was no report.

20. Adjournment

The meeting was adjourned at 10:48 A.M. The next meeting of the Board is scheduled for November 9, 2017 at 9:00 A.M. in the City of Pleasant Hill Community Room, unless otherwise determined.

Measure J Line 20a Program

Summary		Program Funding	Allocation	AVAILABLE	Cumulative
FY 2008-09 available	actual	\$ 70,430		\$ 70,430	\$ 70,430
FY 2009-10 available	actual	\$ 307,636		\$ 307,636	\$ 378,066
FY 2010-11 available	actual	\$ 325,301		\$ 325,301	\$ 703,367
Allocation Reso 11-02-G			\$ (65,144)	\$ (65,144)	\$ 638,223
FY 2011-12 available	actual	\$ 343,641		\$ 343,641	\$ 981,864
FY 2012-13 available	actual	\$ 373,989		\$ 373,989	\$ 1,355,853
Allocation Reso 12-57-G			\$ (356,943)	\$ (356,943)	\$ 998,910
FY 2013-14 available	actual	\$ 379,493		\$ 379,493	\$ 1,378,403
Allocation Reso 13-34-G			\$ (160,138)	\$ (160,138)	\$ 1,218,265
Allocation Reso 13-39-G			\$ (249,943)	\$ (249,943)	\$ 968,322
FY 2014-15 available	actual	\$ 397,273		\$ 397,273	\$ 1,365,595
Allocation Reso 14-37-G			\$ (249,943)	\$ (249,943)	\$ 1,115,652
FY 2015-16 Revenue	actual	\$ 417,339		\$ 417,339	\$ 1,532,991
Allocation Reso 15-34-G			\$ (49,000)	\$ (49,000)	\$ 1,483,991
Allocation Reso 15-44-G			\$ (292,943)	\$ (292,943)	\$ 1,191,048
FY 2016-17 Revenue	est	\$ 424,360		\$ 424,360	\$ 1,615,408
Allocation Reso 16-48-G			\$ (725,106)	\$ (725,106)	\$ 890,302
2017-18 Revenue	proj	\$ 432,500		\$ 432,500	\$ 1,322,802
July 2017 Programming Monument Shuttle			\$ (250,000)		\$ 1,072,802
Projection of 2018-19 Revenue		\$ 430,000			\$ 1,502,802
Projection of 2019-20 Revenue		\$ 430,000			\$ 1,932,802

Measure J Line 20a

Additional Transportation Services for Seniors and People with Disabilities

Proposed Programming Criteria (FY 2018/2019 / FY 2019/2020 Program)

- Eligibility
 - Support of transportation services and related capital expenditures for seniors and people with disabilities provided by TRANSPAC jurisdictions,
 - Transportation services and projects must directly benefit seniors and disabled residents of Central Contra Costa (Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Unincorporated Central Contra Costa County).
 - Funds must be spent in a manner consistent with the Contra Costa Transportation Authority's Measure J Program 15 Transportation for Seniors & People With Disabilities
 - Examples of eligible expenditures include but are not necessarily limited to: vehicle purchase/lease/maintenance, mobility management activities, travel training, facilitation of countywide travel and integration with other public transit.
 - The TRANSPAC area is in central Contra Costa County and includes the jurisdictions of Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and the unincorporated area of Central County.
 - TRANSPAC jurisdictions, public non-profit and private non-profit transportation service agencies, duly designated by the State of California and operating in TRANSPAC area in Central Contra Costa
- 2 Year Period - FY 2018 / 2019 and FY 2019 / 2020
- Applicants are required to submit a complete application package, by the application due date, requesting funds to be considered
- Evaluation Criteria
 - Proposed service fills an identified gap in transportation/transit.
 - Proposed service can or will replace trips that would otherwise rely on County Connection LINK Americans with Disabilities Act paratransit service.
 - Does the proposal include any service coordination efforts with other accessible or fixed route transit operations, use of mobility management services, etc.
 - For new service, the forecasted cost per trip relative to LINK Paratransit should be provided. For continuing 20a programs the estimated past cost savings should be provided.
 - Is the service currently being funded by the 20a program (Attach latest annual report).
 - Demonstration of the capacity and/or commitment to continue service beyond the grant period. Other sources of funding are secured or proposed (i.e. leveraging other funds).
- Fund Estimate
 - Assume \$860,000 in funding available
 - The FY 2016 / 2017 and FY 2017/18 period program included \$725,000 of projects / programs
- Funds will be distributed by the CCTA and all fund recipients will be required to meet all CCTA funding requirements, including project reporting requirements

Proposed Measure J Line 20a Programming Schedule

November 2017	TRANSPAC Board Initiate Review of the Upcoming Program
December 2017	TRANSPAC Board Approve Program Guidelines / Estimate / Schedule Release Request for Applications
January 2018	Applications Due to TRANSPAC
April 2018	TRANSPAC Board Review Draft Program
May 2018	TRANSPAC Board Approve Final Program

Measure J Line 20a FY 2016/2017 / FY 2017/2018 Program

City of Walnut Creek	Senior Bus Operations	\$137,000
Senior Helpline Services / Mobility Matters	Volunteer Driver Program	\$190,000
Golden Rain Foundation (Rossmoor)	Bus Operations	\$125,766
John Muir Medical Foundation (Caring Hands)	Volunteer Driver Program	\$100,000
Rehabilitation Services of Northern California Choices in Aging	Bus Operations	\$ 90,000
Contra Costa ARC	Van Operations	\$ 82,340
	TOTAL	\$725,106

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

15 *Transportation for Seniors & People With Disabilities*..... 5% (\$100 million)

Transportation for Seniors & People With Disabilities or “Paratransit” services can be broadly divided into two categories: (1) services required to be provided by transit operators under the Americans with Disabilities Act (ADA) to people with disabilities; and (2) services not required by law but desired by community interests, either for those with disabilities beyond the requirements of the ADA (for example, extra hours of service or greater geographic coverage), or for non-ADA seniors.

All current recipients of Measure C funds will continue to receive their FY 2008–09 share of the “base” Measure C allocation to continue existing programs if desired, subject to Authority confirmation that services are consistent with the relevant policies and procedures adopted by the Authority. Revenue growth above the base allocations will be utilized to expand paratransit services and providers eligible to receive these funds.

Paratransit funding will be increased from the current 2.97% to 3.5% of annual sales tax revenues for the first year of the new program, FY 2009–10. Thereafter, the percentage of annual sales tax revenues will increase by 0.10 % each year, to 5.9% in 2034 (based on a 25-year program). In 2003 dollars, this averages to 4.7% over the life of the program, which has been rounded to 5% to provide some flexibility and an opportunity to maintain a small reserve to offset the potential impact of economic cycles. The distribution of funding will be as follows:

- West County paratransit program allocations will start at 1.225% of annual sales tax revenues in FY 2009–10, and grow by 0.035% of annual revenues each year thereafter to 2.065% of annual revenues in FY 2033–34. (An additional increment of 0.65% of annual revenues is available for West County under its subregional program category.) In addition to the current providers, paratransit service provided by AC Transit and BART (East Bay Paratransit Consortium) in West County is an eligible recipient of program funds.
- Central County paratransit program allocations will start at 0.875% of annual sales tax revenues in FY 2009–10 and grow by 0.025% of annual revenues each year thereafter to 1.475% of annual revenues in FY 2033–34. (An additional increment of 0.5% of annual revenues is available for Central County under its subregional program category.)
- Southwest County paratransit program allocations will start at 0.595% of annual sales tax revenues in FY 2009–10 and grow by 0.017% of annual revenues each year thereafter to 1.003% of annual revenues in FY 2033–34.

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

- East County paratransit program allocations will start at 0.805% of annual sales tax revenues, and increase by 0.023% of annual revenues thereafter to 1.357% of annual revenues in FY 2033–34.

Transportation for Seniors & People with Disabilities funds shall be available for (a) managing the program, (b) retention of a mobility manager, (c) coordination with non-profit services, (d) establishment and/or maintenance of a comprehensive paratransit technology implementation plan, and (e) facilitation of countywide travel and integration with fixed route and BART specifically, as deemed feasible.

Additional funding to address non-ADA services, or increased demand beyond that anticipated, can be drawn from the “Subregional Transportation Needs Funds” category, based on the recommendations of individual subregions and a demonstration of the financial viability and stability of the programs proposed by prospective operator(s).

16 Express Bus..... 4.3% (\$86 million)

Provide express bus service and Bus Rapid Transit (BRT) service to transport commuters to and from residential areas, park & ride lots, BART stations/transit centers and key employment centers. Funds may be used for bus purchases, service operations and/or construction/management/operation of park & ride lots and other bus transit facilities. Reserves shall be accumulated for periodic replacement of vehicles consistent with standard replacement policies.

