

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda

THURSDAY, OCTOBER 11, 2018

REGULAR MEETING

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 REGULAR 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 SEPTEMBER 13, 2018 MEETING** 🌀 Page 5

ACTION RECOMMENDATION: Approve minutes.

Attachment: Minutes of the September 13, 2018 meeting

END CONSENT AGENDA

INFORMATIONAL ITEMS

- 4. MONUMENT BOULEVARD / I-680 BICYCLE AND PEDESTRIAN IMPROVEMENTS FEASIBILITY STUDY.** The TRANSPAC Board approved the scope of work for the Monument Boulevard / I-680 Bicycle and Pedestrian Improvements Feasibility Study (Study) scope of work in July 2018.

The study 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. TRANSPAC TAC has been reviewing options for a procurement process as well as project / contract management (for work beyond the traditional TRANSPAC Managing Director tasks) options for the study. Staff reached out to Contra Costa Transportation Authority (CCTA) regarding options to utilize existing CCTA procurement / contract arrangements as well as CCTA staff to support the delivery (project / contract management) of the Study. The use of an existing CCTA consultant could provide efficiencies (schedule acceleration and less staff resources) to the procurement aspect for the Study. The TRANSPAC TAC reviewed the inventory of the CCTA procured consultants (including on call design and planning, as well as the Countywide Bike and Pedestrian Plan resources) and the relevance of the firms expertise related to the scope of the TRANSPAC Study. Based on the TRANSPAC TAC discussion, the CCTA is expected to have additional information on this at the next TRANSPAC TAC meeting. How to manage the Study effort was also discussed. CCTA staff proposed providing support to TRANSPAC with contract administration and project management staff. The TRANSPAC TAC discussion reviewed the Study project management needs including a contract administrator, project management, and the need for direct input from the local jurisdictions affected by proposed improvements. There was further discussion regarding the benefits of input and guidance from CCTA project manager and local agency staff, but also from TRANSPAC, resulting in discussion of a hybrid project management proposal, including CCTA staff as well as the TRANSPAC Managing Director. Staff is working with TRANSPAC TAC and CCTA staff to further define the hybrid option. In the above scenario, a TRANSPAC / CCTA agreement would also be required to define tasks, responsibilities, and financial commitments. As has been previously noted, the costs for the project / contract management tasks are proposed to be funded from the funds identified for the Study and that are included in the FY 2018/19 budget. This item will be further discussed at the October TRANSPAC TAC meeting.

5. **TRAFFIX SCHOOL BUS PROGRAM.** Lisa Bobadilla, with the City of San Ramon, will provide information about the Program. TRAFFIX is a traffic congestion relief program funded in part by Measure J. Its sole purpose is to reduce traffic congestion caused by parents driving their children to and from school through some of the San Ramon Valley's most congested intersections. To determine where the program would reduce the most traffic, TRAFFIX conducted comprehensive traffic studies throughout the service area as well as surveyed parents at all San Ramon Valley schools, prior to establishing routes for specific schools in the area. The TRAFFIX Program is operated jointly by the local cities, county, and school district through a joint exercise of power agreement.

6. **CONTRA COSTA ACCESSIBLE TRANSPORTATION STRATEGIC PLAN.** John Cunningham, with the Contra Costa County Department of Conservation and Development, will provide information about the Contra Costa Accessible Transportation Strategic (ATS) Plan effort. The ATS Plan is a collaborative effort between Contra Costa Transportation Authority (CCTA) and the County. The overall objective of the ATS Plan is to improve accessible transportation services and administration in Contra Costa County through an assessment process, which will include a wide range of organizations, and encompasses the entire County.

The ATS Plan will include expansive outreach specifically designed for the target population and has three core tasks or milestones: 1) Study of existing, individual [city, transit agency, and other programs receiving Measure J or state/federal funding] programs resulting in recommendations; 2) Study of alternative countywide system designs with alternatives presented to: elected officials, staff, passengers, advocates, and the public with a preferred design identified; and 3) Presentation of an implementation plan for the consensus design. The effort is also proposed to include policy, technical, and rider advisory committees. 🌸 **Page 13**

Attachment(s): Review SOW and MOU, Authorize Release of an RFP, for the ATS Plan (CCTA Memo, September 5, 2018)

7. **TRANSPAC CCTA REPRESENTATIVE REPORTS.** Both Planning Committee and Administration and Projects Committee meetings for October were cancelled.
8. **CCTA EXECUTIVE DIRECTOR'S REPORT REGARDING AUTHORITY ACTIONS/DISCUSSION ITEMS** 🌸 **Page 21**

Attachment: CCTA Executive Director Randell H. Iwasaki's Report dated September 19, 2018 for the September 19, 2018 Board Meeting.

9. **ITEMS APPROVED BY THE AUTHORITY FOR CIRCULATION TO THE REGIONAL TRANSPORTATION PLANNING COMMITTEES (RTPCs) AND RELATED ITEMS OF INTEREST** 🌸 **Page 26**

Attachment: CCTA Executive Director Randell H. Iwasaki's RTPC Memo dated September 26, 2018.

10. **TAC ORAL REPORTS BY JURISDICTION:** Reports from Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available. 🌸 **Page 38**

- TRANSPAC – Status Letter dated September 13, 2018.
- TRANSPLAN –Meeting Summary dated September 14, 2018.
- SWAT – August 6, 2018 meeting cancelled.
- WCCTAC – Board Meeting Summary dated August 3, 2018.
- County Connection Fixed Route Monthly Report: <https://countyconnection.com/wp-content/uploads/2018/09/7a.pdf>
- County Connection Link Monthly Report: <https://countyconnection.com/wp-content/uploads/2018/09/7b.pdf>
- CCTA Project Status Report may be downloaded at: <http://www.ccta.net/resources/detail/62/1>
- The next meeting of the CCTA Board is scheduled for October 17, 2018, and the agenda is not yet available.
- The October meeting of the CCTA Administration & Projects Committee (APC) was cancelled. The next meeting is scheduled for November 1, 2018. The agenda is not yet available
- The October meeting of the CCTA Planning Committee was cancelled. The next meeting is scheduled for November 7, 2018. The agenda is not yet available.

- The CCTA Calendar for September to December 2018, may be downloaded at:
http://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=414&meta_id=38766

11. STREET SMARTS PROGRAMS IN THE TRANSPAC REGION FOR OCTOBER

Mr. Beeps (Grades K-2) and Heads Up! (Grades 3-5):

October 2 Cambridge Elementary (Concord)

October 4 Sun Terrace Elementary (Concord)

October 9 Highlands Elementary (Concord)

October 24 Pleasant Hill Elementary (Pleasant Hill)

Walk & Roll to School Day

October 11 Sequoia Middle School (Pleasant Hill)

October 17 Pine Hollow Middle School, and Highlands Elementary School (Concord)

October 25 Walnut Creek Intermediate School (Walnut Creek)

12. BOARDMEMBER COMMENTS

13. MANAGING DIRECTOR'S REPORT

14. ADJOURN / NEXT MEETING

The next meeting is scheduled for November 8, 2018 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

TRANSPAC Meeting Summary Minutes

MEETING DATE: September 13, 2018

MEMBERS PRESENT: Julie Pierce, Clayton (Chair/CCTA Representative); Sue Noack, Pleasant Hill (Vice Chair); Karen Mitchoff, Contra Costa County; Carlyn Obringer, Concord; and Mark Ross, Martinez

PLANNING COMMISSIONERS PRESENT: Diana Vavrek, Pleasant Hill

STAFF PRESENT: Lynne Filson, Clayton; Ruby Horta, County Connection; Eric Hu, Pleasant Hill; Abhishek Parikh, Concord; Robert Sarmiento, Contra Costa County; Andy Smith, Walnut Creek; and Matt Todd, TRANSPAC Managing Director

GUESTS/PRESENTERS: Peter Engel, Director, Programs, Contra Costa Transportation Authority (CCTA); Stephanie Hu, Senior Civil Engineer, CCTA; Melody Reeb, County Connection; and Kirsten Riker, Street Smarts Diablo/511 Contra Costa;

MINUTES PREPARED BY: Anita Tucci-Smith, TRANSPAC Clerk

1. Convene Regular Meeting/Pledge of Allegiance/Self Introductions

Chair Julie Pierce led the Pledge of Allegiance; introductions followed.

2. Public Comment

There were no comments from the public.

3. Consent Agenda

a. Minutes of the July 12, 2018 Meeting

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

End of Consent Agenda

- ### **4. Amendment to the Major Streets Program Measure J Grant (CCTA #24007 and CCTA #24006).**
- The City of Pleasant Hill and the City of Walnut Creek have an existing Measure J Major Streets Program grant (CCTA #24007) through the Contra Costa Transportation Authority (CCTA) for the Geary Road Improvement Project. That project has been completed and the cities are fully reimbursed for those project costs, with a remaining balance of unexpended Measure J funds of about \$478,000.

These funds are requested to be split evenly between the City of Pleasant Hill and the City of Walnut Creek to be programmed for two new projects along regional routes of significance. The City of Pleasant Hill also has approximately \$501,000 in unexpended Measure J Line 24 funds (Major Streets Program) from the Buskirk Avenue Realignment Project (CCTA #24006, completed in 2015) available to reprogram to a new project. New project scopes for the Measure J funds will need to meet the requirements of the Measure J Line 24 “Major Streets: Traffic Flow, Safety, and Capacity Improvements” which include Improvements to major thoroughfares. The City of Pleasant Hill is requesting funds to be programmed to the Pleasant Hill Road Improvement Project (Taylor Boulevard to Gregory Lane). The City of Walnut Creek is requesting funds to be programmed to the Fiber Communications and Intelligent Transportation System Components Citywide that will connect Ygnacio Valley Road and major arterials. Upon TRANSPAC approval of an amendment request to Measure J Line 24 funds, the CCTA will need to approve the amendment through the CCTA Measure J Strategic Plan. Additional information for this item will be available at the meeting.

