

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda

FRIDAY, OCTOBER 16, 2020
REGULAR MEETING
9:00 A.M. to 11:00 A.M.

**COVID-19 SPECIAL NOTICE – PUBLIC MEETING GUIDELINES FOR
PARTICIPATING VIA PHONE/VIDEO CONFERENCE**

Consistent with Executive Orders N-25-20 and N-29-20 issued by the Executive Department of the State of California and Contra Costa County's Health Order No. HO-COVID19-16 dated June 2, 2020, meetings of the TRANSPAC Board and TAC will utilize phone and video conferencing as a precaution to protect staff, officials and the general public. The public is invited to participate by Zoom telephone or video conference via the methods below:

Video Conference Access: Please click the link at the noticed meeting time:

<https://us02web.zoom.us/j/81336495946?pwd=cmU5WnRTU0l4UjFkeUNTZlBDRjdadz09>

Password: 422279.

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID 813 3649 5946 and Password: 422279.

Public Comments: Public Comment may still be provided by submitting written comments to tiffany@graybowenscott.com by 3 p.m. on the day before the meeting, which will be read during Public Comment or on the related item when Public Comment is called and entered into the record.

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact TRANSPAC via email or phone at tiffany@graybowenscott.com or (925) 937-0980 during regular business hours at least 48 hours prior to the time of the meeting.

1. CONVENE REGULAR MEETING / 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.

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

3. **CONSENT AGENDA**

a. **MINUTES OF THE JULY 9, 2020 MEETING** 🌀 **Page 7**

Attachment: Minutes of the July 9, 2020 meeting

END CONSENT AGENDA

4. **TRANSPAC 2020/2021 WORK PLAN.** The TRANSPAC Board conducted a strategic planning discussion in July to review the FY 2020-2021 TRANSPAC Work Plan. The strategic planning discussion acknowledged the impacts of COVID-19 pandemic and impacts of sheltering in place and physical distancing policies in effect. The proposed work plan reflects the discussion and comments of the TRANSPAC Board, including improved coordination to gain project delivery and cost efficiencies. 🌀 **Page 15**

ACTION RECOMMENDATION: Approve the TRANSPAC 2020/21 Work Plan.

Attachment: Staff Report

5. **REVIEW OF CIP PROGRAMS FOR COORDINATION OPPORTUNITIES.** As part of the TRANSPAC Board strategic planning discussion in July, the Board discussed the need to review partnering and efficiency opportunities. The Board requested the TRANSPAC TAC to review the TRANSPAC agencies local street and road pavement improvement projects as well as other capital improvement programs (CIPs) for coordination opportunities. 🌀 **Page 19**

ACTION RECOMMENDATION: Move forward with a project delivery coordination strategy that includes review of current Martinez/Clayton coordination effort, Initiate process to create a Master Agreement, and identify an initial project type to pilot the coordination program.

Attachment: Staff Report

6. **COVID-19 IMPACTS ON MEASURE J REVENUES – PROJECT EVALUATION AND ALLOCATION PLAN.** The COVID-19 pandemic and ensuing “Shelter-in-Place” Order No. HO-COVID19-03 has had a significant impact on Measure J sale tax revenues, beyond the anticipated slowdown assumed in the 2019 Measure J Strategic Plan. The Contra Costa Transportation Authority (CCTA) staff has proposed a series of interim actions to ensure the CCTA has the financial resources to meet its commitments over the life of Measure J, while maintaining positive cash flow. The CCTA Board received information on this item at their September 16, 2020 meeting. CCTA staff will provide additional information at the meeting (INFORMATION). 🌀 **Page 23**

Attachment: Staff Report

7. **PROPOSED REVISIONS TO THE CCTA GMP IMPLEMENTATION GUIDE.**

Local agencies are required to follow the Contra Costa Transportation Authority (CCTA) Growth Management Plan guidelines in order to receive funding from the CCTA. The GMP and the required subregional Action Plans originally focused on regional roadways and delay-based metrics to monitor regional traffic flow. Since the adoption of Measure J, the 2010 Implementation Guide and most recent Action Plans have taken a multi-modal approach. In 2018, CCTA embarked on a process to update Measure J's implementation documents to address evaluating roadway as well as non-roadway Multi-Modal Transportation Service Objectives (MTSOs). CCTA staff will review the proposed revisions to the GMP Implementation Guide. (INFORMATION). 🌀 **Page 37**

Attachment: Staff Report

8. **E-BUILDER PILOT IMPLEMENTATION SUPPORT PARTNERSHIP.** The Contra Costa Transportation Authority (CCTA), in collaboration with partner agencies, is tasked with delivering transportation projects to meet its commitments to Contra Costa County. Project delivery comes with various challenges related to collaboration and communications as well as sharing information in an accurate and timely manner to support project partners and CCTA Board level decisions. The CCTA is seeking to expand its implementation of the e-Builder Project Management Information System, a web-based project management tool, to implement a standardized Project Management environment for certain projects that include Measure J funding support. CCTA is requesting input and participant volunteers. CCTA staff presented initial information on this item in May and will provide additional information. (INFORMATION) 🌀 **Page 87**

Attachment: Staff Report

9. **511 CONTRA COSTA E-BIKE REBATE PILOT PROGRAM.** 511 Contra Costa launched the E-Bike Rebate Pilot Program offering Contra Costa residents up to a \$300 dollar reimbursement for purchasing a qualifying e-bike. 511 Contra Costa is requesting assistance to share information about the program. (INFORMATION). 🌀 **Page 91**

Attachment: Staff Report

10. **TRANSPAC QUARTERLY FINANCIAL REPORTS.** The TRANSPAC JPA calls for the reporting of certain financial information on a quarterly basis. This report contains a summary of the amount of funds held, receipts and expenses of TRANSPAC for FY 2019/20 for the period ended June 30, 2020 as well as additional financial reports. (INFORMATION). 🌀 **Page 97**

Attachment: Staff Report

11. TRANSPAC CCTA REPRESENTATIVE REPORTS.

12. CCTA EXECUTIVE DIRECTOR'S REPORT REGARDING AUTHORITY ACTIONS / DISCUSSION ITEMS. 🌀 Page 105

Attachment: CCTA Executive Director Randell H. Iwasaki's Report dated July 15, 2020 and September 16, 2020.

13. ITEMS APPROVED BY THE CCTA FOR CIRCULATION TO THE REGIONAL TRANSPORTATION PLANNING COMMITTEES AND RELATED ITEMS OF INTEREST. 🌀 Page 117

Attachment: CCTA Executive Director Randell H. Iwasaki's RTPC Memo dated July 23, 2020 and September 24, 2020.

14. TAC ORAL REPORTS BY JURISDICTION: Reports from Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available.
🌀 Page 130

- TRANSPAC – Meeting summary letter dated July 15, 2020.
- TRANSPAC – Meeting summary letter dated September 8, 2020.
- SWAT – Meeting summary letter dated July 9, 2020, August 6, 2020 and October 8, 2020.
- WCCTAC – Meeting summary letter dated September 25, 2020.
- Street Smarts Programs in the TRANSPAC Region can be found at:
<https://streetsmartsdiablo.org/events/>
- County Connection Fixed Route Monthly Report:
<http://countyconnection.com/wp-content/uploads/2020/09/6a.pdf>
- County Connection Link Monthly Report:
<http://countyconnection.com/wp-content/uploads/2020/09/6b.pdf>
- The CCTA Project Status Report may be downloaded at:
https://ccta.net/wp-content/uploads/2020/07/QPSR_2020-04-06.pdf
- The CCTA Board meeting was held on September 16, 2020. The next meeting is scheduled for October 21, 2020.
- The CCTA Administration & Projects Committee (APC) meeting scheduled for October 1, 2020 was canceled. The next meeting is scheduled for November 5, 2020.
- The CCTA Planning Committee (PC) meeting scheduled for October 7, 2020 was canceled. The next meeting will be held on November 4, 2020.
- The CCTA Calendar for October to December 2020, can be downloaded at:
<https://ccta.primegov.com/Portal/viewer?id=5287&type=2>

15. BOARDMEMBER COMMENTS

16. MANAGING DIRECTOR'S REPORT

17. **ADJOURN / NEXT MEETING**

The next meeting is scheduled for November 12, 2020 at 9:00 A.M. The location will be determined pending further guidance from the Contra Costa County Department of Public Health.

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TRANSPAC Committee Meeting Summary Minutes

MEETING DATE: July 9, 2020

MEMBERS PRESENT: Carlyn Obringer, Concord (Chair), Mark Ross, Martinez (Vice Chair), Sue Noack, Pleasant Hill; Loella Haskew, Walnut Creek; Karen Mitchoff, Contra Costa County; Julie Pierce, Clayton

PLANNING COMMISSIONERS PRESENT: Diana Vavreck; Pleasant Hill; John Mercurio, Concord

STAFF PRESENT: Abhishek Parikh, Concord; Robert Sarmiento, Contra Costa County; Ruby Horta, County Connection; Andy Smith, Walnut Creek; Eric Hu, Pleasant Hill; Ricki Wells, BART; Matt Todd, TRANSPAC Managing Director; and Tiffany Gephart, TRANSPAC Clerk

GUESTS/PRESENTERS: Barbara Laurenson, MTC; Linsey Willis, MTC; Hisham Noemi, CCTA

MINUTES PREPARED BY: Tiffany Gephart

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

Chair Carlyn Obringer called the meeting to order at 9:02 A.M. Introductions followed.

2. Public Comments

There were no comments from the public.

3. Consent Agenda

a. Minutes of the June 11, 2020 Meeting

On motion by Julie Pierce seconded by Sue Noack to approve the minutes by unanimous vote of the members present (Obringer, Ross, Noack, Haskew, Mitchoff, Pierce)

4. I-680 CORRIDOR – PROJECT STATUS. The Contra Costa Transportation Authority (CCTA), the California Department of Transportation (Caltrans) and the Metropolitan Transportation Commission (MTC) are partnering in various capacities to deliver projects and programs in the

680 Corridor. Barbara Laurenson and Linsey Willis provided an overview of the I-680 Managed Lanes projects.

Barbara Laurenson noted the timeline of 2020 changes. In August 2020, the new southbound HOV-2 lane will open. Striping and signage will define the new lane capacity and striped buffers will be added along the corridor between 242 to North main and from Rudgear to Stone Valley. There will now be a continuous 25-mile Southbound lane from Marina Vista to Alcosta Blvd. The hours of operation of the HOV-2 lane will be from 5 a.m. – 8 p.m. and future express lane signs are currently visible.

Linsey Willis commented that due to traffic conditions due to COVID-19 the project delivery has advanced a year but the tolling equipment is not available yet. The lane will remain HOV-2 from August to December and will then convert to an express lane once the tolling equipment becomes available. Linsey requested Board assistance in outreach to inform the community about the changes.

Barbara Laurenson noted that the buffers will be enforced 24/7 and are painted in areas where there is a lot of merging to improve traffic flow and safety. There will be local exit and entry signs to guide cars.

When the lane striping occurs in August signage will also be placed along the corridor and will have some express lane information including overlays to indicate toll testing is taking place and that the express lane is HOV-2+. Commuters are advised to get a FasTrak to prepare for future lane opening.

Outreach efforts include social media messaging, on-corridor portable changeable messaging signs, FasTrak radio ads, stakeholder engagement such as local city newsletters and information posted on the 511 website and CCTA website.

Barbara noted that the toll ordinance amendment should be codified by Summer 2020. The rules include toll violation fees (\$25 fee for the 1st notice and \$70 for the 2nd), consistent with the bridges. Operating hours will be 5 a.m. – 8 p.m., HOV 2+ will travel toll-free, clean air vehicle solo drivers will pay half priced tolls and other solo drivers will pay the full toll.

Barbara provided the toll ordinance adoption timeline, including stakeholder and public outreach information dissemination occurring throughout August, the public comment period occurring between August 9 and September 9, 2020 and the BAIFA Meeting to adopt the toll ordinance will be held on September 23rd 2020.

Julie Pierce commented that there needs to be clear narrative on signage in addition to the existing arrows, indicating where commuters need to exit the express lanes to access their desired exit. Linsey Willis agreed that there needs to be further discussion with Caltrans and that they will raise that issue.

Matt Todd asked Linsey Willis to discuss the environmental scoping period for the Northbound I-680 Express Lane project. Linsey requested the Board's help soliciting input and comments from their constituents on the project as well as to visit the website and learn more about the project.

Carlyn Obringer asked when the transition will take place from when the tolling equipment will be installed. Linsey commented that tolling is scheduled to begin in January 2021. Carlyn further asked if the schedule is designed to meet the demand of increased traffic and people returning to the office. Barbara Laurensen noted that traffic is currently at a typical volume, but the express lane traffic is at 65% of normal volume and there is remaining capacity for increased demand.

5. PROPOSED INTERIM MEASURES TO PREPARE FOR MEASURE J SALES TAX REVENUE REDUCTION DUE TO THE COVID-19 PANDEMIC.

The COVID-19 pandemic and ensuing "Shelter-in-Place" Order No. HO-COVID19-03 has had a significant impact on Measure J sale tax revenues, beyond the anticipated slowdown assumed in the 2019 Measure J Strategic Plan. CCTA staff has proposed a series of interim actions to ensure the CCTA has the financial resources to meet its commitments over the life of Measure J, while maintaining positive cash flow.

Hisham Noemi provided a presentation on actions taken by the CCTA Board in May and June. CCTA is looking for long term solution to address COVID-19 impacts on Measure J revenues. The current expenditure plan was based on pre COVID-19 revenue assumptions. The plan did not have a contingency line item for economic downturns. The current expenditure plan allocates 57.5% of funds to programs such as bus operations and return to source, 42.5% is allocated for debt service on the bonds, program management, etc. Hisham noted that a loss of \$30 million – \$300 million is projected. Hisham noted, based on trends, if no action is taken expenditures will exceed revenues.

Hisham commented that \$724 million or 96% of Measure J funds has already been programmed and CCTA is prepared to absorb a \$47-million shortfall.

Resolution 20-09-P will suspend measure J appropriations to capital projects, retain all Measure J savings in reserve to soften the impact of revenue reductions, manage allocations (per the TEP) for operating programs based on revenue estimates, continue to delay programming next cycle of TLC and PBTF, and increase frequency of reimbursement requests for State and Federal funds to help with cashflow.

Hisham noted that staff are also requesting FHWA to waive or reduce local match requirements, request pre award costs be eligible for reimbursement, monitor opportunities to refinance issue bonds or obtain zero interest bridge loans to help cashflow, and identify grant opportunities to supplant Measure J funds programmed for projects. For example, staff

requested that WETA use RM3 funds instead of Measure J in the coming years which would save 3-4 million dollars per year.

At the May CCTA Board meeting the Board agreed to the draft allocation plan principles that apply to projects programmed with TLC/PBTF Programming that need future Measure J appropriation. The allocation priorities include: projects that will leverage state or federal funds that may be lost due to timely use of fund requirements, projects where Measure J is a required match for other funds, projects that are seeking construction funds, and projects that are a component of larger projects where the larger project would be at risk if Measure J is not allocated. At the June CCTA Board meeting, staff presented a list of projects that could be suspended or reduced. Hisham reviewed the list of central county projects subject to the allocation plan criteria.

Hisham provided further detail on fund exchange options such as consolidating programmed STIP or other funds to get one or more Measure J projects shovel-ready, exchange STIP funds for flexible local funds, build a shelf of shovel-ready projects for potential stimulus funds or grant funding, and identify grant opportunities to replace Measure J funding for projects and programs.

Hisham noted that the next steps are to consult with local sponsors and temporarily suspend/reduce contracts managed by the Authority. The allocation plan, long-term revenue forecast and fund exchange opportunities will be brought to the CCTA Board meetings in September and October for approval and will inform the development of the 2020 Strategic Plan.

Sue Noack asked how the Measure J program will impact the 20A program. Hisham commented that it will not impact Line 20A program.

Carlyn Obringer asked what CCTA is looking for in terms of input from the Board and if there is an opportunity to provide input. Hisham noted that there will be a discussion prior to taking away any funding from the projects and that staff will return to discuss with the Board once a proposal is fully developed.

6. STRATEGIC PLANNING DISCUSSION.

TRANSPAC approved a budget for FY 2020-2021 in June 2020, but deferred the approval of a workplan for the upcoming fiscal year, based on the request to further discuss a workplan that accounts for the current operation conditions that are impacted by the COVID-19 pandemic.

Carlyn Obringer opened the item to note the Board had previously discussed concepts like additional grants and delivering multi-agency projects to gain cost efficiencies. Matt Todd reviewed the recent events that are shaping the transportation field in ways that could not have been predicted at the start of the year. COVID-19 and the resulting shelter in place orders

has resulted in less economic activity and reduced funding available for all levels of government, including transportation. Public bodies are focused on the issues directly in front of us such as how to implement projects and programs with reduced funding or how to start the school year. Some companies/agencies have already extended work from home guidelines though the summer for those that are able, and all while the COVID-19 cases continue to rise. Matt discussed that transit ridership is down and SOV use is often replacing the transit trip. He noted that concepts for the Board to consider include considering such as exchange opportunities to fund priorities and though not known at this time, preparation for the possibility of a stimulus program (similar to ARRA). He noted the Congress (the House) has passed an infrastructure package (Invest in America), but the Senate is not anticipated to address it in 2020. He also noted that the Measure J 20a program would need to be addressed in the upcoming year, as we only programmed through June 30, 2021. He also of the concepts TRANSPAC had previously discussed are being

Carlyn Obringer reiterated the previous Board discussion about coordinating better with TRANSPLAN around the naval weapons station which is currently delayed. The city of Concord approved funding for consultants to work with staff to draft a lessons learned document. The document is anticipated to be completed at the end of the year and city will draft a new RFP, informed by the lessons learned, to select a new master developer. She further noted that it would be worthwhile to explore working with TRANSPLAN around that project. She asked if there is interest from the Board to keep that in the workplan for 2021.

Sue Noack recommended that the discussion be focused on what the cities want to accomplish this year and if the naval weapons coordination will happen in the spring of 2021, that item can be added to next year's strategic plan. Sue Noack also asked to remove school coordination from the work plan for now given the changes resulting from the pandemic. She suggested that Board members look at areas of coordination such as large pavement projects.

Matt Todd commented that the Highway 4 project is high priority, and this is an opportunity for subregions to coordinate.

Carlyn Obringer commented that she likes the idea of bundling projects together and is interested in working with TRANSPLAN as well and to ask CCTA to assist with coordination.

Matt Todd noted that there is already some coordination happening within the cities of Clayton, Concord and Pittsburg for pavement rehabilitation. At the last TAC meeting it was discussed that there is a need to bring other local agency staff to the table that are directly responsible for overseeing these projects. There was also discussion around coordinating with City County Engineering Association (CEAC).

Loella Haskew asked if there is interest in coordinating with SWAT as well.

Carlyn Obringer noted the Faria Development in the city of Pittsburg and traffic issues that could arise on Bailey Road if not coordinated in the right way.

Julie Pierce commented that she has spoken with Randy Iwasaki in the past about the benefits of countywide coordination such as a summer pavement program.

Sue Noack asked it is worthwhile to look at each cities CIP plans and project priorities to see where there is some overlap. Carlyn Obringer agreed.

Matt Todd noted that the house released a Draft Appropriation Plan and the Invest in America Program and has devoted funding toward the BUILD and Stimulus Programs in the past. Matt commented that coordinated and prioritized projects could be more competitive for these sources of funding when they become available.

Eric Hu noted, per Matt's early comments from the recent TAC meeting, that many members of the TAC are not directly involved in capital projects. A TAC subcommittee could be an option to pull in City Engineers to discuss the specifics of projects.

Carlyn Obringer requested TRANSPAC staff initiate conversations with the other regional transportation planning groups and frame a path forward for the strategic planning discussion at the September meeting.

Matt commented that he will also create a draft workplan for 2021.

7. TRANSPAC CCTA Representative Reports

Julie Pierce commented that the Administration and Projects Committee Meeting was cancelled. Loella commented that the Planning Committee approved the Measure J Line 20a program.

8. CCTA Executive Director's Report Regarding Authority Actions/Discussion Items

No comments.

9. Items Approved by the Contra Costa Transportation Authority for Circulation to the Regional Transportation Planning Committee and Related Items of Interest

10. TAC Oral Reports by Jurisdiction

No comments.

11. Boardmember Comments

No comments.

12. Managing Director's Reports

Matt commented that there is no Board meeting in August and the next meeting will be in September. Matt also noted that CCTA is working on a countywide data program and looking to share costs in purchasing software.

Julie Pierce commented that CCTA has been looking at data aggregation with several different companies and are also exploring how staff can do some of this work themselves.

Loella Haskew asked what type of data is being looked at. Matt noted LOS, time travel, capacity etc. Matt noted that at the last meeting it was discussed what it would cost to have local access to the data.

Carlyn Obringer commented that Concord will be interested in participating in the future and requested a future update. Matt noted that the TAC is interested in the data but the pricing and budget ramifications in the current climate were of concern.

13. Adjourn/Next Meeting

The meeting adjourned at 10:43 A.M. The next meeting is scheduled for September 10, 2020 at 9:00 A.M. The location will be determined pending further guidance from the State and Contra Costa County Department of Public Health.

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TRANSPAC BOARD Meeting *STAFF REPORT*

Meeting Date: October 16, 2020

Subject:	TRANSPAC 2020/2021 WORK PLAN
Summary of Issues	The TRANSPAC Board conducted a strategic planning discussion in July to review the FY 2020-2021 TRANSPAC Work Plan. The strategic planning discussion acknowledged the impacts of COVID-19 pandemic and impacts of sheltering in place and physical distancing policies in effect. The proposed work plan reflects the discussion and comments of the TRANSPAC Board, including improved coordination to gain project delivery and cost efficiencies.
Recommendations	Approve the TRANSPAC 2020/21 Work Plan.
Financial Implications	No TRANSPAC financial implications
Attachment(s)	A. DRAFT TRANSPAC 2020/21 Work Plan

Background

The workplan is intended to be evaluated on a regular basis to allow for the affirmation or revision of priorities. The work plan is based on identified priorities as well as items that TRANSPAC would perform on a routine basis (i.e. Measure J Line 20a programming cycle). TRANSPAC approved a budget for FY 2020-2021 in June 2020, deferring the approval of the workplan. TRANSPAC included a strategic planning discussion in the July 2020 Board meeting agenda to allow for further discussion. TRANSPAC conducted the strategic planning discussion to review the TRANSPAC scope and prioritization of work and how to complete that work, including defining priority issues for TRANSPAC and actions to move forward on the priorities.

The TRANSPAC Board discussion included reviewing impacts of COVID-19 pandemic, impacts of sheltering in place and physical distancing policies, resources expected to be available, and how transportation and development is impacted by all of the above. Many items have been impacted by the COVID-19 related shelter in place orders, including how we communicate and partner as well as coordinating with partner agencies when immediate priorities and needs may be utilizing resources. The Board discussion included discussing the new challenges and workplan revisions to narrow the direction of the workplan to focus on improved coordination to gain project delivery and cost efficiencies and acknowledgement that topics such as

coordination with school districts should be deferred. Coordinating with our partner agencies including SWAT and TRANSPLAN are also identified.

Included in the attached material draft FY 2020/2021 work plan based on the TRANSPAC Board input. The TRANSPAC TAC did not provide and additional comments. The TRANSPAC Board is requested to approve the FY 2020/2021 Work Plan.