17 Commute Alternatives..... 1% (\$20 million)

This program will provide and promote alternatives to commuting in single occupant vehicles, including carpools, vanpools and transit.

Eligible types of projects may include but are not limited to: parking facilities, carpooling, vanpooling, transit, bicycle and pedestrian facilities (including sidewalks, lockers, racks, etc.), Guaranteed Ride Home, congestion mitigation programs, SchoolPool, and clean fuel vehicle projects. Program and project recommendations shall be made by each subregion for consideration and funding by the Authority.

18 Congestion Management, Transportation Planning, Facilities and Services..... 3% (\$60 million)

Implementation of the Authority’s GMP and countywide transportation planning program; the estimated incremental costs of performing the Congestion Management Agency (CMA) function currently billed to local jurisdictions; costs for programming federal and state funds; project monitoring; and the facilities and services needed to support the Authority and CMA functions.

Subregional Projects and Programs

The objective of the Subregional Projects and Programs category is to recognize the diversity of the county by allowing each subregion to propose projects and programs critical to addressing its local transportation needs. There are four subregions within Contra Costa: Central, West, Southwest and East County, each represented by a Regional Transportation Planning Committee (RTPC). Central County (the TRANSPAC subregion) includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and the unincorporated portions of Central County. West County (the WCCTAC subregion) includes El Cerrito, Hercules, Pinole, Richmond, San Pablo and the unincorporated portions of West County. Southwest County (the SWAT subregion) includes Danville, Lafayette, Moraga, Orinda, San Ramon and the unincorporated portions of Southwest County. East County (the TRANSPLAN subregion) includes Antioch, Brentwood, Oakley, Pittsburg and the unincorporated portions of East County.

Each subregion has identified specific projects and programs which include: school bus programs, safe routes to school activities, pedestrian and bicycle facilities, incremental transit services over the base program, incremental transportation services for seniors and people with disabilities over the base program, incremental local street and roads maintenance using the population and road-miles formula, major streets traffic flow, safety, and capacity improvements, and ferry services.

With respect to the Additional Bus Service Enhancements and Additional Transportation Services for Seniors and People with Disabilities Programs, the Authority will allocate funds on an annual basis. The relevant RTPC, in cooperation with the Authority, will establish subregional guidelines so that the additional revenues will fund additional service in Contra Costa. The guidelines may require reporting requirements and provisions such as maintenance of effort, operational efficiencies including greater coordination promoting and developing a seamless service, a specified minimum allowable farebox return on sales tax extension funded services, and reserves for capital replacement, etc. The relevant RTPC will determine if the operators meet the guidelines for allocation of the funds.

For an allocation to be made by the Authority for a subregional project and program, it must be included in the Authority’s Strategic Plan.

CENTRAL COUNTY (TRANSPAC)

19a Additional Bus Service Enhancements..... 1.2% (\$24 million)

Funds will be used to enhance bus service in Central County, with services to be jointly identified by TRANSPAC and County Connection.

In years when revenues have declined from the previous year, funds may be used for enhanced, existing, additional and/or modified bus service; in years when funding allows for growth in service levels, these funds would be used

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

for bus service enhancements; and if County Connection’s funding levels are restored to 2008 levels, these funds shall be used to enhance bus service. TRANSPAC will determine if the use of funds by County Connection or other operators meets these guidelines for the allocation of these funds.

20a Additional Transportation Services for Seniors and People & Disabilities..... 0.5% (\$10 million)

Funds will be used to supplement the services provided by the countywide transportation program for seniors & people with disabilities and may include provision of transit services to programs and activities. Funds shall be allocated annually as a percentage of total sales tax revenues, and are in addition to funds provided under the base program as described above.

In years when revenues have declined from the previous year, funds may be used for supplemental, existing, additional or modified service for seniors and people with disabilities; in years where funding allows for growth in service levels, these funds would be used for service enhancements for seniors and people with disabilities; and if funding levels are restored to 2008 levels, these funds shall be used to enhance services for seniors and people with disabilities. TRANSPAC will determine if the use of funds proposed by operators meets these guidelines for the allocation of these funds.

21a Safe Transportation for Children..... 0.5% (\$10 million)

TRANSPAC will identify specific projects which may include the SchoolPool and Transit Incentive Programs, pedestrian and bicycle facilities, sidewalk construction and signage, and other projects and activities to provide transportation to schools.

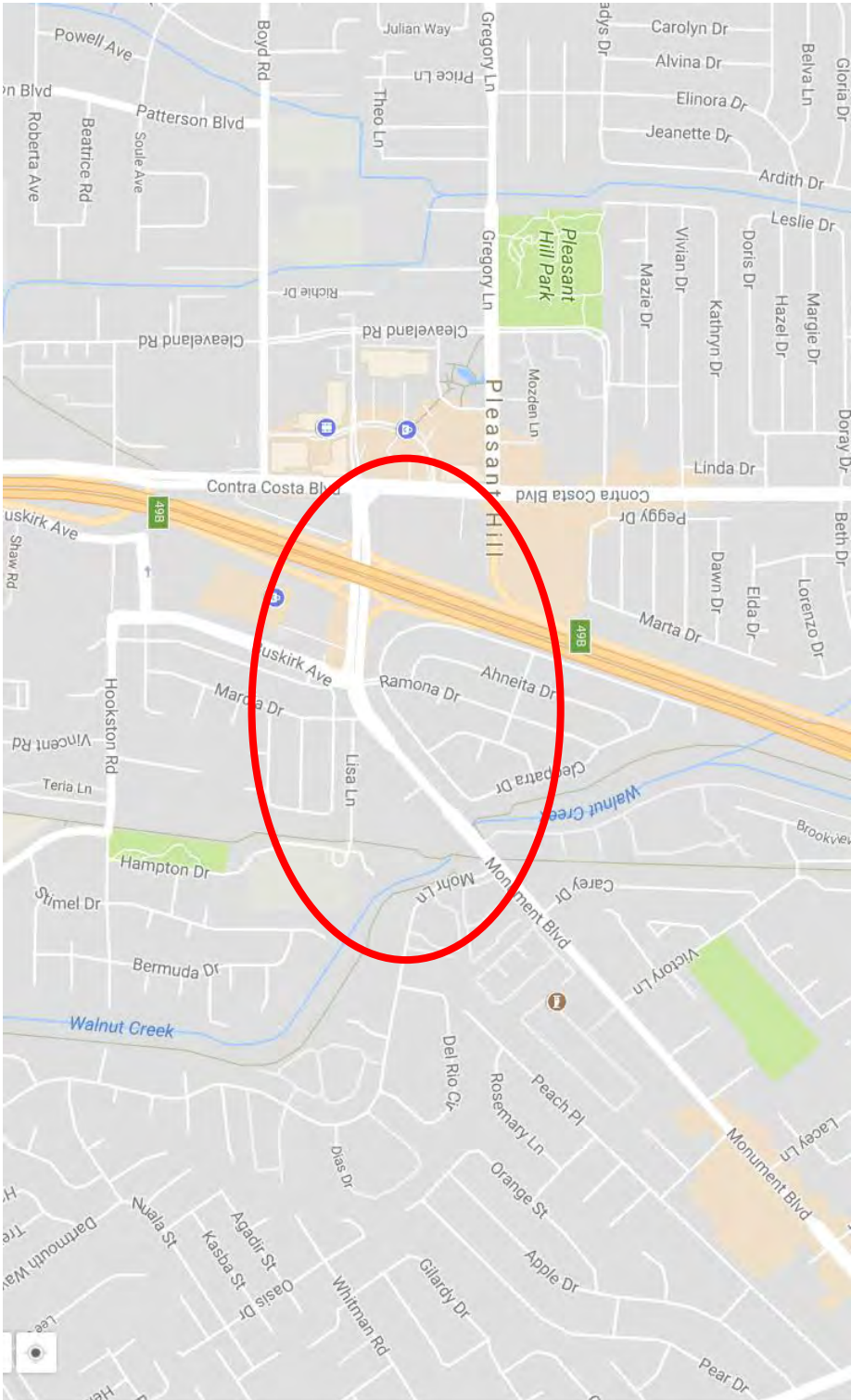
23a Additional Local Streets Maintenance and Improvements..... 1% (\$20 million)

These funds will be used to supplement the annual allocation of the 18% “Local Streets Maintenance & Improvements” program funds for jurisdictions in Central County. Allocations will be made to jurisdictions in TRANSPAC on an annual basis in June of each fiscal year for that ending fiscal year, without regard to compliance with the GMP. Each Jurisdiction shall receive an allocation using a formula of 50% based on population and 50% based on road miles.

