
TRI-VALLEY TRANSPORTATION COUNCIL

Steven Spedowski
TVTC Chair
Councilmember
Livermore
(925) 960-4016

Monday, October 15, 2018
4:00pm

City of Pleasanton – Remillard Room 3333
Busch Road, Pleasanton, CA 94566

Arne Olson
TVTC Vice-Chair
Vice Mayor
Pleasanton
(925) 200-8579

AGENDA

Scott Perkins
Councilmember
San Ramon
(925) 973-2530

Arun Goel
Councilmember
Dublin
(925) 833-6662

Karen Stepper
Councilmember
Danville
(925) 275-2412

Scott Haggerty
Supervisor District 1
Alameda County
(510) 272-6691

Candace Andersen
Supervisor District 2
Contra Costa County
(925) 957-8860

1. Call to Order, Roll Call, and Self Introductions
2. Public Comment
3. APPROVE Meeting Minutes from April 26, 2018 (Action)*
4. Consent Calendar
 - a. None
5. Old Business
 - a. None
6. New Business
 - a. APPROVE 2019 TVTC Board Meeting Schedule*
7. Other Business
 - a. Informational Item - Update regarding development of TVTC Nexus Study Request for Proposals*
 - b. Informational Item– Receive Regional Transportation Planning Committees Memo from the Contra Costa Transportation Authority – September 26, 2018*
8. Adjournment

* *Attachment(s)*

Upcoming Meetings:

TVTC TAC: Tuesday, November 6, 2018, 9am, Pleasanton – 200 Old Bernal City Council Conference Room

TVTC: January, 21, 2019, 4:00pm, Remillard Room – 3333 Busch Road, Pleasanton, CA 94566 (pending TVTC Board Meeting Schedule Approval)

The Tri-Valley Transportation Council meetings are wheelchair accessible. If you have any questions related to the Tri-Valley Transportation Council meeting agenda, please contact Debbie Bell, TVTC Administrative staff at (925) 960-4541 or email at dlbell@cityoflivermore.net

Item 3

MINUTES

TRI-VALLEY TRANSPORTATION COUNCIL

Livermore Amador Valley Transit Authority (LAVTA) Board Room
1362 Rutan Dr # 100, Livermore, CA 94551

Monday, April 16, 2018, at 4:00pm

1) **CALL TO ORDER, ROLL CALL, AND SELF-INTRODUCTIONS**

The Tri-Valley Transportation Council (TVTC) was called to order at 4:00 p.m. by the Chair, Councilmember Steven Spedowski, City of Livermore.

TVTC Members in Attendance:

Steven Spedowski, Chair, Councilmember, Livermore
Arne Olson, Vice Chair, Vice Mayor, Pleasanton
Scott Perkins, Councilmember, San Ramon
Candace Andersen, Supervisor District 2, Contra Costa County
Newell Arnerich, Councilmember, Danville
Scott Haggerty, Supervisor, District 1, Alameda County

TVTC Staff in Attendance:

Debbie Bell, City of Livermore
Obaid Khan, City of Dublin
Jamar Stamps, Contra Costa County
Andy Dillard, Town of Danville
Matt Nelson, City of Pleasanton
Cedric Novenario, City of Pleasanton
Lisa Bobadilla, City of San Ramon

Others in Attendance:

Michael Tree, LAVTA
Steve Mattas, Meyers Nave, TVTC General Counsel
Chris Policar, VP/Branch Manager Mechanics Bank

2) **PUBLIC COMMENT**

None

3) **APPROVE MEETING MINUTES FROM JANUARY 22, 2018**

Motion to Approve by Supervisor Andersen; Second by Supervisor Haggerty
Approved (Ayes 6; Noes 0; Abstain 0; Absent:1)

4) CONSENT CALENDAR

1. ADOPT TVTC Resolution 2018-04 and APPROVE the First Amendment to the Professional Services Agreement with Franklin Management, as recommended by the TVTC Finance Subcommittee

Motion to Approve by Councilmember Perkins; Second by Supervisor Andersen
Approved (Ayes 6; Noes 0; Abstain 0; Absent:1)

5) NEW BUSINESS

1. ADOPT TVTC Resolution 2018-05 and APPROVE the TVTC Fiscal Year 2018/2019 Budget, as recommended by the TVTC Finance Subcommittee

Councilmember Perkins commented that the FY 2018/2019 Budget includes funding to begin work on the TVTC's Strategic Expenditure Plan and Nexus Study.

Supervisor Haggerty asked about the possibility of a TVTC insurance rate increase. Staff confirmed there is a possibility that rates may increase in FY2018/2019 and that the proposed budget includes additional funding for this possibility. Supervisor Andersen commented that the TVTC hasn't made any insurance claims. Supervisor Haggerty suggested the TVTC request additional insurance bids. Councilmember Arnerich commented that rates throughout California are higher in general, however, the TVTC is a low risk agency. Councilmember Arnerich supported the motion to approve with a caveat that the TVTC seek two additional insurance bids.