TRANSPAC

DRAFT 2020 / 2021 WORK PLAN

Strategic Planning Discussion Identified Work

- Project Delivery Coordination
 - How to deliver projects more efficiently (pricing and partnering)
 - Includes review of options for partnering on rehabilitation contracts
 - Review local agency CIP priorities
 - Project candidates for a possible stimulus program
- Regional Coordination
 - Coordinate with partner agencies to review and discuss items of interest, with agencies including:
 - TRANSPLAN
 - Could include priority Highway 4 improvements
 - SWAT
 - Could include priority I-680 improvements
 - Could include Routes of Regional Significance
- Review priority tasks annually to affirm or revise

Ongoing / Existing Tasks

- Measure J Line 20A
 - FY 2021/2022 programming (approved only FY 2020/2021 in last cycle)
 - Impacts of COVID-19 on program
- 680/Monument Bike/Pedestrian Improvements Feasibility Study
 - Initiated in FY 2018/2019 and ongoing into FY 2020/21
- General Programming Tasks
 - Measure J
 - Line 10 (BART Parking, Access, and Other Improvements) (as needed)
 - Line 19a (Additional Bus Service Enhancements) (as needed)
 - Line 20a (Additional Senior and Disabled Transportation) (as needed)
- Other potential items
 - Action Plan tasks
 - Project update/status reports

Administrative Tasks

- Quarterly and Year End Financial Report
- Appointments
 - CCTA Board Representative
 - Other CCTA Committee Appointments
- FY 2019/2020 Audit
- 2021 Meeting Schedule
- Administration of Conflict of Interest Form 700 process
- 2021/2022 Workplan and Budget
- Administration of Contracts and Invoices

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TRANSPAC Board *STAFF REPORT*

Meeting Date: October 16, 2020

Subject:	REVIEW OF CIP PROGRAMS FOR COORDINATION OPPORTUNITIES
Summary of Issues	As a part of the TRANSPAC Board strategic planning discussion in July, the Board discussed the need to review partnering and efficiency opportunities. The Board requested the TRANSPAC TAC to review the TRANSPAC agencies capital improvement programs (CIPs) for coordination opportunities with a discussion focus on street rehabilitation projects. Through the TRANSPAC TAC discussion that followed, other CIP project categories were discussed. The TRANSPAC TAC convened a working group that included other staff from the TRANSPAC agencies, including local agency staff involved in delivering CIP projects, to review local agency CIPs and provide input on opportunities for project delivery efficiencies.
Recommendations	Move forward with a project delivery coordination strategy that includes review of current Martinez/Clayton coordination effort, Initiate process to create a Master Agreement, and identify an initial project type to pilot the coordination program.
Financial Implications	No TRANSPAC financial implications.
Attachment(s)	None

Background

As a part of the TRANSPAC Board strategic planning discussion in July, the Board discussed the need to review partnering and efficiency opportunities. This strategy resulted from the discussion that lower revenues are anticipated to be received in the future due to impacts from COVID-19 and the shelter in place orders. There is more unemployment, less overall spending, and less travel happening at the moment. This results in less revenue for our transportation programs, whether it is at the city, county, state or federal levels.

The TRANSPAC Board has discussed the possibility of coordinating local street and road pavement improvement projects, as well as other CIP projects, among agencies in Contra Costa to achieve delivery and cost efficiencies. TRANSPAC TAC discussed this item at their June meeting and CCTA made a presentation to the City-County Engineering Advisory Committee (CCEAC) at their July meeting. CCTA staff indicated that they may not be the best organization

to administer a coordinated pavement rehabilitation project. Through the CCEAC meeting discussion, Contra Costa County staff indicated interest in participating with a coordinated rehabilitation program. We also have identified samples of past and current coordination including: rehabilitation project with the Cities of Clayton, Martinez, Pittsburg and the Mt. View Sanitation District underway this summer; multiple cities and the County for certain types of signal equipment; Concord and Clayton coordinated delivery on the Pine Hollow project; and the City of Pleasant Hill, Walnut Creek and County coordinated delivery of the Measure J funded Geary Street improvements.

A working group of TRANSPAC TAC and other local agency staff directly involved in CIP delivery met on September 17th to review local agency CIPs and provide input on opportunities for project delivery efficiencies. Review of the CIP's for coordination opportunities could be for various program/project aspects that may impact future project and program funding decisions. Factors considered included:

- Project specific attributes
 - Similar scope
 - Similar physical location
 - Multi jurisdictional projects
- Project funding sources
- Readiness / Delivery schedule
- Fund exchange opportunities

Project types that would have similar contract specifications among the agencies were raised including:

- Street Rehabilitation
- Sidewalk
- ADA Ramps
- Signal Related Work
 - Video
 - Loops
 - Controllers
- Stormdrain

Through the working group discussion, items discussed included:

- Funding sources – Federal aid funds come with too many administrative requirements for coordination,
- Utility restoration or “pothole” contracts (i.e. pavement related) may be project types that would fit a coordination model,

- Administration/Approvals – Coordination process will need to address how projects are approved, streamlining that process will be needed to allow projects to proceed on an efficient schedule,
- Affect of mobilization and staging area requirements for projects in larger geographical areas,
- For street rehabilitation, specifications for rural and developed areas will differ,
- Trash collectors (stormdrain) projects was raised as a possible type of project for coordination,
- County may have internal forces that could be used for projects (depending on scheduling of overall County work),
- On call contract (that could be accessed by participating agencies) for work related to signal work (installation or repair) was discussed,
- “Piggybacking” on other agency contracts is also existing option that can be exercised,
- Project size – there was discussion that small and medium size contractors often submit bids for city street rehabilitation projects, and is there a certain size contract that could provide best cost and efficiency in delivery (the working group will review the Clayton/Martinez project bid results), and
- Master Agreement – need to consider a master agreement that could “set up” the structure of coordination and address items such as approvals of scope, approvals of contracts/funding, inspection, payment, PLA impacts, contract administration (the working group will review the Clayton/Martinez agreement).

Through the working group and TRANSPAC TAC discussion, the following actions are recommended to proceed for a project coordination program.

- Pilot project underway with the Clayton/Martinez/Pittsburg/Mt. View Sanitation,
 - Review the Clayton/Martinez/Pittsburg/Mt. View Sanitation cooperative agreement,
 - Review the Clayton/Martinez/Pittsburg/Mt. View Sanitation project bid results,
- Initiate process to create a Master Agreement to facilitate coordinated project delivery with the agreement anticipated to address approvals of items such as scope, contracts/funding, inspection, payment, and contract administration, and
- Initiate process to identify project(s) scope to pilot under a coordinated contract effort,
 - Recommendation for initial project types to consider include ADA ramp work and utility restoration (striping).

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TRANSPAC Board Meeting *STAFF REPORT*

Meeting Date: October 16, 2020

Subject:	COVID-19 IMPACTS ON MEASURE J REVENUES – PROJECT EVALUATION AND ALLOCATION PLAN
Summary of Issues	The COVID-19 pandemic and ensuing “Shelter-in-Place” Order No. HO-COVID19-03 has had a significant impact on Measure J sale tax revenues, beyond the anticipated slowdown assumed in the 2019 Measure J Strategic Plan. The Contra Costa Transportation Authority (CCTA) staff has proposed a series of interim actions to ensure the CCTA has the financial resources to meet its commitments over the life of Measure J, while maintaining positive cash flow. The CCTA Board received information on this item at their September 16, 2020 meeting. CCTA staff will provide additional information at the meeting.
Recommendations	None – For information only.
Financial Implications	No TRANSPAC financial implications
Attachment(s)	A. CCTA Staff Report for COVID-19 Impacts on Measure J Revenues – Project Evaluation and Ranked List (from September 16, 2020 CCTA Board meeting)

Background

To address the significant adverse impact of the COVID-19 pandemic on Measure J revenues, in June 2020 the CCTA Board approved the framework and principles for preparing an Allocation Plan. The Allocation Plan will prioritize future Measure J appropriations to remaining projects programmed in the 2019 Measure J Strategic Plan and/or the Transportation for Livable Communities/Pedestrian, Bicycle and Trails Facilities (Programs 12 and 13, respectively). A total of 32 locally sponsored projects were evaluated based on principles approved by the CCTA Board. Similarly, staff reviewed the CCTA managed projects to determine their priorities for advancement. Ranked lists of locally sponsored projects and CCTA managed projects are shown in the attached materials.

The long-range revenue forecast, expected to be completed later this year, will determine how many of the locally sponsored and CCTA managed projects will receive Measure J appropriations.

On August 20, 2020, the Technical Coordinating Committee reviewed the ranked list of locally-sponsored projects and recommended approval. Following the meeting, the City of Walnut Creek staff requested a funding correction to one of their projects, resulting in an extra point (reflected in the attached material). The CCTA Board reviewed this material as an information item at their meeting on September 16, 2020. The TRANSPAC TAC received this information at their September 24, 2020 meeting.

Administration and Projects Committee **STAFF REPORT**

Meeting Date: September 03, 2020

Subject	COVID-19 Impacts on Measure J Revenues – Project Evaluation and Ranked List
Summary of Issues	<p>To address the significant adverse impact of the COVID-19 pandemic on Measure J revenues, in June 2020 the Authority Board approved the framework and principles for preparing the Allocation Plan. The Allocation Plan will prioritize future Measure J appropriations to remaining projects programmed in the <i>2019 Measure J Strategic Plan</i> and/or the Transportation for Livable Communities/Pedestrian, Bicycle and Trails Facilities (Programs 12 and 13, respectively). A total of 32 locally sponsored projects were evaluated based on the principles approved by the Authority Board. Similarly, staff reviewed the Authority managed projects to determine their priorities for advancement. Ranked lists of locally sponsored projects and Authority managed projects are shown in Attachments A and C, respectively.</p> <p>The long-range revenue forecast, expected to be completed later this year, will determine how many of the locally sponsored and Authority managed projects will receive Measure J appropriations.</p> <p>On August 20, 2020, the Technical Coordinating Committee reviewed the ranked list of locally-sponsored projects and recommended approval. Following the meeting, the City of Walnut Creek staff requested a funding correction to one of their projects, resulting in an extra point. Attachment A reflects this change.</p>

Recommendations	Staff seeks approval of the ranked lists of locally sponsored and Authority managed projects as shown in Attachments A and C, respectively. This is an informational item only; no staff recommendation at this time.
Financial Implications	Completion of the locally sponsored projects included in Attachment A will require approximately \$43.5 million in Measure J fund appropriations. Another \$43.3 million remains to be expended on Authority managed projects shown in Attachment C, of which \$20 million is related to ongoing construction contracts.
Options	The Administration and Projects Committee and the Authority Board could change the scoring criteria and ranked lists shown in Attachments A and C.
Attachments (See APC Packet dated 9/3/20 for Attachments A-D, Attachment E is New)	<p>A. Summary of Scoring - Locally Sponsored Projects</p> <p>B. Scoring Criteria - Locally Sponsored Projects</p> <p>C. Summary of Scoring - Authority Managed Projects</p> <p>D. Scoring Criteria - Authority Managed Projects</p> <p>E. <i>Presentation – (New Revised APC Meeting Presentation)</i></p>
Changes from Committee	<i>At the September 3, 2020 APC Meeting, the APC recommended this item be further discussed with the RTPCs and brought to the Authority Board as an informational item only for discussion.</i>

Background

In May 2020, the Authority Board approved interim measures to prepare for a reduction of Measure J sales tax revenue due to the COVID-19 pandemic. The interim measures include the temporary suspension of Measure J appropriations for capital projects. In addition, the Authority Board directed staff to start the development of an “Allocation Plan” to guide future appropriations of Measure J funds.

Locally Sponsored Measure J Projects

In June 2020, a framework, and draft principles for preparing the Allocation Plan were approved by the Authority Board. The following four principles were developed around three primary objectives: timely use of funds, leveraging, and readiness/deliverability:

- a) Projects where Measure J funds is required to match State/Federal funds;
- b) Projects that will leverage State or Federal funds that may be lost due to timely use of fund requirements;
- c) Projects that are shovel ready and can start construction before July 2021; and
- d) Projects that are a component of larger projects where the larger project would be at risk if Measure J funds are not allocated.

Staff gathered current, up-to-date project status information so the principles for developing the Allocation Plan could be applied to each project with a Measure J unappropriated balance. A set of scoring criteria based on the approved principles was developed to score and rank the projects. The resulting project scores are shown in Attachment A based on the scoring criteria detailed in Attachment B. In order to break the tie between projects that score the same, projects with larger amounts of State/Federal funds on the project were ranked higher. If the project had no State/Federal funds, the ratio of the total project cost to Measure J funds programmed on the project was used. Both measures are meant to prioritize projects that leverage other fund sources.

A total of thirty-two projects were evaluated. Approximately \$43.5 million in Measure J appropriations will be required to fully fund the list. The top fourteen ranking projects require \$10.9 million (out of the \$43.5 million) in Measure J appropriations and will leverage approximately \$53.9 million in State and Federal funds.

Once approved, the attached ranked list of projects would be used to prioritize future appropriations of available Measure J funding. The long-range revenue forecast, expected to be completed later this year (likely in November 2020), will determine how many of the projects on the ranked list will receive their Measure J appropriations, if any. Projects that do not receive Measure J appropriation will be deferred until Measure J funds or other fund sources are available. As funds become available, allocations will be made based on the

prioritized list.

Authority Managed Projects

Similar to the process used for evaluating locally sponsored projects, staff has reviewed Authority managed projects and categorized them in three groups:

- Fully funded projects underway;
- Projects Requiring Additional Funding to Complete; and
- Studies.

Projects were evaluated using a set of criteria that emphasizes leveraging non-Measure J funds and considers the overall funding committed to the project, as shown in Attachment D. Fully funded projects underway were not scored. In addition, a score was not applied to the studies underway given the limited pre-delivery nature of the work to determine cost effective strategies. Staff assumed Regional Measure 3 (RM3) is available to Authority projects for the scoring. The amount of non-Measure J funds was used to break the tie between similarly scored projects.

An updated Measure J revenue forecast is anticipated to be presented to the Authority Board later this year. The updated forecast will be used to develop final Allocation Plan recommendations and project delivery strategies for the Authority Board to consider. It will also be used for the development of the next Measure J Strategic Plan update. It is anticipated that the ranked lists will be reviewed periodically to reflect changes in available funding, as several Authority managed projects on the list assumed availability of RM3 funds, and several locally sponsored projects are currently seeking other fund sources.

Scored List of Locally Sponsored Measure J Projects									Allocation Plan Principles					Scoring Criteria					
Index	Project No.	Sponsor	Project Title	Subregion	Total Measure J Programmed Amount (\$ x 000)	Measure J Programmed UnAppropriated Balance (\$ x 000)	Cumulative Measure J Unappropriated Balance (\$ x 000)	Total Project Cost (\$ x 000)	State/Federal Funds			Readiness	MJ Funds Required Component of Larger Project (Y/N)	No. 01	No. 02	No. 03	No. 04	Total Score	Total Cost to Measure J Ratio (Tie breaker for projects with no State/Federal funds)
									Measure J Match for State/Fed \$ (Y/N)	Fed/State Funds Amount (\$ x 000)	Deadline for Obligation/ Allocation (Mo/Yr)	Estimated Award Date (Mo/Yr)							
1	24016	Moraga	Canyon Road Bridge Replacement	Southwest	\$ 438	\$ 362	\$ 362	\$ 11,870	Y	\$ 8,878	02/20	02/20	N	1	5	4	0	10	
2	130027	San Pablo	Rumrill Boulevard Complete Streets (Phase II)	West	\$ 1,000	\$ 1,000	\$ 1,362	\$ 20,743	Y	\$ 7,510	10/20	02/21	N	1	5	3	0	9	
3	100018	BART	Walnut Creek BART TOD Access Improvements	Central	\$ 3,850	\$ 2,000	\$ 3,362	\$ 16,000	N	\$ 5,300	06/21	06/21	N	0	5	3	0	8	
4	130021	Pittsburg	BART Pedestrian Bicycle Connectivity Project	East	\$ 600	\$ 600	\$ 3,962	\$ 4,520	Y	\$ 3,387	02/21	01/21	N	1	4	3	0	8	
5	120050	Concord	Willow Pass Road Repaving/Safe Routes to Transit Improvement	Central	\$ 883	\$ 715	\$ 4,677	\$ 7,670	Y	\$ 5,410	02/22	02/22	N	1	5	1	0	7	
6	120055	CC County	Fred Jackson Way First Mile/Last Mile Connection Project	West	\$ 700	\$ 100	\$ 4,777	\$ 4,692	N	\$ 3,137	02/21	05/21	N	0	4	3	0	7	
7	7003	Richmond	I-80/Central Avenue - Phase 2	West	\$ 3,442	\$ 472	\$ 5,249	\$ 14,715	N	\$ 10,593	06/21	10/22	N	0	6	0	0	6	
8	120061	El Cerrito	El Cerrito del Norte TOD Complete Streets Improvement	West	\$ 2,312	\$ 2,312	\$ 7,561	\$ 9,163	Y	\$ 4,840	02/22	05/22	N	1	4	1	0	6	
9	24024	CC County	Danville Blvd/Orchard Court Complete Streets	Southwest	\$ 1,433	\$ 910	\$ 8,471	\$ 4,445	Y	\$ 2,513	04/21	03/22	N	1	4	1	0	6	
10	24034	Danville	Camino Ramon Improvements	Southwest	\$ 696	\$ 696	\$ 9,167	\$ 2,100	Y	\$ 1,357	02/22	03/22	N	1	3	1	0	5	
11	120060	Orinda	Camino Pablo Bicycle Route Corridor Improvements	Southwest	\$ 400	\$ 400	\$ 9,567	\$ 550	N	\$ 50	08/21	10/20	N	0	1	4	0	5	
12	120062	Richmond	Lincoln Elementary SRTS Pedestrian Enhancements	West	\$ 63	\$ 63	\$ 9,630	\$ 610	Y	\$ 497	02/21	02/22	N	1	2	1	0	4	
13	24032	Clayton	Clayton Major Streets Improvements	Central	\$ 1,278	\$ 400	\$ 10,030	\$ 737	Y	\$ 308	02/22	03/22	N	1	2	1	0	4	
14	120034	Walnut Creek & CCCTA	Walnut Creek Bus Stop Access and Safety Improvements	Central	\$ 852	\$ 852	\$ 10,882	\$ 1,022	N	\$ 100	NA	03/21	N	0	1	3	0	4	
15	24037	Walnut Creek	Traffic Operations Center Communications Upgrade	Central	\$ 239	\$ 239	\$ 11,121	\$ 739	N	\$ -	NA	07/20	N	0	0	4	0	4	3.09
16	120052	Danville	Sycamore Valley Park & Ride Expansion	Southwest	\$ 1,500	\$ 1,500	\$ 12,621	\$ 3,050	N	\$ -	NA	09/20	N	0	0	4	0	4	2.03
17	100033/130022	BART/Lafayette	Lafayette Town Center Pathway and BART Bike Station	Southwest	\$ 2,830	\$ 1,825	\$ 14,446	\$ 3,980	N	\$ -	NA	11/20	N	0	0	4	0	4	1.41
18	120036	Hercules	Willow Avenue/Palm Avenue Pedestrian Improvements	West	\$ 1,058	\$ 1,058	\$ 15,504	\$ 1,196	N	\$ -	NA	07/20	N	0	0	4	0	4	1.13
19	100026	BART	Hercules Transit Center	West	\$ 275	\$ 200	\$ 15,704	\$ 275	N	\$ -	NA	09/20	N	0	0	4	0	4	1.00
20	120046	Walnut Creek	Walker Avenue Sidewalk Improvements	Central	\$ 98	\$ 98	\$ 15,802	\$ 413	N	\$ -	NA	04/21	N	0	0	3	0	3	4.21
21	120049	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	Central	\$ 2,331	\$ 1,846	\$ 17,648	\$ 2,817	N	\$ -	NA	2//21	N	0	0	3	0	3	1.21
22	24019	Danville	San Ramon Valley Blvd Lane Additions and Overlay (South)	Southwest	\$ 987	\$ 987	\$ 18,635	\$ 1,032	N	\$ -	NA	02/21	N	0	0	3	0	3	1.05
23	120033	Pinole	High Intensity Activated Crosswalk Beacon (HAWK)	West	\$ 120	\$ 120	\$ 18,755	\$ 125	N	\$ -	NA	06/21	N	0	0	3	0	3	1.04
24	120040	Clayton	Clayton Town Center Pedestrian Safety Improvements	Central	\$ 252	\$ 252	\$ 19,007	\$ 252	N	\$ -	NA	06/21	N	0	0	3	0	3	1.00
25	24033	Danville	San Ramon Valley Blvd (North) and Danville Blvd Improvements	Southwest	\$ 1,336	\$ 1,336	\$ 20,343	\$ 1,336	N	\$ -	NA	02/21	N	0	0	3	0	3	1.00
26	24035/120030	Danville	Diablo Road Trail	Southwest	\$ 1,286	\$ 1,211	\$ 21,554	\$ 4,256	N	\$ -	NA	09/21	N	0	0	2	0	2	3.31
27	24003A	Martinez	Pacheco Blvd Widening - Widening at Arnold Drive	Central	\$ 1,400	\$ 1,400	\$ 22,954	\$ 3,500	N	\$ -	NA	09/21	N	0	0	2	0	2	2.50
28	24025	Pittsburg	James Donlon Extension	East	\$ 6,709	\$ 6,709	\$ 29,663	\$ 95,160	N	\$ -	NA	01/22	N	0	0	1	0	1	14.18
29	24023	CC County	Norris Canyon Rd Safety Improvements	Southwest	\$ 1,489	\$ 763	\$ 30,426	\$ 2,320	N	\$ -	NA	02/22	N	0	0	1	0	1	1.56
30	120054/130026	Pleasant Hill	Contra Costa Boulevard Improvement Project (Viking to Harriett)	Central	\$ 4,792	\$ 4,792	\$ 35,218	\$ 5,415	N	\$ -	NA	03/22	N	0	0	1	0	1	1.13
31	120059/250002	Richmond	13th Street Complete Streets	West	\$ 3,669	\$ 2,821	\$ 38,039	\$ 3,852	N	\$ -	NA	03/22	N	0	0	1	0	1	1.05
32	24003B	CC County	Pacheco Blvd Widening - Remaining Phases	Central	\$ 5,217	\$ 5,217	\$ 43,256	\$ 33,900	N	\$ -	NA	after 07/22	N	0	0	0	0	0	6.50
Totals					\$ 53,535	\$ 43,256		\$ 262,455		\$ 53,880									

Scoring Criteria - Locally Sponsored Projects

Index	Criterion	Scoring	Score
1	Are the Measure J-funded activities, or project phase(s), required to secure state or federal funds for future phases?	Yes = 1 point No = 0 Points	0 to 1
2	Size of funding from State and/or Federal sources on Project?	Amount more than \$10M: 6 Points Amount from \$5M to \$10M: 5 Points Amount from \$2M to \$5M: 4 Points Amount from \$1M to \$2M: 3 Points Amount from \$251K to \$1M: 2 Points Amount from \$1 to \$250K: 1 Point Amount = \$0: 0 Points	0 to 6
3	What is the estimated award date for the construction contract (Month/Year)?	Award Date (Mo/Yr) prior to 01/21: 4 Points Award Date (Mo/Yr) from 01/21 thru 06/21: 3 Points Award Date (Mo/Yr) from 07/21 thru 12/21: 2 Points Award Date (Mo/Yr) from 01/22 thru 06/22: 1 Point Award Date (Mo/Yr) 07/22 & Later: 0 Points	0 to 4
4	Are the current Measure J-funded improvements a prerequisite stage of a larger group of improvements dependent on the Measure J-funded improvements to proceed?	Yes = 1 point No = 0 Points	0 to 1
Total Score			0 to 12