24a Major Streets:Traffic Flow, Safety and Capacity Improvements..... 2.4% (\$48 million)

Improvements to major thoroughfares including but not limited to installation of bike facilities, traffic signals, widening, traffic calming and pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, bus transit facility enhancements such as bus turnouts and passenger amenities, etc.

Vicinity of the Proposed Project



Proposed Project

Notes

<p><i>Bicycle/Pedestrian East West Connection Across I-680</i> -Monument Blvd (Contra Costa Blvd. to Mohr Lane / Iron Horse Trail)</p>	<p>This scope will be adjacent to OBAG2 funded improvements awarded to the City of Concord</p>
---	--

Other Projects Considered

Notes

<p><i>Bicycle/Pedestrian East West Connection Across I-680</i> -Willow Pass Road (Contra Costa Blvd to Iron Horse Trail) -Concord Blvd (limits TBD) -Near 680/4 Interchange (Iron Horse Trail to Pacheco Transit Hub Park and Ride)</p>	<p>City of Concord is pursuing a Caltrans grant to study feasibility for complete streets improvements in this area</p>
<p><i>Bike/Ped. Access to BART (i.e. within 1/2 mile)</i> -Pleasant Hill BART - Path to Bancroft (short-cut) -Walnut Creek BART - Access to Downtown -North Concord BART - Access from west side (across Port Chicago Highway)</p>	<p>Project has been reviewed (including a cost estimate)</p>
<p><i>BART - Curbside Access</i></p>	<p>BART reviews and studies station access and how to facilitate and prioritize the various travel modes that access the BART station. Staff proposes to continue to monitor ongoing BART efforts, studies, and policy revisions as the modes that people use to access BART stations continue to evolve. Staff will request BART staff to present the current efforts to TRANSPAC at a future Board meeting.</p>
<p><i>Electric Vehicle Infrastructure</i></p>	<p>CCTA and 511 Contra Costa have an Electric Vehicle Charging Program underway that includes multiple components such as mini grants for charging stations, a review of existing charging infrastructure, and review of new and upcoming scenarios for electric vehicle charging. Staff proposes to continue to monitor this ongoing effort.</p>

REPORT.: 10/31/17
RUN...: 10/31/17
Run By.: ROSS

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

PAGE: 001
ID #: GLBS
CTL.: PLE

Ending Calendar Date.: September 30, 2017 Fiscal (03-18)

Assets

			Acct ID
TRANSPAC CASH BAL.ADJ.	137,826.09	85	1010 9999
TRANSPAC INVESTMENT IN LAIF	315,767.58	85	1060

Total of Assets ---->	453,593.67		453,593.67
			=====

Liabilities

			Acct ID

FUND Balances			

TRANSPAC RESTRICTED FUND BALANCE	243,777.65	85	2812
CURRENT EARNINGS	209,816.02		

Total of FUND Balances ---->	453,593.67		453,593.67
			=====

REPORT.: 10/31/17
RUN...: 10/31/17
Run By.: ROSS

CITY OF PLEASANT HILL
Balance Sheet Report
FUND 85 - TRANSPAC

PAGE: 002
ID #: GLBS
CTL.: PLE

Ending Calendar Date.: September 30, 2017 Fiscal (03-18)

Assets

1010 9999 CASH BAL.ADJ. 137,826.09
1060 INVESTMENT IN LAIF 315,767.58

Total of Assets ----> 453,593.67 453,593.67
=====

Liabilities

FUND Balances

2812 RESTRICTED FUND BALANCE 243,777.65
CURRENT EARNINGS 209,816.02

Total of FUND Balances ----> 453,593.67 453,593.67
=====

City of Pleasant Hill

FY2017/18 Income Statement Summary by 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

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 Jun-17
DEPT Id	OBJ Id						
3510		INTEREST REV					\$ -
4570		CONTRIB FROM OTHER AGENCIES	229,956.00				\$ 229,956.00
Total Revenue ----->							\$ 229,956.00

Expense	Description	Expense Description					
DEPT Id	OBJ Id						
7085	0100	SALS-PERMANENT	8,833.98				\$ 8,833.98
7085	1198	CONSULTANT/OTHR					\$ -
7085	1300	CONTRACTUAL SVC	8,450.00				\$ 8,450.00
7085	2400	POSTAGE					\$ -
7085	4200	SUPLS/OPERATING					\$ -
7085	6800	ADMIN OVERHEAD	2,856.00				\$ 2,856.00
7085	6905	CONTINGENCIES					\$ -
Total Expense ----->							\$ 20,139.98
Net Rev/(Exp)							\$ 209,816.02

EXECUTIVE DIRECTOR'S REPORT
October 18, 2017

Northeastern University: September 13, 2017

Carlyn Obringer and I met with P.K. Argawal. P.K. is the Dean and CEO of Northeastern University – Silicon Valley. He was interested in creating an extension to their Silicon Valley campus at or near GoMentum Station. He would like to start with a course that provides education and hands on experience with our partners at GoMentum Station. Northeastern University is based out of Boston, Massachusetts.

The Seminar Group: September 15, 2017

I was asked to provide the keynote speech at the Seminar Group's Keynote Legal and Policy Considerations of Automated Vehicles Balancing Innovation and Regulation. The organizers wanted to know about regulations and laws and the effects on AV technology.

2017 ITS CA Annual Meeting: September 18-19, 2017

On day one, I provided the keynote speech at the 2017 ITS CA meeting during the opening plenary about CCTA's technological efforts and Intelligent Transportation Solutions (ITS). Steve Heminger and I were the opening keynote speakers. On day two, I spoke about our CV/AV proving ground, GoMentum Station, under Session 4: Connected and Autonomous Vehicles: "Are we there yet?"

Cal Poly Honored Alumni Video Shoot: September 19, 2017

I met with videographers arranged by Cal Poly to shoot a video for the Cal Poly Honored Alumni Award event on November 3, 2017. I was selected as one of the honored Alumni and am this year's Sandra Gardebring Ogren Leadership award. The video will be shown at the awards ceremony on November 3rd and will be placed on their social media outlets.

Aerotek: September 20, 2017

I meet with Megan Hester with Aerotek to discuss CCTA's upcoming projects. Aerotek supplies staff for construction inspection. She was trying to gauge our workload and wanted to know who we hired as our construction management firms.

Trainfo: September 20, 2017

I meet with Garreth Rempel and Jeannette Montufar from Trainfo to discuss their railroad crossing technology. They have developed a sensor that measures the delay at railroad crossings. They process the delay or how long the arms are in the down position and can send that information to a transportation management center and/or information display signs. They are deploying their technology in Richmond.

Tech Series - CalRecycle's Tire Derived Aggregate (TDA): September 20, 2017

Stephanie, Tarienue, Martin, Cindy, Brian, and I attended the Tech Series hosted by CCTA and presented by Joaquin Wright from GHD, Inc. to provide an overview of the applications of CalRecycle's Tire Derived Aggregate. He provided the cost effectiveness and environmental benefits of using recycled tire waste, ways that CalRecycle can provide technical expertise and project management, grant opportunities, and an overview of upcoming and completed projects in the State that have used TDA.

Helicopter Tour with Congressmen DeFazio and DeSaulnier: September 21, 2017

I took a helicopter tour with Congressmen DeFazio and DeSaulnier of transportation projects in Contra Costa County, including Bishop Ranch, GoMentum Station, the Balfour construction project, the Hercules Intermodal Transit Center, the I-80 SMART Corridor Project, the George Miller Trail, Port Chicago Memorial, and the Treat Boulevard Overcrossing/Iron House Trail.

AutoDesk: September 21, 2017

Congressmen DeFazio and DeSaulnier and I met with Greg Eden from Autodesk, Inc. Autodesk is an American multinational software corporation that makes software for the architecture, engineering, construction, manufacturing, media, and entertainment industries. They are doing some innovative things with their software and 3D printing. They have software for building information modeling. Their software is used in making movies such as Avatar. They have a workshop for customers that allow the users to experience their newest software

Uber Advanced Technologies Group (ATG): September 21, 2017

Congressmen DeFazio and DeSaulnier and I met with the team from Uber ATG. Uber ATG is committed to creating a new approach to modern transportation—and a large part of that effort is the development of self-driving technology to improve the safety and efficiency of the trucking industry. They are one of GoMentum Station's partners and are testing software and hardware to make trucks self-driving.