Mr. Todd presented the staff report for the use of Measure J Major Streets funding and explained that the City of Pleasant Hill had requested the use of half of the unexpended Measure J funds from a completed Major Streets Program grant (CCTA #24007), to be combined with \$501,000 of unexpended Measure J Major Streets Program funds (CCTA #24006), for a Pleasant Hill Road Improvement project (Taylor Boulevard to Gregory Lane), and distributed the fact sheet for that project.

Mr. Todd added that the City of Walnut Creek’s request to use the other half of the unexpended funds (CCTA# 24007) for Fiber Communications and Intelligent Transportation System Components Citywide that would connect Ygnacio Valley Road and major arterials, would be deferred at this time at the request of the City of Walnut Creek.

Eric Hu referred to the project fact sheet for the Pleasant Hill Road improvements, reported it was a Complete Streets project, noted the project followed the utility construction in the corridor and would “clean up” the corridor, stated the design was nearing the 65 percent designation, and funds were for construction only. The City was considering a couple of options for the roadway, both incorporating Complete Streets elements.

On motion by Director Ross, seconded by Director Obringer, to approve the City of Pleasant Hill request to amend \$740,000 Measure J Line 24 funds to the Pleasant Hill Road Improvement Project. The motion was adopted by unanimous vote of the members present, unless otherwise noted.

5. **Audit Services for TRANSPAC.** The TRANSPAC Joint Exercise of Powers Agreement (TRANSPAC) specifies that an independent audit is to be made by a certified public accountant to assure compliance with requirements of Government Code section 6505 regarding the strict accountability of all funds. The minimum requirements of an audit are further detailed in Government Code Section 26909. The TRANSPAC Bylaws call for audit to be submitted to the member agencies by January 1st after the close of the fiscal year. The City of Pleasant Hill holds the TRANSPAC funds and performs the Treasurer requirements of the agency. Staff has met with City of Pleasant Hill Finance Department staff regarding options to perform an audit.

Based on the discussions with City of Pleasant Hill staff and their auditor (the auditor the City has under contract for the City of Pleasant Hill audit services), it is concluded that the cost for securing a TRANSPAC specific audit can be secured at a lower rate from another auditing firm. City of Pleasant Hill staff concurs with this approach. Staff has reached out to other JPA staff in the area and identified Cropper Accountancy Corporation (Cropper) as a firm that has performed audits for the Tri Valley Transportation Council (TVTC) JPA and for East Contra Costa Regional Fee and Finance Authority (ECCRFFA) JPA under the same Government Code. Based on the relatively small contract value and the proposed timeline to complete the services, staff has discussed the audit services contract directly with Cropper staff. Based on the contract value of less than \$10,000, staff is proposing to negotiate and secure a contract directly with the firm. Cropper has submitted a proposed fee of \$7,500-\$8,500, with the range identified to account for costs associated with first year tasks of “getting to know” the agency. This level of expense is within the FY 2018/19 budget assumptions. The audit will cover FY 2017/18 as well as FY 2016/17 to identify the comparison year data. The cost estimate included in the Engagement Letter from Cropper is comparable to the costs included in the TVTC contract for audit services. Additional information on a contract to accompany the Engagement Letter to be available at the meeting that will include “boilerplate” contract language (insurance, indemnification, etc.).

Mr. Todd explained that the Joint Powers Agreement (JPA) specified the requirement for an independent audit and that the audit needed to meet minimum requirements specified in the Government Code, and be done by January 1. Initial discussions with the City of Pleasant Hill Finance Department considered the possibility of using the City’s auditor and realize economies of scale by using the existing contract. After further discussion with the City and City’s auditor, it had been determined that there would be no economy of scale in this case. As a result, an alternative had been sought, and after reaching out to other JPAs in the area that are required to meet the same Government Code requirements, it had been determined that Cropper Accountancy Corporation had performed audits for the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), the Tri Valley Transportation Council (TVTC), and the City of Clayton. Based on the information from other JPAs, he reported an audit with Cropper Accountancy would have a small contract value and could be done with a not-to-exceed \$8,500 outlay for an audit covering FY 2016/2017 and FY 2017/2018. The proposed cost was in line with the audits of TVTC through its procurement process. He presented the standard professional services agreement.

Director Ross verified with Mr. Todd that the budget could accommodate the expected cost in that \$8,000 had been budgeted last year and another \$7,000 had been budgeted this year for a total budget amount of \$15,000.

On motion by Director Noack, seconded by Director Ross to authorize the Managing Director to enter into a contract with Cropper Accountancy Corporation for audit services for a contract not to exceed \$8,500. The motion was adopted by unanimous vote of the members present, unless otherwise noted.

6. Clerk of the Board Contract Amendment. Anita L. Tucci-Smith, LLC is providing the TRANSPAC Clerk of the Board services and assisting the Managing Director role for TRANSPAC. The TRANSPAC Board approved a Secretary/Clerk of the Board Contract in November 2016 through June 2018 (partial year contract for FY 2016/17 and the full year of 2017/18), and an amendment to include services through June 2019 (amendment #1 through the FY 2018/19 budget process).

Anita L. Tucci-Smith, LLC continues to provide these services to TRANSPAC efficiently and effectively. The FY 2017/18 budget assumed an expense of \$65,000 (which aligned with the FY 2017/18 budget) for the position. More expenses were incurred through FY 2017/18 due to the larger than expected work effort during the months of March and April primarily associated with Conflict of Interest (Form 700) form questions, responses, collection, correction, and distribution; a website training and implementation task; and longer than normal Board and TAC meetings during this period. The additional work effort requires an additional \$2,820 to be added to the contract. The Board is requested to amend the contract with Anita L. Tucci-Smith, LLC raising the value of the contract from \$187,000 to \$189, 820 (no change in the term). The approved budget and contract assumptions were increased for 2018/19 to account for the work load of the Clerk position in the upcoming year. The 2017/18 budget amendment can be accommodated within the existing budget, amending \$3,500 from the Contingency line to the Administration Support Contract line. Please note that with this multi-year contract period, including a partial year period, the contract amendment does not directly match the budget amendment.

Mr. Todd reported that Anita L. Tucci-Smith, LLC had been performing the Clerk of the Board services and through the last budget process the contract had been amended. In the 2017/18 budget, \$65,000 had been assumed in line with the actual expenses for the prior year. Given greater than expected work in the spring related to the conflict of interest process (Form 700), some website work, and longer than expected meetings, the actual cost under the 2017/18 budget had come in \$2,820 over what had been budgeted in the contract. He proposed an amendment to retroactively account for that budget and to amend the contract to add to that capacity through June 2019.

When asked, Mr. Todd explained that the request allowed the contract to cover the expense and remain within the budget for the next year.

On motion by Director Ross, seconded by Director Obringer to approve a contract amendment to augment the budget of the Secretary/Clerk of the Board Contract by \$2,820, bringing the contract total to \$189,820 for the contract period of November 2016 to June 2019. The Board is also requested to amend the FY 2017/18 Budget to move \$3,500 from the Contingency line to the Admin Support Contract line with no change to the overall budget. The motion was adopted by unanimous vote of the members present, unless otherwise noted.

7. 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 June 30, 2018. The TRANSPAC JPA calls for the reporting of this financial information on a quarterly basis.

Mr. Todd presented the Quarterly Financial Report ending June 30, 2018.

The Board accepted the report.

8. Monument Boulevard / I-680 Bicycle and Pedestrian Improvements Feasibility Study. The TRANSPAC Board approved the scope of work for the Monument Boulevard / I-680 Bicycle and Pedestrian Improvements Feasibility Study (Study) scope of work in July 2018. The Study will identify specific improvements in the project area with the effort resulting in material to support future funding requests.

The study 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. TRANSPAC has not procured a professional service contract procurement for a project of this type in the recent past. Therefore, TRANSPAC TAC is reviewing a proposed procurement process for the Study as well as the draft RFP document. It has also been identified that this Study will require additional project/contract management work beyond the traditional TRANSPAC Managing Director tasks. This work is proposed to be included in the overall project budget capacity (and is already included in the FY 2018/19 budget). The TRANSPAC TAC began review of the above procurement, RFP and additional project/contract management tasks and has requested additional information for review at the September TAC meeting. Based on the latest discussion, a revised project schedule is included in the material provided.

Mr. Todd noted that the project had been discussed by the TRANSPAC TAC over the last few months. Since TRANSPAC, as an agency, had not procured a lot of professional services, the TAC had considered a Request for Proposal (RFP) document and how that should be done. The TAC had offered a number of comments on the RFP document at its last meeting and had discussed the project management, and through that discussion there were a number of questions. As a result, he would provide more information at the next TAC meeting before bringing it to the Board.

Director Pierce questioned whether the Board should inquire whether it might be more efficient for CCTA staff to manage the project.

Mr. Todd advised that more information would be provided at the next meeting.

9. Street Smarts Diablo Program Update. Kirsten Riker, with 511 Contra Costa / Street Smarts Diablo Program, will provide information about the Program. The Street Smarts Diablo program is a traffic safety program that educates pedestrians, bicyclists and drivers in Central and Eastern Contra Costa County. The program is funded with Measure J Line 21a (Safe Transportation for Children) in Central County. The Measure J Line 21a program is forecast to generate about \$440,000 in FY 18/19.

Peter Engel noted that as part of the Countywide Bicycle and Pedestrian Plan, there had been a question from the Board about educational programs. This presentation was in response to that request.

Kirsten Riker, 511 Contra Costa / Street Smarts Diablo Program, reminded the Board that Street Smarts Diablo had started in 2012 serving K-12 in East and Central County, funded through Measure J Line 21a, Safe Transportation for Children, with the goal to get more students walking and biking to school and providing education for parents and kids to allow that to occur. The program had three levels; elementary, middle and high school, had funded minor infrastructure improvements for schools, and had provided programs to further safety aspects.