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CCTA Managed Projects Scores		Funding Breakdown							Criterion No. 01	Criterion No. 02	Criterion No. 03	Criterion No. 04	Criterion No. 05						
	Project Title	Measure	State/Fed	Regional/Local	Unfunded	Total Cost	Current Phase	Non Measure J Fund Souces on Project	Current Phase Fully Funded	% of Current Phase Funded by Non-Measure J Funds	Total Project Funding Shortfall as % of Total Project Cost	% of Total Project Cost funded by Non-Measure J Funds	Status of Env Clearance	SCORE					
No.	Projects Requiring Additional Funding to Complete																		
1	ADS Project (Project 8009.07)	\$	7,500,000	\$	15,000,000	\$	6,500,000	\$	29,000,000	Scoping	Federal, SB1-LPP (F)	1	5	4	4	0	14		
2	Iron Horse Trail Overcrossing at Bollinger Canyon Rd (Project 120025)	\$	3,131,000	\$	4,840,000	\$	8,785,983	\$	4,989,000	\$	21,745,983	Design	Local (City of San Ramon), Federal	1	2	4	4	1	12
3	I-680/SR 4 IC Ph 1, 2a, 4 (Project 6001b)	\$	-	\$	210,000,000	\$	215,000,000	\$	425,000,000	Design	RM3	1	5	2	2	1	11		
4	Innovate 680 - Express Lane Completion (Project 8009.02)	\$	4,657,000	\$	16,481,000	\$	75,000,000	\$	293,862,000	\$	390,000,000	Env Clearance	STP, SB1-LPP (F)	1	5	1	1	0	8
5	SR 239/Byron Vasco Connector (Project 5007)	\$	-	\$	12,306,008	\$	13,635,000	\$	92,458,992	\$	118,400,000	Env Clearance	Fed Earmark, Local (CC Co), RM3	1	5	1	1	0	8
6	Innovate 680 - Part Time Transit Lane (Project 8009.03)	\$	3,585,000		\$	6,800,000	\$	1,615,000	\$	12,000,000	Env Clearance	RM3	1	0	4	3	0	8	
7	State Route 4 Operational Improvements Phase 2 (Project 6006b)	\$	3,000,000		\$	106,900,000	\$	109,900,000	Env Clearance	STIP	1	5	1	1	0	8			
8	I-80/San Pablo Dam Rd Interchange - Phase 2 (Project 7002)	\$	9,200,000	\$	5,964,000	\$	65,586,000	\$	80,750,000	Design	STIP, STMP (WCCTAC)	0	0	1	1	1	3		
9	State Route 4 Operational Improvement - Phase 1 (Project 6006a)	\$	2,949,000	\$	8,600,000		\$	57,299,000	\$	68,848,000	Env Clearance	STIP, STP	1	0	1	1	0	3	
10	Innovate 680 - Shared Mobility Hubs (Project 8009.04)	\$	1,045,000		\$	3,200,000	\$	53,800,000	\$	58,045,000	Scoping	RM3	1	0	1	1	0	3	
11	Innovate 680 - Advanced Technology (Project 8009.06)	\$	1,200,000		\$	2,000,000	\$	49,500,000	\$	52,700,000	Scoping	STMP (TVTD)	1	0	1	1	0	3	
12	SR 4 Integrated Corridor Mobility (Project 28002)	\$	400,000	\$	200,000		\$	14,750,000	\$	15,350,000	Env Clearance	Federal	0	0	1	1	0	2	
13	SR 242/Clayton Road Ramps (Project 6002/6004)	\$	2,790,000			\$	69,910,000	\$	72,700,000	Design	-	0	0	1	0	1	2		

Fully Funded Projects Underway																			
1	I-680 Southbound HOV/Express Lane (Project 8001)	\$	33,510,000	\$	15,600,000	\$	65,890,000	\$	-	\$	115,000,000	Construction	STIP, RM2, BAIFA, STMP (TVTD)	N/A	N/A	N/A	N/A	N/A	N/A
2	Innovate 680 - Bay Area MOD/Mobility as a Service - (Project 8009.05)	\$	950,000	\$	8,000,000	\$	8,971,000		\$	17,921,000	Scoping	Federal, Other	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	I-680/SR 4 Interchange Improvement Phase 3 (Project 6001a)	\$	52,300,000	\$	83,895,000			\$	136,195,000	Construction	STIP, SB1-LPP(F), SB1-LPP (C), SHOPP	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	Mokelumne Bike Trail/Ped Overcrossing (Project 5002b)	\$	872,000		\$	11,495,000		\$	12,367,000	Right of Way	ECCRFFA, RM3, Local (BART)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5	IDEA Grant - Conidtional Transit Signal Priority Pilot in Concord & Walnut Creek	\$	90,000		\$	1,160,000		\$	1,250,000	Design	MTC	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

No. Studies																	
1	Innovate 680 - Strategic Development (Project 8009.01)	\$	7,404,000							N/A	SB1 - LPP (F)	N/A	N/A	N/A	N/A	N/A	N/A
2	SR 4 Express Lanes Design Alternative Assessment (Project 18100)	\$	150,000	\$	150,000	\$	300,000			N/A	MTC	N/A	N/A	N/A	N/A	N/A	N/A
3	East County Infrastructure Investment Study (Project 28007)	\$	500,000			\$	500,000			N/A	-	N/A	N/A	N/A	N/A	N/A	N/A

Totals \$ 115,783,000 \$ 171,622,008 \$ 428,560,983 \$ 1,032,169,992 \$ 1,737,971,983

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Scoring Criteria - CCTA Managed Projects

Index	Scoring Criteria	Scoring Details	Score
1	Is the current phase of the project fully funded?	Yes = 1 point No = 0 Points	0-1
2	Percentage of current phase funded by non-Measure J funds	Percentage of Non-Measure J Funding = 100%: 5 Points Percentage of Non-Measure J Funding between 75% and 99%: 4 Points Percentage of Non-Measure J Funding between 51% and 75%: 3 Points Percentage of Non-Measure J Funding between 26% and 50%: 2 Points Percentage of Non-Measure J Funding between 1% and 25%: 1 Point Percentage of Non-Measure J Funding (or If no funds identified for current phase) = 0%: 0 Points	0-5
3	Size of funding shortfall on project	Project fully funded = 5 Points Project funding shortfall between 1% and 25% of total costs: 4 Points Project funding shortfall between 26% and 50% of total costs: 3 Points Project funding shortfall between 51% and 75% of total costs: 2 Points Project funding shortfall between 76% and 99% of total costs: 1 Point No funding programmed for project: 0 Points	0-5
4	Percentage of total project cost funded by non-Measure J funds	Percentage of Non-Measure J Funding = 100%: 5 Points Percentage of Non-Measure J Funding between 75% and 99%: 4 Points Percentage of Non-Measure J Funding between 51% and 75%: 3 Points Percentage of Non-Measure J Funding between 26% and 50%: 2 Points Percentage of Non-Measure J Funding between 1% and 25%: 1 Point Percentage of Non-Measure J Funding (or If no funds identified for current phase) = 0%: 0 Points	0-5
5	Status of environmental clearance for the project	Environmental Clearance expected by September 2020: Yes = 1 Point, No = 0	0-1

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Scored List of Locally Sponsored Measure J Projects									Allocation Plan Principles					Scoring Criteria					
Index	Project No.	Sponsor	Project Title	Subregion	Total Measure J Programmed Amount (\$ x 000)	Measure J Programmed UnAppropriated Balance (\$ x 000)	Cumulative Measure J Unappropriated Balance (\$ x 000)	Total Project Cost (\$ x 000)	State/Federal Funds			Readiness	MJ Funds Required Component of Larger Project (Y/N)	No. 01	No. 02	No. 03	No. 04	Total Score	Total Cost to Measure J Ratio (Tie breaker for projects with no State/Federal funds)
									Measure J Match for State/Fed \$ (Y/N)	Fed/State Funds Amount (\$ x 000)	Deadline for Obligation/ Allocation (Mo/Yr)	Estimated Award Date (Mo/Yr)							
1	24016	Moraga	Canyon Road Bridge Replacement	Southwest	\$ 438	\$ 362	\$ 362	\$ 11,870	Y	\$ 8,878	02/20	02/20	N	1	5	4	0	10	
2	130027	San Pablo	Rumrill Boulevard Complete Streets (Phase II)	West	\$ 1,000	\$ 1,000	\$ 1,362	\$ 20,743	Y	\$ 7,510	10/20	02/21	N	1	5	3	0	9	
3	100018	BART	Walnut Creek BART TOD Access Improvements	Central	\$ 3,850	\$ 2,000	\$ 3,362	\$ 16,000	N	\$ 5,300	06/21	06/21	N	0	5	3	0	8	
4	130021	Pittsburg	BART Pedestrian Bicycle Connectivity Project	East	\$ 600	\$ 600	\$ 3,962	\$ 4,520	Y	\$ 3,387	02/21	01/21	N	1	4	3	0	8	
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8	120061	El Cerrito	El Cerrito del Norte TOD Complete Streets Improvement	West	\$ 2,312	\$ 2,312	\$ 7,561	\$ 9,163	Y	\$ 4,840	02/22	05/22	N	1	4	1	0	6	
9	24024	CC County	Danville Blvd/Orchard Court Complete Streets	Southwest	\$ 1,433	\$ 910	\$ 8,471	\$ 4,445	Y	\$ 2,513	04/21	03/22	N	1	4	1	0	6	
10	24034	Danville	Camino Ramon Improvements	Southwest	\$ 696	\$ 696	\$ 9,167	\$ 2,100	Y	\$ 1,357	02/22	03/22	N	1	3	1	0	5	
11	120060	Orinda	Camino Pablo Bicycle Route Corridor Improvements	Southwest	\$ 400	\$ 400	\$ 9,567	\$ 550	N	\$ 50	08/21	10/20	N	0	1	4	0	5	
12	120062	Richmond	Lincoln Elementary SRTS Pedestrian Enhancements	West	\$ 63	\$ 63	\$ 9,630	\$ 610	Y	\$ 497	02/21	02/22	N	1	2	1	0	4	
13	24032	Clayton	Clayton Major Streets Improvements	Central	\$ 1,278	\$ 400	\$ 10,030	\$ 737	Y	\$ 308	02/22	03/22	N	1	2	1	0	4	
14	120034	Walnut Creek & CCCTA	Walnut Creek Bus Stop Access and Safety Improvements	Central	\$ 852	\$ 852	\$ 10,882	\$ 1,022	N	\$ 100	NA	03/21	N	0	1	3	0	4	
15	24037	Walnut Creek	Traffic Operations Center Communications Upgrade	Central	\$ 239	\$ 239	\$ 11,121	\$ 739	N	\$ -	NA	07/20	N	0	0	4	0	4	3.09
16	120052	Danville	Sycamore Valley Park & Ride Expansion	Southwest	\$ 1,500	\$ 1,500	\$ 12,621	\$ 3,050	N	\$ -	NA	09/20	N	0	0	4	0	4	2.03
17	100033/130022	BART/Lafayette	Lafayette Town Center Pathway and BART Bike Station	Southwest	\$ 2,830	\$ 1,825	\$ 14,446	\$ 3,980	N	\$ -	NA	11/20	N	0	0	4	0	4	1.41
18	120036	Hercules	Willow Avenue/Palm Avenue Pedestrian Improvements	West	\$ 1,058	\$ 1,058	\$ 15,504	\$ 1,196	N	\$ -	NA	07/20	N	0	0	4	0	4	1.13
19	100026	BART	Hercules Transit Center	West	\$ 275	\$ 200	\$ 15,704	\$ 275	N	\$ -	NA	09/20	N	0	0	4	0	4	1.00
20	120046	Walnut Creek	Walker Avenue Sidewalk Improvements	Central	\$ 98	\$ 98	\$ 15,802	\$ 413	N	\$ -	NA	04/21	N	0	0	3	0	3	4.21
21	120049	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	Central	\$ 2,331	\$ 1,846	\$ 17,648	\$ 2,817	N	\$ -	NA	2//21	N	0	0	3	0	3	1.21
22	24019	Danville	San Ramon Valley Blvd Lane Additions and Overlay (South)	Southwest	\$ 987	\$ 987	\$ 18,635	\$ 1,032	N	\$ -	NA	02/21	N	0	0	3	0	3	1.05
23	120033	Pinole	High Intensity Activated Crosswalk Beacon (HAWK)	West	\$ 120	\$ 120	\$ 18,755	\$ 125	N	\$ -	NA	06/21	N	0	0	3	0	3	1.04
24	120040	Clayton	Clayton Town Center Pedestrian Safety Improvements	Central	\$ 252	\$ 252	\$ 19,007	\$ 252	N	\$ -	NA	06/21	N	0	0	3	0	3	1.00
25	24033	Danville	San Ramon Valley Blvd (North) and Danville Blvd Improvements	Southwest	\$ 1,336	\$ 1,336	\$ 20,343	\$ 1,336	N	\$ -	NA	02/21	N	0	0	3	0	3	1.00
26	24035/120030	Danville	Diablo Road Trail	Southwest	\$ 1,286	\$ 1,211	\$ 21,554	\$ 4,256	N	\$ -	NA	09/21	N	0	0	2	0	2	3.31
27	24003A	Martinez	Pacheco Blvd Widening - Widening at Arnold Drive	Central	\$ 1,400	\$ 1,400	\$ 22,954	\$ 3,500	N	\$ -	NA	09/21	N	0	0	2	0	2	2.50
28	24025	Pittsburg	James Donlon Extension	East	\$ 6,709	\$ 6,709	\$ 29,663	\$ 95,160	N	\$ -	NA	01/22	N	0	0	1	0	1	14.18
29	24023	CC County	Norris Canyon Rd Safety Improvements	Southwest	\$ 1,489	\$ 763	\$ 30,426	\$ 2,320	N	\$ -	NA	02/22	N	0	0	1	0	1	1.56
30	120054/130026	Pleasant Hill	Contra Costa Boulevard Improvement Project (Viking to Harriett)	Central	\$ 4,792	\$ 4,792	\$ 35,218	\$ 5,415	N	\$ -	NA	03/22	N	0	0	1	0	1	1.13
31	120059/250002	Richmond	13th Street Complete Streets	West	\$ 3,669	\$ 2,821	\$ 38,039	\$ 3,852	N	\$ -	NA	03/22	N	0	0	1	0	1	1.05
32	24003B	CC County	Pacheco Blvd Widening - Remaining Phases	Central	\$ 5,217	\$ 5,217	\$ 43,256	\$ 33,900	N	\$ -	NA	after 07/22	N	0	0	0	0	0	6.50
Totals					\$ 53,535	\$ 43,256		\$ 262,455		\$ 53,880									

TRANSPAC Board Meeting **STAFF REPORT**

Meeting Date: October 16, 2020

Subject:	PROPOSED REVISIONS TO THE CCTA GMP IMPLEMENTATION GUIDE
Summary of Issues	Local agencies are required to follow the Contra Costa Transportation Authority (CCTA) Growth Management Plan guidelines in order to receive funding from the CCTA. The GMP and the required subregional Action Plans originally focused on regional roadways and delay-based metrics to monitor regional traffic flow. Since the adoption of Measure J, the 2010 Implementation Guide and most recent Action Plans have taken a multi-modal approach. In 2018, CCTA embarked on a process to update Measure J's implementation documents to address evaluating roadway as well as non-roadway Multi-Modal Transportation Service Objectives (MTSOs). CCTA staff will review the proposed revisions to the GMP Implementation Guide.
Recommendations	None – For information only.
Financial Implications	No TRANSPAC financial implications
Attachment(s)	A. Overview of Proposed Revisions to the GMP Implementation Guide Memo B. Draft CCTA GMP Implementation Guide (

Background

In 2004, Measure J was approved to update the provisions in Measure C. Measure J included several updates to the transportation planning process for Contra Costa County. Since 2004, the transportation landscape in Contra Costa County has continued to shift, particularly in regard to issues such as new transportation technologies, the shift to measurement of Vehicle Miles Traveled (VMT) under Senate Bill 743, and emerging topics of equity, health and sustainability.

Under Measure C, the GMP and the Action Plans originally focused on regional roadways and delay-based metrics to monitor regional traffic flow. Since the adoption of Measure J, the 2010 *Implementation Guide* and most recent Action Plans have taken a multi-modal approach. Although the approach varies among the Regional Transportation Planning Committees (RTPCs), all current Action Plans incorporate some examples of non-roadway “Multi-Modal Transportation Service Objectives” (MTSOs). However, the treatment of MTSOs other than those related to roadways is inconsistent among the Action Plans since there is no clear Contra

Costa Transportation Authority (CCTA) guidance on the scope of non-roadway MTSOs and how they should be developed and implemented.

In 2018, CCTA embarked on a process to update Measure J's implementation documents to address these issues. The CCTA hosted a series of meetings with Planning and Transportation Director's to discuss the shifting dynamics of transportation and land use planning and a recommendation for CCTA, through a Growth Management Task Force group to reexamine and broaden the scope of the MTSOs required by the GMP.

The proposed revisions to the Implementation Guide focus on expanding guidance to cover not only roadways but also five additional key topic areas (for a total of six) that would be required to be addressed in the Action Plans. The six key topic areas would be:

1. Regional roadways
2. The regional bicycle and pedestrian network
3. Regional transit (likely including BART, other rail, ferries, and major bus service)
4. Safety
5. Equity
6. Climate change

As is the case today, there would be no prohibition on Action Plans addressing other topic areas, but addressing all of the above key topic areas is proposed to be required.

MEMORANDUM

DATE September 14, 2020
TO CCTA Growth Management Task Force
FROM David Early, Carey Stone, and Torina Wilson
SUBJECT Overview of Proposed Revisions to the *GMP Implementation Guide*

At Growth Management Task Force (GMTF) Meeting #9, to be held on September 17, 2020, the Task Force will be asked to provide initial feedback on the proposed programmatic changes to the *GMP Implementation Guide*. This memorandum provides an overview of how the proposed changes evolved, summarizes the potential revisions, and identifies next steps.

Attached to this memorandum is a working draft of Chapters 1, 2 and 3 of the revised *GMP Implementation Guide*. We are attaching this working draft for your reference before the meeting, but there is no need to do a detailed review before the meeting occurs. We will be accepting comments on both this memo and the draft chapters at the meeting on September 17, and via email through October 2.

Following GMTF Meeting #9 and receipt of written comments, PlaceWorks will revise these chapters to account for GMTF comments, and will also revise the remainder of the *Guide*, including both the Executive Summary and the remaining chapters, to ensure internal consistency and to also incorporate already agreed upon methodologies regarding Vehicle Miles Traveled (VMT) analysis. Additional steps in the upcoming process are outlined at the end of this memorandum.

PROJECT BACKGROUND

In 2004, Measure J was approved to update the provisions in Measure C. Measure J included several updates which modernized transportation planning for Contra Costa County. Since 2004, the transportation landscape in Contra Costa County has continued to shift, particularly in regard to issues such as new transportation technologies, the shift to measurement of Vehicle Miles Traveled (VMT) under Senate Bill 743, and emerging concerns about equity, health and sustainability.

Under Measure C, the GMP and the Action Plans originally focused on regional roadways and delay-based metrics to monitor regional traffic flow. Since the adoption of Measure J, the 2010 *Implementation Guide* and most recent Action Plans have taken a multi-modal approach. Although the approach varies among the Regional Transportation Planning Committees (RTPCs), all current Action Plans incorporate some examples of non-roadway “Multi-Modal Transportation Service Objectives” (MTSOs). However, the treatment of MTSOs other than those related to roadways is inconsistent among the Action Plans since there is no clear CCTA guidance on the scope of non-roadway MTSOs and how they should be developed and implemented.

In 2018, CCTA embarked on a process to update Measure J's implementation documents to address these issues. To kick off this process, a series of five Planning and Transportation Director's Seminars were held from April 2018 to February 2019 to discuss the shifting dynamics of transportation and land use planning. The Seminars educated attendees about these changes and solicited feedback on how local jurisdictions and CCTA should respond to these emerging issues. The seminars resulted in several recommendations, one of which was to reexamine and broaden the scope of the MTSOs required by the GMP.

One of the action items from the Transportation and Planning Directors Seminars was to engage the GMTF to review and comment on several policy updates, including revisiting MTSO requirements. At GMTF Meeting #6, held on April 16, 2020, the Task Force considered nine potential topics that might be included as topics for service objectives, which were:

- Density, Housing, and Infill
- Climate change
- Equity
- Bicycle and Pedestrian Network
- Transit
- Safety
- Infrastructure Quality
- Economic Development
- Return on Investment

While the GMTF elected not to pursue some of these topics, it recommended that CCTA add climate change, equity, the bicycle and pedestrian network, transit, and safety to the existing clearly articulated regulations regarding roadways, for a total of six key topic areas to be covered under the GMP. The proposed changes to the *Implementation Guide* would be the first step in executing this recommendation.

SUMMARY OF PROPOSED REVISIONS TO THE *IMPLEMENTATION GUIDE*

The proposed revisions to the *Implementation Guide* focus on expanding guidance to cover not only roadways but also five additional key topic areas, for a total of six, that would be required to be addressed in the Action Plans. As noted above, the six key topic areas would be:

1. Regional roadways
2. The regional bicycle and pedestrian network
3. Regional transit (likely including BART, other rail, ferries, and major bus service)
4. Safety
5. Equity
6. Climate change

As is the case today, there would be no prohibition on Action Plans addressing topic areas other than those listed above, but addressing all of the above key topic areas would be required.

Three of the six key topic areas (roadways, bicycles and pedestrians and transit) address the transportation network. The updated *Implementation Guide* would require service objectives for all three of these networks in ways that mimic the current process for roadways of regional significance, namely:

- The RTPCs would designate and map routes of regional significance for each of the three networks (roadways, bicycles and pedestrians and transit).
- Routes of regional significance that span more than one subregion would be discussed and mutually agreed by the affected RTPCs.
- Each RTPC would set its own measurement methods, goals and actions for each identified route of regional significance.

Measurement methods, goals, and actions for the three non-modal topics (i.e. equity, safety, and climate change) would also be established by each RTPC. These would not be specific to facilities (such as roadways or bikeways) and would instead be either sub-region wide or place specific. For example, an RTPC could choose to establish one or more safety metrics and goals to reduce the rate of vehicle collisions that applies throughout its sub-region.

While the *Implementation Guide* update would require the Action Plans evaluate all six key topic areas, the establishment of metrics, goals and actions would continue to be at the complete discretion of the RTPCs.

Another update to the *Implementation Guide* would be changing the MTSO nomenclature. The term *Multimodal Transportation Service Objective* applies to modal topics, primarily roadways and regional trails. However, after incorporating the proposed non-modal topics, it became clear that MTSO was not the right fit as these topics are neither mode-based or considered services. Therefore, as shown in Appendix A, Chapters 1, 2, and 3 of the *Implementation Guide* would be updated to replace MTSO with Regional Transportation Objectives (RTOs) in an effort to be inclusive of the new non-modal key topics. The use of RTOs is a placeholder terminology and CCTA invites Task Force feedback on this term.

IMPLICATIONS FOR PROJECT CEQA EVALUATIONS

Up until recently, a proposed project's effects on capacity or level of service has been a key analysis subject in most evaluations of projects in Contra Costa County under the California Environmental Quality Act (CEQA). Adding new key topics to the Action Plans thus raises the question of how these topics might be addressed in future CEQA documents.

With the advent of SB 743, It should be noted that even capacity and level of service on roadways are no longer topics under CEQA purview. Similarly, the five new key topic areas are also not topics that are conventionally evaluated under CEQA. Thus, CCTA does not anticipate that any of the metrics, goals and actions in the Action Plans would necessarily be treated as CEQA thresholds. Instead, local jurisdictions would continue to comply with the GMP and Action Plans in exchange for receiving return to source funds and having access to other CCTA programs.

NEXT STEPS

The anticipated schedule to finalize the *Implementation Guide* revisions is:

- **Friday, October 2, 2020** – GMTF submits comments on proposed changes.
- **Wednesday, November 18, 2020** (10 am to noon) – GMTF meeting #10 to review the updated *Implementation Guide*.
- **December 2020** – RTPCs review proposed changes to the *Implementation Guide*.
- **January 2021** – CCTA Authority Planning Committee and Board review proposed changes to the *Implementation Guide*.
- **Winter 2021** – Initiate update of the *Implementation Guide Technical Procedures* to reflect both VMT technical guidance and the *Implementation Guide* Update.

Implementation Guide

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Revised XX, 2020

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Contra Costa Growth Management Program Implementation Guide

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1 Introduction

1.1 OVERVIEW OF MEASURE J

Adopted in 2004, Contra Costa's Measure J Expenditure Plan extends funding for transportation projects and programs 25 years beyond the initial 20-year span provided for under Measure C (1988). The GMP under Measure J will continue in effect through 2034. This Guide sets the course for implementation of the GMP through that time.

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The Measure J Expenditure Plan funds \$2 billion in transportation projects and programs covering regional roadways (particularly freeways and other arterial Routes of Regional Significance), local roadways (addressed through the so-called "Return To Source" program), non-motorized transportation facilities for bicycles and pedestrians, transit, and other mobility programs.

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Measure J changed the requirements for local compliance with the GMP. It dispensed with the previous standards for non-regional routes and with performance standards for public facilities and services, but added a requirement for a voter-approved Urban Limit Line.

The Measure J update also ensures compliance with Senate Bill (SB) 743 to more appropriately balance the needs of congestion management with statewide goals. Both Measure C and Measure J focused on roadway capacity and congestion, particularly on roadway Routes of Regional Significance. Over time, however, transportation planners, decision-makers and the public have become concerned with other aspects of the transportation system. The adoption of SB 743 shifted the focus of transportation planning from performance-based analyses to transportation land use, and planning decisions which encourage infill development, promote public health through active transportation, and reduce greenhouse gas emissions. Therefore, in 2020, the Authority reoriented the GMP to focus not only on regional roadways, but also on the non-motorized transportation network serving bicycles, pedestrians, and transit. Through several open forums, the Authority received feedback from local jurisdictions and the RTPCs that additional transportation priorities exist in Contra Costa county, including safety, climate change, and equity. Measure J ultimately expands on the original importance of roadway routes to include active and public transportation in addition to priorities surrounding safety, climate change, and equity.