Bay Area Council Economic Institute (BACEI): September 21, 2017

Congressmen DeFazio and DeSaulnier and I met with members from the Bay Area Council Economic Institute. The BACEI is a public-private partnership of business, labor, government and higher education that works to support the economic vitality and competitiveness of California and the Bay Area. The Institute is the leading think tank focused on the most critical economic and policy issues facing the nine-county Bay Area region. The Council proactively advocates for a strong economy, a vital business environment, and a better quality of life for everyone who lives here. Congressmen DeFazio and DeSaulnier answered questions from the group.

State Street Bank: September 22, 2017

Randy Carlton and I met with Mimi Li and Olga Lavrenko from State Street Bank. They were in the area and we had a meeting regarding the status of our bonds and future transactions.

Marin Clean Energy (MCE): September 22, 2017

I was asked to provide a short "Redefining Mobility" speech at their board retreat in Martinez.

AAA Northern California, Nevada & Utah (AAA): September 22, 2017

Jack Hall, Habib Shamskhou and I met with the CEO and two staff members from AAA and gave them a tour of GoMentum Station.

International Highway Engineering Exchange Program (IHEEP): September 25, 2017

I was asked by the organizers of the International Highway Engineering Exchange Program to provide the keynote speech at their annual meeting. This was the 58th IHEEP meeting. They wanted me to talk about our “Redefining Mobility” program and the impacts on transportation facilities.

Intel: September 26, 2017

I met with Gregg Descheemaeker and Francesca Paolini from Intel. Francesca has taken Gregg’s place as the State and Local representative for our area. They wanted to meet and talk about our innovation program. I mentioned that we had already met with Hayley Melidonis, Strategic Partnership Lead, Silicon Valley Innovation Center Autonomous Solutions Division and were talking about a potential partnership with Intel at GoMentum Station. They would like me to speak at Intel’s annual meeting about our innovation program.

SF Business Times: September 26, 2017

I was interviewed by Alisha Green. She is a technology writer for the SF Business Times. She wanted to understand more about GoMentum Station, our partners and the testing program. She also wanted to interview our partners.

Sumitomo Electronics: September 27, 2017

Jack Hall and I met with Dr. Masayuki Shigematsu at GoMentum Station. He is the CEO of Sumitomo Electronics in San Jose.

RSM Technologies, Inc.: September 27, 2017

Jack Hall and I met with Kathryn Mullins. She is the Director of Strategic Partnerships for RSM Technologies, Inc. She would like to explore a potential partnership with GoMentum Station to test their adaptive signal technology. We met after I gave the keynote speech at the ITS California Annual Meeting.

ICTPA-SCC 2017 Orange County Luncheon Meeting: September 28, 2017

I gave a speech at the International Chinese Transportation Professional Association Southern California Chapter’s (ICTPA-SCC) luncheon. They wanted to hear more about our innovation program.

Mobility 21 Breakout Session: September 28, 2017

I participated in a demonstration of visualization software. The visualization efforts displayed GoMentum Station before and then after as a smart city. The software is designed to be able to show the audience what a project will look like after the project is finished as well as during construction. There were about 10 elected officials that participated in the breakout session. The session was scheduled on Thursday before the reception and the main conference on Friday.

Mobility 21 Conference: September 29, 2017

I participated on an autonomous vehicle panel at the Mobility 21 event. The theme of the conference was “Transforming California, Be a Change Agent for Transportation.” The other speakers were from Audi and EasyMile. Mobility 21 is a coalition that brings together public, business and community stakeholders to pursue regional solutions to the transportation challenges facing the Southern California counties.

Governing Technology: October 3, 2017

I participated on a Big Data panel at the Governing Technology Special Districts West Region Summit. Government Technology, a news media platform, and AT&T launched a new nationwide program to help special districts share information about how they can use technology to cut costs, operate more efficiently and create more value for citizens. After the summit, I was presented the Technology Innovation: Leadership award. Tarienue and Luna nominated me for the award.

GoMentum Station: October 4, 2017

I gave Supervisor Glover and Holland White a tour of GoMentum Station. We toured Bunker City and the Mini City. We are looking for a permanent location for GoMentum Station and the Mini City area is a good location. This county will own this area of the Concord Naval Weapons Station in the future.

American Council of Engineering Companies (ACEC) Annual Meeting: October 11, 2017

I gave the keynote speech at the 2017 ACEC annual meeting. The organizers requested a speech about how technology will change the way we provide service to our customers. There were a lot of questions about funding, technology, and changes to the way we do business.

City of Concord: October 11, 2017

I was asked to present a 3-minute overview of GoMentum Station and the importance to the redevelopment of the Concord Naval Weapons Station (CNWS) at the City Council Meeting.

Staff Out-of-State Travel: There is nothing to report this month.



COMMISSIONERS

Tom Butt,
Chair

Federal Glover
Vice Chair

Janet Abelson

Newell Americh

Loella Haskew

David Hudson

Karen Mitchoff

Julie Pierce

Kevin Romick


Robert Taylor

Dave Trotter

Randell H. Iwasaki,
Executive Director

MEMORANDUM

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

From:  Randall H. Iwasaki, Executive Director

Date: October 18 2017

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

At its October 18, 2017 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

- 1. Innovate 680 Update.** *Innovate 680* is a program of projects that promotes an integrated approach to redefining mobility and addressing the increasing congestion on Interstate 680 (I-680) through seven key strategies that range from completing the High Occupancy Vehicle (HOV) lanes to deploying a suite of technologies to improve traffic flow. *Deputy Executive Director of Projects Timothy Haile provided an update on progress to date and next steps to advance Innovate 680. The presentation is attached to this Memorandum.*

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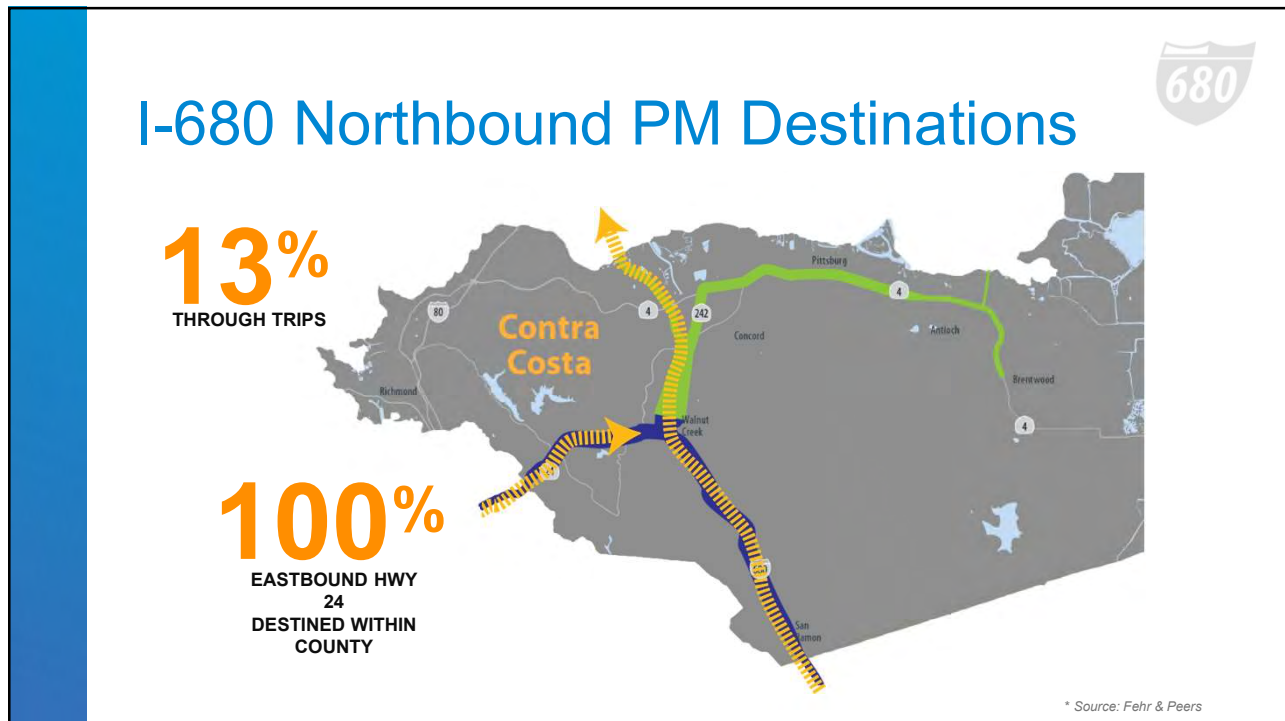
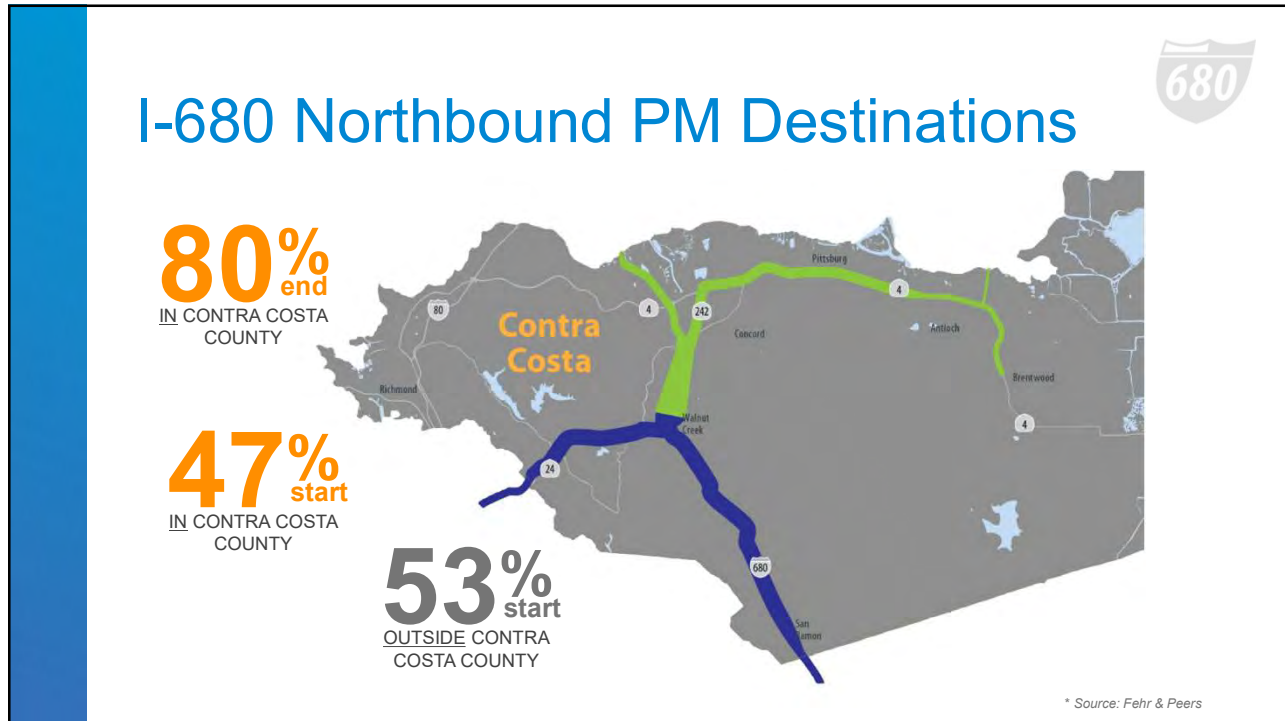