With respect to the programs, Ms. Riker stated that the Mr. Beeps program was specifically for K-2, while the Heads Up! Program was for 3-5, and focused on helmet safety. There were free helmets and take home materials for all elementary programs.

Director Mitchoff referred to the PowerPoint presentation and requested that the reference to tattoos in the K-5 program be clarified to be “temporary” tattoos.

Street Smarts Diablo served a total of 122 public K-12 schools in East and Central Contra Costa County with 81 elementary schools, 26 middle schools, and 15 high schools. Every school had been served since 2012; most schools had been served every two years, some every year. Ms. Riker highlighted the middle school program where education had been combined with an encouragement program to walk and bike and where some of the programs had been turned into community events and included law enforcement; the CHP was usually present and police departments were also represented. She invited members of the Board to get involved.

The Board requested that the school schedule be provided.

For the high school program, Ms. Riker referred to the Start Smart program through the CHP for teen drivers and their parents, and stated it had been great working with the CHP to pursue the bike safety and parental educational component. The high school program was open to all schools within the Mt. Diablo Unified School District system, and Clayton Valley Charter had also been served, as had the Acalanes High School District.

Chair Pierce reported that Clayton Valley Charter had a new Principal and Superintendent and she recommended another presentation.

Ms. Riker described the relationships that had been built over the last six years with law enforcement, school districts, and communities to pursue the walkable, bikable community goal. Some of the upcoming goals were to upgrade audio visual materials, specifically in the elementary program, and continue with the pursuit of the Bicycle Playground concept at Concord Community Park, if that location was approved by the Concord City Council.

Director Obringer explained that the Bicycle Playground had not yet been agendized for consideration by the Concord City Council.

Ms. Riker identified the schools that would be served in September, reported that International Walk to School Day was on October 10, and described the activities and promotions Street Smarts planned for that day. She also described how the activities would be customized for Sequoia School since most enrollees were not local residents, and explained that even if not biking and walking to school on that day Street Smarts would be present to provide the materials and resources associated with that day.

The Board commended the program and looked forward to receiving the schedule.

10. Electric Vehicle Ready Communities Challenge, Phase 1 Grant. TRANSPAC supported the Contra Costa Transportation Authority (CCTA) request for funding from the California Energy Commission (CEC) for an electric vehicle readiness plan/blueprint for Contra Costa. In the spring, the CCTA was informed their application was not successful, primarily due to the program geographic equity requirements.

Since that time, a Northern California project that was selected for the CEC funding is no longer moving forward, and the CCTA project has now been awarded \$200,000 in Electric Vehicle Ready Communities Challenge, Phase 1 Grant funding. The CCTA, in partnership with Contra Costa County and 511 Contra Costa, will use the funding to develop an implementation plan for large-scale electric vehicle charging infrastructure and related policies. The CCTA has initiated an RFP process to retain a qualified consultant to assist in the plan development. CCTA will provide additional information on the project and opportunities for Central County to participate in the process.

Mr. Todd noted that while not initially successful receiving the grant, the grant through the California Energy Commission had now been awarded to the CCTA.

Mr. Engel confirmed that because someone had dropped out the CCTA had accepted the \$200,000 grant for the Electric Vehicle Ready Communities Challenge, Phase 1 grant. The RFP was currently out and the contract was expected to be awarded in October, with a study done in July 2019, which would make the CCTA eligible to apply for other grants. Several tasks were involved including a work force program that would help set up curriculum for both teaching people in disadvantaged communities about the installation of EV charging as well as working on electric vehicles and getting more vehicles out into communities. An on-line working tool would also identify the location of EV chargers and a land use overlay would identify locations where it would be appropriate to invest in charging infrastructure on a countywide basis.

Director Mitchoff verified that the grant would support applications to other agencies and noted that cities were being encouraged to apply for the grants. She explained that the Bay Area Air Quality Management District (BAAQMD) was looking for locations to place EV chargers at gathering places such as WalMart, which would provide another resource to help cities provide EV stations.

Chair Pierce asked about the educational component relative to EVs, and Mr. Engel stated they were working closely with the Sustainability Coordinator for the County, who was working on the educational component.

Director Noack commented that the benefits of owning electric vehicles was not as advantageous as it once was.

Director Ross added that anything that could be done to get ahead of the curve would be helpful given the limited opportunities available.

11. TRANSPAC CCTA Representative Reports. Reports on the September Planning Committee and Administration and Projects Committee.

Director Mitchoff reported that the Planning Committee meeting had a full agenda that had included a presentation on a mobility program with a concept of mixing and blending to provide a seamless transportation system for paratransit riders, and a program to implement the 2018 Countywide Bicycle and Pedestrian Plan, among other projects.

Chair Pierce reported that the Administration and Projects Committee meeting agenda had included the Quarterly Sales Tax Revenue Report, which was up about six percent over last year; the Executive Director had been authorized to sign the Baseline Agreements for SB1 funds; contracts for Innovate 680 had been approved to allow Bus on Shoulder work to begin; the Advanced Technology program on I-680 was moving forward; a Legislative Update had been provided; GoMentum Station funds had been approved; and support had been offered for the Connected Contra Costa Wireless Connected Community Strategies.

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

CCTA Executive Director Randell H. Iwasaki’s Report dated July 18, 2018 had been included in the Board packets.

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

CCTA Executive Director Randell H. Iwasaki’s RTPC Memo dated July 18, 2018 had been included in the Board packets.

14. TAC Oral Reports by Jurisdiction

There were no reports.

15. Boardmember Comments

Director Obringer identified a Special BART meeting scheduled at Pittsburg City Hall on September 27, 2018 at 5:00 P.M. and encouraged others to attend that meeting.

16. Managing Director’s Report

Mr. Todd referred to the Accessible Transit Study, and stated that would tie in well with the senior and disabled program and support continued improvements. He also noted the CCTA was holding a series of Planning Director meetings and highlighted the topics related to performance measures and a series of meetings that would discuss new technology and how to move forward with all available and new information.

17. Adjournment

The meeting was adjourned at 9:58 A.M. to the next meeting of the Board scheduled for October 11, 2018 at 9:00 A.M. in the City of Pleasant Hill Community Room, unless otherwise determined.

Planning Committee **STAFF REPORT**

Meeting Date: September 5, 2018

Subject	Review Scope-of-Work (SOW) and Memorandum of Understanding (MOU), Authorize Release of a Request for Proposals (RFP), for the Contra Costa Accessible Transportation Strategic (ATS) Plan.
Summary of Issues	The Authority has been awarded a grant from Caltrans in the amount of \$340,000 (\$400,000 total project cost) to prepare the ATS Plan. Staff is preparing the RFP to engage a consultant to prepare the plan. An MOU among Plan partners is a requirement of the grant and is intended to ensure agency engagement/commitment to the process and ultimately foster Plan implementation.
Recommendations	Staff seeks approval of: <ul style="list-style-type: none"> A. The attached Scope-of-Work B. The release of a RFP for a consultant to perform the scope for an amount not-to-exceed \$340,000 C. The proposed ATS Plan Oversight Committee Structure D. The release of the attached draft MOU for review by agency partners.
Financial Implications	The ATS Plan has received a Caltrans grant in the amount of \$340,000. Matching funds in the amount of \$60,000 will be provided through staff time from the Authority and County.
Options	<ol style="list-style-type: none"> 1. Not approve one or all of the recommended items at this time. 2. Direct staff to investigate other options.
Attachments (See PC Packet dated 9/5/18)	<ul style="list-style-type: none"> A. ATS Scope-of-Work B. Draft MOU C. Draft ATS Oversight Committee Structure
Changes from Committee	<i>None</i>

Background

The need to conduct the Accessible Transportation¹ Strategic (ATS) Plan was established during two recent Authority led countywide planning efforts. During the development of the Transportation Expenditure Plan (TEP) for the Measure X (2016) transportation sales tax, the Expenditure Plan Advisory Committee (EPAC) indicated support for improvements to this segment of the transportation system. The ATS Plan was included in the final TEP. After the transportation sales tax effort concluded, the ATS Plan was included as an explicit implementation action in the 2017 Countywide Transportation Plan (CTP).

These two policy actions came about as a result of advocates, representing seniors and persons with disabilities, effectively communicating the need for additional funding and improvements for this segment of the transportation system. This message was brought to the EPAC, the Authority, and the Contra Costa County Board of Supervisors. That message was, in summary, as Contra Costa residents get older and/or have mobility impairments; they “age out” of the ability to get from point A to point B.

Details on the message brought by these advocates include the fact that Contra Costa County is experiencing similar demographic shifts (the “silver tsunami”) seen across the country, an aging population with corresponding changes in mobility needs, and limited capacity to fill those needs. In addition, the target population served by accessible transportation is a concentration of overlapping disadvantaged populations as described below. Staff is highlighting these characteristics given the trend at the state level to prioritize projects and programs to these populations:

- Persons with disabilities are a protected class under federal anti-discrimination law (Rehab. Act [1973], ADA [1990]).
- The elderly have protected class status under the Civil Rights Act of 1964.
- Compounding the above characteristics, the elderly and disabled are typically low-income. (TCRP Report 119-Improving ADA Paratransit Demand Estimation, 2007).

¹ Accessible transportation is not a common or industry recognized term. These services are delivered by diverse agencies and of organizations operating a spectrum of transit options and mobility services. This spectrum includes a wide spectrum of transit options and mobility services for seniors and persons with disabilities; Americans with Disabilities Act (ADA) paratransit, non-ADA paratransit, program specific providers, city/community based programs, mobility management/travel training programs, etc.