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Contra Costa Transportation Authority Growth Management Program

Measure J funds both capital projects and programs. Capital projects include the construction of major highway and arterial road projects, improvements to the BART system, enhancements to transit facilities, and pedestrian, bicycle, and trail facilities. Programs include a variety of transit and paratransit services, support for commute alternatives, and regional transportation planning and growth management. Of the revenues from the sales tax increase approved by the Measure, 18 percent is allocated to Local Street Maintenance and Improvements. These funds are paid out annually to jurisdictions participating in the GMP established by Measure J, provided that the Authority has found the jurisdiction to be in compliance with the GMP. Compliance with the GMP is also required for a local jurisdiction to be eligible for 5 percent Transportation for Livable Communities (TLC) funding.

The Authority assesses local compliance through a checklist that is distributed to the jurisdictions every two years. Local jurisdictions are required to complete the Checklist and submit it to the Authority for review. After review by the Citizens Advisory Committee, the Planning Committee, and approval by the full Authority, 18 percent funds are paid out to the local jurisdiction.

Overall, the Measure J GMP focuses on four key objectives:

- Assure that new residential, business, and commercial growth pays for the facilities required to meet the demands resulting from that growth.
- Require cooperative transportation and land use planning among local jurisdictions.
- Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.
- Support infill and redevelopment in existing urban and brownfield areas.

The implementation documents developed by the Authority together describe the roles, responsibilities, and procedures to be undertaken by local jurisdictions, the

Regional Transportation Planning Committees (RTPCs), and the Authority **Deleted: RTPCs,**

Measure J. All jurisdictions are required to participate in multi-jurisdictional

planning, develop Action Plans that include Regional Transportation Objectives **Deleted: Plans for Routes of**

(RTOs), and adopt local and regional mitigation programs. This Guide focuses **Deleted: Significance**

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how these provisions of the GMP are to be implemented.

The broadly stated policies outlined in the Measure J GMP emphasize establishment of a structure for sound land use and transportation planning. Successful implementation of these policies requires further, more detailed guidance, and significant elaboration on how each jurisdiction can participate. The guidance described here provides a basis for greater consistency of approach in local planning and establishes the step-by-step multijurisdictional planning process for the evaluation of the impacts of land use decisions on the transportation system.

This Guide should be used in conjunction with the other implementation documents for the GMP: the *Model Growth Management Element* and the *Technical Procedures*.

1.2 CORE REQUIREMENTS OF THE GROWTH MANAGEMENT PROGRAM FOR RTPCs

The Regional Transportation Planning Committees (RTPCs) are organized geographically to cover four distinct sub-areas within Contra Costa county, including both incorporated member jurisdictions and unincorporated Contra Costa county. RTPCs are composed of elected representatives, planning commissioners, and technical staff from the member jurisdictions within the boundary of each sub-area. The RTPCs are responsible for the development of transportation plans, projects, and programs tailored to meet the needs of their region.

The RTPCs member jurisdictions work collectively to identify transportation and planning concerns in their sub-areas, with a focus on transportation priorities that cover six key topic areas including: regional roadways, the regional non-motorized transportation network, transit, safety, climate change, and equity. Once these concerns are identified, the RTPCs develop quantifiable Regional Transportation Objectives (RTOs) that address the identified concerns while supporting the Authority's overall vision and goals. The role of the RTPC is to incorporate the agreed upon RTOs into an Action Plan which is forwarded to the Authority for inclusion in the CTP. The RTOs and Action Plans established by each RTPC, once incorporated into the CTP, provide a clear picture of the transportation and planning needs in each sub-area, which allows the Authority to identify RTOs to implement transportation and planning improvements for the region.

1.3 CORE REQUIREMENTS OF THE GROWTH

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MANAGEMENT PROGRAM ~~FOR LOCAL JURISDICTIONS~~

Measure J's GMP requires that ~~local~~ jurisdictions ~~(cities, towns and the County)~~ must ~~also~~ take a number of actions. ~~Non-compliance with components of the GMP~~ Deleted: to be ~~result in local jurisdictions becoming in-~~eligible to receive both 18 percent Local Street Maintenance and Improvement Funds, and ~~the~~ 5 percent Transportation for Livable Communities ~~(TLC)~~ funds. The seven main ~~requirements for local~~ Deleted: components of the GMP ~~jurisdictions~~ are briefly summarized below.

ADOPT A GROWTH MANAGEMENT ELEMENT

AS PART OF ITS GENERAL PLAN, EACH JURISDICTION MUST ADOPT A GROWTH MANAGEMENT ELEMENT THAT OUTLINES GOALS AND POLICIES FOR MANAGING GROWTH AND REQUIREMENTS FOR ACHIEVING THOSE GOALS. THE ELEMENT MUST DEMONSTRATE HOW THE JURISDICTION WILL COMPLY WITH THE OTHER REQUIREMENTS OF THE GMP. ~~ADOPT A DEVELOPMENT MITIGATION PROGRAM~~ Deleted: ¶

The philosophy of Measure J's requirements for development mitigation programs is that each jurisdiction must adopt, or maintain in place, a program to ensure that new growth is paying its share of the costs associated with that growth. The idea is already reflected in local practice, including traffic mitigation fees adopted by most jurisdictions. Other requirements for mitigation are commonly implemented through development agreements, regional fees, community facilities districts, local assessment districts, and conditions of project approval.

The development mitigation programs to be adopted by localities include both a local and a regional component. The project-level traffic impact analysis described in this Guide provides an opportunity to identify potential impacts and fund proposed mitigation measures through a fee program or other mitigation alternatives. The multijurisdictional planning process, development and implementation of Action Plans, ~~and the related review of GPAs~~, which are also described in this Guide Deleted: for Routes of Regional Significance Deleted: General Plan Amendments provide opportunities to establish mechanisms to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development. Deleted: Font: 12 pt, Bold, Small caps

~~PARTICIPATE IN ONGOING COOPERATIVE, MULTI- JURISDICTIONAL PLANNING PROCESS~~

Each jurisdiction is required to participate in an ongoing cooperative, multi-jurisdictional planning process with other jurisdictions and agencies, the ~~RTPCS~~, and Deleted: Region- al Transportation Planning Committees... Deleted: Adopted — June 16, 2010

the Authority, to create a balanced, safe, and efficient transportation system and to manage the impacts of growth.

This requirement includes working with the RTPCs on the Action Plans that identify transportation priorities in six key topic areas and establish Regional Transportation Objectives (RTOs) as well as actions for achieving the RTOs to address each topic area. It also requires disclosure of the traffic impacts of proposed projects and General Plan Amendment (GPAs) through use of the Authority's Countywide Model and application of a uniform set of traffic analysis and mitigation procedures that address both Vehicle Miles Traveled (VMT) and traffic capacity. Finally, participation involves local input into the Authority's ongoing countywide planning process, and helping the Authority maintain its land use and projects database for use in the Countywide Model.

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ADDRESS HOUSING OPTIONS

In its General Plan Housing Element progress report, each jurisdiction must demonstrate progress in providing housing opportunities for all income levels, taking into account projected future needs and current project approvals and construction. The progress report should clearly show how the jurisdiction plans to meet projected needs and illustrate how the General Plan or zoning plans facilitate these ends. In addition, each jurisdiction must address how housing development will affect the transportation system and incorporate policies and standards into its development approval process that support transit, bicycle, and pedestrian access in new developments.

DEVELOP A FIVE YEAR CAPITAL IMPROVEMENT PROGRAM

Each jurisdiction's Capital Improvement Program (CIP) must outline the projects needed to implement General Plan goals and policies over at least a five-year period. The program will indicate approved projects, project costs, and a financial plan for securing the necessary funding. The jurisdiction shall also forward the transportation component of its CIP to the Authority for incorporation into the Authority's database of transportation projects.

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ADOPT A TRANSPORTATION SYSTEMS MANAGEMENT ORDINANCE OR RESOLUTION

Each jurisdiction must adopt a local ordinance or resolution based on the Authority's

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Contra Costa Transportation Authority Growth Management Program

model Transportation Systems Management ordinance to promote carpools, vanpools, and park and ride lots.

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ADOPT AN URBAN LIMIT LINE

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Each jurisdiction must comply with a countywide or local, voter-approved Urban Limit Line (ULL) to be considered in compliance with Measure J's GMP.

1.4 CHANGES FROM MEASURE C

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Through the approval of Measure J, the voters of Contra Costa made a number of important changes to the requirements and procedures of the GMP previously established by Measure C. Table 1 below compares the requirements of the two measures; a more detailed comparison can be found in Appendix B of this Guide.

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Table 1. Comparison of Measure C and Measure J GMP Requirements

<i>Measure C Growth Management Program¹</i>	<i>Measure J Growth Management Program</i>	<i>Actions for Compliance with Measure J</i>
Adopt a Growth Management Element	Adopt a Growth Management Element	Update Growth Management Element (GME) to reflect new requirements
Adopt Traffic LOS Standards for non-regional routes	Not included in Measure J	None: LOS standards for non-regional routes may be eliminated from GME, Regional Routes may continue to use LOS as an <u>RTO</u>
Adopt Performance Standards	Not included in Measure J	None (Performance Standards may be eliminated from GME)
Adopt a Development Mitigation Program	Adopt a Development Mitigation Program	Update Development Mitigation Programs consistent with Model GME on both a local and regional level

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¹ A detailed comparison of the Measure C and Measure J Growth Management Programs is included in Appendix A of this guide.

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Participate in a Cooperative, Multi-Jurisdictional Planning Process to Reduce Cumulative Regional Traffic Impacts of Development

Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process, including development of Action Plans

Continue existing participation efforts, ~~and update~~ Action Plans

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Address Housing Options and Job Opportunities

Address Housing Options

Demonstrate reasonable progress in implementation of the adopted Housing Element, consider the impacts of land use and development policies on the transportation system, and incorporate policies that support transit, bicycle and pedestrian access in new development

Table 1. Comparison of Measure C and Measure J GMP Requirements

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Measure C Growth Management Program ¹	Measure J Growth Management Program	Actions for Compliance with Measure J
Develop a Five Year Capital Improvement Program	Develop a Five-Year Capital Improvement Program	Continue to prepare a five-year Capital Improvement Program
Adopt a TSM Ordinance or Resolution or alternative mitigation	Adopt a TSM Ordinance or Resolution	Update TSM Ordinance to be consistent with new policies
Not included in Measure C	Adopt an Urban Limit Line	Adopt a local, voter-approved Urban Limit Line, or maintain the countywide Urban Limit Line

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- **Growth Management Element.** Local jurisdictions are required to update their ~~GME~~ based upon the new *Model Growth Management Element* created by the Authority. The GME is the jurisdiction's main platform for outlining goals and policies for managing growth and requirements for achieving those goals. Jurisdictions are encouraged to supplement their GMEs with any elements outside of the Model GME that may be helpful in achieving the objectives of the GMP as well as local General Plan goals and policies.

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- **LOS Requirements.** Local jurisdictions are no longer required to adopt

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LOS. A jurisdiction may decide to maintain existing LOS standards for regional routes in its GME or eliminate them, relying instead on other ways of correlating the circulation element with the land use element of the General Plan. Regional Routes are addressed through the Action Plan development process under Multi-Jurisdictional planning.

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- **Performance Standards.** Local jurisdictions are no longer required to adopt performance standards for public services (fire, police, parks, sanitary, flood, and water) in their growth management elements. A jurisdiction may decide to maintain existing performance standards or eliminate them, as appropriate.
- **Development Mitigation Program.** Local jurisdictions must continue and update their existing Development Mitigation Programs, which consist of two parts: a local program to mitigate development impacts on local streets, and a regional program establishing fees, exactions, assessments, or other measures to fund regional and subregional transportation projects.
- **Multi-Jurisdictional Planning.** Each jurisdiction must continue to participate in an ongoing, multi-jurisdictional planning process through the RTPCs, including updating and implementing Action Plans,
- **Housing Options.** Each jurisdiction must demonstrate reasonable progress in achieving the objectives in its Housing Element. The jurisdiction must complete a report that illustrates this progress in various ways, as described in Appendix B. Additionally, jurisdictions must incorporate policies and standards to support transit, bicycle, and pedestrian access in new development.
- **Five-Year Capital Improvement Program.** Jurisdictions must continue to prepare five-year capital improvement programs, including approved projects and an analysis of the costs of proposed projects. The program must outline a financial plan for providing proposed improvements.
- **Urban Limit Line.** Jurisdictions must have a voter-approved ULL to be in compliance with the Measure J GMP. The ULL may conform to the countywide line, or a jurisdiction may adopt its own ULL to fulfill this requirement.

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1.5 ORGANIZATION OF THIS GUIDE

This Guide has seven main chapters. The chapters following this introduction follows:

CHAPTERS 2 AND 3: RTOs AND ACTION PLANS

These Chapters address six key transportation priorities to be addressed in the Action Plans, namely roadway, non-motorized and transit Routes of Regional Significance, together with safety, climate change, and equity. Chapter 2 presents overview of these transportation priorities. Chapter 3 presents the components of the Action Plans, the planning process, and the process for review, adoption, and revision of Action Plans. Chapter 3 also addresses the ongoing Action Plan update process to be undertaken by local jurisdictions.

CHAPTER 4: EVALUATING THE IMPACTS OF PROPOSED NEW DEVELOPMENT

This section addresses the procedures a jurisdiction should undergo when evaluating the impacts of new development. The Chapter includes discussion of procedures for significant short-term development decisions, as well as longer-term development policy, such as a GPA. Requirements for consultation with neighboring jurisdictions and affected RTPCs are also detailed in this Chapter.

CHAPTER 5: COMPLIANCE WITH THE URBAN LIMIT LINE

This Chapter outlines the Authority's process for assessing compliance with the GMP requirement that each local jurisdiction adopt and continuously comply with voter-approved ULL.

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CHAPTER 6: DECISION MAKING AND CONFLICT RESOLUTION

Chapter 6 summarizes the conflict resolution process established by the Authority, and the rules for decision-making by the RTPCs. This conflict resolution process also fulfills the statewide requirement for Congestion Management Agencies (CMAs) to establish a process for resolving conflicts.

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CHAPTER 7: TOOLS AND PROCEDURES

This Chapter of the Guide outlines the tools and procedures that will be used for transportation planning and Measure J updates. Efforts will involve review and modification of General Plan Growth Management Elements by local jurisdictions, and updates to Action Plans by the RTPCs. The most important tools for this work will be the updated travel demand forecasting models developed by the Authority, as described in this Chapter, and the *Technical Procedures Update*.

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Continuing planning will include:

- Compliance Monitoring and Reporting;
- Preparation and circulation of traffic impact studies;
- Preparation and review of General Plan Updates and amendments;
- Action plan monitoring and updates; and
- Updates and amendments to the CTP.

CHAPTER 8: COMPLIANCE

A locality must comply with all parts of the GMP to receive Local Street Maintenance and Improvement Funds and to qualify for grants under the Contra Costa TLC. This Chapter summarizes basic compliance requirements.

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CHAPTER 9: COMPLIANCE CHECKLIST

This Chapter frames the basic questions that will be included in the Measure J GMP Compliance Checklist, which is to be filled out by local jurisdictions and submitted to the Authority for review every two years. The detailed checklist questions will be developed separately and adopted by the Authority. The Authority will update the checklist every two years to reflect changing conditions.

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2 Regional Transportation Objectives

The population in Contra Costa is expected to continually increase over time. Analysis and projections prepared by the Authority as part of its CTP indicate such population growth will result in a continued increase in traffic and congestion on the regional transportation system. Future peak period demand is projected to exceed the capacity on many of the freeways and arterials in Contra Costa. In addition to resulting in a several-fold increase in vehicle delay, increasing traffic congestion is anticipated to exacerbate regional concerns such as safety, climate change and inequity in the transportation system. Thus there has been a renewed effort to engage local jurisdictions in a bottom-up process which seeks to remedy conditions on the regional transportation network.

This bottom-up process is conducted in cooperation with regional and statewide efforts that embrace similar objectives, which include improving the networks of regional roadways, non-motorized facilities, and public transit, while simultaneously addressing jurisdictional concerns regarding safety, and regional concerns regarding climate change, and equity. While the Bay Area population and work force have grown by more than 30 percent over the past 25 years, total transit ridership, in terms of millions of riders annually, has remained flat. Moreover, current forecasts indicate that the use of alternative modes to the single occupant vehicle, such as walking, bicycling, carpooling, taking buses or using BART is expected to remain roughly the same percentage of overall trips in the future as it is today.

The Authority has responded to such concerns through Measure J, which implements a multi-jurisdictional bottom-up approach to achieve objectives that support regional cohesion. Measure J requires local jurisdictions to work with RTPCs to identify concerns and needs specific to their sub-areas covering six topic areas. Three of these topic areas address "Regional Facilities" (roadways, non-motorized facilities, and public transit) which need, or could benefit from, improvements. The other three topic areas address programmatic transportation priorities with regard to safety, climate change, and equity. The RTPCs aid local jurisdictions in establishing Regional Transportation Objectives (RTOs) to address each of their identified concerns or needs, and to develop actions for achievement of the RTOs.

While jurisdictions are best able to identify and mitigate local traffic impacts, Measure J emphasizes participation of local jurisdictions in determining appropriate

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Deleted: Significance Overview Contra Costa's network of freeways and major arterials continue to be the focus of the growth management effort under the new provisions of Measure J. Although many tangible benefits have accrued since the implementation of Measure C, congestion on many regional facilities has continued to increase. Obstacles to congestion mitigation continue to include the infeasibility of adding capacity, the "built-out" nature of the transportation landscape, local resistance to regional improvements that could adversely impact quality of life, the influence of through-traffic to and from other parts of the Bay Area, and limited state and federal funding for projects on the regional network.

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programs to mitigate greater regional traffic impacts. The nature of the six transportation priorities themselves, as well as the travel patterns of workers and residents, makes it appropriate to locate primary planning responsibility for the RTOs with the RTPCs.

Programs for RTOs require a 4-step process:

1. Identification of transportation priorities in each of the six topic areas: regional roadways, regional non-motorized facilities, transit, safety, climate change, and equity;
2. Development and/or update of Action Plans to address each identified transportation priority and establish RTOs by:
 - a. Identifying the overall goal or objective that is trying to be achieved; and
 - b. Identifying a condition (or metric) that can be measured to indicate progress toward the goal or objective.
3. Circulation and review of proposed updated Action Plans; and
4. Ongoing Action Plan implementation.

Measure J, as implemented through this Guide, requires that jurisdictions, RTPCs, and the Authority identify any transportation priorities in each of the six key topic areas, establish RTOs for them, and propose actions for achieving those objectives. For each of the six key topic areas:

1. The relevant RTPCs, in cooperation with local jurisdictions and the Authority, will develop quantifiable RTOs that are consistent with the Authority's overall vision and goals.
2. RTPCs, in cooperation with local jurisdictions and the Authority, will study how to attain objectives for each transportation priority, and update the Action Plans, including new RTOs and plans for attaining them. Action Plans will take effect following review and approval by the Authority.
3. Progress in attaining RTOs will be monitored and reported by the Authority, based on a schedule to be included in the Action Plan.

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4. Regional traffic mitigation programs (fees or other mitigations) are to be used to help fund improvements and mitigation measures.
5. The updated Action Plans will be incorporated into the CTP.

This Chapter of the Guide addresses the content to be covered in each of the s
topic areas. Action Plan updates and procedures are discussed in Chapter 3.

The RTPCs may also identify new Regional Facilities or key topic areas for po
designation using the process outlined in Appendix E.

2.1 ROADWAY ROUTES OF REGIONAL SIGNIFICANCE

Contra Costa's network of freeways and major arterials are a major focus of th
growth management effort under the provisions of Measure J. Although man
tangible benefits have accrued since the implementation of Measure C, conge
many of these regional facilities has continued to increase. Obstacles to conge
mitigation continue to include the infeasibility of adding capacity, the "built-c
nature of the transportation landscape, local resistance to regional improve
could adversely impact quality of life, the influence of through-traffic to and f
other parts of the Bay Area, and limited state and federal funding for projects
regional network.

In order to address these issues, important regional roadway facilities, includ
freeways and many of the major arterials, are designated as Roadway Routes
Regional Significance, as indicated on the map on the subsequent page. Appe
contains a comprehensive listing of all designated Roadway Routes of Region
Significance. Some of the routes on the map are dotted, indicating that they ar
designated through future action.

A designation as a Roadway Route of Regional Significance carries with it cer
obligations that will be assigned to local jurisdictions and the RTPCs. This inc
establishing RTOs which include certain programs and mitigation strategies t
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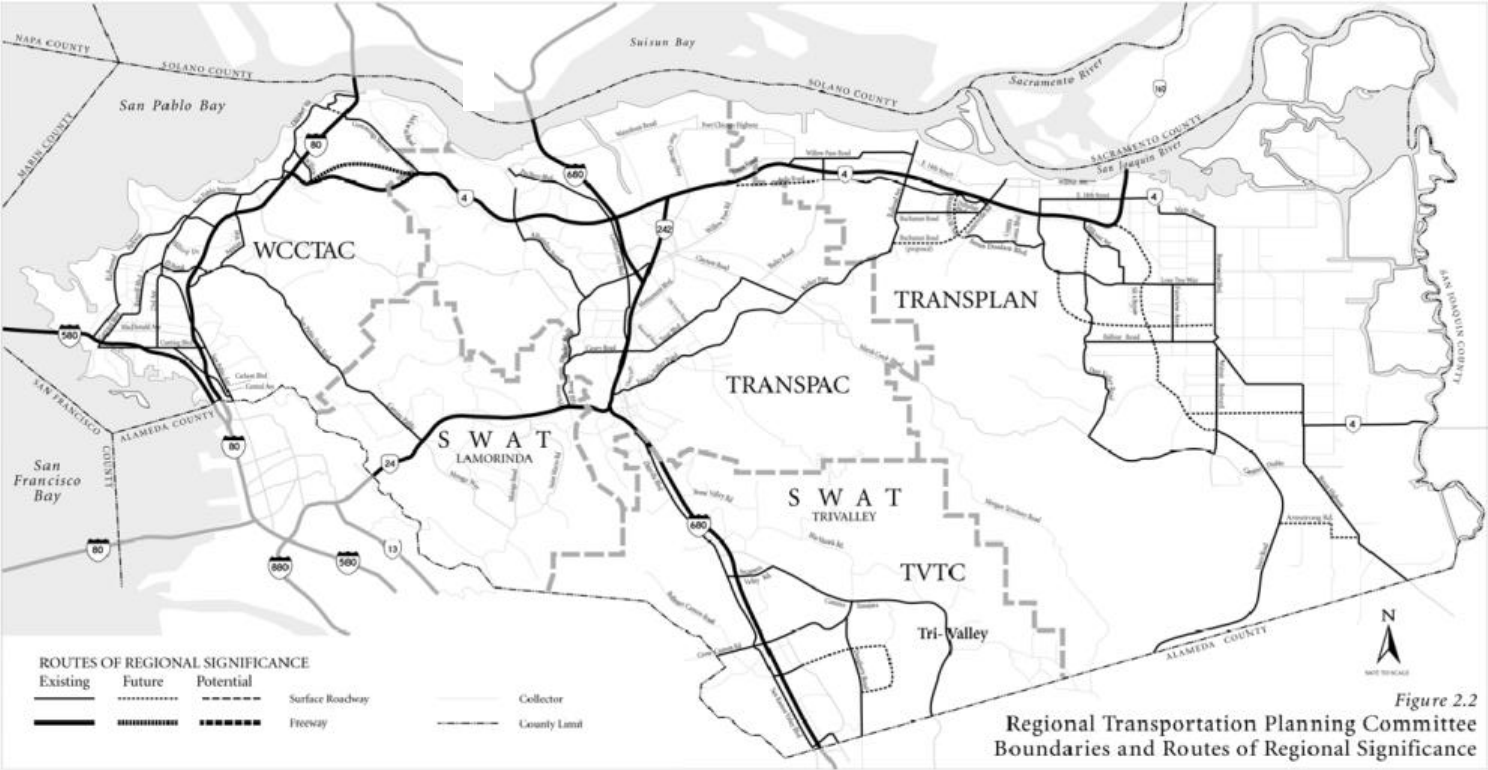
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2.2 NON-MOTORIZED ROUTES OF REGIONAL SIGNIFICANCE

Routes of Regional Significance related to non-motorized transportation include bicycle facilities (bicycle lanes, bicycle routes, and bicycle paths) and pedestrian facilities such as sidewalks and paths. The provision of sufficient bicycle and pedestrian infrastructure connects and enhances the regional transportation network.