Timothy Haile
 Deputy Executive Director, Projects
 Contra Costa Transportation Authority
 Authority Board Meeting – October 18, 2017



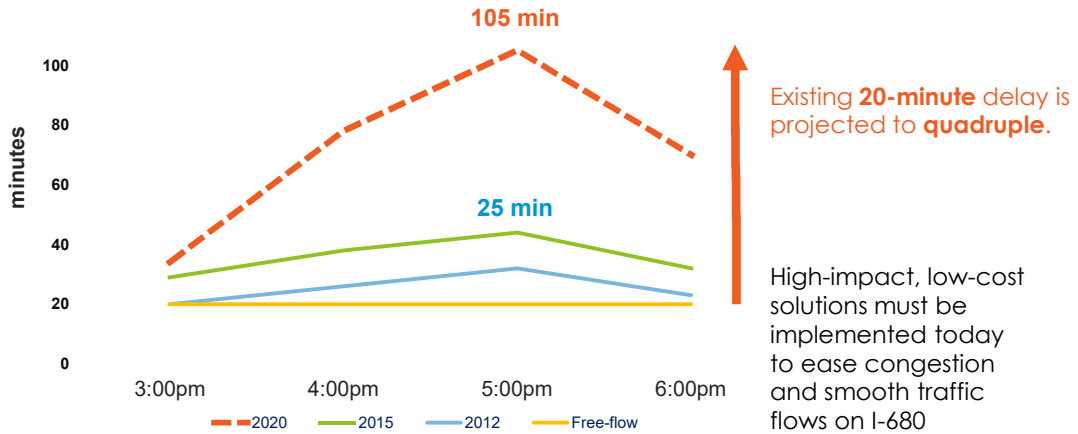
Corridor Partnerships







The Problem



Key 680 Capital Improvements

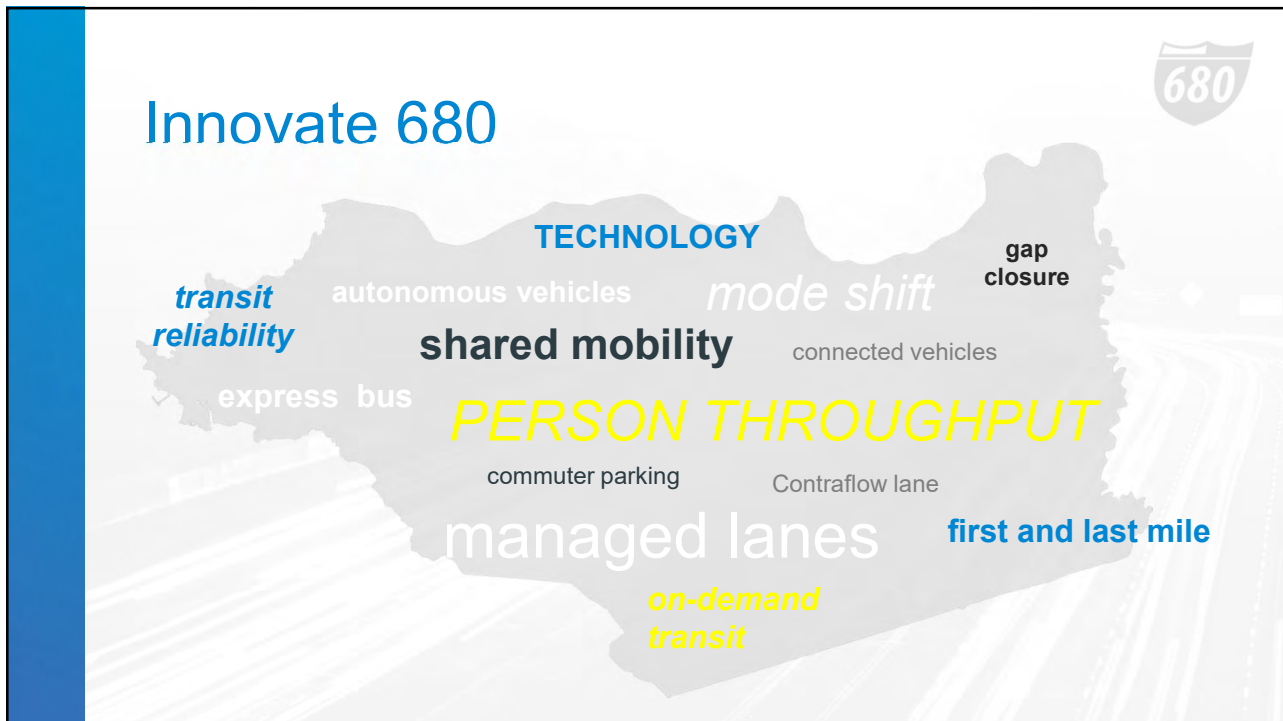


Southbound Express Lanes between Benicia Bridge and Walnut Creek (Opening 2020)

Express Lanes between Walnut Creek and San Ramon (Opening 2017)

Auxiliary Lanes completed through Danville and San Ramon (2007, 2015)