In addition to the information above, the need for the ATS Plan is magnified by the following:

- 1)** As reported in the Federal Transit Administration’s 2014 report *Accessible Transit Services for All*, the cost of providing demand response service is increasing faster than other types of transit. From 1999 to 2012, the cost of providing ADA paratransit service increased 138%. During the same time frame conventional fixed-route bus service increased by 82%.
- 2)** The need to establish how best to take make use of the efficiencies provided by transportation network companies (Lyft, Uber, etc.), and other emerging technologies and service delivery models enabled by advances in individual access to mobile data.
- 3)** Consolidation trends in healthcare provision (which increases demand for more trips and longer trips).
- 4)** The current institutional structure for providing accessible transportation service in Contra Costa County has grown organically over time without a deliberate strategy. This Plan will assess if a more methodically designed system would be advantageous in terms of cost-effectiveness and ease of access and use.

In addition to the ATS Plan being an implementation action in the 2017 CTP, it is fulfilling other goals of the CTP:

- 1)** Consistent with the *“Innovation is the Key”* section of the CTP, the RFP directs potential respondents as follows: *“Conventional or traditional transit/planning/transportation consulting firms are encouraged to partner with transportation/mobility technology leaders...”*;
- 2)** As described in the *“Projected Growth in Population and Jobs”* section of the CTP, the median age of the population is increasing and will need to be addressed which is a specific goal of this Plan;
- 3)** Consistent with *“CTP Strategy 3.2. TRANSIT SERVICE COORDINATION. Link transit investments to increased coordination and integration of public transit services...”* this plan specifically addresses the need to increase coordination of providers and to develop mechanisms to transfer paratransit passengers to fixed route transit whenever possible (reducing costs and greenhouse gasses);
- 4)** The ATS Plan specifically fulfills the following CTP strategy *“3.7. SERVING ALL CONTRA COSTA RESIDENTS. Support the expansion of a coordinated system of transit and paratransit service to address the mobility needs of low-income, elderly, young and disabled travelers”*; and
- 5)** The ATS Plans will specifically investigate new service models that increase funding streams consistent with the following CTP Strategy, *“4.1. STABLE FUNDING SOURCES. Advocate for stable sources of funds for transit operations and other programs that support the transportation system...”*

Overall ATS Plan Objectives

The overall objective of the ATS Plan is to improve accessible transportation services and administration in Contra Costa County through an assessment process, which will include a wide range of organizations, and encompasses the entire County.

The initial timeline for the ATS Plan was originally assumed to be from approximately winter 2018 to summer 2021. However, based on input from Commissioner Tatzin (Bus Transit Coordinating Council Ex-Officio Authority Board member), staff is investigating how the process could be expedited.

The ATS Plan will include expansive outreach specifically designed for the target population and has three core tasks or milestones: 1) Study of existing, individual [city, transit agency, other programs receiving Measure J or state/federal funding] programs resulting in recommendations; 2) Study of alternative countywide system designs with alternatives presented to: elected officials, staff, passengers, advocates, and the public with a preferred design identified; and 3) Presentation of an implementation plan for the consensus design. Specific objectives:

- Establish a detailed implementation program with a schedule addressing short, medium, and long term steps, the responsible parties, necessary policy board actions, and additional studies, revenue (capital and operating) requirements, etc.
- Educate decision makers on the policy, administration, existing conditions & system performance, and legal characteristics/implications of this type of service.
- Examine a wide range of options for a more strategically designed countywide system. The range includes incremental changes all the way up to a new unified, countywide system inclusive of: Consolidated Transportation Services Agency (CTSA), countywide coordinated mobility management, one-call/one-click entry point, etc.
- Improve service efficiency (cost per trip, number of shared trips [GHG reduction]).
- Reduce the volume of operator-to-operator transfers.
- Examine feasibility/approach to implementing mobility management, travel training, transfers between paratransit and fixed route (rail and bus).
- Improve client access and ease of use.
- Ensure the scalability of the system enabling responsiveness to the widely documented, forecasted increases in demand.

- Develop a comprehensive funding strategy (inclusive of legislative approaches) taking into account the increase in demand due to new healthcare-related transportation requirements, latent demand, service models that inherently attract increased and new funding, demographic shifts, etc.
- Ridership projections (inclusive of latent demand dynamics).
- Establishment or designation of an organization and/or structure to act as advocate and administrator for this transportation sector on an ongoing basis.
- The implementation task will propose a strategic service expansion taking in to account budgetary and operational restrictions.
- Enable greater usage of rapidly emerging technologies including transportation network companies (Lyft, Uber, etc.), and new service models enabled by these technologies.
- Development of countywide, standardized service metrics and reporting.
- Expand the interface with the Office of Emergency Services to improve response to the target population in the event of a major incident or emergency.
- Recommendations will ensure public transit operators will have uncompromised ability to fulfill ADA obligations.
- Implementation and phasing will insulate passengers and service characteristics from drastic changes and disruption.
- Insulate public transit operators from loss of funding without an offsetting reduction in obligations.
- Recommendations will clearly and accurately describe how responsibilities and costs will be equitably borne by interested parties.
- Provide a frank assessment to staff and elected bodies as to why the County has conducted 3-4 studies of this type with the majority of the recommendations **not** being implemented and how we can avoid that outcome with this study.
- Coordinate with the Metropolitan Transportation Commission in their “*Sustainable Communities and Climate Resilience for People with Disabilities²*” planning grant. Specific coordination is to be determined as both efforts take shape. Note: This objective is included at the request of Caltrans.

²Sustainable Communities and Climate Resilience for People with Disabilities: This MTC project will develop new strategies to address the specialized needs of the disability community. To achieve this goal, the project will deliver an action plan that includes recommendations for multiple regional plans, funding programs and data collection efforts, including the regional transportation plan, the Lifeline Transportation Plan and the household travel and transit intercept surveys. The project will also create a resource book for people with disabilities.

Memorandum of Understanding

As indicated in the grant application, the Authority will execute a Memorandum of Understanding (MOU) with project participants prior to initiation of the ATS Plan. The MOU will be collaboratively developed with Plan participants and reflect the Caltrans grant guidelines. The guidelines advise that the MOU define respective roles, expectations, desired outcomes, and agreements for how to work together. The MOU will include a commitment of each organization or agency to take formal action, accompanied by a stated, well-supported rationale, responding to the recommendations of the study. The intent is to structure the ATS Plan such that it will not “sit on a shelf”.

ATS Plan Oversight Structure

In an effort to get a “fresh” perspective on objectives of the study, staff is proposing a plan oversight structure that includes three committees: 1) policy makers, 2) technical staff, and 3) riders/clients.

Due to the complexity of the issue, the number and diversity of the stakeholders, and our multijurisdictional collaboration protocols, this oversight structure is correspondingly robust. Specific responsibilities of each committee will be defined with the assistance of the consultant and study partners once the process is initiated. Committee meetings will be formally noticed and open to the public. Committee members will be encouraged to attend all the meetings to promote the sharing of ideas and concerns between the different committees.

Policy Advisory Committee³ (PAC)

Structure Notes: Planning processes in Contra Costa are typically overseen by the Regional Transportation Planning Committees (RTPCs)⁴. This process deviates from that process with the transit operators given seats on the PAC (rather than RTPC representation). This is due to the significant role the transit operators play in this service area. RTPC input will be solicited through presentations at the subcommittees, discussion at the CCTA Board (which is comprised of RTPC representatives) and staff participation on the Technical Advisory Committee. City and other sub-regional operators will be asked to coordinate representation through the RTPCs.

³ Individuals can only be members of a single committee, there will be no duplication in membership for the PAC, TAC, and RAC.

⁴ CCTA is advised by three separate RTPC subcommittees representing different regions of the County. The RTPCs consist of SWAT (Southwest), TRANSPAC (Central), TRANSPLAN (East), and WCCTAC (West).

Role: Study oversight, gathering information on the subject matter, liaison responsibilities to transit districts, RTPCs, full CCTA Board, and the Board of Supervisors.

1. County Connection	2. Tri Delta Transit
3. AC Transit & BART ⁵	4. WestCAT
5. CCTA Member	6. Contra Costa Board of Supervisors
7. Subject Matter Expert/Non-Governmental Organizations (NGO)/Advocate: Disabled ⁶	8. Subject Matter Expert/NGO/Advocate: Senior ⁴
9. Alternate: Subject Matter Expert/NGO/Advocate: Disabled ⁴	10. Alternate: Subject Matter Expert/NGO/Advocate: Senior ⁴

Technical Advisory Committee (TAC)

Structure Notes: Includes representation from transit districts, NGOs, etc. RTPC staff creates linkage with the subareas. At the suggestion of Caltrans, the Metropolitan Transportation Commission and County Emergency Operations have been included in addition to being a best practice.

Role: Provide subject matter expertise and public policy implications on service concepts under study and recommendations (reality check). Initial task of reviewing the scope-of-work and oversight structure.

1. AC Transit/BART/East Bay Paratransit ⁷	2. Tri Delta Transit ⁵
3. County Connection ⁵	4. WestCAT ⁵
5. Contra Costa Transportation Authority	6. Contra Costa County Planning
7. Contra Costa Employment and Human Services	8. Contra Costa County Health Services/Contra Costa Health Plan
9. NGO/Advocate: Disabled	10. NGO/Advocate: Senior
11. SWAT Staff/Designee ⁵	12. TRANSPLAN Staff/Designee ⁵

⁵ BART and AC Transit ADA paratransit obligations are both fulfilled by East Bay Paratransit.

⁶ Membership in this seat is not strictly dependent on geography or affiliation with a local agency or organization. A recruitment and/or nomination process is being developed. Ultimately, CCTA will consider the nominations and make the appointments. Initial thoughts in terms of skill set and background include individuals from the private sector, academia, or advocacy/non-profit community with expertise or familiarity with the topic and can participate and contribute with an open mind and no explicit agenda or bias.