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The Authority is actively working to improve the county's Non-Motorized Routes of Regional Significance. Expanding active transportation modes is an important component of reaching the region's transportation priorities related to congestion, greenhouse gas emissions, and public health. By giving commuters multiple transportation options, the number of single-occupant vehicle trips and roadway congestion can be lessened. Biking and walking is also critical in fulfilling first/last mile connections to/from public transit.

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Designation as a Non-Motorized Route of Regional Significance entails certain obligations that will be assigned to local jurisdictions and the RTPCs. Such obligations can include improving efficiency, safety, connectivity, and comfort of travel, as identified in the 2017 CTP and the 2018 Countywide Bike and Pedestrian Plan.

2.3 REGIONAL TRANSIT SYSTEM

Public transit in Contra Costa County includes BART, bus and some shuttle service. The current pattern of commute trips in Contra Costa leans heavily to solo drivers, with about 70 percent of commuters having driven alone to work in 2013, a figure that has not changed significantly since. Transit represents only about 8 percent of Contra Costa commute trips. Improving public transit is a documented concern of county residents. The 2017 CTP identified the two goals of expanding safe, convenient and affordable alternatives to the single-occupant vehicle and maintaining the transit system.

Designation as a Transit Route of Regional Significance entails certain obligations that will be assigned to the Authority, transit service providers, and the RTPCs. Such obligations can include improving efficiency, safety, connectivity, and comfort of travel, as identified in the 2017 CTP.

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2.4 TRANSPORTATION SAFETY

Safety is an important transportation priority in Contra Costa, both locally and regionally. A key part of travel safety is vehicle technology, such as connected/autonomous vehicles, but safety also is provided through roadway design, active transportation infrastructure, traffic controls, connectivity, education, and training. Increased mobility depends on a transportation system that is safe for all users.

The 2017 CTP identified the two goals of supporting the efficient, safe, and reliable movement of people and goods using all available travel modes and expanding safe, convenient and affordable alternatives to the single-occupant vehicle.

In terms of traffic safety, local jurisdictions will have the primary responsibility of identifying traffic safety concerns. The RTPCs and the Authority will aid the local jurisdictions in identifying key regional safety issues related to the locally identified safety issues. The local jurisdictions, the RTPCs, and the Authority will then work collaboratively to establish RTOs to monitor the issues, and propose actions for achieving those objectives related to safety of the Contra Costa transportation system.

2.5 CLIMATE CHANGE

Transportation is responsible for about 40 percent of the greenhouse gas (GHG) emissions in California. The transportation system also is vulnerable to the effects of climate change, most notably rising tides, and more needs to be done to make the system resilient to these changes. Increasing opportunities for active transportation, transit use, advanced vehicle technology (electric cars and zero emissions vehicles), and better vehicle connectivity can all help to reduce GHG emissions.

The Authority has an explicit performance target of meeting the Governor's Executive Order B-16-12, which requires reduction in GHG emissions from transportation sources to 80 percent below 1990 levels by 2050. Furthermore, the 2017 CTP identifies the goal of managing growth to sustain Contra Costa's economy, preserve its environment, and support its communities.

Achieving climate change goals entails certain obligations that will be assigned to

local jurisdictions, transit agencies, and the RTPCs. The RTPCs and the Authority will identify key climate change issues, establish RTOs to monitor the issues, and propose actions for achieving those objectives.

2.6 TRANSPORTATION EQUITY

Over the past several years, it has become clear that we need to increase equity in our transportation systems. This means working to ensure that access to transportation resources is distributed fairly across socio-economic groups and geographically amongst the various populations in a service area. The Authority is committed to the principle of fairness, meaning benefits and burdens that occur from transportation investments should be equally distributed to all residents.

The 2017 CTP supports Plan Bay Area's equity targets for the RTP by seeking equitable transportation opportunities for all residents, including those living in Communities of Concern and for minority and low-income residents. In addition, the 2017 CTP identified the goal of managing growth to sustain Contra Costa's economy, preserve its environment and support its communities.

Increasing transportation equity entails certain obligations that will be assigned to local jurisdictions, transit agencies, and the RTPCs. the RTPCs and the Authority will identify key equity issues, establish RTOs to monitor the issues, and propose actions for achieving those objectives.

3 Action Plans

Measure J provides the basis for multijurisdictional planning, focusing on development of appropriate measures and programs to address regional traffic impacts and other key issues. The measure requires jurisdictions to participate in an ongoing cooperative multijurisdictional planning process to create a balanced, safe, and efficient transportation system and to manage the impacts of growth. Measure J also requires that each jurisdiction consider the impacts of its land use and development policies on the transportation system. These requirements are to be implemented, in part, through the development and implementation of Action Plans.

This Chapter discusses Action Plans in three parts:

1. A summary of the content of currently adopted Action Plans;
2. The planning process for updating Action Plans; and
3. The process for review, adoption and revision of the Plans.

Requirements for local compliance in relation to Action Plan implementation are listed in Chapter 8, Compliance and Compliance Reporting.

3.1 ACTION PLAN COMPONENTS

Action Plans are required to include the components listed here. The RTPCs may choose to include additional components.

1. **Long-range assumptions regarding future land use based on local general plans, consistent with regional forecasts.** The Authority maintains and updates a Land Use Information System (LUIS) that is consistent with the regional forecasts prepared by the ABAG and reflects local plans for future development. The RTPCs are to use the LUIS in the short- and long-range forecasts used in developing and updating the Action Plans.

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2. **Overarching goals that articulate the Authority’s vision for the future.**

These goals can be either qualitative or quantitative. They can also be corridor specific, or apply to the entire subregion. For example, a goal could be to improve trunk-line transit service along a specific corridor or to improve overall transit ridership within the entire subregion.

3. **Regional Transportation Objectives (RTOs) that use a quantifiable measure of effectiveness and include a target date for attaining the objective.** RTOs might include travel time, level-of-service, auto occupancy or transit ridership. (Table 2 on the following page gives specific examples). RTPCs are encouraged to identify RTOs that agencies can use as “thresholds of significance” in the CEQA process for a proposed development project or GPA. Objectives are to be consistent with the Authority’s adopted goals.

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4. **A set of actions to be implemented by each participating jurisdiction.**

Actions may include commitments to: 1) fund a specific project or program; 2) support one or more strategies; or 3) implement any number of measures, all of which work towards the achievement of the RTOs. These actions may be the same for each locality, or may vary. They may relate to capital improvements, fees, land use policy, TSM/TDM, transit service, or other programs and projects. Some actions may apply to more than one RTO because of the breadth of their impact. This is particularly likely in relation to land use measures.

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Table 2. Examples of Adopted RTOs and Corresponding Actions

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<i>Sample <u>RTO</u></i>	<i>Actions</i>
Maintain a delay index of 4.0 on Interstate 680	Continue to support investment in and implementation of HOV lanes on I-680 Continue to support planned improvements to the I-680/SR-4 interchange and to SR-4 Continue to work with Solano County to manage traffic in the I- 680 corridor Complete the I-680 HOV Express bus access study funded through Regional Measure 2

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Table 2. Examples of Adopted RTOs and Corresponding Actions

<i>Sample <u>RTO</u></i>	<i>Actions</i>
Maintain LOS E on Bailey Road, and LOS D on all other signalized suburban arterials	<p>Pursue development and completion of arterial projects, such as the widening of the Bailey Road/West Leland Road intersection</p> <p>Review and implement appropriate operational strategies originally recommended in the East County Commute Corridor Traffic Management Plan</p> <p>Coordinate with the California Highway Patrol to promote safer traffic operations, including facilitating enforcement</p>
Maintain a delay index of 3.0 or less on I-80 during weekday morning and evening peak hour	<p>Work with Solano County, Vallejo Transit, Caltrans, and MTC to obtain funding in Solano County for HOV lanes between I-80/I-680 and I-80/I-505, Park & Ride lots, ITS projects, and increased express bus service to the Bay Area</p> <p>Work with California Highway Patrol to encourage an increase in enforcement of HOV lane requirements for three-<u>peRTOn</u> carpools</p> <p>Identify full funding for the I-80 interchanges with San Pablo Dam Road, Central Avenue, and SR-4, including funding for long-term operations and maintenance</p>
Maintain a minimum average speed of 30 miles per hour on I-580	<p>Complete I-580 Eastbound/Westbound HOV Lane</p> <p>Pursue fifth eastbound through lane on I-580 from Santa Rita Rd to Vasco Rd</p> <p>Complete westbound I-580 auxiliary lane</p>
<u>Improve interjurisdictional travel on the Lafayette-Moraga Regional Trail</u>	<p><u>Monitor volumes of automobiles, bicycles, and pedestrians at crossings</u></p> <p><u>Monitor average trail user delay at major road crossings</u></p> <p><u>Monitor pedestrian or bicycle delay at major road crossings</u></p> <p><u>Monitor pavement condition over the entire trail</u></p>
<u>Increase participation in the Contra Costa TDM program</u>	<p><u>Develop TDM programs at k-12 schools and colleges to encourage carpooling, transit ridership, walking, and bicycling</u></p> <p><u>Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules, and telework</u></p> <p><u>Promote park-and-ride lot use to potential carpoolers, vanpoolers, and transit riders, including shuttle services</u></p>

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Table 2. Examples of Adopted RTOs and Corresponding Actions

<u>Sample <u>RTO</u></u>	<u>Actions</u>
<u>Frequency of pedestrian or bicyclist injuries along Class I and IV bike facilities</u>	<u>Complete the sidewalk to fill the gaps</u> <u>Coordinate cross-jurisdiction procedures/practices for traffic management during lane or road closure</u> <u>Examine adaptive signal timing</u> <u>Extend and connect existing pedestrian and bicycle facilities</u> <u>Install speed warning signs</u> <u>Increase pedestrian safety devices</u>
<u>Transportation for seniors and people with disabilities</u>	<u>Complete the sidewalk to fill the gaps</u> <u>Increase pedestrian safety devices</u> <u>Improve and expand existing services</u>
<u>Support the use, enhancement, and expansion of low emissions technologies</u>	<u>Support innovative approaches for the deployment of low emission technologies</u> <u>Support the construction of infrastructure needed for the expansion of low emission technologies such as vehicle charging stations</u> <u>Identify pedestrian infrastructure directly adjacent to high injury locations for improvement</u> <u>Pursue State funding for Communities of Concern to fund transit infrastructure projects</u>

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5. **Requirements for consultation on environmental documents among participating localities.** Projects and GPAs that exceed a specified threshold are subject to consultation requirements. The threshold size that triggers consultation requirements is specified in Chapter 4. Each RTPC may establish an alternative threshold provided its own requirements are as stringent as those contained in the CEQA guidelines and those established by the Authority. Furthermore, consultation on environmental documents should not be limited to neighboring jurisdictions; it should include affected RTPCs, and all localities upon which the project could have a significant impact. Chapter 4 provides further information regarding requirement.

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6. **Procedure for review of impacts resulting from proposed local GPAs have the potential to influence the effectiveness of adopted Action Plans.**

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Because the Action Plans will be based on land use assumptions reflecting local General Plans, GPAs may affect implementation of Action Plans. The Authority has adopted a process for notification and review of the impact of proposed GPAs. (See Chapter 4 for a more detailed description of the process.) Within the framework of adopted Authority policy, the Action Plans may outline in further detail how that process will be implemented for GPA's within the Action Plan area.

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7. **Schedule for the RTPCs and the Authority to review progress in attaining RTOs, and revision of Action Plans as needed.** The updated Action Plans will represent each RTPC's best efforts to develop projects and programs that will result in progress towards meeting objectives. Because of the difficulty of anticipating program effectiveness, the Action Plans should be reviewed periodically and revised as appropriate.

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3.2 ACTION PLAN UPDATES

The existing Action Plans focus primarily on capacity and performance on Roadway Routes of Regional Significance. This focus is beneficial in making transportation and land use decisions which improve the quality of roadways, however it ignores transportation priorities regarding non-automobile travel and non-infrastructure related issues. Therefore, the Authority has reoriented the GMP to focus not only on Roadway Routes of Regional Significance, but also to cover the other identified transportation priorities, namely non-motorized transportation, transit, safety, climate change, and equity.

Updated Action Plans will be developed by the RTPCs in cooperation with local jurisdictions. The Action Plan updates will include both corridor- level analysis of roadways, bicycle and pedestrian facilities, and public transit routes, as well as additional transportation priorities related to safety, climate change, and equity. The Action Plan updates are to include the existing conditions regarding each key topic area and the projected changes which would occur with adoption of the updated Action Plan. The update should include an evaluation of whether the previously adopted RTOs are being met. The update will follow the general guidelines and steps outlined below and illustrated in Figure 2.

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PRELIMINARY OBJECTIVES

Quantifiable RTOs are a required component of Action Plans. Objectives can be stated using various measures of effectiveness, such as travel time, average auto occupancy, number of bicycle and pedestrian facilities and/or collisions, transit patronage, reduction of GHG emissions, and accessibility improvements. Each objective will be quantifiable and will include a target date for attainment. When applicable, RTOs should be crafted to serve as a “threshold of significance” in a CEQA document. For example, an adopted objective might be: “Increase the number of biking and walking trips.” construction of a complete sidewalk and bike lane connecting to nearby bicycle and pedestrian infrastructure, incentives for commercial switching to active transportation modes, or switching to metered parking in commercial or mixed-use areas. When considering a GPA or major development project, the EIR would indicate whether the proposed action would exceed the threshold and the EIR would classify an exceedance as a significant impact on the environment.

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Deleted: Maintain a Delay Index of 2.5 on [name of Regional Route segment].” Actions corresponding to this type of objective might include construction of auxiliary lanes, a new park-and-ride lot, creation of high-occupancy vehicle (HOV) lanes, metering the flow of traffic onto the facility, and implementation of a focused TSM/TDM program.

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Ideally, RTOs would address transportation priorities in a manner that envisions improvement for each priority topic. In some cases, however, particularly with physical priorities regarding roadways, bicycle and pedestrian facilities, and transit, objectives may seek to maintain current service levels and/or conditions (a non-degradation standard such as a policy to maintain a bus route frequency minute intervals during peak commute hours). In the worst case, where projects now indicate significant deterioration related to a transportation priority, a Committee might choose to adopt an objective to limit the rate of degradation (slowing the release of GHG emissions which contribute to climate change).

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During the development of primary objectives, RTPCs that share designated roadway, non-motorized or transit Routes of Regional Significance should meet to coordinate their planning efforts. The updated Action Plans for different portions of the same Regional Route should have the same objectives.

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An RTPC may identify segments of Regional Routes — corridors or geographic areas — that are subject to a specific RTO. A geographically-specific RTO may be used to address the following conditions:

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1. **Accommodation of TOD:** Areas where Transit Oriented Development exists or is planned may need special consideration with regard to RTPCs that are oriented towards reducing VMT. These TOD areas may be

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identified in the Action Plan as being subject to alternative RTOs that differ from a corridor-level RTO.

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2. **Accommodation of Infill Development:** One of the objectives of the GMP is to support infill and redevelopment in existing urban and brown- field areas. Measure J established the CC-TLC program to strengthen existing communities through infill development. However, infill development may have localized impacts. RTOs may be used to encourage effective use of the CC-TLC program, and support the GMP ULL requirement.

Deleted: traffic impacts because adjacent regional routes may already carry heavy traffic volumes. MTSOs...

3. **Adopted or Proposed Traffic Management Programs:** Traffic Management Programs (TMPs) may involve managing the movement of vehicles in locations where such movement could pose a threat of collision, injury, or death. Alternative RTOs may be identified where TMPs intended to improve over- all system performance are proposed or have been established. Such RTOs could include prioritizing HOV or bus-only lanes.

Deleted: metering that controls downstream traffic levels and encourages temporal, spatial, or modal diversion. Alter- native MTSOs

4. **Conflict(s) with Regional, Statewide, or Federal programs:** Examples of these types of programs include congestion pricing, high-occupancy/toll (HOT) lanes, toll collection, and freeway ramp metering. In the case where an RTO is adversely affected by such programs, the RTPC may specify a different RTO.

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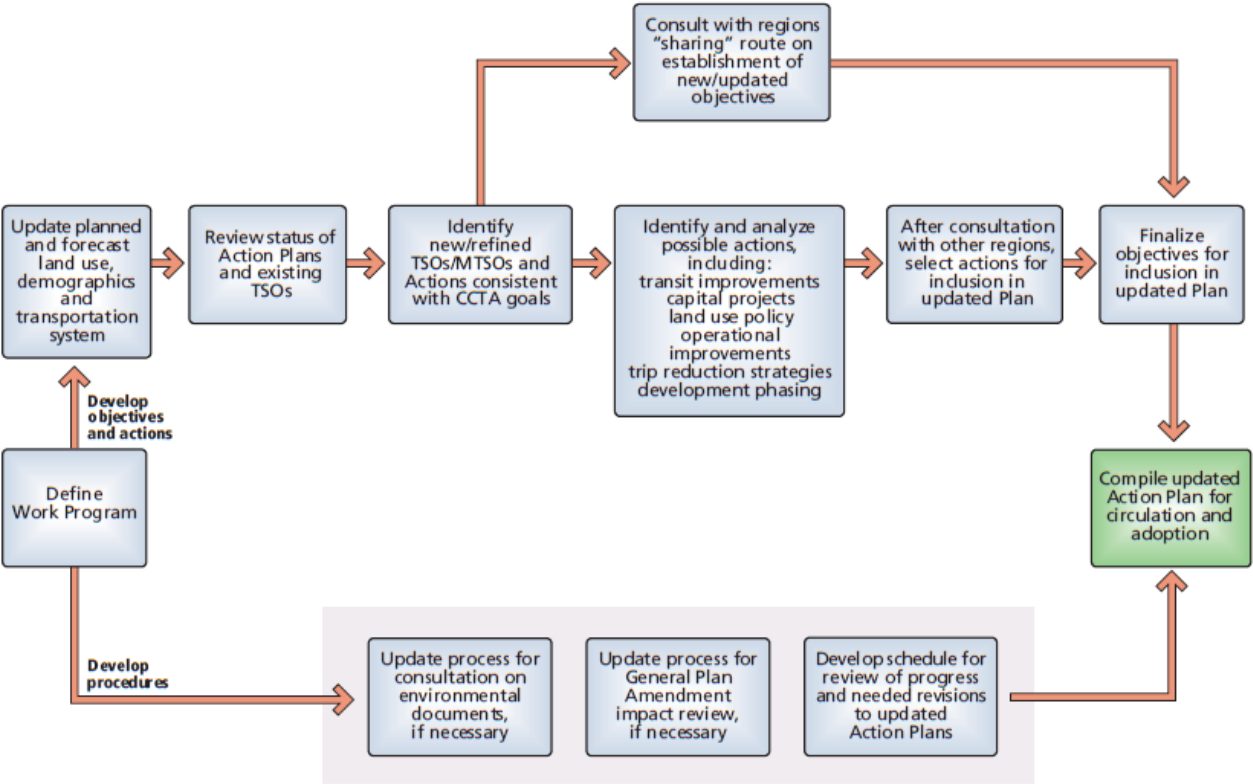


Figure 2
Action Plan Update Process

May 4, 2007

Revised — July xx, 2020

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ACTION PLAN ACTIONS, MEASURES & PROGRAMS

Evaluation of candidate actions, measures, and programs will be based on the evaluation of baseline conditions and projections of future conditions assuming approved development, improvements in adopted capital improvements plans, and planned development consistent with local General Plans, and should take into account environmental and financial considerations. Travel demand forecasts will be prepared using the Authority's Countywide Model.

Since action policies are to be implemented by the local jurisdictions, each locality should review and be in agreement with proposed actions that the RTPCs develop. The actions, programs, and measures will be included in the updated Action Plan, with responsibilities assigned to the acting party. In some cases, one action will be suitable for implementation by several or all jurisdictions, and acceptable to all. In others, actions may be unique to a single jurisdiction. As part of the Action Plan update process, specific actions to improve conditions on the roadway, non-motorized and transit Routes of Regional Significance will be considered for adoption, as will be actions to address safety, climate change, and equity. The assignment of action policies should be limited to the involved parties who have representation on the RTPC.

Examples of actions to be considered and/or analyzed in the Action Plan for feasibility and effectiveness in attaining RTOs include:

Land Use Policy

1. Modifications to allowable densities or set minimum densities for newly developing areas or infill areas where redevelopment is anticipated
2. Changes to location of planned land uses (new or redeveloped) to reduce impacts on Regional Routes
3. Conditions for development approvals on progress in attaining RTOs
4. Establishing standards and incentives for TOD that will improve transit ridership

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Capital Projects

1. Construction of new roads, transit facilities, electric vehicle infrastructure, or pedestrian, bicycle, or trail facilities
2. Arterial or freeway improvements
3. HOV/HOT lane construction or facilities for “open road” tolling or congestion zone pricing
4. Adding turn lanes
5. Traffic calming features (e.g. curb bulbs, raised intersections, traffic circles/mini-roundabouts, median barriers, semi-diverters or diagonal diverters)

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Operational and Safety Improvements

1. Traffic signal coordination
2. Traffic Management Programs
3. Integrated Corridor Management projects that deploy intelligent transportation system technologies such as adaptive ramp metering, signal timing, variable speed control, transit (and active transportation mode) pre-emption, and improved incident detection
4. Revisions to transit routes and schedules
5. Augmentation of bus service
6. Accommodation of HOVs/HOTs and EVs
7. Traffic calming measures
8. Bicycle and pedestrian safety devices

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Revised — July xx, 2020

Trip Reduction Programs

1. Expanded TDM/TSM requirements within a corridor
2. Focused ridesharing or car sharing campaigns
3. Parking maximums and charges (including incentivizing EV infrastructure)
4. Casual carpooling

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Institutional and Intergovernmental Programs

1. Coordinated efforts to attract state and federal funding for projects in the County
2. Communication and cooperation with jurisdictions in adjacent counties
3. Regional measures implemented through the Bay Area Partnership.

Equity Programs

1. Augmentation of existing programs and policies (including those with a transit and land use focus) to integrate equity components.
2. Examination of funding distribution to ensure equitable division of local and regional transportation planning resources.
3. Pursuit of state and federal funding to finance capital projects, operational improvements, trip reduction programs, and institutional programs for low-income and minority households.
4. Incorporation of equity component into project prioritization and selection criteria.

Following evaluation of new action policies, the RTOs will be finalized. When fully implemented, the actions, measures, and programs should result in achievement of the objectives, i.e., it should be reasonable to expect that if actions are implemented, the objectives will be achieved. A jurisdiction, however, may still be in compliance with the GMP even if the objectives are not met.

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WORK PROGRAM

The overall approach to updating the Action Plans includes the following specific tasks.

- Data collection
- Assess status of Action Plan, and identify issues and potential changes Deleted: action plan
- Identify new or refined RTOs and actions Deleted: MTSOs
- Assess proposed changes
- Assess procedures for review and mitigation
- Prepare draft Action Plan Update
- Adopt final Action Plan Update

A model work program for an Action Plan Update is shown in Appendix C.

PROCEDURES

In addition to identifying RTOs and action policies, the updated Action Plans Deleted: MTSOs the procedures outlined in this Guide, and specify any refinements to them, including:

- **Requirements for consultation on environmental documents:** The RTPC may set a threshold that is lower than the Authority threshold specified in Chapter 4; Deleted: Section
- **Requirements for the review of impacts of local GPAs that meet the specified threshold for vehicle trip generation:** Again, a lower threshold for review may be specified; and Deleted: General Plan amendments
- **A schedule for review by the RTPC and the Authority of progress in attaining objectives:** Generally, a two-to-four year review cycle is envisioned. Deleted: Regional Committee

See items 5, 6 and 7 in Section 3.1 above for discussion of these procedures.