Our Integrated Approach



Seven Strategies



1 Cool Corridor "Hot Spots"

2 Complete HOV/Express Lanes

3 Increase Bus Service Efficiency

4 Innovative Operational Strategies

5 Prepare the Corridor for the Future

6 First Mile & Last Mile Connections

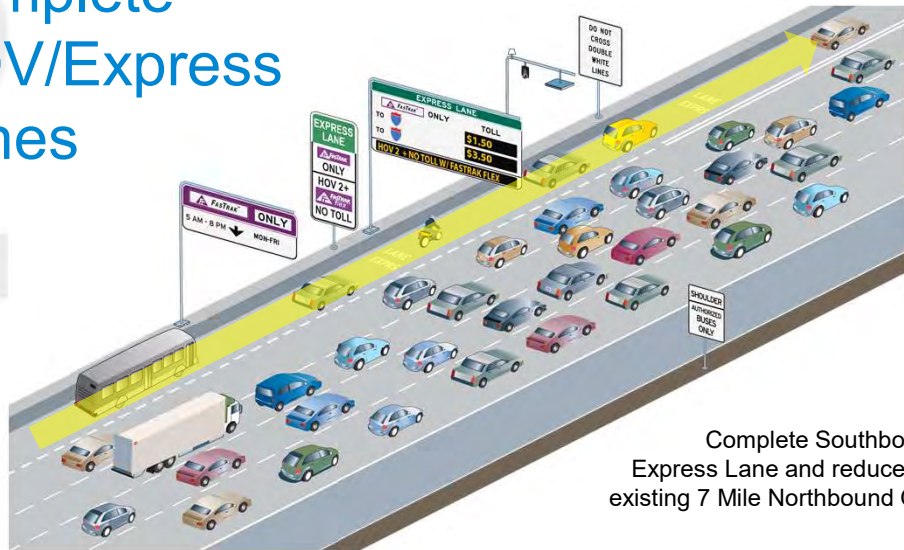
7 Transportation Demand Management



Cool Corridor "Hot Spots"



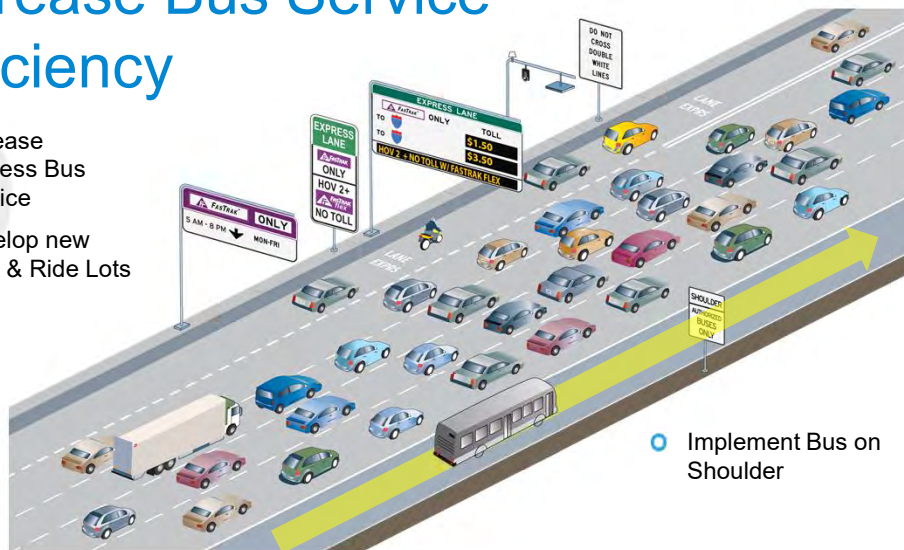
Complete HOV/Express Lanes



Complete Southbound Express Lane and reduce the existing 7 Mile Northbound Gap

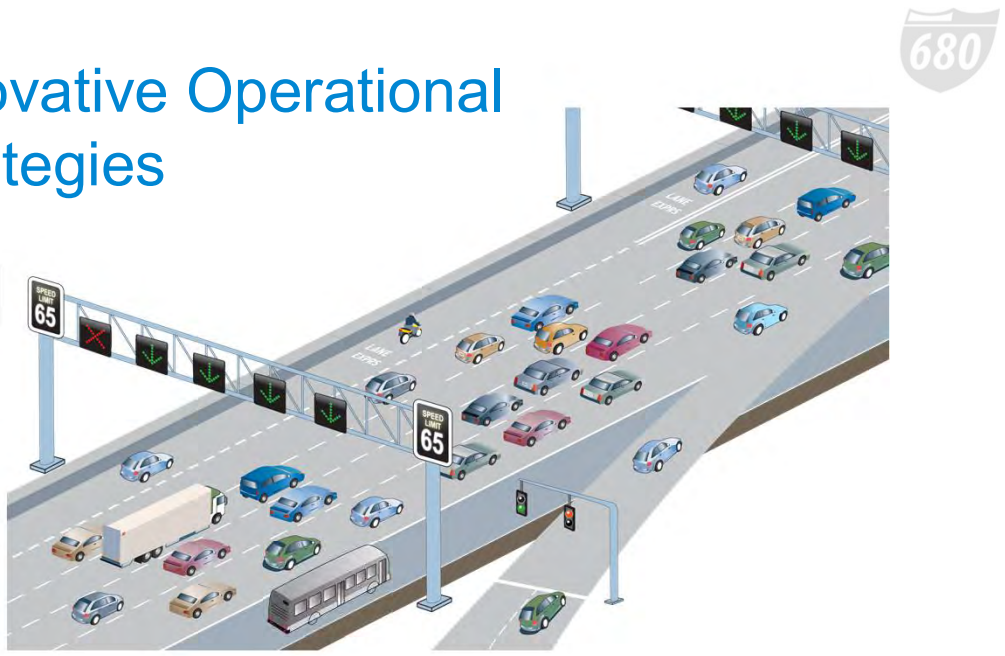
Increase Bus Service Efficiency

- Increase Express Bus Service
- Develop new Park & Ride Lots

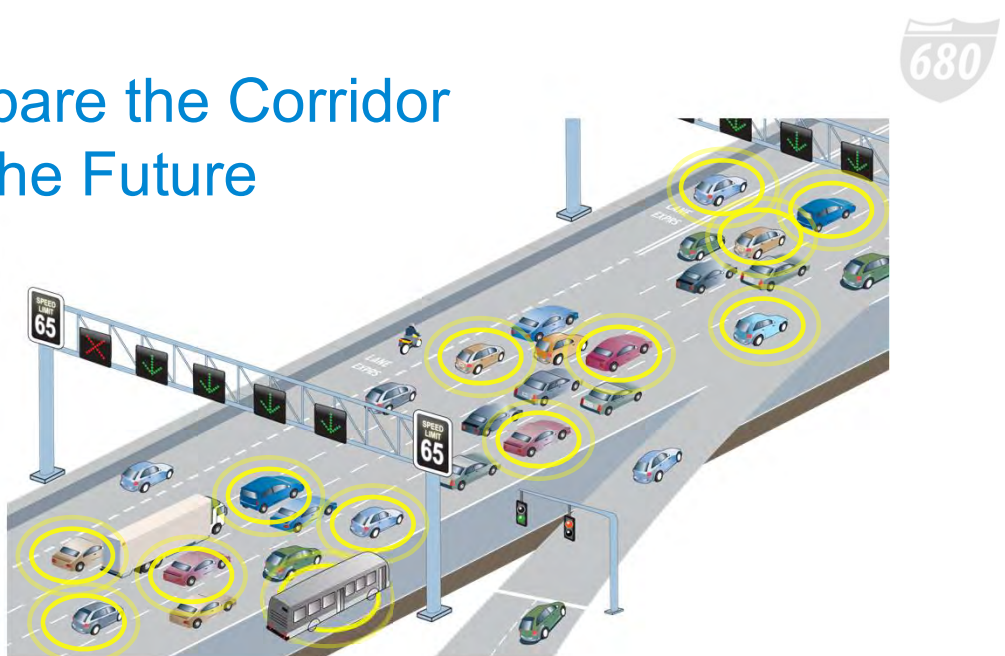


- Implement Bus on Shoulder

Innovative Operational Strategies



Prepare the Corridor for the Future



First Mile & Last Mile Connections

The diagram shows a perspective view of a multi-lane road. On the left side, there is a sidewalk with trees and a person walking. A person is also riding a bicycle on the road. In the middle lanes, there are several red autonomous vehicles and a white bus. On the right side, there is a dedicated lane for bicycles, with a person riding a bicycle. A shield-shaped icon with the number '680' is in the top right corner. Below the road, there are three circular icons: a smartphone with a car icon (labeled 'MOBILITY-ON-DEMAND'), a bus icon (labeled 'SHARED AUTONOMOUS VEHICLE'), and a winding path icon (labeled 'IRON HORSE TRAIL').

