WHO WE ARE

- 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 to lead the county’s transportation planning efforts.

- CCTA is responsible for maintaining and improving the county’s transportation system by 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.
WHAT WE DO

• **BUSES** - Invest in a reliable, comfortable and convenient bus network

• **LOCAL STREETS** - Smooth traffic flow on major roads and invest in neighborhood improvements such as repairing potholes and road surfaces

• **PEDESTRIAN** - Make improvements to sidewalks, crosswalks, trails, and paths

• **SAFE ROUTES TO SCHOOLS** - Focus on programs and projects aimed at bicycle and pedestrian safety for K-12 students

• **FERRIES** - Expand the Bay Area ferry system by looking to ferries as an alternate commute method between West County and San Francisco

• **BICYCLE** - Invest in safe routes and infrastructure improvements for bicyclists

• **BART** - Make improvements to BART service and stations, such as extensions to new routes and parking at stations

• **HIGHWAYS** - Complete Contra Costa’s highway system, and improve air quality and noise protection along these corridors

• **CARPOOLS/RIDESHARE** - Implement programs aimed at reducing traffic congestion by encouraging carpooling and ridesharing

• **PROGRAMS FOR SENIORS AND PEOPLE WITH DISABILITIES** - Enhance transit options to improve mobility for seniors and people with disabilities
Regional Transportation Planning Committees

- Four Distinct Subregions
- Responsible for prioritizing local projects and programs
- Develop Action Plans for Routes of Regional Significance
Long Range Planning – The Countywide Transportation Plan

- Updated Every 4-5 Years
- Documents the Authority’s Goals, Vision, and Strategies
- Action Plans are Developed by the Regional Committees
- Includes 10- and 20-Year Financially Constrained Project Lists
Travel Demand Forecast Modeling

- Used to determine impacts of land use developments and transportation improvements through year 2040
- Model assumes increased capacity of existing roadways due to automated/connected vehicles
- Accounts for clean vehicle deployment over time
- Model provides future forecasts of GHG emissions, Vehicle Miles Traveled and Vehicle Hours of Delay under various scenarios
Implications of Urban Mobility Planning

- 6% Consider impact of driverless car technology
- 3% Consider impact of Uber and Lyft
- 20% Consider impact of roadway diets
- 50% Consider explicit recommendations of or new highway construction
- 12% Consider no new highway construction

Source: League of Cities
Climate Change and Transportation

- Authority’s plans build upon California’s strong GHG emission reduction policies
- Includes accelerated clean vehicle deployment and automated vehicle technology
Introducing the GoMentum Station Program

Connected Vehicle and Autonomous Vehicle (CV/AV) Program and Test Facility

U.S. Department of Transportation Automated Vehicle Proving Ground
Overarching Goals

- Economic Growth & JobCreation
- Efficient Mobility
- Enhanced Safety
- Healthier Environments

21st Century Transportation
GoMentum Station

More than 5,000 acres with 2,100 acres currently available for testing
The technology that can save 3000 lives per day

The mission of Baidu’s Autonomous Driving Unit (ADU) is to develop vehicles capable of sensing and navigating without human input.

ADU brings together a group of high caliber talent to work on audacious goals – commercializing autonomous driving by 2018 and achieving mass production by 2020.
EasyMile

Shared Autonomous Vehicle Project
Program Phasing and Schedule

2016

Procurement, Legislative Approval

2017

Bench Testing, Field Operational Testing and Regulatory Approval

SAV Delivery, Testing in Confined area of Public Road at Bishop Ranch

2018/2019/2020

Commercialization and Deployment In Contra Costa County

Phase – I
(GoMentum Station)

Phase – II
(Bishop Ranch)

Phase – III
(Contra Costa County)

EasyMile SAV
Phase I – SAV Testing Plan
Phase II – SAV Testing Plan

Phase II (a) Confined Environment of Bishop Ranch

Phase II (b) Public Roads of Bishop Ranch
Phase III – Implementation

Completing Mass Transit via SAV* Shuttles in 2020

* SAV = Shared Autonomous Vehicle
Impacted Industries
GoMentum Station CV/AV Program

- Insurance
- Auto Repairs
- Professional Drivers
- Hotels
- Airlines
- Auto Parts
- TNCs
- Public Transit
- Parking lots
- Fast Food
- Gas Stations
- Real Estate
- Media
- Auto Industry

https://www.cbinsights.com/blog/13-industries-disrupted-driverless-cars/
How to prepare for the future!
• Education & Outreach
• Planning Process
• Engagement
• Flexibility
• Leverage
• Consistency
• Collaboration
• Partnerships
Thank you!

Randy Iwasaki
(925) 256-4724
riwasaki@ccta.net
@riwasaki2