⁷ Either the public transit agency members or RTPC staff/designees may coordinate amongst themselves to identify a single representative to attend meetings on behalf of two or more entities.

13. WCCTAC Staff/Designee ⁵	14. TRANSPAC Staff/Designee ⁵
15. Veterans Transportation	16. MTC Staff Liaison
17. County Emergency Operations (ad hoc basis)	18. NGO/Advocate: Senior or Disabled

Rider Advisory Committee* (RAC)

Structure Notes: NGO/Advocates will be requested to appoint riders that use transportation service for a variety of ride purposes (medical, shopping/retail, recreation, etc.). Appointments should also represent the different subareas of the County (west, east, central, south). City provider representation will be coordinated through RTPC members.

Role: Provide client/passenger based input on concepts being studied and eventual recommendations.

1. WCCTAC Appointment	2. TRANSPAC Appointment
3. SWAT Appointment	4. TRANSPLAN Appointment
5. PCC Appointment Seat 1	6. PCC Appointment Seat 2
7. Senior Seat 1 (NGO Appointed/Recommended)	8. Senior Seat 2 (NGO Appointed/Recommended)
9. Disabled Seat 1 (NGO Appointed/Recommended)	10. Disabled Seat 2 (NGO Appointed/Recommended)

ATS Plan Staffing

The scope and diversity of agencies suggests the need for multiple staff. The Authority is the primary forum for transportation issues in the Contra Costa. Contra Costa County government has unique obligations regarding public health, the Older Americans Act, the Contra Costa Health Plan, etc.

Role: Study staff will 1) manage the process once the committees have approved the protocol, 2) fulfill TAC role, and 3) act as liaison with CCTA Board/Contra Costa County Board of Supervisors.

1. Contra Costa Transportation Authority	2. Contra Costa County
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EXECUTIVE DIRECTOR'S REPORT
September 19, 2018

METRANS Transcast: July 11, 2018

I was interviewed by Mat Kaplan from METRANS. METRANS is a research partnership between University of Southern California (USC) and California State University (CSU) Long Beach. METRANS University Transportation Center is a Tier 1 University Transportation Center funded under the US Department of Transportation's University Transportation Center Program. The purpose of the interview was to create a podcast highlighting CCTA's innovation program and how it relates to research.

Washington State Department of Transportation: July 11, 2018

Washington State Department of Transportation ITS Manager Ted Bailey and staff toured the Shared Autonomous Vehicle (SAV) Pilot project at Bishop Ranch. We have been interviewed by Seattle news about our recent testing program at Bishop Ranch with a low-speed SAV. Pierce Transit would like to deploy a similar program in the Tacoma area.

American Bar Association (ABA): July 12, 2018

I participated as a panelist on the ABA Program: CE1807AUC Autonomous Cars: The Changing Rules of the Road. My presentation focused on the regulatory environment for the deployment of autonomous vehicle (AV) technology.

Consulate General of Canada/IDIADA: July 12, 2018

I gave a briefing to staff from IDIADA, Kelly Diaze from Invest Ottawa and Kegan Johnson from the Canadian Consulate General's San Francisco office and then we took them on a tour of GoMentum Station. Kelly is looking to partner with GoMentum Station. We have features they don't have at their test bed and vice versa. IDIADA would like to compete to design and ultimately maintain GoMentum Station. They are well known in the test bed area.

Local Motors: July 13, 2018

Jack Hall and I met with Local Motor's Economist Kurtis Hodge. He was interested in testing at GoMentum Station and also how we select partners to test technologies on public streets in Contra Costa. They are looking for a place to build a micro manufacturing plant in California. It was a great meeting.

Toyota Research Institute: July 17, 2018

Jack Hall and I met with Jane Lappin from Toyota Research Institute (TRI). TRI is a partner testing their artificial intelligence (AI) at GoMentum Station. She was interested in our innovation program. We gave her a presentation on Redefining Mobility and a tour of GoMentum Station.

East Bay Economic Development Alliance (EDA): July 18, 2018

We gave several members of the East Bay EDA a presentation on our innovation program and a tour of GoMentum Station. They want to help us attract new partners to GoMentum Station to help with our economic development efforts.

TRC Solutions: July 18, 2018

Tim Haile, Ivan Ramirez and I met with members from TRC Solutions and Vali Cooper & Associates, Inc. Vali Cooper & Associates, Inc. was recently acquired by TRC Solutions and both management teams came to visit and tell us more about the acquisition and how it will positively affect CCTA in the future.

StreetDrone: July 19, 2018

Jack Hall and I met with the executive team from StreetDrone and the Science & Innovation Officer from the British Consulate. StreetDrone is developing a self-driving vehicle. They want to test it and get help to find opportunities to deploy it. The British Consulate in San Francisco is very interested in signing a partnership agreement with GoMentum Station. They have noted that GoMentum Station has signed partnering agreements with other countries and they want to participate too.

East Bay Times: July 20, 2018

I was interviewed by Reporter Judy Prieve about the opening of the eastbound lanes on State Route (SR) 4 at Balfour Road. She was interested in the project, why this was a big milestone and the expected completion date of the project. There was a good article about the opening of the eastbound lanes in the East Bay Times.

New York Metropolitan Transportation Council (NYMTC): July 23, 2018

I gave our Redefining Mobility speech at NYMTC's Regional Trends Series - Redefining Mobility. One of their staff members listened to a webinar I participated in. She asked me to give the same speech at one of their monthly lunch sessions. It was well attended and there were a lot of questions.

East Bay Leadership Group: August 7, 2018

I was asked to speak about the projects that Senate Bill (SB) 1 has funded in Contra Costa County. Art Dao the Executive Director from Alameda County Transportation Commission (ACTC) gave his update first and I followed with a brief overview of the SB 1 program and the positive impacts on CCTA.

State Route 4/Balfour Partnering Session: August 7, 2018

We held a quarterly partnering session with key staff from Brosamer & Wall/Bay Cities Paving and Grading, the design consultant, the construction management firm, Caltrans and CCTA. The project is getting closer to the end of the construction but these meetings are just as important today as they were in the beginning of the project. We are starting to focus on close out of the project and we are trying to improve the process and make it shorter.

Rating Agency Meetings: August 8, 2018

Randy Carlton, Brian Kelleher and I made a presentation to the rating agencies, including Standard & Poor's and Fitch Rating Services the upcoming bond transaction. Melissa Shick from KNN Public Finance joined us at the meeting. KNN Public Finance serves as our Financial Advisor. We were successful in retaining our high investment grade rating of AA+ from both agencies.

BART: August 9, 2018

Tim Haile, Hisham Noeimi and I met with Ex-Officio Representative Worth and BART Director Keller. There is a much greater demand for BART service between Hillcrest and Pittsburg Bay Point on the new BART extension. BART has an agreement with the vehicle manufacturer to build more cars at an agreed price plus escalation. A few years ago, instead of splitting a parcel that was purchased for the parking lot, we allocated the Measure J funds to BART to buy the whole parcel. The extra portion of the parcel is a depressed section and needs some work to get it ready for parking. This was the other issue that was discussed. We are working on a plan to add more parking at Hillcrest and buy one more train car with a diesel multiple unit (DMU) and two cars.

Transportation Commissioners: August 14, 2018

We hosted the transportation commissioners from Washington State, Oregon and California at GoMentum Station. They arrived on a Proterra electric bus and I gave them a tour of the facility. We stopped at the fire station and I gave them the Redefining Mobility presentation and answered their questions. I made a presentation to the Oregon Transportation Commission a few years ago. It was nice to show them the progress we have made and that we are not just talking about technology, but have deployed the technology in the real world. All the commissioners and their staff rode - probably for the first time - in a level 4 Shared Autonomous Vehicle. California Transportation Commission (CTC) Chair Fran Inman drove a big rig around GoMentum Station.

Site Selection Magazine: August 16, 2018

East Bay Economic Development Alliance (EDA) suggested to Gary Daughters from Site Selection Magazine to interview us about GoMentum Station and our innovation program. The story should run shortly. East Bay EDA has also arranged meetings with several tech companies to talk about how to get involved in testing at GoMentum Station.

TideLine: August 23, 2018

Peter Engel and I met with Chief Executive Officer (CEO) Taylor Lewis and Nathan Nayman from Tideline. They are a small boat ferry operator in the Bay Area. They would like to run a 6-month ferry service pilot project from Antioch to Martinez. There are a number of Antioch residents who work in Martinez. They may want to use a ferry service in lieu of driving their cars to Martinez every day, plus this will utilize the terminals in both Martinez and Antioch. I have talked to both City Managers about the proposal.

Teichert Construction: August 27, 2018

Jack Hall and I gave the management team from Teichert a briefing on our innovation program and a tour of GoMentum Station and the Shared Autonomous Vehicle (SAV) Pilot project in San Ramon.

indus.ai: August 28, 2018

Ivan Ramirez and I met with Art Pazdan and Caroline Fernandes from indus.ai. They are from a start-up company that uses video images and artificial intelligence to determine the activities at a construction site. They are focused on vertical construction but wanted our opinion if there were uses in the horizontal construction industry. We thought it would be more useful for a contractor rather than an owner operator. Our construction locations can be spread out such as the I-680 High Occupancy Vehicle (HOV) lane project, which is about 17 miles long.

San Joaquin County: August 28, 2018

I met with San Joaquin County Supervisor Chuck Winn, Public Works Director Kris Balaji and Deputy Public Works Director Mike Selling. They wanted to know the framework for our innovation program. They are also working on deploying Shared Autonomous Vehicles (SAVs) in their wine country area. They wanted to know about legislation, coordination between state and local agencies, any necessary agreements/permits and funding opportunities. They would like to join GoMentum Station and start to partner with us. They don't want to reinvent the wheel.