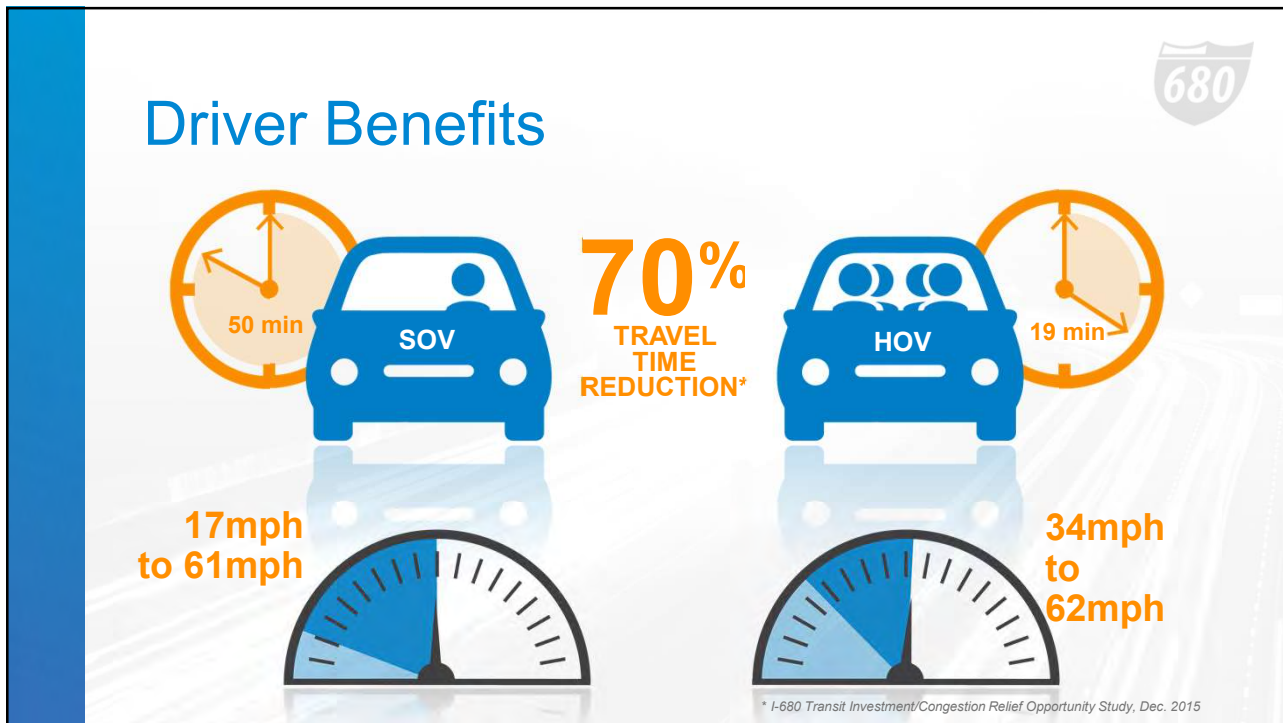
- MOBILITY-ON-DEMAND
- SHARED AUTONOMOUS VEHICLE
- IRON HORSE TRAIL

Transportation Demand Management


The diagram features a central smartphone displaying a hand tapping a shield-shaped icon with the number '680'. Surrounding the phone are various icons representing transportation management strategies. A shield-shaped icon with the number '680' is also in the top right corner. The icons are arranged in two rows:

- SHARED MOBILITY
- CARPOOL
- ELECTRIC VEHICLES
- STUDENT TRANSIT
- BICYCLES
- PEDESTRIANS
- TRAVEL TIME
- REAL-TIME SCHEDULING
- PRICING
- ON-DEMAND TRAVEL REQUEST
- SPEED
- INCIDENTS


Benefits



Transit Benefits*




13min
TRAVEL TIME
SAVED




Bus on Shoulder

5-7min
TRAVEL TIME
SAVED



SOV

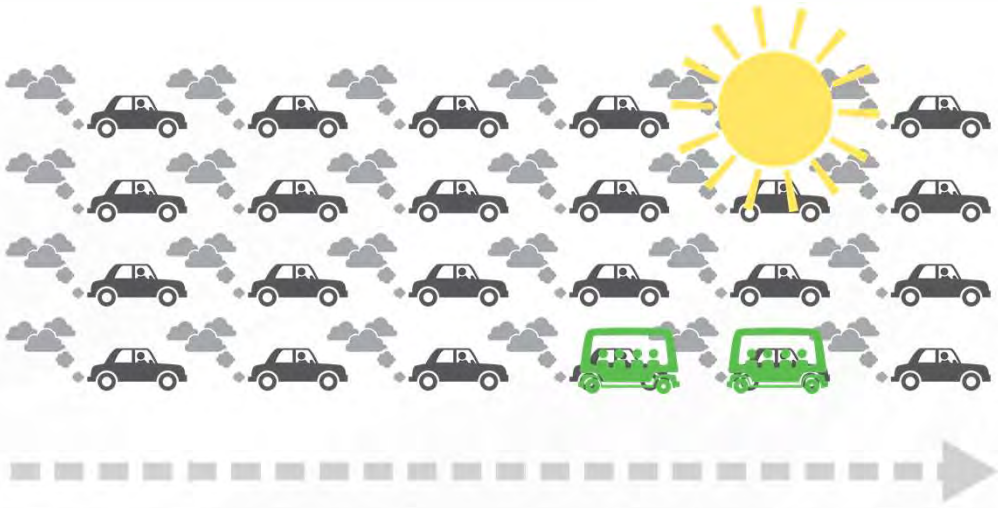

3-5min
TRAVEL TIME
SAVED



HOV

* I-680 Transit Investment/Congestion Relief Opportunity Study, Dec. 2015

Less Congestion, Better Air



* Operations of a Shared Autonomous Vehicle Fleet for Austin, Texas Market-Fagant, Kockelman, Bansal

Increased Accessibility, Opportunity

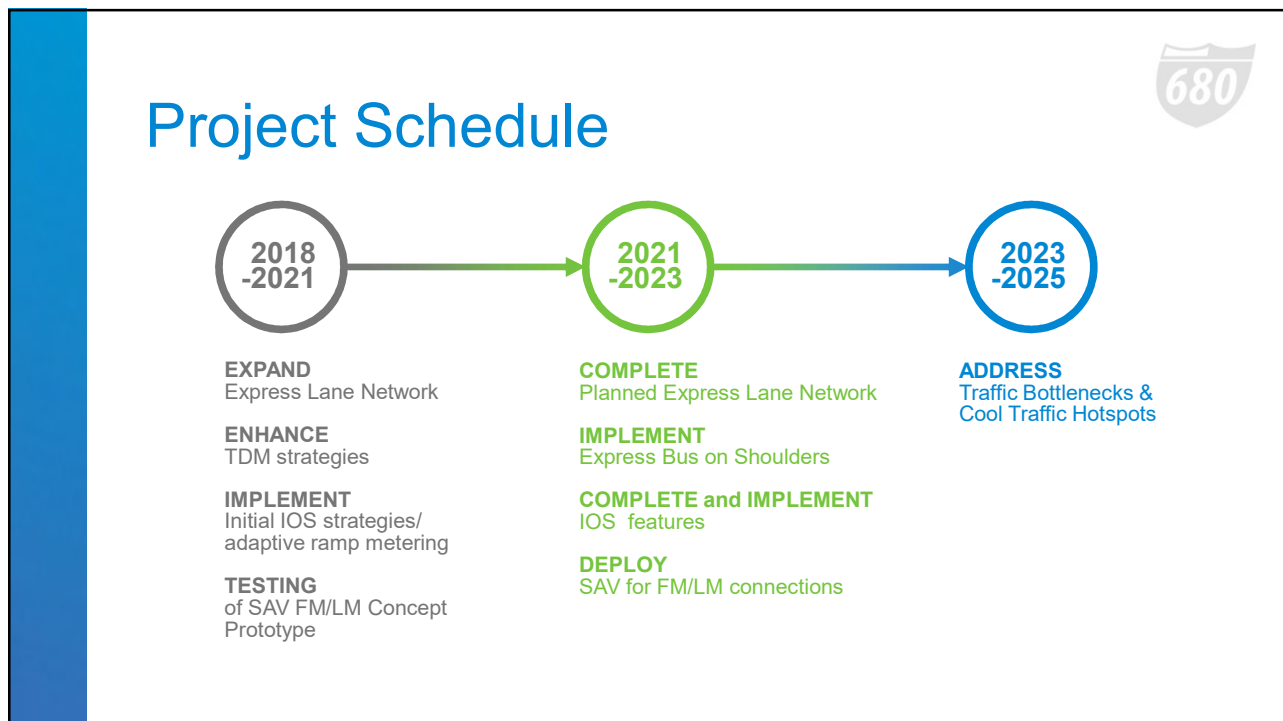
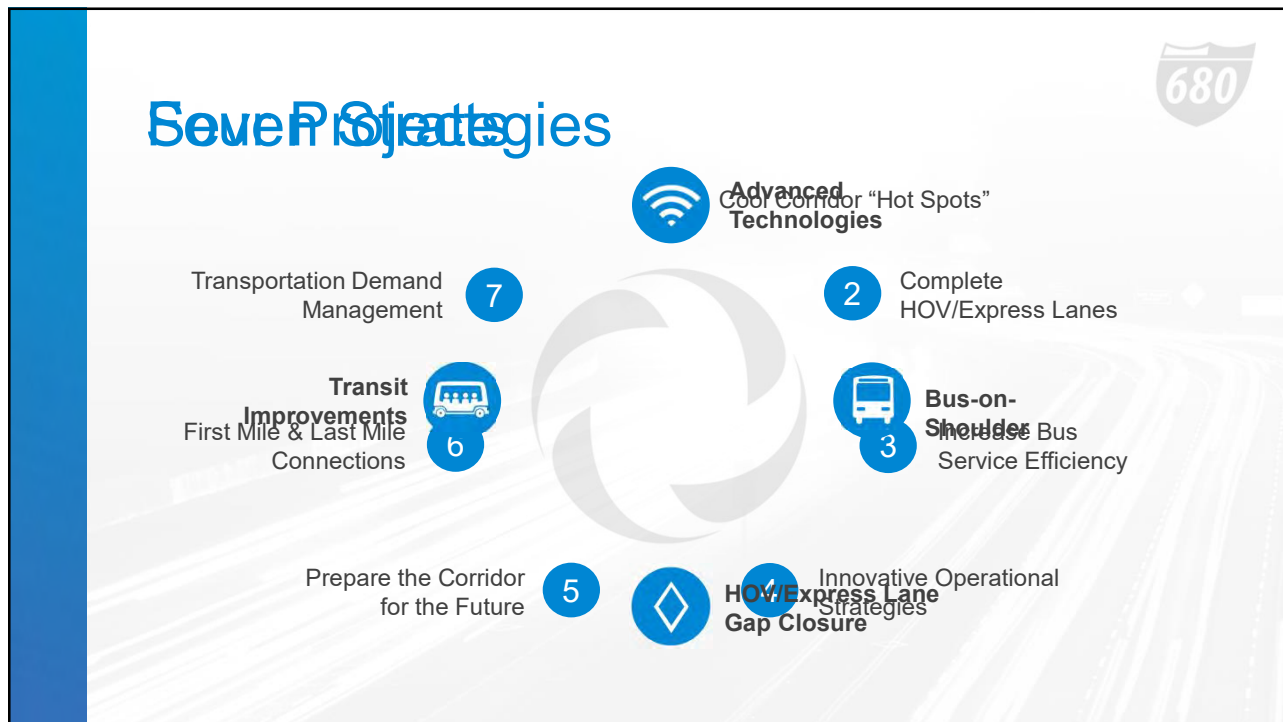