Motion to Approve by Councilmember Perkins; Second by Supervisor Andersen
Motion Amended by Councilmember Arnerich; Second by Vice Mayor Olson
Approved with amendment that the TVTC seek two additional insurance bids
(Ayes 6; Noes 0; Abstain 0; Absent:1)

2. ADOPT the Tri-Valley Transportation Development Fee Construction Cost Index Annual Adjustment

Motion to Approve by Vice Mayor Olson; Second by Councilmember Arnerich
Approved (Ayes 6; Noes 0; Abstain 0; Absent:1)

3. ADOPT TVTC Resolution 2018-06 and 2018-07 to confirm the rotation of the TVTC Chair, Vice Chair, and Administrator and provide successor authorization to execute LAIF actions and documents

Motion to Approve by Councilmember Arnerich; Second by Councilmember Perkins
Approved (Ayes 6; Noes 0; Abstain 0; Absent:1)

6) OTHER BUSINESS/ANNOUNCEMENTS

TVTC Administrator Debbie Bell introduced Chris Policar, VP/Branch Manager from Mechanics Bank and requested all elected officials and staff rotating into Chair, Vice Chair, and administrator roles remain after the meeting to sign Mechanics Bank and LAIF paperwork for the July 1, 2018 transitions.

7) ADJOURNMENT

The meeting was adjourned in memory of Councilmember Don Biddle by Chair Spedowski at 4:08 p.m.

DRAFT

Item 6a

TRI-VALLEY TRANSPORTATION COUNCIL

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To: Tri-Valley Transportation Council (TVTC)
From: TVTC Technical Advisory Committee (TAC)
Date: October 15, 2018
Subject: TVTC 2019 Board Meeting Schedule

TVTC 2019 Meeting Schedule:

****January 14, 2019 – Finance Subcommittee Meeting, City of Pleasanton-
Location TBD*

January 21, 2019 at 4pm – City of Pleasanton, 3333 Busch Road,
Remillard Room, Pleasanton, CA 94566

****March 25, 2019 – Finance Subcommittee Meeting, City of Pleasanton –
Location TBD*

April 15, 2019 at 4pm – City of Pleasanton, 3333 Busch Road, Remillard
Room, Pleasanton, CA 94566

July 15, 2019 at 4pm – City of Pleasanton, 3333 Busch Road, Remillard
Room, Pleasanton, CA 94566

October 21, 2019 at 4pm – City of Pleasanton, 3333 Busch Road, Remillard
Room, Pleasanton, CA 94566

***Finance subcommittee dates included for informational purposes and
subject to member availability

RECOMMENDATION

ADOPT the 2019 TVTC Board Meeting Calendar.

Item 7a

TRI-VALLEY TRANSPORTATION COUNCIL

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To: Tri-Valley Transportation Council (TVTC)

From: TVTC Technical Advisory Committee (TAC)

Date: October 15, 2018

Subject: UPDATE regarding development of TVTC Nexus Study Request for Proposals

BACKGROUND

The California Mitigation Fee Act law (Government Code §66001) requires jurisdictions to identify certain information and make certain statutory findings when establishing, increasing or imposing a development impact fee. Specifically, jurisdictions are required to:

Identify the purpose for collecting development impact fees;

1. Identify the use to which the fee is to be put, including identifying the facilities to be built;
2. Determine that there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed;
3. Determine that there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed; and
4. Determine that there is a reasonable relationship (proportionality) between the amount of the fee and the cost of public facilities or portion of the public facilities attributable to the development on which the fee is imposed.

In addition, Government Code §66001(d)(1) requires jurisdictions to make the following statutory findings every five years in relation to any unexpended funds collected pursuant to the fee:

1. Identify the purpose to which the fee is to be put;
2. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged;
3. Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements;
4. Designate the approximate dates on which the funding referred to in subsection (3) above is expected to be deposited into the appropriate account of fund.

TRI-VALLEY TRANSPORTATION COUNCIL

In 1998, the Tri-Valley Transportation Council (TVTC) adopted the Tri-Valley Transportation Development Fee (TVTDF) Nexus Study and in January 2008, the TVTC adopted the TVTC Nexus Study Fee Update. Both the adoption and the update of the TVTC Nexus Study were completed in compliance with the California Mitigation Fee Act.

In January 2017, the TVTC approved the 2008 TVTC Nexus Study Validation Review. This validation was the first step in the 2015 Strategic Expenditure Plan (SEP) update, which was also adopted by the TVTC in January 2017.

DISCUSSION

At the April 2018 TVTC Board Meeting, a budget of \$105,000 was allocated for Special Studies and Non-Project Specific Administrative Expenses. Approximately \$100,000 will be used to begin work on the Nexus Study and Strategic Expenditure Plan (the full cost for both studies is approximately \$250,000 and will be allocated over multiple fiscal years). It is anticipated that the TVTC Nexus Study Update will take approximately 2 years to complete, followed by an update to the Strategic Expenditure Plan.