Mass Transit Magazine: August 28, 2018

I was one of the panelist on the Best Practices: Virtual Roundtable on Autonomous Mobility webinar for Mass Transit Magazine. The other panelist were Kristina Holcomb, Vice President of Planning and Development, at the Denton County Transportation Authority and Jay Hietpas, Connected and Automated Vehicles Director, at the Minnesota Department of Transportation. The webinar was moderated by Leah Harnack, Executive Editor, at Mass Transit Magazine. There were a lot of questions and I am still getting requests for information.

Swerve.ai: August 30, 2018

Jack Hall and I met with Rob Simpson from Swerve.ai. He used to be with Volkswagen when we first met about five years ago. He is the founder and Chief Executive Officer (CEO) of Swerve.ai. He is working on the software to help autonomous vehicle (AVs) become more safe. He wants to start testing his vehicles at GoMentum Station.

Bond Closing: August 30, 2018

Randy Carlton and Brian Kelleher were on the call to authorize the bond closing on the 2018 Series A and Series B Bonds. The Authority benefited from excellent market timing and strong demand for CCTA's high quality bonds. The transaction was successful in achieving all the objectives established by the Board, including reducing cost and risks. The transaction will reduce our borrowing cost by approximately \$10.8 million through 2034. We also lowered our risk by converting variable rate bonds to fixed rate bonds, and lowered our exposure to the swap from \$200 to \$100 million.

House Transportation & Infrastructure (T&I) Subcommittee: September 5, 2018

I was one of the four presenters at the House T&I subcommittee on Highways and Transit's hearing on Innovation in Surface Transportation. There were speakers from Drive Ohio, Heart of Iowa Regional Transit Agency (HIRTA) on behalf of the Community Transportation Association of America, Intelligent Transportation Systems (ITS) America and CCTA. The hearing lasted about 2 hours and is available for viewing at

<https://transportation.house.gov/calendar/eventsingle.aspx?EventID=402749>. It was an honor to represent CCTA at the hearing.

Staff Out-of-State Travel:

Commissioner Hudson attended the 2018 Federal Engagement Program in Washington, DC from June 10-13, 2018 for an additional expense of \$97.16. Randell Iwasaki attended the New York Metropolitan Transportation Council in New York, NY from July 21-23, 2018 for a total amount of \$1,009.94. Randall Carlton attended the Government Finance Officers' Association Conference in St. Louis, MO from May 5-9, 2018 for a total amount of \$4,544.31.



COMMISSIONERS

Federal Glover,
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Newell Americh

Tom Butt

Loella Haskew

David Hudson

Karen Mitchoff

Julie Pierce

Kevin Romick

Dave Trotter

MEMORANDUM

To: Matt Todd, TRANSPAC
Lisa Bobadilla, SWAT
Jamar Stamps, TRANSPLAN
Cedric Novenario, TVTC
John Nemeth, WCCTAC
Derek Farmer, LPMC

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

Date: September 26, 2018

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

At its September 19, 2018 meeting, the Authority discussed the following item, which may be of interests to the Regional Transportation Planning Committees:

1. **Legislative Update.** This item provides an update on relevant developments in policy, legislation and finance that may be of interest to the Authority. The Authority may take action on any item presented or any State or Federal legislation pertaining to the Authority's legislative program. *Attached are the federal and state legislative report summaries, along with a recap of Randell Iwasaki's testimony to the U.S. Congressional Housing Transportation and Infrastructure Subcommittee on Highways and Transit's hearing on Innovation in Surface Transportation. The Authority Board unanimously authorized staff to proceed with an extension of the statutory 2020 deadline for the Authority to pursue an extended or new tax under the provision of AB 1665 (Bonilla - 2016).*

Randell H. Iwasaki,
Executive Director

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TO: **Contra Costa Transportation Authority Board and Staff**
 FROM: **Jason Tai, Madeleine Pike, & Juan Manuel Martinez, Tai Ginsberg & Associates**
 SUBJECT: **Monthly Progress Report for July 10, 2018 to August 20, 2018**

I. Grants

None.

II. Regulatory Updates

On August 14, an Environmental Protection Agency (EPA) memo, regarding the Administration's proposed rule to freeze Corporate Average Fuel Economy (CAFE) standards at 2020 levels, said that the rule could lead to an increase in fatalities and jobs loss, contrary to National Highway Traffic Safety Administration (NHTSA) estimates.

On August 1, the Administration issued a notice of proposed rulemaking by NHTSA and EPA,¹ titled the Safer Affordable Fuel-Efficient Vehicles rule for model years 2021-2026 passenger cars and light trucks (SAFE Vehicles), which would change existing CAFE and tailpipe carbon dioxide emissions standards. Under the proposals, NHTSA would freeze fuel economy standards at year 2020 levels for vehicle models produced from 2021-2026 and the EPA would reconsider greenhouse gas rules for year 2021-2025 vehicle models. As part of the same attempt to establish new national fuel efficiency standards, the Trump Administration has also moved to revoke a federal waiver for California allowing it to enforce stricter rules. More information can be found here.²

On July 19, the Federal Transit Administration (FTA) released its Public Transportation Agency Safety Plan final rule,³ as required under the Moving Ahead for Progress in the 21st Century Act (MAP-21). The plan requires transit agencies that receive federal funds to develop safety plans. Each agency's plan must contain four parts: safety management policy; safety risk management; safety assurance; and safety promotion in order to be compliant

III. Transition Update

On August 7, Bruce Landsberg, who was approved by the U.S. Senate on July 24, took his seat on National Transportation Safety Board (NTSB) as Vice Chairman.

On July 24, The U.S. Senate approved both Bruce Landsberg and Jennifer Homendy to be NTSB members.

On July 23, Alan Hanson left his position at the Department of Justice (DOJ) to serve as Deputy Chief of Staff for Secretary Chao at the Department of Transportation (DOT)

IV. Legislative/Infrastructure Update

¹ <https://www.transportation.gov/briefing-room/dot4818>

² <https://www.epa.gov/sites/production/files/2018-08/documents/safe-my-2021-2026-cafe-ld-ghg-nhtsa-epa-nprm-2018-08-02.pdf>

³ <https://www.federalregister.gov/documents/2018/07/19/2018-15167/public-transportation-agency-safety-plan>

TO: Contra Costa Transportation Authority Board and Staff
FROM: Jason Tai, Madeleine Pike, & Juan Manuel Martinez, Tai Ginsberg & Associates
SUBJECT: Monthly Progress Report for July 10, 2018 to August 20, 2018

On August 6, Members of the Congressional Tri-Caucus sent a letter⁴ to Secretary Chao and acting EPA Administrator, Andrew Wheeler. In the letter they warn of the harmful impact that weakening federal standards for automobiles would have on low-income and minority communities.

On August 6, the Congressional Budget Office (CBO) posted its score⁵ for H.R. 6438⁶, the DHS Countering Unmanned Aircraft Systems Coordinator Act, which passed the House Homeland Security Subcommittee on July 24. The report found that this legislation would not significantly affect spending in any fiscal year.

On August 1, Sen. Whitehouse (D-RI) introduced S. 3341⁷, the IMAGINE Act. This bill would encourage research and broader market adoption of innovative building materials by authorizing grant funding for the construction of bridges in rural coastal areas.

On August 1, the U.S. Senate passed H.R. 6147⁸, the Interior, Financial Services, Agriculture and Transportation, Housing and Urban Development (THUD) Appropriations Act. This bill contains the original language, approved by the Senate THUD Subcommittee on June 7th, within S. 3023. The U.S. Senate approved a manager's amendment package to H.R. 6147, that among others, contained the following amendments:

- Heller amendment #3428, which directs DOT to report to Congress on stakeholder engagement efforts to advance data and intelligent transportation systems technologies and other smart cities solutions.
- Reed amendment #3608, which prevents funding in the bill from being used to implement policies set out in the FTA's June 29, 2018 "Dear Colleague" letter Regarding DOT loans for the Capital Investment Grants program.
- Coons amendment #3666, as amended by #3684, which amends the NII/TIGER/BUILD paragraph to provide that the deadline for expenditure (outlay) of FY 2012 TIGER grants for passenger rail projects shall be September 30, 2019 and the deadline for expenditure (outlay) of FY 2013 TIGER grants for port infrastructure projects shall be September 30, 2020.
- Fischer amendment # 3669, which prohibits any funds in the bill from being used to enforce the Federal Motor Carrier Administration's (FMCSA) electronic logging device (ELD) rule on vehicles hauling livestock or insects.

⁴ https://www.mcenendez.senate.gov/imo/media/doc/08.06.18%20Tri-Caucus%20Clean%20Cars%20Letter_SIGNED.pdf

⁵ <https://www.cbo.gov/publication/54346>

⁶ <https://www.congress.gov/bill/115th-congress/house-bill/6438?q=%7B%22search%22%3A%5B%22hr+6438%22%5D%7D&r=1>

⁷ <https://www.congress.gov/bill/115th-congress/senate-bill/3341?q=%7B%22search%22%3A%5B%22s+3341%22%5D%7D&r=1>

⁸ <https://www.congress.gov/bill/115th-congress/house-bill/6147?q=%7B%22search%22%3A%5B%22hr+6147%22%5D%7D&r=1>

TO: Contra Costa Transportation Authority Board and Staff
FROM: Jason Tai, Madeleine Pike, & Juan Manuel Martinez, Tai Ginsberg & Associates
SUBJECT: Monthly Progress Report for July 10, 2018 to August 20, 2018

- Cornyn amendment #3670, which prevents any FTA funds from being used to buy rolling stock from a company owned or subsidized by the People's Republic of China, consistent with international trade agreements, and applying only to contracts executed after enactment. It also prohibits the expansion of existing contracts.