Studies show that **COMMUTE TIME IS THE KEY FACTOR** in social mobility, more so even than factors related to crime or education.*



*Transportation Emerges as Crucial to Escaping Poverty, NY Times May 2015

How We Get There





Strategic Plan Amendment

- Approved by SWAT and TRANSPAC
- Intra-regional Benefits
- Inter-regional Benefits
- Regional Study with Local Focus
- Improving connectivity to employment centers
- Project readiness for additional funding
- Leverage/match State and Federal funding
- The First Connected Corridor in the Bay Area

9632	I-680 Carpool Lane Gap Closure/Transit Corridor Improvements	Strategic Plan	Proposed Amendment
8006	I-680 Corridor Reserve (Central County)	\$23,045,000	(\$23,045,000)
8007	I-680 Corridor Reserve (Southwest County)	\$16,706,000	(\$16,706,000)
8008	I-680/Bollinger Canyon Road Operational Analysis	\$300,000	(\$300,000)
	Innovate 680		\$40,051,000



Funding Opportunities

- Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)
- Senate Bill 1 – Congested Corridor Program
- Senate Bill 1 – State and Local Partnership Program
- State Transportation Improvement Program (STIP)
- State Highway Operations and Protection Program (SHOPP)
- Congestion Mitigation and Air Quality (CMAQ) Improvement
- Infrastructure for Rebuilding America (INFRA)
- Transportation Investment Generating Economic Recovery (TIGER)
- Regional Measure 3



Timothy Haile
Deputy Executive Director, Projects
Contra Costa Transportation Authority
Authority Board Meeting – October 18, 2017



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

October 12, 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 – October 12, 2017

Dear Mr. Iwasaki:

At its regular meeting on October 12, 2017, the TRANSPAC Board of Directors took the following actions that may be of interest to the Transportation Authority:

1. Approved 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 and recommended approval by the CCTA Board.
2. Approved 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), and recommended approval by the CCTA Board.
3. Approved 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), and recommended approval by the CCTA Board..
4. Appointed Abhishek Parikh, City of Concord, as an alternate representative to the Technical Coordinating Committee (TCC) for the remainder of the term March 31, 2019.
5. Approved a contract amendment to augment the budget of the Managing Director Contract by \$113,259 for the contract through June 30, 2018.
6. Received update on the Interstate 680 High Occupancy Vehicle (HOV) Completion and Express Lanes project.
7. Received update on the status of the Regional Measure 3 legislation.
8. Received MTC Congested Corridors Report.

9. Received 2018 TRANSPAC Meeting Schedule.

TRANSPAC hopes that this information is useful to you.

Sincerely,

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

October 13, 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 October 12, 2017.

STANDING ITEM: Concord Community Reuse Project (former Concord Naval Weapons Station) Update. TRANSPLAN staff, per the Committee’s direction, will provide periodic updates on the status of the subject project.

APPROVE request from the City of Oakley to authorize the Contra Costa Transportation Authority to program \$87,000 from Measure J Program 28d, “Subregional Transportation Needs – East County” for the Main Street Corridor Traffic Operations Improvements Project. The proposed project will upgrade a segment of Main Street in Downtown Oakley by signaling intersections, adding pedestrian crossing controls, and modifying on street parking. The Committee unanimously approved the request.

APPROVE request from the Contra Costa Transportation Authority to authorize programming \$150,000 from Measure J Program 10, “BART Parking, Access and Other Improvements – East County” for the Mokelumne Pedestrian/Bicycle Overcrossing. The requested funds will advance design and engineering (85%), assist with right-of-way acquisition and prepare the project for competitive capital fund opportunities. The Committee unanimously approved the 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.

Sincerely,



Jamar Stamps, AICP
TRANSPLAN Staff

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

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



SWAT

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

October 3, 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 October 2017**

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met on Monday, October 2, 2017. The following is a summary of the meeting and action items:

SWAT member, Dave Trotter requested an additional clarification to the SWAT meeting minutes of July 3, 2017. With respect to Agenda Item: *6.B Submittal of Action Plan "Proposal for Adoption" to CCTA for incorporation into the 2017 CTP Update*. Mr. Trotter provided clarification:

Dave Trotter-Don Tetzin proposed an amendment to the Action Plan adding and additional project to work with EBMUD and EBRPD to restore pedestrian and bicycle trail link and reopen the Lafayette – Moraga Regional Trail near along Augusta Drive between School Street bridge and Canyon Road bridge.

- 1. Approved City of Orinda request for the Orinda BART – Downtown Access Ramp and Lighting Project to reprogram Measure J funds, and forward a request to CCTA for required amendments to Measure J Strategic Plan.**
 - a. Reprogram an additional \$75,000 in Measure J funds from Measure J Project NO. 10003-01, Access Improvements at Orinda BART Downtown Access Ramps and Lighting Project.

- 2. Approved the City of Orinda request for the Downtown Orinda Streetscape Master Plan to reprogram Measure J funds and forward a request to CCTA for required amendments to Measure J Strategic Plan.**
 - a. Reprogram of \$50,000 in Measure J funds from Measure J Project No. 10003-01, Access Improvements at Orinda and Lafayette BART Stations, to Measure J Project No. 10003-08, Downtown Orinda Streetscape Master Plan.

3. Received an update presentation on the I-680 Southbound (SB) HOV Completion/Express Lane Project.

Please contact me at (925) 973-2651, or email at 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

October 9, 2017

El Cerrito

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

Hercules

RE: September WCCTAC Board Meeting Summary

Pinole

Dear Randy:

The WCCTAC Board, at its meeting on September 29, 2017 took the following actions that may be of interest to CCTA:

Richmond

1. Received a presentation from Sean Nozzari-Deputy District Director for Caltrans District 4, regarding the performance of the I-80 HOV lanes. An Ad-hoc Subcommittee was formed consisting of WCCTAC Board members, to focus on providing improvement suggestions for the I-80 HOV lanes.

San Pablo

2. Approved allocation of \$1M in STMP funds to BART for the El Cerrito Del Norte Modernization Project.

Contra Costa
County

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

AC Transit

Sincerely,



BART

John Nemeth
Executive Director

WestCAT

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