The TVTC Technical Advisory Committee (TAC) has begun preliminary work in developing a Request for Proposal (RFP). An important element in preparing an RFP for the TVTC Nexus Study Update is to identify infrastructure projects that will be included for evaluation in the Nexus Study. At the October 2, 2018 TVTC TAC meeting, it was concluded that a Needs Assessment analysis should take place. This analysis should define the existing area deficiencies and facility needs for the horizon year. The Needs Assessment will take a multi-modal approach and will consider proposed projects by member agencies and attempt to capture facility needs previously unidentified. Those facilities and projects identified in the analysis as a need, will be presented to the TVTC Board for approval prior to moving onto the Nexus Study.

The TVTC TAC began discussing potential projects. As you recall, projects included in the Nexus Study should be identified on the Tri-Valley Intra-regional Routes of Regional Significance. TVTC member agency liaisons will reach out to their respective TVTC Board members to discuss proposed projects for inclusion in the Needs Assessment and Nexus Study RFP.

The TVTC's legal counsel noted that List A and List B projects identified in the Strategic Expenditure Plan do not have to be re-evaluated in the Nexus Study. However, the TVTC TAC recommended that remaining projects from List A and List B should still be modeled in the Nexus Study to help calculate the various TVTDF costs. Remaining List A and List B projects will not to be re-scoped or a new generate new project cost estimates. See attached Legal Opinion.

Additionally, the selected consultant will help the TVTC integrate requirements of SB 743 as appropriate. The incorporation of SB 743 for the calculation of the Tri-Valley Transportation Development Fee will not affect each agency's ability to use Level-of-Service (LOS) and Delay to calculate locally imposed impact fees.

TRI-VALLEY TRANSPORTATION COUNCIL

Below is a tentative schedule for the release of the Nexus Study RFP:

Activity	Proposed Due Date
Needs Assessment/Nexus Study Project Discussion – TVTC TAC	October to December 2018
Needs Assessment/Nexus Study Project Discussion – Agency TAC liaison and Board Member	October to January/February 2019*
Publish RFP	February 2019 TVTC Meeting
Award RFP	April 2019 TVTC Meeting

*Discussion dependent on board member re-election or new elected member to TVTC

RECOMMENDATION

Receive update regarding development of TVTC Nexus Study Request for Proposals

ATTACHMENTS

1. Legal Opinion Correspondence
2. SEP List A and B

Attachment 1

From: Mattas, Steven
To: [Cedric Novenario](#)
Cc: [D'Andrea, Lindsay](#)
Subject: RE: Tri-Valley Transportation Council - Draft Nexus Study
Date: Friday, September 14, 2018 3:15:39 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Cedric,

Sorry for the delay in responding to your email. The upcoming nexus study can rely on information developed as part of the validation report prepared in 2017. Ultimately, the nexus study will need to discuss (either through new information or incorporation of prior information) the rationale for why the improvements funded by the development impact fee will reduce congestion and help TVTC accomplish the congestion relief goals/project established and identified by TVTC. Thus, TVTC wouldn't need to reevaluate the remaining projects to the extent they were reviewed as part of the 2017 update and the cost information and rationale for those projects remains valid.

Please call me if you have questions.

Steve

From: Cedric Novenario [mailto:cnovenario@cityofpleasantonca.gov]
Sent: Tuesday, September 04, 2018 2:50 PM
To: Mattas, Steven
Subject: Tri-Valley Transportation Council - Draft Nexus Study

Hello Steve,

My name is Cedric and I am the new TVTC Administrator taking over from Debbie. I took over from Debbie in June, sorry that I haven't reached out to you earlier to introduce myself.

We are embarking on drafting an RFP to solicit a consultant to help us with TVTC's Nexus Study update. In past Nexus Study updates, a list of proposed projects were included in the RFP. I was told that the Nexus had to prove that the proposed projects would help congestion. Our Strategic Expenditure Plan (SEP) has List A and List B (see attached) projects. As you know, the SEP was just updated in early 2017 (along with a re-validation of the Nexus).

We expect the Nexus Study to be about a two-year process, with that being said, do we need to re-evaluate any remaining projects (those that have not yet started) from List A and List B again as part of the Nexus Study?

Cedric Novenario
Senior Traffic Engineer, Community Development
D: 925-931-5667
cnovenario@cityofpleasantonca.gov

Item 7b



COMMISSIONERS

Federal Glover,
Chair

Robert Taylor,
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

Loella Haskew

David Hudson

Karen Mitchoff

Julie Pierce

Kevin Romick

Dave Trotter

Randell H. Iwasaki,
Executive Director

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

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).*

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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.menendez.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-bill/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>

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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.



CONTRA COSTA
**transportation
 authority**



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.