On July 25, the House Appropriations Committee approved revised 302(b) sub-allocations for all 12 spending bills to conform with the Bipartisan Budget Act of 2018, H.R. 1892. The new discretionary spending allocations provided \$72 billion for Transportation, Housing and Urban Development.

On July 24, a letter⁹ from a coalition of automakers, technology developers, and interest groups was sent to U.S. Senate leaders in support of S. 1885,¹⁰ the AV START Act, stating that it would advance safety and necessary government oversight over the technology.

On July 23, The House Minority Whip, Rep. Hoyer (D-MD), announced a new "Make It in America" plan.¹¹ The plan lays out three pillars, education, entrepreneurship and infrastructure, as key to creating private sector jobs. Key features of the plan include funding multi-year transportation infrastructure authorization bills, promoting energy infrastructure, and alternative forms of energy for vehicles.

On July 23, Rep. Shuster (R-PA), Chairman of the House Transportation and Infrastructure Committee, released his infrastructure proposal plan.¹² The plan aims to reform the Highway Trust Fund (HTF), provides a layout for federal funding and extends the Fixing America's Surface Transportation (FAST) Act until 2021 while trying to encourage private investment. The language also reforms the federal environmental review and permitting process to accelerate transportation infrastructure projects. Some highlights of the plan include:

- An increase of 15 cents on the federal gas tax and 20 cents on the highway diesel fuel tax over three years. These increases would also be tied to the annual inflation rate after the year 2021.
- The bill would also raise or apply new excise taxes on:
 - o mass transit busses;
 - o commuter rail;
 - o electric vehicle batteries; and
 - o bicycle tires.
- The bill also establishes an HTF Commission to identify needs to the surface transportation system and get the Fund to long-term sustainability. The Commission's recommendations would receive automatic motions for consideration 30 days after being introduced in each chamber.

⁹ <https://autoalliance.org/wp-content/uploads/2018/07/AV-Start-Act-Letter-to-Senate.pdf>

¹⁰ <https://www.congress.gov/bills/115/congress/senate/bills/1885>

¹¹ <https://www.democraticwhip.gov/sites/democraticwhip.house.gov/files/Make%20It%20In%20America%20Speech%20Handout%20FINAL%20FINAL.pdf>

¹² <https://transportation.house.gov/building21/>

TO: Contra Costa Transportation Authority Board and Staff
FROM: Jason Tai, Madeleine Pike, & Juan Manuel Martinez, Tai Ginsberg & Associates
SUBJECT: Monthly Progress Report for July 10, 2018 to August 20, 2018

- It directs DOT to establish a two-year national per-mile user fee pilot program and
- permanently authorizes the BUILD grant program.

On July 23, 47 members of the U.S. House sent a letter to Rep. Shuster supporting a pilot program that would allow trucks weighing 91 thousand pounds on interstate highways.

On July 19, H. Con. Res. 119¹³ passed the U.S. House. This language was introduced by Rep. Scalise (R-LA) and expresses the sense of Congress, that a carbon tax would be detrimental to the U.S. economy. The vote count, for the most part, was along party lines.

On July 17, Sen. Thune, Chairman of the Senate Commerce, Science and Transportation Committee, mentioned that he still hopes to attach S. 1885, the AV START Act, to the Federal Aviation Administration (FAA) reauthorization bill, which still has no timeline for floor consideration.

On July 17, Secretary Chao, at a tech conference, said prioritizing safety and considering consumer acceptance of driverless technology are playing big roles in DOT's waiver decision process for automakers who want to build driverless cars.

On July 17, Rep. Frelinghuysen (R-NJ), Chairman of the House Appropriations Committee, wrote a letter to Secretary Chao regarding an FTA dear colleague¹⁴ that was sent on June 29. In the letter, he mentions that DOT staff informed his appropriations staff that the Agency still intends to consider DOT loans as part of the local share for Capital Investment Grant (CIG) applications.

V. TG&A Covered Hearings, Briefings, and Events of Note to CCTA

On August 15, the Governors Highway Safety Association (GHSA) released a report¹⁵ on automated vehicles (AV) classified as level 3,4, or 5 and the potential impacts they may have on safety. The report outlines recommendations for state law enforcement and highway safety offices.

On August 14, Los Angeles County Metro announced¹⁶ that it will use TSA approved passenger screening technology, becoming the first surface transportation agency to do so.

On August 9, DOT Inspector General (IG) Scovel, at a House Railroads Subcommittee hearing on the California Highspeed Rail project, spoke on improvements made by the FRA on oversight of the High-speed Intercity Passenger Rail (HSIPR) program. IG Scovel also said he expects results

¹³ <https://www.congress.gov/bill/115th-congress/house-concurrent-resolution/119?q=%7B%22search%22%3A%5B%22h+con+res+119%22%5D%7D&r=1>

¹⁴ <http://src.bna.com/z2C>

¹⁵ https://www.ghsa.org/sites/default/files/2018-08/Final_AVs2018.pdf

¹⁶ <https://thesource.metro.net/2018/08/14/tsa-and-l-a-metro-partner-to-provide-advanced-passenger-screening-system/>

TO: **Contra Costa Transportation Authority Board and Staff**
FROM: **Jason Tai, Madeleine Pike, & Juan Manuel Martinez, Tai Ginsberg & Associates**
SUBJECT: **Monthly Progress Report for July 10, 2018 to August 20, 2018**

from a DOT IG audit, regarding federal grant oversight for the California project, in the spring of 2019. IG Scovel's full statement can be found here.¹⁷

On August 8, the DOT pilot program for drone integration had its first delivery over people. Pilot program participants have demonstrations planned over the next few weeks.

On July 26, the Senate Commerce, Science, and Transportation Subcommittee held a hearing on Amtrak and STB nominations.

On July 24, the House Science, Space and Technology Committee held a hearing on "Urban Air Mobility – Are Flying Cars Ready for Take-Off?"

On July 11, the Senate Environment and Public Works Committee held a hearing on "The Long-term Value to U.S. Taxpayers of Low-cost Federal Infrastructure Loans."

¹⁷<https://www.oig.dot.gov/sites/default/files/CORRECTED%20DOT%20OIG%20Statement%20for%20CA%20HSR%20Hearing.pdf>

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

MEMORANDUM

TO: Linsey Willis
 FROM: Mark Watts
 DATE: August 20, 2018
 SUBJECT: September Sacramento Report

Legislative Calendar

The 2017-18 Legislative Session is drawing to a close, with the Interim Recess scheduled to begin as the Legislature adjourns on August 31. As of this writing, with two weeks remaining before adjournment, there are 1,000 bills still in progress.

The next major Legislative calendar item is September 30, 2018, which is the last day for the Governor to act upon bills in his possession. Following the November elections, the Legislature convenes on December 3, 2018, to organize and affirm each House's leadership for the start of the 2019-20 Legislative Session; they reconvene shortly following January 1.

At the July 2018 Authority Board meeting, interest was expressed in engaging the public to help ensure that we are prioritizing funding in alignment with what our citizens view as the greatest need. This exercise could inform whether the Authority seeks an extension of the statutory 2020 deadline for the Authority to pursue an extended or new tax under the provisions of AB1665 (Bonilla – 2016). Given that the Legislature convenes and provides opportunity for new bill introductions on December 3rd, 2018, it may be prudent to begin discussion of the Contra Costa Transportation Authority's advocacy platform for the 2019-20 Legislative Session in the next few months in order to present the Authority's priorities to legislators in advance of December 3, 2018.

Legislation

Several bills were specifically discussed in reports to the Administration and Projects Committee (APC) during this past year as directed by staff. This item provides a short synopsis and status update for these bills:

AB 2923 (Chiu)

STATUS: Approved by Senate Appropriations Committee on August 17. Pending on Senate floor.

This bill requires, until January 1, 2029, cities and counties to adopt zoning standards from the BART transit-oriented development (TOD) guidelines and establishes a streamlined approval process for projects on BART-owned land.

The author introduced the measure to assist BART in meeting TOD objectives which he asserts will expedite the production of mixed-use development adjacent to transit. TOD projects will in turn increase transit ridership, reduce congestion and greenhouse gas outputs, and sustainably accommodate new growth.

SB 827 (Wiener)

STATUS: Failed Passage in Senate Governance & Finance Committee, April 18, 2018.

This bill would have required a local jurisdiction to provide eligible applicants with a transit-rich housing bonus when requested by a developer.

AB 2908 (Berman)

STATUS: Approved by Senate Appropriations committee on August 17. Pending on Senate floor.

This bill establishes the Tire Recycling Incentive Program (TRIP) Act to provide incentives for tire recycling activities in California and establishes a new tire regulatory fee. Under TRIP, eligible entities and local governments could apply and receive an incentive payment for tire-derived product manufactured from California-generated waste tire material.



The Contra Costa Transportation Authority (CCTA) is a public agency formed by Contra Costa voters in 1988 to manage the county's transportation sales tax program and oversee countywide transportation planning efforts. With a hard-working staff of twenty people managing a multi-billion-dollar suite of projects and programs, CCTA is responsible for planning, funding and delivering critical transportation infrastructure projects and programs that connect our communities, foster a strong economy, increase sustainability, and safely and efficiently get people where they need to go. We utilize the tax-exempt municipal bond market to accelerate construction and delivery of our projects to the public. Because of this important tool, we've been able to deliver 25 years' worth of construction projects in 10 years. We believe the solutions we're testing to our county's transportation challenges can be replicated in most communities across the country.