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3.3 REVIEW, ADOPTION, AND REVISION OF UPDATED ACTION PLANS

The Action Plan update process relies on planning by the RTPCs, consistent with Measure J, which notes that jurisdictions will “participate in the Authority’s ongoing countywide comprehensive transportation planning process...” Because Action Plans must work together to serve all transportation needs in the county, the Action Plan update process involves all jurisdictions in the county in the review process through the RTPCs. The overall process for the review, adoption, and revision of Action Plans is described below.

- a. Proposed updated Action Plan is circulated to all other RTPCs.

Some circulation of proposed policies will have occurred during development of the Action Plan updates to establish common objectives for regional roadway, non-motorized and transit networks, safety, climate change, and equity. However, formal circulation of the proposed updated Action Plans will occur after full agreement on the Plans is reached by the originating RTPC.

- b. Each RTPC is asked to comment on proposals, clearly identifying those proposals which it opposes and seeks to have changed by the originating RTPC.

Because their responses will influence the approval process, RTPCs are asked to clearly differentiate between policies that are supported, those that are not supported but not strongly opposed, and those that are strongly opposed.

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- c. The originating RTPC modifies its proposed objectives and action policies as appropriate following receipt of comments by other committees, and submits its proposal with comments from other committees to the Authority.

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The RTPC may choose not to respond to comments received, but to advise the Authority, through its conflict resolution process, to determine what policies should prevail. Direct communications between RTPCs, through joint meetings or other forums, will be helpful in preparing revisions.

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- d. The Authority acts on proposed objectives, actions, and procedures.

Where consensus has been reached among members of the RTPC and other Committee has expressed objections to any of the policies, the Authority will accept the objectives and action policies as proposed. Where another committee or committees oppose some portion of the updated Action Plan, the Authority will determine which objectives and action policies are to be included as conditions of compliance with the GMP. In addition, the Action Plan procedures for consultation and review of EIRs and GPAs are reviewed for consistency with Authority policies.

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- e. Local implementation of actions adopted by the Authority and the RTPCs based on conditions of local compliance with the GMP. (See Chapter 8 for greater detail.) Compliance is tied only to local implementation of action policies, and not to achievement of RTOs.

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Local jurisdictions will report on implementation of the set of actions identified in the adopted Action Plan through the biennial GMP checklist. One locality's compliance with the GMP cannot be judged based upon the unwillingness of another locality to participate in the process.

- f. A periodic review will be initiated by the RTPC and submitted to the Authority. The review will be based on the Authority's RTO monitoring on roadway, non-motorized and transit Regional Routes, and on issues regarding safety, climate change, and equity.

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Revised — July xx, 2020

Consistent with the schedule for revision in the updated Action Plan, the RTPC and the Authority will periodically review progress in attaining objectives. If satisfactory progress is observed by the RTPC and the Authority, implementation of the updated Action Plan will continue. If progress has not been satisfactory, a revision of the Action Plan may be necessary. The revision process will require circulation and submittal of the proposed Action Plan as discussed in Section 3.2.

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- g. *Revision of updated Action Plans may be required to respond to GPAs that would allow more development than anticipated by regional projections for population and job growth. This is because such unanticipated development could result in cumulative impacts that would adversely affect efforts to achieve and maintain RTOs or conflict with implementation of adopted actions.*

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As outlined in Chapter 4, the Authority has an adopted GPA review process that requires consultation between the responsible agency proposing the GPA and the affected RTPC. This consultation process could result in proposed revisions to the adopted Action Plan. RTPCs should avoid watering down RTOs during the revision process. Revisions may increase local commitments to actions needed as a result of GPAs or otherwise modify the approach to be taken to meeting objectives. Action Plan revisions that are made in response to a local jurisdiction's GPA should be based upon a consensus reached between the jurisdiction proposing the GPA, and the affected RTPC.

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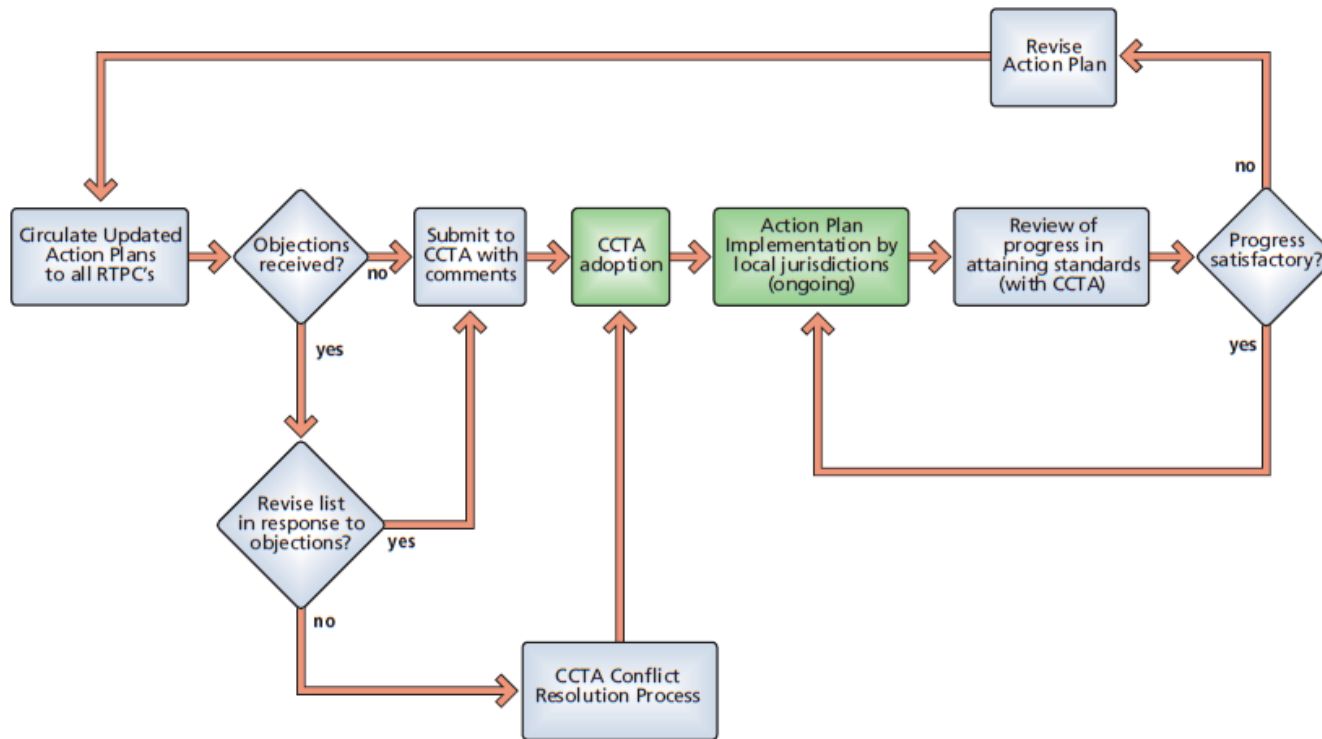


Figure 3

Circulation, Review and Adoption of Updated Action Plans

May 4, 2007

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APPENDIX E:

STEPS FOR DESIGNATING ADDITIONAL ROUTES OF REGIONAL SIGNIFICANCE

New Routes of Regional Significance in each sub-area of Contra Costa may be identified as time progresses, and may include roadways, non-motorized transportation infrastructure (bikeways and/or pedestrian facilities), or components of the regional transit system. An RTPC, with concurrence of the Authority, may designate additional facilities as Routes of Regional Significance if they are determined to meet one or more of the following criteria:

- A. Connects two or more “regions” of the County.
- B. Crosses county boundaries.
- C. Carries a significant amount of through-traffic, where the threshold for a “significant amount” might be specified by the RTPC).
- D. Provides access to a regional highway or transit facility (e.g., a BART station or freeway interchange)?

The process for designating additional Routes of Regional Significance is as follows:

1. Proposed additional Routes are circulated to the other RTPCs for their comments, and then returned to the originating RTPC. The RTPCs are asked to respond to each item on the list, clearly identifying any proposals that are opposed by the full RTCP.
2. As appropriate, the originating RTPC may modify its proposal.
3. Each jurisdiction approves the proposal prepared by its RTPC.
4. The RTPC submits its proposal and comments from the other RTPCs to the Authority. The RTPC may submit any supplementary data or explanation that is appropriate.
5. The Authority updates its list of Routes of Regional Significance based on submittals. Facilities on proposed lists that are supported by all of the RTPCs will be included in the updated list.

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This process is summarized in Figure E-1

Unlike the Congestion Management Program, where designation of a CMP route is irrevocable, the Authority allows RTPCs to recommend reversing a prior designation. An RTPC may, subject to Authority approval, propose that the Authority rescind a previous Regional Route designation by following the same process as outlined above. Rescission of a designated route may be justified if new, parallel facilities have been constructed that significantly change the responses to the questions posed in Step 1 above. The final decision on whether to reverse a prior designation rests with the Authority.

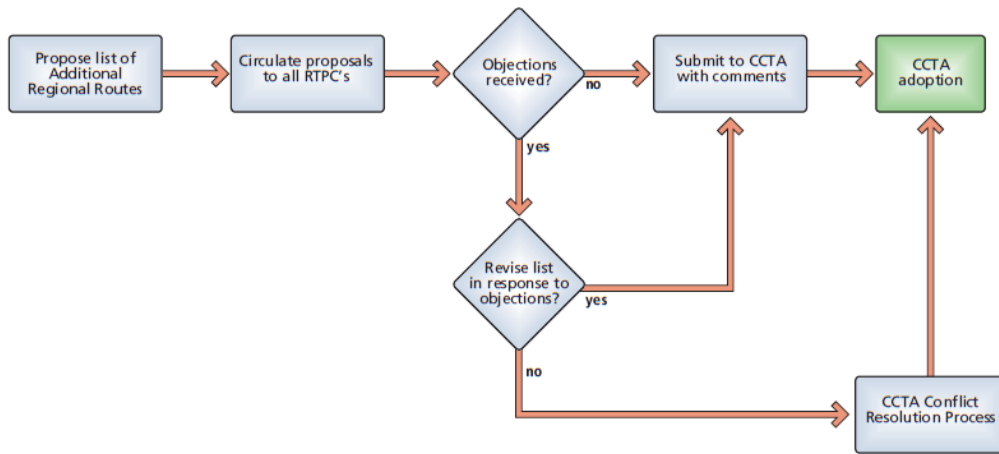


Figure 1
Process for Designation of
Additional Regional Routes

May 4, 2007

TRANSPAC Board Meeting *STAFF REPORT*

Meeting Date: October 16, 2020

Subject:	E-BUILDER PILOT IMPLEMENTATION SUPPORT PARTNERSHIP
Summary of Issues	<p>The Contra Costa Transportation Authority (CCTA), in collaboration with partner agencies, is tasked with delivering transportation projects to meet its commitments to Contra Costa County. Project delivery comes with various challenges related to collaboration and communications as well as sharing information in an accurate and timely manner to support project partners and CCTA Board level decisions. The CCTA is seeking to expand its implementation of the e-Builder Project Management Information System, a web based project management tool, to implement a standardized Project Management environment for certain projects that include Measure J funding support. CCTA is requesting input and participant volunteers. CCTA staff presented information on this item in September to the TRANSPAC TAC. The staff from the City of Clayton and City of Martinez volunteered to work with CCTA staff to implement the further use of the eBuilder system. CCTA staff will provide additional information at the meeting.</p>
Recommendations	None – For information only.
Financial Implications	No TRANSPAC financial implications
Attachment(s)	A. CCTA “e-Builder Pilot Implementation Support Partnership” Memo



CONTRA COSTA
**transportation
authority**

COMMISSIONERS

Robert Taylor, Chair

Julie Pierce,
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

Teresa Gerringer

Federal Glover

Loella Haskew

David Hudson

Karen Mitchoff

Kevin Romick

Randell H. Iwasaki,
Executive Director

Subject: e-Builder Pilot Implementation Support Partnership

The Contra Costa Transportation Authority (Authority), in collaboration with partner agencies, is tasked with delivering transportation projects to meet its commitments to Contra Costa County. Project delivery comes with various challenges related to collaboration and communications as well as sharing information in an accurate and timely manner to support project partners and Authority Board level decisions.

The Authority seeks to expand its implementation of e-Builder Project Management Information System (PMIS), consistent with the goal to utilize a collaborative and standardized Project Management (PM) environment and promote a wider adoption of the platform among Regional Transportation Planning Committees (RTPCs), California Department of Transportation (Caltrans), and Authority staff. We seek to leverage the benefits of using standardized PM processes built into e-Builder by assisting partner agencies in implementing and using e-Builder for capital projects funded by Measure J or delivered in coordination with the Authority.

The Authority is in the process of developing a plan to solicit and select volunteer RTPCs, cities, and towns to support a one-year pilot implementation of e-Builder for use by selected jurisdictions.

As one of the Authority's key partners, we would like to engage with you in a dialogue regarding your interest in participating in this initiative, and request that you provide us with information regarding your PM and collaboration needs. We will collect and analyze your comments and business requirements to evaluate efficiencies and benefits that we can utilize in using a centralized PMIS tool like e-Builder on projects. Authority staff will provide information in the areas listed below:

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

1. Information Sharing Hub	<ul style="list-style-type: none">• Share documents and other information with project team members, stakeholders and the Authority to foster team collaboration
2. Centralized Document Repository	<ul style="list-style-type: none">• Access current and part version of project documents from a centralized location
3. Financial Planning, Budgets and Funding	<ul style="list-style-type: none">• Collaborate with project team members in planning and monitoring project financials
4. Using Standardized and Best Practice PM Methodology and Business Processes	<ul style="list-style-type: none">• Use of automated workflows built on best practices to standardize on ways of doing business and monitoring task completion
5. Standardized Reporting	<ul style="list-style-type: none">• Establish regimen of reporting including scheduling of report update tasks, standardizing report formats and automating report generation

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TRANSPAC BOARD Meeting *STAFF REPORT*

Meeting Date: October 16, 2020

Subject:	511 CONTRA COSTA PROGRAM – ELECTRONIC BICYCLE (E-BIKE) REBATE PILOT PROGRAM
Summary of Issues	On October 1 st , 2020, 511 Contra Costa launched the E-Bike Rebate Pilot Program offering Contra Costa residents up to a \$300 dollar reimbursement for purchasing a qualifying e-bike. 511 Contra Costa is requesting assistance to share information about the program.
Recommendations	None – For information only.
Financial Implications	No TRANSPAC financial implications
Attachment(s)	A. Bicycle Rebate Pilot Program Press Release B. Electronic Bicycle Rebate Pilot Program Fact Sheet

Background

511 Contra Costa is offering a limited number of rebates of \$150 (or \$300 for residents with low income) for the purchase of new e-bikes. The purpose of the program is to reduce greenhouse gas emissions and improve local traffic conditions by replacing car trips with e-bike trips. The E-Bike Rebate Pilot Program aims to increase the use of e-bikes in Contra Costa by lowering the purchase cost for residents and sparking community interest in e-bike adoption.

Residents from each City and unincorporated areas of Contra Costa are invited to apply. Rebates will be offered on a first come, first served basis until the funding is exhausted.

511 Contra Costa is requesting assistance to share information about the program. Please contact Kirsten Riker (511 Contra Costa) if you would like additional information.

Electric Bicycle Rebate Pilot Program Launches in Contra Costa County

Earn Cash Back for Qualifying E-Bike Purchases

FOR IMMEDIATE RELEASE:

Thursday, October 1, 2020

CONTACTS:

Linsey Willis
Director of External Affairs, CCTA
925.256.4728
lwillis@ccta.net

Kirsten Riker
Project Manager, 511 Contra Costa
925.393.4807
kriker@511contracosta.org

ISSUED BY:



CONTRA COSTA
transportation
authority



Walnut Creek, CA: Residents of Contra Costa County can now receive cash rebates for new electric bicycles (e-bikes) through a pilot program launched by 511 Contra Costa (511CC).

A limited number of \$150 rebates (\$300 for low income residents) are available for residents of each Contra Costa city to assist in the purchase of e-bikes, e-bike conversion kits, and electric mopeds (with a maximum speed less than 30 mph). E-bikes are clean fuel vehicles that provide riders with an excellent alternative to driving when traveling short to medium distances on local streets.

“We’re proud to partner with 511 Contra Costa on this effort”, states Contra Costa Transportation Authority Executive Director Randell Iwasaki. “E-bikes offer several key benefits as an alternative to driving - they reduce congestion, reduce greenhouse gas emissions, eliminate parking dilemmas, and can help bridge those first and last mile trips to transit – plus they are just really cool.”

Post purchase rebates are available for county residents who purchase e-bikes on or after October 1, 2020, and will be distributed on a first come, first served basis.

“One of our goals is to introduce Contra Costa residents to this energy efficient mode of transportation by helping to reduce costs and raising awareness about the benefits of e-bikes in their communities,” said [Kirsten Riker](#), Project Manager, 511CC.

The Contra Costa Transportation Authority's local Measure J sales tax is the funding source for this program and others like it to encourage alternatives to the single occupant vehicle. To learn more, visit 511CC.org/rebate for information about rules, resources, and current rebate availability by city.

Electric Bicycle Rebate Pilot Program Launches in Contra Costa County

About 511 Contra Costa

511 Contra Costa is a county-wide program that strives to reduce traffic congestion and improve air quality by providing the public with information, resources, and tools that promote mobility options beyond driving alone. More information is available at www.511contracosta.org.

About The 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 staff of twenty people managing a multi-billion-dollar suite of projects and programs, CCTA is responsible for planning, funding and delivering transportation infrastructure projects and programs throughout the County. CCTA also serves as the county's designated Congestion Management Agency, responsible for putting programs in place to manage traffic levels. More information about CCTA is available at ccta.net.

###



Contact

511 Contra Costa | Kirsten Riker, Project Manager | 925-393-4807 | kriker@511contracosta.org
Contra Costa Transportation Authority | Linsey Willis, Director, External Affairs
 925-256-4728 | lwillis@ccta.net

What

Limited number of cash rebates of \$150 (or \$300 for residents with low income) are available for the purchase of new electric bicycles (e-bikes), e-bike conversion kits, and electric mopeds. E-bikes are clean fuel vehicles that provide the rider with pedal assistance from an electric motor with a rechargeable battery.

Why Now, Why E-Bikes

The purpose of this Program is two-fold: to reduce greenhouse gas emissions that cause global warming and to reduce local traffic congestion by replacing car trips with e-bike trips. E-bikes are much less expensive than cars and provide a similar level of personal travel independence; they allow for physical distancing during COVID and create zero-emissions. They are easy to use for adults of all ages and fitness levels. Compared to traditional bicycles, e-bikes require much less physical effort and can be ridden longer distances in less time. E-bikes can provide an excellent (and fun) commute alternative to driving alone or hailing an Uber/Lyft vehicle for travel to local destinations such as work, volunteer activities, classes, errands, transit centers, and social outings. The E-Bike Rebate Pilot Program aims to increase the adoption rate of e-bikes in Contra Costa in two ways: by lowering the purchase cost barrier for participants, and by creating a group of “e-bike ambassadors” whose visibility in the community will spark grassroots interest from neighbors and friends, effectively normalizing the mode beyond the limits of the Program.

Who & When

511 Contra Costa seeks adult participants from each city and unincorporated community of Contra Costa County to apply for rebates for e-bikes purchased on or after October 1, 2020. Rebates will be available on a first come, first served basis and will last until funding is exhausted.

Low Income = Larger Rebate

50% of Program funds are reserved for county residents with total household incomes of less than or equal to 400% of the Federal Poverty Level.

Low-Income Qualification 400% of 2020 Federal Poverty Guidelines	
Household Size	Max. Total Income
1	\$51,040
2	\$68,960
3	\$86,880
4	\$104,800
5	\$122,720
6	\$140,640
7	\$158,560
8	\$176,480





Funding Source & Distribution Formula

Program funding comes from the local Measure J half cent sales tax that supports programs to encourage alternatives to the single occupant vehicle. As such, rebate funding has been allocated to the county’s four subregions (West, Southwest, Central, and East) according to the schedule outlined in the [Measure J Transportation Sales Tax Expenditure Plan](#). To ensure an equitable distribution of public incentives, rebates have been reserved for residents of each city (and unincorporated areas) by total population within the four subregions.



Rebates by Region & City

Rebates are reserved for residents of each city and unincorporated area of the county and will be awarded on a first come, first served basis. A running total of available rebates by city will be updated daily on 511CC.org/rebates.

CENTRAL 	Rebate	City	# Rebates Available
	\$300 Low Income	Any CENTRAL jurisdiction	48
	\$150 Standard	Clayton	4
		Concord	40
		Martinez	11
		Pleasant Hill	10
		Walnut Creek	22
		Unincorporated Areas	9
EAST 	Rebate	City	# Rebates Available
	\$300 Low Income	Any EAST jurisdiction	48
	\$150 Standard	Antioch	33
		Brentwood	18
		Oakley	12
		Pittsburg	21
		Unincorporated Areas	12
SOUTHWEST 	Rebate	City	# Rebates Available
	\$300 Low Income	Any SOUTHWEST jurisdiction	30
	\$150 Standard	Danville	12
		Lafayette	7
		Moraga	5
		Orinda	5
		San Ramon	23
		Unincorporated Areas	8
WEST 	Rebate	City	# Rebates Available
	\$300 Low Income	ANY WEST jurisdiction	40
	\$150 Standard	El Cerrito	8
		Hercules	8
		Pinole	6
		Richmond	38
		San Pablo	10
		Unincorporated Areas	7

How to Apply

Interested residents should check 511CC.org/rebate for complete Program information, rules, resources, and current rebate availability by city.

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TRANSPAC Board Meeting *STAFF REPORT*

Meeting Date: October 16, 2020

Subject:	TRANSPAC QUARTERLY FINANCIAL REPORTS
Summary of Issues	The TRANSPAC JPA calls for the reporting of certain financial information on a quarterly basis. This report contains a summary of the amount of funds held, receipts and expenses of TRANSPAC for FY 2019/20 for the period ended June 30, 2020. The attached information also includes additional financial information including the FY 2019/20 expenses relative to the budget as well as the detail of the FY 2019/20 Gray Bowen Scott expenses with detail regarding Managing Director and Clerk of the Board tasks.
Recommendations	None - For information only
Attachment(s)	A. TRANSPAC Quarterly Financial Report for period ending June 30, 2020 B. TRANSPAC FY 2019/20 Expenditures Summary C. TRANSPAC Gray Bowen Scott Contract Invoice Summary

REPORT.: 10/07/20
RUN....: 10/07/20
Run By.: ROSS

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

PAGE: 001
ID #: GLBS
CTL.: PLE

Ending Calendar Date.: June 30, 2020 Fiscal (12-20)

Assets

			Acct ID
TRANSPAC CASH BAL.ADJ.	534.64	85	1010 9999
TRANSPAC INVESTMENT IN LAIF	362,734.15	85	1060
TRANSPAC INTEREST REC'BLE AT YEAR END	1,223.92	85	1250
Total of Assets ---->		364,492.71	364,492.71

Liabilities

			Acct ID
TRANSPAC WORKING PAYABLES	59,345.75	85	2000
TRANSPAC MISC PAYABLES	10,000.00	85	2350
Total of Liabilities ---->		69,345.75	

FUND Balances

			Acct ID
TRANSPAC RESTRICTED FUND BALANCE	278,556.40	85	2812
CURRENT EARNINGS	16,590.56		
Total of FUND Balances ---->		295,146.96	364,492.71

REPORT.: 10/07/20
RUN....: 10/07/20
Run By.: ROSS

CITY OF PLEASANT HILL
Balance Sheet Report
FUND 85 - TRANSPAC

PAGE: 002
ID #: GLBS
CTL.: PLE

Ending Calendar Date.: June 30, 2020 Fiscal (12-20)

Assets

1010	9999	CASH BAL.ADJ.	534.64	
1060		INVESTMENT IN LAIF	362,734.15	
1250		INTEREST REC'BLE AT YEAR END	1,223.92	

Total of Assets ---->			364,492.71	364,492.71
				=====

Liabilities

2000		WORKING PAYABLES	59,345.75	
2350		MISC PAYABLES	10,000.00	

Total of Liabilities ---->			69,345.75	

FUND Balances

2812		RESTRICTED FUND BALANCE	278,556.40	
		CURRENT EARNINGS	16,590.56	

Total of FUND Balances ---->			295,146.96	364,492.71
				=====

City of Pleasant Hill

FY2019/20 Income Statement Summary by Quarter

Accounting Structure:

Fund	Department or Revenue Code	Expense Code
XX	XXXX	XXXX

FUND:85 Name :TRANSPAC

Revenue	Description	Revenue Description	Activity in 1st Quarter	Activity in 2nd Quarter	Activity in 3rd Quarter	Activity in 4th Quarter	YTD thru 6/30/2020
DEPT Id	OBJ Id						
3510		INTEREST REV		1,858.39	3694.29	1,223.92	\$ 6,776.60
4570		CONTRIB FROM OTHER AGENCIES	-	32,927.00	192,073.00		\$ 225,000.00
Total Revenue ----->							\$ 231,776.60

Expense	Description	Expense Description					
DEPT Id	OBJ Id						
7085	0100	SALS-PERMANENT	-	45,220.11	18,920.48	132,908.20	\$ 197,048.79
7085	1110	OUTSIDE CONSL/LITG	-				\$ -
7085	1140	AUDITING SVCS	-	2,000.00	2,250.00		\$ 4,250.00
7085	1198	CONSULTANT/OTHR	-				\$ -
7085	1300	CONTRACTUAL SVC	-	568.75	355.00	107.50	\$ 1,031.25
7085	1486	MAINT	-			10,000.00	\$ 10,000.00
7085	2400	POSTAGE	-				\$ -
7085	4200	SUPLS/OPERATING	-				\$ -
7085	6800	ADMIN OVERHEAD	-	2,856.00			\$ 2,856.00
7085	6905	CONTINGENCIES	-				\$ -
Total Expense ----->							\$ 215,186.04
Net Rev/(Exp)							\$ 16,590.56

TRANSPAC 2019-2020 - Expenditure Status							
EXPENDITURES							
				2019-2020 BUDGET		2019/2020 EXPENDITURES	Notes
Managing Director / Admin Support Contract (time and material based expenses) (includes printing, postage & supplies)				\$ 230,000		\$ 193,149	84.0%
Legal Services - expenses would be incurred on a time and material basis				\$ 5,000		\$ -	0.0%
Web Site - Maintain / Enhance (time and material based expenses)				\$ 10,000		\$ 1,031	10.3%
Audit Services				\$ 5,000		\$ 4,250.00	85.0%
City of Martinez - Pacheco Transit Hub / Park & Ride Lot Maintenance				\$ 10,000		\$ 10,000.00	100.0%
Subtotal				\$ 260,000		\$ 208,430.03	80.2%
Pleasant Hill City/Fiscal Administration				\$ 3,000		\$ 2,856.00	95.2%
Subtotal				\$ 3,000		\$ 2,856.00	95.2%
Costs subtotal				\$ 263,000		\$ 211,286.03	80.3%
Contingency				\$ 24,557		\$ -	0.0%
Project Reserve - This line represents the budget to fund the I-680 / Monument Blvd. Bicycle and Pedestrian Improvement Feasibility study. TRANSPAC entered into an agreement with CCTA to procure a consultant. Fehr and Peers was selected. With the CCTA focus on TEP in Spring and Summer of 2019, the initiation of the contract was delayed. Staff met with CCTA and Fehr in Peers in November 2019 to reinstate the contract. The CCTA has incurred expenses that have not been invoiced to TRANSPAC. Unexpended funds from FY 2019/2020 will carry over to FY 2020/2021.				\$ 215,999		\$ 3,900.00	1.8%
Total				\$ 503,556		\$ 215,186	
REVENUES							
				2019-2020			
Member Agency Contributions				\$ 225,000		\$ 225,000	100.0%
Carryover Balance				\$ 62,558		\$ 62,558	100.0%
Interest Earned						\$ 6,777	
Project Reserve Carryover Balance				\$ 215,999		\$ 215,999	100.0%
Total				\$ 503,556.40		\$ 510,333	101.3%
31-Aug-20							

TRANSPAC Gray Bowen Scott Contract Invoice Summary

- GBS Managing Director / Clerk of the Board Contract
 - Contract amendment including the Clerk of the Board task approved by TRANSPAC on November 14, 2019

TRANSPAC Managing Director Contract Summary						
			BY CURRENT BUDGET YEAR (July 2019 to June 2020)			
			Monthly Invoices	Cumulative Expense	Percent of Contract Expenses	Percent of Time
Jul	2019		\$ 17,869	\$ 17,869	7.8%	8.3%
Aug	2019		\$ 18,920	\$ 36,789	16.0%	16.7%
Sep	2019		\$ 11,594	\$ 48,383	21.0%	25.0%
Oct	2019		\$ 15,123	\$ 63,507	27.6%	33.3%
Nov	2019		\$ 14,351	\$ 77,858	33.9%	41.7%
Dec	2019		\$ 17,665	\$ 95,523	41.5%	50.0%
Jan	2020		\$ 12,158	\$ 107,681	46.8%	58.3%
Feb	2020		\$ 17,091	\$ 124,772	54.2%	66.7%
Mar	2020		\$ 13,073	\$ 137,845	59.9%	75.0%
Apr	2020		\$ 15,224	\$ 153,069	66.6%	83.3%
May	2020		\$ 20,905	\$ 173,974	75.6%	91.7%
Jun	2020		\$ 19,175	\$ 193,149	84.0%	100.0%
Total			\$ 193,149			
			FY 2019-2020 Budget			
			\$ 230,000			
			Balance of the Budget			
31-Jul-20			\$ 36,851			

TRANSPAC Gray Bowen Scott Contract Invoice Summary – FY 2019/2020

Jul-19 to Sep-19						
Jul-19 to Sep-19						
	Man. Dir.		Clerk Tasks		Total	
TRANSPAC Meetings	\$ 5,109.00	12.7%	\$ -	0.0%	\$ 5,109.00	10.6%
Other Meetings	\$ 3,930.00	9.8%	\$ -	0.0%	\$ 3,930.00	8.1%
Support (Regular Items)	\$ 20,370.50	50.5%	\$ -	0.0%	\$ 20,370.50	42.1%
Support (Other Items)	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
Administration	\$ 1,179.00	2.9%	\$ -	0.0%	\$ 1,179.00	2.4%
Other Tasks	\$ 9,694.00	24.1%	\$ 6,375.00	78.9%	\$ 16,069.00	33.2%
Clerk Administration	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
Clerk Pre-Meeting	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
Clerk Post-Meeting	\$ -	0.0%	\$ 1,200.00	14.9%	\$ 1,200.00	2.5%
ODCs	\$ 23.75	0.1%	\$ 502.11	6.2%	\$ 525.86	1.1%
TOTAL	\$ 40,306.25	100%	\$ 8,077.11	100%	\$ 48,383.36	100%
Oct-19 to Dec-19						
Oct-19 to Dec-19						
	Man. Dir.		Clerk Tasks		Total	
TRANSPAC Meetings	\$ 3,799.00	9.5%	\$ 2,325.00	33.1%	\$ 6,124.00	13.0%
Other Meetings	\$ 2,096.00	5.2%	\$ -	0.0%	\$ 2,096.00	4.4%
Support (Regular Items)	\$ 20,567.00	51.3%	\$ -	0.0%	\$ 20,567.00	43.6%
Support (Other Items)	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
Administration	\$ 4,454.00	11.1%	\$ -	0.0%	\$ 4,454.00	9.4%
Other Tasks	\$ 9,170.00	22.9%	\$ 75.00	1.1%	\$ 9,245.00	19.6%
Clerk Administration	\$ -	0.0%	\$ 112.50	1.6%	\$ 112.50	0.2%
Clerk Pre-Meeting	\$ -	0.0%	\$ 2,025.00	28.8%	\$ 2,025.00	4.3%
Clerk Post-Meeting	\$ -	0.0%	\$ 2,125.00	30.2%	\$ 2,125.00	4.5%
ODCs	\$ 26.78	0.1%	\$ 364.52	5.2%	\$ 391.30	0.8%
TOTAL	\$ 40,112.78	100%	\$ 7,027.02	100%	\$ 47,139.80	100%
Jan-20 to Mar-20						
Jan-20 to Mar-20						
	Man. Dir.		Clerk Tasks		Total	
TRANSPAC Meetings	\$ 3,500.00	11.0%	\$ 1,075.00	10.2%	\$ 4,575.00	10.8%
Other Meetings	\$ 1,540.00	4.8%	\$ -	0.0%	\$ 1,540.00	3.6%
Support (Regular Items)	\$ 23,450.00	73.8%	\$ -	0.0%	\$ 23,450.00	55.4%
Support (Other Items)	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
Administration	\$ 2,590.00	8.1%	\$ -	0.0%	\$ 2,590.00	6.1%
Other Tasks	\$ 700.00	2.2%	\$ -	0.0%	\$ 700.00	1.7%
Clerk Administration	\$ -	0.0%	\$ 2,675.00	25.4%	\$ 2,675.00	6.3%
Clerk Pre-Meeting	\$ -	0.0%	\$ 5,575.00	52.9%	\$ 5,575.00	13.2%
Clerk Post-Meeting	\$ -	0.0%	\$ 1,100.00	10.4%	\$ 1,100.00	2.6%
ODCs	\$ 6.25	0.0%	\$ 110.63	1.1%	\$ 116.88	0.3%
TOTAL	\$ 31,786.25	100%	\$ 10,535.63	100%	\$ 42,321.88	100%
Apr-20 to Jun-20						
Apr-20 to Jun-20						
	Man. Dir.		Clerk Tasks		Total	
TRANSPAC Meetings	\$ 3,920.00	9.5%	\$ 1,225.00	8.6%	\$ 5,145.00	9.3%
Other Meetings	\$ 1,120.00	2.7%	\$ -	0.0%	\$ 1,120.00	2.0%
Support (Regular Items)	\$ 32,970.00	80.2%	\$ -	0.0%	\$ 32,970.00	59.6%
Support (Other Items)	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
Administration	\$ 3,080.00	7.5%	\$ -	0.0%	\$ 3,080.00	5.6%
Other Tasks	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
Clerk Administration	\$ -	0.0%	\$ 1,288.75	9.1%	\$ 1,288.75	2.3%
Clerk Pre-Meeting	\$ -	0.0%	\$ 10,225.00	71.9%	\$ 10,225.00	18.5%
Clerk Post-Meeting	\$ -	0.0%	\$ 1,475.00	10.4%	\$ 1,475.00	2.7%
ODCs	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
TOTAL	\$ 41,090.00	100%	\$ 14,213.75	100%	\$ 55,303.75	100%
FISCAL YEAR SUMMARY - EXPENSES TO DATE						
	Man. Dir.		Clerk Tasks		Total	
TRANSPAC Meetings	\$ 16,328.00	10.7%	\$ 4,625.00	11.6%	\$ 20,953.00	10.8%
Other Meetings	\$ 8,686.00	5.7%	\$ -	0.0%	\$ 8,686.00	4.5%
Support (Regular Items)	\$ 97,357.50	63.5%	\$ -	0.0%	\$ 97,357.50	50.4%
Support (Other Items)	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
Administration	\$ 11,303.00	7.4%	\$ -	0.0%	\$ 11,303.00	5.9%
Other Tasks	\$ 19,564.00	12.8%	\$ 6,450.00	16.2%	\$ 26,014.00	13.5%
Clerk Administration	\$ -	0.0%	\$ 4,076.25	10.2%	\$ 4,076.25	2.1%
Clerk Pre-Meeting	\$ -	0.0%	\$ 17,825.00	44.7%	\$ 17,825.00	9.2%
Clerk Post-Meeting	\$ -	0.0%	\$ 5,900.00	14.8%	\$ 5,900.00	3.1%
ODCs	\$ 56.78	0.0%	\$ 977.26	2.5%	\$ 1,034.04	0.5%
TOTAL	\$153,295.28	100.0%	\$ 39,853.51	100.0%	\$193,148.79	100.0%

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EXECUTIVE DIRECTOR'S REPORT

July 15, 2020

Self Help Counties Coalition: June 12, 2020

Timothy Haile and I participated at the annual Self-Help Counties Coalition Board meeting. We discussed the downturn in the economy and how much the sales tax projections have changed. We were also briefed on issues associated with Senate Bill 743.

Intelligent Transportation Systems (ITS) Canada Awards Ceremony: June 15, 2020

I was invited to participate at the 2020 ITS Canada's Awards Ceremony. They gave out numerous awards. The event went well and the technology worked great. They delivered the certificates to the winners before the meeting and could "hand" the awards to the winners.

Joe Kopser: June 16, 2020

I met with Joe Kopser to discuss future needs of transportation agencies. He created a copy called Ridescout and was the Chief Executive Officer of Mercedes. He is developing his next gig and is interviewing people in the industry.

Express Lane Steering Committee: June 16, 2020

Timothy Haile and I participated at the Express Lane Steering Committee. The first item on the agenda was a discussion about equity. Metropolitan Transportation Committee Executive Director Therese McMillan would like to implement a pilot project on an express lane in one of the three Bay Area Infrastructure Financing Authority (BAIFA) counties. I volunteered the I-680 southbound express lane contingent upon Authority Board approval. They gave updates on the various express lane projects in the Bay Area.

Federal Highway Administration (FHWA): June 17, 2020

Peter Engel, Timothy Haile and I met with staff from FHWA to discuss the recent downturn in the economy and the impact on the Automated Driving System (ADS) grant partners like County Connection. County Connection has informed us that they cannot participate in the grant because of the downturn. We need to match the grant at a minimum of 50 percent or lose the grant. After discussions with FHWA staff, we determine that we may be able to implement a tapered match, which means that there is more federal money used up front and less at the end. This may help County Connection participate in the grant. I called General Manager Michael Tree from the Livermore Amador Valley Transit Authority (LAVTA) and he is interested in participating now. We are working to get a Notice to Proceed. We touched base with FHWA now for

transparency. We want to be upfront with them and partner to get more federal grants in the future.

Assembly Member Frazier: June 17, 2020

I arranged a meeting with Assembly Member Frazier and the International Partnering Institute's (IPI) interim Executive Director Stuart Seiden. Formal partnering in construction can save public agencies money and time. Due to Assembly Member Frazier's role in the development and approval of Senate Bill 1, I thought it would be a good idea to introduce him to Stuart and determine if in the future there is an opportunity to provide funding for IPI.

National Cooperative Highway Research Panel (NCHRP) 20-24(128): June 22, 2020

I am a panel member on the NCHRP 20-24(128), which is studying Connect Automated Testbeds. The panel traveled to Arizona to review their testbed. I could not participate in that review, but have since reviewed the various documents from that review. The next testbed reviews will be in Florida and Europe. I am not sure when they will occur. This meeting was a review of the Arizona trip and a schedule for future reviews.

AutoTech: June 23, 2020

I was invited to participate on a panel titled "Getting Around Smart Cities" sponsored by AutoTech. The panelists were from the University of California, Berkeley, Ford, Toyota and CCTA. The webinar was well attended with over 150 attendees. We received several invitations from various tech firms to have meetings to talk about their technology and possible deployment opportunities. One of the firms was GoGo Grandparent. They might be a good fit for our various federal grants and mobility options for senior citizens around Contra Costa.

Assembly Member Frazier: June 23, 2020

Professor Gen Giuliano and I met with Assembly Member Frazier to give him an update on our focus on the freight proposal. Assembly Member Frazier is focused on moving freight in and out of California as efficiently as possible. This was the 7th update of the plan and is close to being finalized. The next meeting will be with Assembly Member Frazier, the Secretary of the California State Transportation Agency (CALSTA), Director of Caltrans and the Chief Consultant of the Assembly Transportation Committee.

Special Districts Board Meeting: June 24, 2020

I attended the quarterly Special Districts Board meeting. We were briefed by the various agencies made up of members of the board on their progress of working from home due to COVID-19. They also discussed any modifications in procedures that have worked well for their agencies. It is an opportunity to share ideas for how to become more efficient.

Senator Glazer: June 25, 2020

I met with George Escutia from Senator Glazer's office, Shawn Kumagai from Assembly Member Bauer-Kahan's office and Don Tatzin. The two offices are getting ready to send a letter to Caltrans Director Toks Omishakin about the poor responsiveness from District 4. They wanted some advice on next steps. I agreed that we do not receive a good level of responsiveness from District 4 and I used to be the District Director and the Director of Caltrans. I shared some strategies and called District Director Tony Tavares and introduced them via email.

Meltwater: June 25, 2020

Linsey Willis and I met with Shannon Rankin. She is Meltwater's Client Success Manager. Meltwater is our news clipping service. We are negotiating a lower price based on the reduction in revenue. Linsey is preparing a proposal.

City of San Ramon: June 26, 2020

Brian Kelleher and I met with staff from the City of San Ramon and their financial advisor. They would like to bond against future return to source dollars from Measure J. This would require a modification to the strategic plan and the ordinance. The funds would be used to fund a \$4 million pavement preservation project for the Dougherty Valley area and the remainder to fill a funding gap created by the project's funds for their signature bridge over Bollinger Canyon Boulevard not being in the correct fiscal year. I expressed my concern regarding their proposal and came up with a potential solution using State Transportation Improvement Program (STIP) funds. This would help with our cash flow issues and solve their problems.

GoGo Grandparent: June 29, 2020

Linsey Willis, Peter Engel, Tarien Grover, and I met with Justin Boogaard and Andy Pillsbury from GoGo Grandparent. As I mentioned earlier, I gave a speech for Autotech and they were online and wanted to know more about CCTA and potential partnerships. They have developed a system that allows older adults to utilize on demand transportation companies while keeping family notified.

eRepublic: July 1, 2020

I attended an eRepublic webinar titled "Ransomware Defense: Advanced Detection and Prevention Measures You Can Take Now." It was a good overview of the issues facing agencies.

City of San Ramon: July 1, 2020

Hisham Noemi, Timothy Haile, Brian Kelleher and I met with City of San Ramon staff to discuss the potential solution of using State Transportation Improvement Program (STIP) funds. The determination is that we could use STIP rather than bonding against future return to source dollars. This would alleviate the need to make changes to the ordinance, etc. that would need to be completed in order to bond against future return to source dollars.

University of California, Berkeley: July 6, 2020

I was interviewed for a research project titled “COVID-19 + Evacuations.” The researchers are leading a project to develop a playbook, guide, and briefs on how to evacuate communities in California during the COVID-19 pandemic. The project is being funded by the COVID-19 Response and Recovery Fast-Track Research Initiative (<https://www.ucits.org/covid-19/#>) managed by the UC Institute of Transportation Studies and its California Resilient and Innovative Mobility Initiative (CA RIMI). They interviewed 15 high-ranking experts across the state to determine past, current, and future planning activities related to evacuations and COVID-19.

City of Concord: July 6, 2020

John Hoang, Peter Engel and I met with Concord City Manager Valerie Barone and her key staff to discuss the next steps needed to get the first proposed California bicycle garden built in Contra Costa County. The design firm does not want to proceed with the design until the City Council approves the project and location. The proposed location is in a park within the City of Concord.

California Public Utilities Commission (CPUC): July 7, 2020

Legislation was passed that placed a 10 cent per ride fee on all Traffic Network Companies (TNCs) in California. The funds were placed in a fund that the CPUC administers. It is referred to as the TNC Access for All Program. Typically, the Metropolitan Planning Organization (MPO) would administer the program from the Bay Area, but the Metropolitan Transportation Commission (MTC) has declined the role. Therefore, each transportation agency in the county can apply to become the Access Fund Administrator. Information about the Access Fund and the Administrator’s role is located on the CPUC website at: <https://www.cpuc.ca.gov/tncaccessadmin/>. The TNC Access for All Program aims to increase and improve transportation accessibility for persons with disabilities, including wheelchair users who need a wheelchair-accessible vehicle. CPUC is currently seeking county transportation agency partners across California to administer the program to local providers of on-demand wheelchair accessible transportation.

WiTricity Corporation: July 7, 2020

Peter Engel and I met with Tom Okada from the WiTricity Corporation. He heard about CCTA from the AutoTech speech that I provided on June 23, 2020. His company owns the Internet Protocol (IP) for manufacturing wireless electric vehicle charging systems. He wanted an update on wireless charging systems in Contra Costa. We talked about our Electric Vehicle (EV) Readiness Plan that was recently completed.

Staff Out-of-State Travel: Randell Iwasaki planned on attending the EV 33 World Electric Vehicle Symposium in Portland, Oregon from June 14-17, 2020 in the amount of \$1,229.80. The event was cancelled due to COVID-19 and a refund for the registration was provided in the amount of \$800.

EXECUTIVE DIRECTOR'S REPORT

September 16, 2020

BEEP: July 9, 2020

Peter Engel, Jack Hall, Tim Haile and I met with Robb Jenkins from BEEP, Inc. BEEP's autonomous mobility platform provides a safe and efficient movement of riders on predefined routes and destinations. Coupled with their fleet orchestration software, they deliver passenger mobility networks that allow for connecting many locations on both public and private roads. They wanted to partner with us.

Pavement Bundling Presentation: July 10, 2020

Stephanie Hu, Tim Haile and I reviewed Ivan Ramirez's pavement bundling presentation before he presented it at the Contra Costa County Employer Advisory Council (CCCEAC) meeting.

Fehr & Peers: July 13, 2020

I met with Steve Brown from Fehr & Peers. They are a part of a team that is studying, for the National Cooperative Highway Research Program (NCHRP), the preparations that agencies should make in anticipation of automation in the supply chain, including autonomous trucks. We had a great discussion and should be getting a copy of the final report.

California Department of Transportation (Caltrans): July 13, 2020

John Hoang, Matt Kelly and I met with staff from Caltrans to review the necessary documents that needed to be filled out in order for us to get started on the Vehicle Miles Traveled (VMT) Mitigation Program Framework competitive grant we recently won.

Senate Bill (SB) 1351: July 13, 2020

Linsey Willis and I met with Mark Watts with Smith, Watts & Hartmann, LLC and Manny Leon, Consultant to the Senate Transportation Committee to discuss SB 1351. Chairman Beale has proposed to allow revenue bonds to be sold to accelerate delivery of SB 1 projects. Manny wanted our assessment of the bill. We discussed bond rating, selling bonds when no one else is selling large amounts of bonds, type of projects we bond for, and costs.

AV America: July 14, 2020

I provided the opening remarks at the AV America's Role of Autonomous Vehicles (AVs) in Mass Transit Post-COVID webinar. The following speakers were from Santa Clara Valley Transportation Authority, First Group, Bestmile, Moovit and Minnesota Department of Transportation. This is the second time I have provided comments for AV America.

California Constructor Magazine: July 16, 2020

I was interviewed by Carol Eaton for an article in the California Constructor Magazine. The article is titled "Virtual Permit Applications and How that is Delivering Solutions in the Current Times." This was for their Technology in Construction issue of the Associated General Contractors of America's *California Constructor* magazine.

National Highway Traffic Safety Administration: July 16, 2020

We were asked to be on a US Department of Transportation (US DOT) Panel titled "Local Government Efforts and Experiences with Automated Driving Systems." The panel members were the Mayor of the City of Chandler, Arizona, Executive Director from the Southwestern Pennsylvania Commission, Vice President from the Jacksonville Transportation Authority and CCTA. There was very good dialogue and a lot of questions from the audience.

SB 1351: July 16, 2020

Linsey Willis and I had a conversation about SB 1351 with David Sforza, consultant from the Assembly Transportation Committee. He wanted to know our thoughts about the proposed bill.

Fehr & Peers: July 17, 2020

Outgoing President and Chief Executive Officer (CEO) Matt Henry with Fehr & Peers introduced me to the new President and CEO Chris Mitchell. Chris has worked on our projects and knows a lot about our team. It will be a smooth transition for CCTA and Fehr & Peers.

Yellowstone National Park: July 17, 2020

I received a call from an old friend. He wanted to partner with CCTA to develop a proposal to operate Shared AVs around the Canyon Village area in Yellowstone National Park. He is looking for a test facility. We agreed to be part of the team. A proposal was submitted by the deadline.

Interstate 680 (I-680) Partnering Meeting: July 20, 2020

We held a first ever virtual construction partnering meeting for the I-680 High Occupancy Vehicle (HOV)/Express Lane project. The roadwork will be completed early and work by the Pacific, Gas & Electric Company has been completed. The items with respect to tolling are going to have to be carefully monitored so that they are ready to start testing when the roadwork is completed. CCTA is not administering that contract. The Bay Area Transportation Authority/Metropolitan Transportation Commission (BATA/MTC) has that contract.