The Future of Transportation is Bright

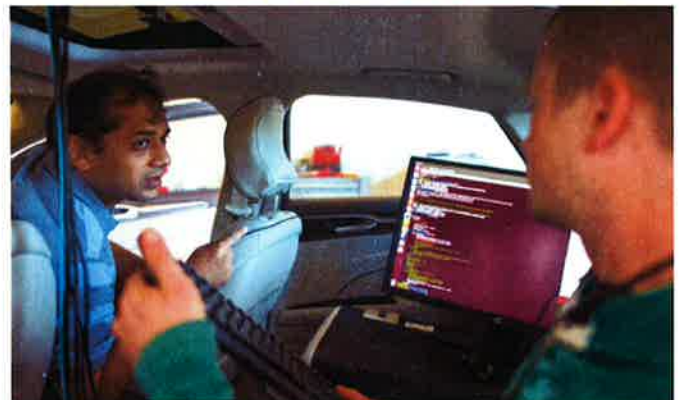
In addition to planning, funding, and delivering the transportation projects and programs the voters approved, we're also the county's congestion management agency and long range transportation planning agency. With this in mind, we are deeply involved in identifying and applying ground-breaking new developments in transportation and technology. Technology is redefining mobility and disrupting the transportation industry on a global scale, as it is doing in most industries. CCTA wants to make sure that the plans we make for the county's transportation infrastructure take these emerging technologies into account so we can best serve the needs of Contra Costa's 1.1 million citizens. Our over-arching goals are to ensure that our plans use taxpayer dollars wisely and that we are investing in the technology of the future – not yesterday's technology. We are addressing the challenges of proactively engaging with and preparing for future transportation technologies through GoMentum Station.



Collaboration and Innovation

Founded by CCTA and its partners, GoMentum Station is a secure, automated and connected vehicle testing facility built on a public/private partnership model, offering the private sector a space to innovate and test while providing the public sector access to new technologies as they are developed. Because of our proximity to Silicon Valley, we are close to where major auto manufacturers are conducting research and development for connected and autonomous vehicles. Named one of ten federally designated automated vehicle proving grounds by the U.S. Department of Transportation (DOT), GoMentum Station is one of the largest secure proving grounds in the United States, featuring 20 miles of paved roadway, two 1,400-foot tunnels, curbs, gutters and sidewalks, railroad crossings, potholes and a mini-city. The unique features offered by GoMentum Station enable partners to safely push their technology to its limits while testing in a controlled environment.

GoMentum Station is also a magnet for start-up companies. We receive a wide variety of promising ideas presented to us by companies looking for partners and a place to test. Partnering is a philosophy that we try to employ in all aspects of our work, and we're very proud of our national and international partnerships. GoMentum Station has developed cooperative agreements with the governments of Japan and the Netherlands, and is one of a handful of facilities which support multimodal testing. In addition to testing self-driving cars for companies like Lyft and Honda, GoMentum Station has also hosted testing of freight vehicles by Uber ATG and electric, shared autonomous EasyMile shuttles. We're exploring how these technologies can most efficiently contribute to our future transportation system by bringing in partners to test wireless charging and fleet management.



Striving for the Best Solutions – Locally & Globally

Our work with GoMentum Station has enabled our agency's commissioners and staff to keep their finger on the pulse of innovative transportation research. Armed with this knowledge, we can then incorporate the best available information and resources on what is truly working to improve mobility and safety, and deploy it across the county, like inductively charged electric buses with our transit partner County Connection. We're also changing the way we plan for the future. We're using the latest technology to gather public input — from social media to telephone town halls and webinars — and to bring our information directly to the public, instead of making them come to us in traditional public meetings. Because of this, we received more public comments on the last update of our Countywide Transportation Plan than we had in the previous 25 years combined.

One concern we heard over and over again from residents was that we have a first- and last-mile problem in our county. Many of our residents would choose to use public transit – but when they arrive at the train station there is no parking available, so they drive to their destination. Other residents have told us the bus station is too far to walk to from their home, or the bus doesn't drop them off close to their workplace, school, or medical appointments. We're working hard to solve these problems by using innovative new technologies.

For example, CCTA is leading a pilot demonstration project to test an electric, low-speed, multi-passenger autonomous vehicle manufactured by EasyMile that are not equipped with a steering wheel, brake pedal, or accelerator. These vehicles can help connect residents to existing transit options, schools, and business centers with zero emission, and offer a smart solution to the first- and last-mile challenge. We have been coordinating with the National Highway Traffic Safety Administration (NHTSA) to ensure this pilot project is conducted as safely as possible.



And in March of this year, CCTA received permission from the Department of Motor Vehicles to deploy the first-ever shared autonomous vehicle on public roads in California. We believe these vehicles show great promise and are poised to become a cornerstone of publicly-accessible shared vehicle technology for Mobility-on-Demand (MOD) programs worldwide.

CCTA is committed to identifying alternatives to transportation solutions that attempt to build our way out of congestion. Instead, we're evaluating and developing our long-range plans to apply current and future technologies to improve our regional transportation system. A great example is our comprehensive plan to innovate Interstate 680, one of the most congested corridors in our county. We're looking at integrating traditional corridor management techniques such as carpool lanes and adaptive ramp meters with modern transit management. We're adding cutting-edge concepts like neighborhood mobility hubs to centralize bike share, car share, electric scooters, and provide a pick-up place for shared autonomous vehicles to connect with transit. We're also looking at using incentives to encourage mode shift away from single-occupant vehicles. We know that if we can persuade some of our residents and commuters — not all of them — to leave their single-occupant vehicles at home, we can make a big dent in congestion in our area.

Incorporating technology into our transportation systems holds a lot of promise – not just to eliminate those annoying moments where you're the only vehicle waiting for the red light to change at an otherwise empty intersection, but to improve the quality of life for your constituents as well. Think about the benefits of a system that could give emergency vehicles priority, clearing the path for an ambulance by initiating signal timing changes ahead of the vehicle, which could potentially shave life-saving minutes off its trip.

If it sounds like we are working on a lot of interesting projects and ideas, it's because we are. I'd like to recognize the visionaries on the Contra Costa Transportation Authority Board who enable our staff to really think big and try out new ideas. There's not a lot of incentive for government to innovate, because innovation sometimes involves failure. And given our responsibility to taxpayers, it's not easy for elected officials to embrace the uncertainty of untested solutions. I am fortunate to work with a forward-thinking Board, staff and community.

This is an exciting time for public agencies, like CCTA, to participate in and contribute to the conversation about how this new technology can best be put to use. Whether it's an 81-year old grandmother who no longer drives but still wants to visit her granddaughter, or finding a workable solution for the first- and last-mile challenges of public transportation, by staying abreast of new and emerging technologies, public agencies like CCTA can lead the way in reimagining how



we get where we need to go. I firmly believe these new technologies will have a transformative and positive effect on our transportation systems, our cities, and our lives. Thank you for giving me the opportunity to share highlights of the work we are doing to plan for the future of transportation in our region and beyond.

ccta.net

TRANSPAC
Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
1211 Newell Avenue, Suite 200
Walnut Creek, CA 94596
(925) 937-0980

September 13, 2018

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

Re: Status Letter for TRANSPAC Meeting – September 13, 2018

Dear Mr. Iwasaki:

At its regular meeting on September 13, 2018, the TRANSPAC Board of Directors took the following actions that may be of interest to the Transportation Authority:

1. Approved the request from the City of Pleasant Hill to amend \$740,000 Measure J Line 24 funds to the Pleasant Hill Road Improvement Project.
2. Authorized the Managing Director to enter into a contract with Cropper Accountancy Corporation for audit services for a contract not to exceed \$8,500.
3. Approved an Amendment to augment the budget of the Secretary/Clerk of the Board Contract by \$2,820, bringing the contract total to \$189,820 for the contract period of November 2016 to June 2019, and amended the FY 2017/18 Budget to move \$3,500 from the Contingency line to the Admin Support Contract Line with no change to the overall budget.
4. Received the TRANSPAC Quarterly Financial Report ending June 30, 2018.
5. Received a status report for the Monument Boulevard / I-680 Bicycle and Pedestrian Improvements Feasibility Study.
6. Received an update of the Street Smarts Diablo Program by Kirsten Riker, 511 Contra Costa / Street Smarts Diablo Program.
7. Received Report on the Electric Vehicle Ready Communities Challenge, Phase 1 Grant

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 horizontal line underlining the name.

Matthew Todd
TRANSPAC Managing Director

CC: TRANSPAC Representatives; TRANSPAC TAC and staff
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
Jamar I. Stamps, TRANSPLAN; Diane Burgis, Chair, TRANSPLAN
Lisa Bobadilla, SWAT; Dave Trotter, Chair, SWAT
John Nemeth, WCCTAC; Cecilia Valdez, 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

September 14, 2018

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 13, 2018.

APPROVE East Bay Regional Park District (“EBRPD”) scope and schedule change for the Big Break and Marsh Creek Regional Trail Rehabilitation Project, as recommended by the TRANSPLAN Technical Advisory Committee. EBRPD staff gave a presentation and update to the Committee. The Committee voted unanimously to approve the TAC recommendation.

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
Robert E. Doyle, EBRPD
D. Dennis, ECCRFFA

El Cerrito

Hercules

August 3, 2018

Pinole

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

RE: August WCCTAC Board Meeting Summary

Richmond

Dear Randy:

The WCCTAC Board, at its meeting on August 3, 2018, took the following actions that may be of interest to CCTA:

San Pablo

1. Approved FY2019 Measure J 19b claims for WestCAT (\$368,872) and AC Transit- (\$1,604,872) for bus service in West County.
2. Approved an allocation of \$60,000 of Measure J 21b funds for the Safe Transportation for Children Fund for the John Swett Unified School District (JSUSD).
3. Approved a Joint Marketing and Funding Agreement for the Soltrans Buy One Get One (BOGO) program.
4. Approved Fiscal Audit and Memorandum of Internal Control for Fiscal Year 2017.
5. Approved the use of \$91,000 in Measure J 28b funds for a match to an MTC PASS Grant.

Contra Costa
County

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

AC Transit

Sincerely,



BART

John Nemeth
Executive Director

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

WestCAT