East Bay Economic Development Alliance (EDA): July 21, 2020

I listened to Senior Associates Craig Rice and Carissa Mylin of SERA Architects discussion on the changing landscape of office and work environments during COVID-19 and best practices from the industry.

Post COVID Transit Research Workshop: July 24, 2020

I was invited by the University of California Institute of Transportation Studies (UC ITS) Resilient and Innovative Mobility Initiative (RIMI), the Executive Committee of the Transportation Research Board (TRB), and the ClimateWorks Foundation to participate in an expert committee (15 people) for a scenario

planning workshop on: *Future of Public Transit and Shared Mobility*. This workshop is a response to the uncertainty and disruptions triggered by the global pandemic. In light of COVID-19, how should society, governments, and individuals respond to create a more sustainable, socially equitable, and resilient transportation system? Our team has developed this workshop to answer this question and many more through different pathways and potential outcomes. The goal is to develop policy and research options for the near- and medium-term future. There will be three workshops with teams of five experts.

Nossaman: July 24, 2020

I met Stephanie Kam, an attorney with Nossaman. She was in the audience during the AV America and National Highway Traffic Safety Administration webinars and wanted to meet with me to talk about AVs and their impact on transportation. She is going to be their AV expert.

CALCOG and SHCC: July 27, 2020

John Hoang, Matt Kelly, Linsey Willis and I met with California Association of Councils of Government (CALCOG) Executive Director Bill Higgins and Self-Help Counties Coalition (SHCC) Executive Director Keith Dunn to review our recent VMT Mitigation Program grant. There are different schools of thought on what SB 743 means and we wanted to make sure they knew we were starting to get our project underway. Bill suggested we talk to the Western Riverside Council of Governments.

BEEP: July 28, 2020

John Hoang, Tim Haile, Jack Hall and I met with Robb Jenkins from BEEP for the second time. BEEP specializes in delivering the next generation of passenger mobility services for cities, townships, campuses, business districts, retail centers and private communities. Their electric, autonomous Mobility-as-a-Service offerings provide an alternative to personal transportation, or as a means of transportation for those lacking it, to conveniently and safely access important goods and services in the public and private communities. They want to partner with CCTA.

Mobility Impact Partners: July 28, 2020

Tim Haile and I met with Steve Hellman and Andrew Flett from Mobility Impact Partners. They are a venture capital firm that uses partners to determine the feasibility for various technologies that may help local agencies. When it looks like they have vetted the various issues and it seems like a good technology, they make an investment. In this case, the public sector does the analysis and gets to buy the technology. We are still trying to figure out how this is a good deal for CCTA.

Automated Vehicles Symposium (AVS) Conference: July 29, 2020

I participated on a panel titled “Autonomous Shuttles and Buses: From Demonstrations to Deployment” at the AVS conference. The conference was held in San Francisco for the first few years. Last year, it was held in Orlando, Florida. The weather was not ideal so they brought the conference back to the west coast to San Diego. Due to the pandemic, the conference went virtual. I gave the audience an update on CCTA’s automated vehicle program and added a description of our two US Department of Transportation grants.

WRCOG: July 29, 2020

John Hoang, Peter Engel, Matt Kelly and I met with Rick Bishop and Chris Gray with the Western Riverside Council of Governments. We were referred by Bill Higgins (CALCOG) to discuss their efforts to develop a VMT mitigation program. We reviewed the goals and progress of our VMT Mitigation Program grant that we received from Caltrans. They gave us some feedback on our proposal. We agreed to meet again as we make progress. WRCOG is known for their innovations.

Post COVID Transit Research Workshop Session 1: July 30, 2020

The group of 15 people was broken up into groups of five to develop their own separate thoughts on the various topics using the selected scenario planning method. I was part of a group from the California Transit Association, Massachusetts Department of Transportation (MassDOT), Uber, Remix and CCTA. This was the first of three workshops.

University of San Francisco: July 30, 2020

I gave a lecture to Professor Curl's public policy class about how government operates from the perspective of CCTA and Caltrans. I talked about budgeting, policy setting, development of proposals for new laws, and how people get involved in these issues.

American Road & Transportation Builders Association (ARTBA): August 1, 2020

I am on the leadership team for ARTBA's Transportation Officials Division (TOD) and participated in their meeting. The topic of the meeting was to discuss the strategy for increasing ARTBA's membership. I volunteered Dave Bauer, CEO of ARTBA as a speaker at the upcoming Focus on the Future conference. It will be a virtual conference.

Bay Area County Transportation Agency (BACTA) Meeting: August 1, 2020

Peter Engel, Tim Haile and I participated in the BACTA meeting. MTC staff made several presentations about various initiatives they are working on.

e2 Energy Advisors: August 3, 2020

I met with Tim Grosse, CEO of e2 Energy Advisors. He wanted to know more about our innovation program with respect to our electric vehicle program.

Express Lanes Steering Committee (ESC): August 3, 2020

Tim Haile and I attended the ESC meeting. MTC staff presented the status of the express lane network efforts in the Bay Area.

SoftBank Robotics: August 4, 2020

I met with Simona Salsi from Softbank Robotics. Softbank Robotics has developed robot vacuum cleaners and sanitizers. She wanted to know if we thought there were any uses for transportation. They normally use them for malls and large buildings.

C2SMART Advisory Board: August 5, 2020

I am on the advisory board of the C2SMART University Transportation Center (UTC). The UTC is comprised of New York University (NYU), Center for Transportation Infrastructure Systems (UTEP), University of Washington (UW) and the City College of NY. This is the start of the fourth year and they are working on reapplying for approval for another four years. John Hoang is reviewing their research for any deployment or augmentation to our innovation program.

Post COVID Transit Research Workshop Session 2: August 6, 2020

The group of 15 people was broken up into groups of five to develop their own separate thoughts on the various topics using the selected scenario planning method. I was part of a group from the California Transit Association, MassDOT, Uber, Remix and CCTA. This was the second of three workshops.

RideCo: August 7, 2020

We met with Brian Brubaker, Business Development Lead from RideCo. He was listening to the AVS speech and wanted to know more about our US DOT innovation grants. RideCo is a Canadian based company that has developed technology that lets you book personalized, express transit service. You simply search and book a ride on their mobile app. Their technology does the scheduling for professional transportation. You will share that ride with other passengers.

Post COVID Transit Research Workshop Session 3: August 10, 2020

The group of 15 people was broken up into groups of five to develop their own separate thoughts on the various topics using the selected scenario planning method. I was part of a group from the California Transit Association, MassDOT, Uber, Remix and CCTA. This was the third of three workshops.

Deputy Commissioner, City of Chicago: August 11, 2020

I met with Deputy Commissioner Abraham Emmanuel from the Division of Traffic Safety & Technology with the City of Chicago. We were introduced by staff from Amazon Web Services (AWS). City staff has made several attempts to secure a US DOT innovation grant and has been unsuccessful. AWS staff suggested they talk to the peashooter sized organization about our strategy. It was a good meeting with their team.

PTV's Shaping Mobility Webinar: August 11, 2020

One of the panels we hosted at the Redefining Mobility Summit on March 10, 2020 was the micro-mobility session with Professor Susan Shaheen, San Francisco County Transportation Agency Executive Director Tilly Chang, and City of Los Angeles Jarvis Murray. The panel was moderated by PTV's Arjan van Anel. Arjan wanted to host the same panel five months later to determine what we have learned from the pandemic. He invited me to participate on the panel. There were over 1,500 people registered from around the world. There were about 700 people listening to the changes and what we have learned. It was a great session. I enjoyed listening to the other speakers.

International Partnering Institute (IPI): August 14, 2020

I attended the IPI annual awards ceremony. This year is was a virtual ceremony. The State Route 4/Balfour Road Project was nominated and received an Honorable Mention award.

Synapse Partners: August 17, 2020

Peter Engel, John Hoang and I met with Evangelos Simoudis, CEO from Synapse Partners. Synapse Partners is a venture capital group that invests in startup technology companies. I am on the C2SMART advisory board with him. He was interested in our US DOT innovation grants and what type of technology we were deploying.

British Department for International Trade: August 19, 2020

I met with staff from the San Francisco office of the British Department for International Trade. They are interested in partnering with CCTA to help look for deployment opportunities for some of their technology companies.

Macias Gini & O'Connell LLP (MGO) Annual Audit Kick-Off Meeting: August 19, 2020

I met with auditors from MGO to provide some insight on any issues/changes the independent auditors should be looking at as they begin their annual audit of CCTA.

Hyundai CRADLE: August 20, 2020

I met with Euna Joo from Hyundai CRADLE. She has an annual meeting and invited San Francisco County Transportation Agency Executive Director Tilly Chang to speak at the event. Tilly suggested Ms. Joo get in touch with us about participating in their annual meeting. The CRADLE is an arm of Hyundai Motors that support startup companies. CRADLE stands for the Center for Robotic-augmented Design in Living Experiences.

Resolve Group: August 20, 2020

I met with Martin Leak, CEO of the Resolve Group in New Zealand. He asked if we could host a workshop with new government leaders in the New Zealand Land and Transport Agency about techniques in deploying technology to improve mobility. I said we could certainly host another workshop similar to the one we held in Auckland a few years ago.

NCHRP Project 20-24(128): August 24, 2020

I am a panel member for the National Cooperative Highway Research Program (NCHRP) Project 20-24(128). The panel was initiated by TRB to review the state-of-the-art Cooperative Automated Transportation (CAT) deployments around the world. The group consists mostly of State DOT Directors, but has Contra Costa and Maricopa Counties represented. The group traveled to Maricopa County in Arizona to review progress at their test facility. When the pandemic shut down travel, the trip to Europe was put on hold and a review of the Florida test facility was scheduled. That trip has been put on hold. We had speakers from Robotics Research and Cruise speak about their progress on their AV initiatives.

Softbank: August 24, 2020

I met with the Director of Government Relations for Softbank to speak about our innovation program and GoMentum Station. She was interested in the progress of AV technology and potential areas of Smart Cities they may want to invest in.

West Special Districts Summit: What We've Learned Session: August 25, 2020

I was on a Governing Special Districts panel at their Western United States Summit. The panel was comprised of speakers from AT&T, Marin Clean Energy and CCTA. After the summit, we were contacted by a couple of agencies to hold meetings on how we went paperless which prepared us to work remotely.

Corridor Partnership | Connecting I-680: August 27, 2020

We held a Corridor Partnership meeting with representatives from transportation authorities in Solano, Alameda, Santa Clara and Contra Costa. The concept is turning out to be a very valuable use of our time. We are engaging with our partners and sharing information regarding schedules and projects within the I-680 corridor. For example, Solano County received a grant from MTC to work on a connection protection project. We are working on phase 2 of a connection protection project and now are able to work with Solano Transportation Authority so they can build on our effort.

United Contractors Panelist Invitation - Bay Area Public Works Speaker Series: August 28, 2020

I was on a panel with Alameda County Transportation Commission, San Francisco Public Works, and Sacramento County Public Works to talk about upcoming opportunities for contractors, funding, etc.

Sacramento Regional Transit Agency (SacRT): August 28, 2020

Peter Engel, Tim Haile, John Hoang and I met with executive staff from SacRT to discuss our innovation program and recent US DOT innovation grants. They would like to deploy some innovations and were wondering what types of strategies we use, and also would like to look for opportunities to partner with us. One of the staff members worked for the California Transportation Commission and was able to tour GoMentum Station when we hosted Oregon, Washington and California Transportation Commissioners.

Transdev: August 28, 2020

Peter Engel, Tim Haile and I met with staff from Transdev. Transdev is company that provides mobility options around the world. They work with County Connection and others to provide equipment and staff for different mobility options. The meeting was arranged to discuss a possible partnership with respect to our US DOT ADS grant.

Construction Management Association of America (CMAA) National Meeting: September 1, 2020

I was invited to participate on a panel with Rob Cary, Chief Deputy Commissioner from Virginia DOT. The topic of the panel was "How Innovation helps Construction Teams thrive in Supporting People, Profit and Planet despite Limitations from the COVID-19 Pandemic". The discussion was centered around training and development, challenges, paper reduction, and operating budgets. The taped session will be played at the National CMAA conference in October.

West Point: September 1, 2020

I met with three students from West Point to answer questions about autonomous vehicles and their impact on infrastructure and the economy. One of the cadets is the daughter of a friend and she and two other cadets are doing research on the topic.

Yolo-Solano Air Quality Management District (Yolo-Solano AQMD): September 2, 2020

Tarienne Grover and I met with staff from Yolo-Solano AQMD to discuss how we implemented our paperless program. They wanted to know about the administrative code modification, software purchases, etc. I found out that in order for CCTA to be totally paperless, we need to purchase an Electronic Document Management System.

PTOLEMUS Consulting Group: September 4, 2020

I was interviewed by the consulting group based in Belgium about electronic tolling systems. Do we have interoperable transponders, dynamic pricing, etc., in the United States? They are writing a report for European Toll Road Operators.

Staff Out-of-State Travel: Peter Engel planned on attending the EV 33 World Electric Vehicle Symposium in Portland, Oregon from June 14-17, 2020 in the amount of \$750. The event was cancelled due to COVID-19 and a refund for the registration was provided in the amount of \$700.



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MEMORANDUM

To: Matt Todd, TRANSPAC
Lisa Bobadilla, SWAT
Colin Piethe, TRANSPLAN
Cedric Novenario, TVTC
John Nemeth, WCCTAC
Mike Moran, LPMC 

From: Randell H. Iwasaki, Executive Director

Date: July 23, 2020

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

Randell H. Iwasaki,
Executive Director

At its July 15, 2020 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

1. **Quarterly Project Status Report (QPSR).** This report outlined the status of current Measure projects and listed all completed projects. *The Authority Board received an informational report on the status of the current Measure projects.*
2. **State Route 4 (SR4) Mokelumne Bike Trail/Pedestrian Overcrossing (POC) (Project 5002b) – Authorization to Execute Joint Exercise of Powers Agreement (JEPA) No. 05E.15 with the State Route 4 Bypass Authority (SR4BA), East Contra Costa Regional Fee and Financing Authority (ECCRFFA), and City of Brentwood (City) for Project Roles and Responsibilities.** Staff sought authorization for the Chair to execute JEPA No. 05E.15 with the SR4BA, ECCRFFA, and City for project roles and responsibilities, and allow the Executive Director or designee to make any non- substantive changes to the language. *The Authority Board*

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approved authorization for the Chair to execute JEP A No. 05E.15 with the SR4BA, ECCRFFA, and the City for project roles and responsibilities, and allow the Executive Director or designee to make any non-substantive changes to the language.

3. **Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the Countywide Bus Services Program (Program 14).** Staff sought Authority Board approval of Resolution 20-10-G to allocate Measure J Program 14 funds for the first six months of FY 2020-21 in the amount of \$2,177,516. *The Authority Board approved Resolution 20-10-G to allocate Measure J Program 14 funds for the first six months of FY 2020-21 in the amount of \$2,177,516.*
4. **Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the Countywide Transportation for Seniors and People with Disabilities Program (Program 15).** Staff sought Authority Board approval of Resolution 20-11-G to allocate Measure J Program 15 funds for the first six months of FY 2020-21 in the amount of \$1,999,653. *The Authority Board approved Resolution 20-11-G to allocate Measure J Program 15 funds for the first six months of FY 2020-21 in the amount of \$1,999,653.*
5. **Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the Countywide Express Bus Program (Program 16).** Staff sought Authority Board approval of Resolution 20-12-G to allocate Measure J Program 16 funds for the first six months of FY 2020-21 in the amount of \$1,858,736. *The Authority Board approved Resolution 20-12-G to allocate Measure J Program 16 funds for the first six months of FY 2020-21 in the amount of \$1,858,736.*
6. **Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the Sub-Regional Southwest County Safe Transportation for Children: School Bus Program (Program 21c).** Staff sought Authority Board approval of Resolution 20-16-G to allocate Measure J Sub-Regional Southwest County Safe Transportation for Children: School Bus Program funds for FY 2020-21 in the amount of \$1,451,119. *The Authority Board approved*

Resolution 20-16-G to allocate Measure J Sub-Regional Southwest County Safe Transportation for Children: School Bus Program funds for FY 2020-21 in the amount of \$1,451,119.

- 7. Approval of Fiscal Year (FY) 2020-21 Transportation Demand Management (TDM) Program Funding – Measure J Commute Alternatives Program Allocation (Program 17) and Transportation Fund for Clean Air (TFCA).** Staff sought Authority Board approval of Resolution 20-13-G to allocate TFCA and Measure J Program 17 funds for FY 2020-21 in the amount of \$2,533,589, as well as authorize the Authority's Executive Director to execute Cooperative Agreements with the City of San Ramon and the West Contra Costa Transportation Advisory Committee (WCCTAC) for the Measure J funding approved under Resolution 20-13-G. *The Authority Board approved Resolution 20-13-G to allocate TFCA and Measure J Program 17 funds for FY 2020-21 in the amount of \$2,533,589, as well as authorize the Authority's Executive Director to execute Cooperative Agreements with the City of San Ramon and WCCTAC for the Measure J funding approved under Resolution 20-13-G.*
- 8. Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the Central County Additional Bus Service Enhancements Program (Sub-Regional Program 19a).** Staff sought Authority Board approval of Resolution 20-14-G to allocate Program 19a funds for the first six months of FY 2020-21 in the amount of \$544,000. *The Authority Board approved Resolution 20-14-G to allocate Program 19a funds for the first six months of FY 2020-21 in the amount of \$544,000.*
- 9. Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the West County Additional Bus Service Enhancements Program (Sub-Regional Program 19b).** Staff sought Authority Board approval of Resolution 20-18-G to allocate Measure J Program 19b funds for FY 2020-21 in the amount of \$944,102. *The Authority Board approved Resolution 20-18-G to allocate Measure J Program 19b funds for FY 2020-21 in the amount of \$944,102.*

10. **Quarterly Project Status Report (QPSR) for Transportation for Livable Communities (TLC) and Pedestrian, Bicycle, and Trail Facilities (PBTF) Projects.** This report outlined the status of current Measure projects and listed all completed projects. *The Authority Board received an informational report on the status of the current Measure projects.*
11. **Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the West County Ferry Service Program (Sub-Regional Program 22b) to the Water Emergency Transportation Authority (WETA) for Richmond – San Francisco Ferry Service.** Staff sought Authority Board approval of Resolution 20-20-G to allocate Measure J Program 22b funds for FY 2020-21 in the amount of \$3,588,500 to the WETA for Richmond to San Francisco Ferry Service. *The Authority Board approved Resolution 20-20-G to allocate Measure J Program 22b funds for FY 2020-21 in the amount of \$3,588,500 to the WETA for Richmond to San Francisco Ferry Service.*
12. **Approval of Fiscal Year (FY) 2020-21 Measure J Funding Allocation from Sub- Regional Central County Additional Transportation Services for Seniors and People with Disabilities Program (Program 20a).** Staff sought Authority Board approval of Resolution 20-15-G to allocate Program 20a funds in the amount of \$447,190 and to authorize the Chair to enter into cooperative agreements and amendments as necessary with agencies identified to receive funds listed in Exhibit 1 of Resolution 20-15-G. *The Authority Board approved Resolution 20-15-G to allocate Program 20a funds in the amount of \$447,190 and to authorize the Chair to enter into cooperative agreements and amendments as necessary with agencies identified to receive funds listed in Exhibit 1 of Resolution 20-15-G.*
13. **Interstate 680 (I-680) Contra Costa Managed Lanes.** Additional High Occupancy Vehicle (HOV)-2 lane capacity will open on I-680 in late August. When the new lane opens, it will create a continuous 25-mile facility for carpoolers on southbound (SB) 680 from Marina Vista Avenue to Alcosta Boulevard. From Marina Vista Avenue to Rudgear

Road, the lane will function as a 2-person HOV lane. From Rudgear Road to Alcosta Blvd, the lane is an express lane that is free for carpoolers and offers solo drivers the option to pay tolls to use the lanes. Tolling will begin on the northern section in early 2021. Staff from the Authority and Metropolitan Transportation Commission (MTC) explained how the HOV-2 portion will function and how it will transition to an express lane. Staff also explained public information plans for the new lane and changes to Clean Air Vehicle toll policy on the express lanes between Rudgear Road/Livorna Road to Alcosta Boulevard (northbound and SB) that will go into effect in September 2020. *The Authority Board heard an informational report from Authority and MTC staff on the Interstate 680 Contra Costa Managed Lanes.*

14. **Plan Bay Area 2050 Project Performance Assessment Findings for the Regional Express Lanes Network.** Staff recommended supporting actions outlined in the proposed “commitment letter” to overcome performance shortcomings of the Regional Express Lane Network. *The Authority Board approved staff’s recommendation to support the actions outlined in the proposed “commitment letter” to overcome performance shortcomings of the Regional Express Lane Network. The “commitment letter” is attached to this Memorandum as Attachment A.*
15. **Approval of Letter of No Prejudice (LONP) to Advance Two Measure J Projects in the City of Walnut Creek (City) Using Other Funds.** Staff sought Authority Board approval of Resolution 20-26-P, which will allow the City to advance two Measure J projects using other funds and preserving the City’s ability to be reimbursed at a later date based on the availability of Measure J funds, as determined in the Allocation Plan and future Strategic Plans. *The Authority Board approved Resolution 20-26-P, which will allow the City to advance two Measure J projects using other funds and preserving the City’s ability to be reimbursed at a later date based on the availability of Measure J funds, as determined in the Allocation Plan and future Strategic Plans.*

16. Approval of the Vehicle Miles Traveled (VMT) Analysis Methodology for Land Use Projects in the Growth Management Program (GMP).

Staff sought approval of proposed changes to the GMP to address the transition from LOS to VMT as the required metric for transportation analysis in the California Environmental Quality Act (CEQA). *The Authority Board approved the proposed changes to the GMP to address the transition from LOS to VMT as the required metric for transportation analysis in CEQA.*

August 1, 2020

Therese W. McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street Suite 700
San Francisco, CA 94105

RE: Bay Area Express Lanes Project Performance in Plan Bay Area 2050

Dear Ms. McMillan:

This letter is in response to the Plan Bay Area 2050 Project Performance Assessment (PPA) findings for the Regional Express Lanes Network. The PPA indicated a few performance shortcomings for the Regional Express Lanes Network, including underperforming benefit-cost ratios, equity and GHG scores. We are writing to convey the regional plan to address these underperformance issues.

For the last year, a working group consisting of Bay Area Express Lanes partners has met to develop an Express Lanes Strategic Plan. This group is collaborating to shape the future of the Express Lanes Network, consistent with the vision and goals of Plan Bay Area 2050. We believe it shows promising benefits if integrated cost-effectively with transit, affordability, and other Plan Bay Area programs. The working group recently developed network scenarios that integrate Plan Bay Area goals and presented them to the MTC Operations Committee in May for Commissioner feedback. Having implemented the recommended changes and presented to the MTC Operations Committee in June, the working group will soon submit a revised Regional Express Lane Network for inclusion into Plan Bay Area 2050.

This letter demonstrates the working group's commitment to improving the network's cost effectiveness, equity and GHG reduction performance while meeting Federal and State operational requirements by: prioritizing segments that support transit/carpooling and provide seamless travel, incorporating projects that utilize conversion of existing right of way over expansion where possible, committing to a means-based toll discount pilot, and implementing public engagement best practices. In addition to revising the Network for Plan Bay Area 2050, the group plans to develop a series of white papers over the summer of 2020 to inform policies and future project development. The outcomes of these white papers along with the revised Regional Express Lanes Network will be documented in a final Regional Express Lanes Strategic Plan at the end of 2020. Some highlights of work to date and upcoming work include:

Increasing Benefits; Decreasing Costs

The working group is revising the Regional Express Lanes Network to reflect:

- Segments that can more realistically be built in the next 15 years as well as the next 30 years based on available funds, including local funding commitments to project development and construction, and financing. For example, the costly 580/680 and 680/80 direct connectors most likely will not fit within the funding envelope for this period.
- Segments that support existing and potential future public transit services that advance the equity and GHG goals outlined in the Strategic Plan.

- Prioritization of HOV lane and general-purpose lane conversions (pending changes in legislation and traffic impact analysis) over construction of new lanes to reduce per-mile capital cost and the risk of induced demand/GHG. For example, Ala-580, SF-101/280, SCL 680/280 and SM-101 will evaluate take-a-lane and/or shoulder lane strategies as potential alternatives during the environmental process to evaluate impacts on GHG emissions and operations. Where new lanes are added, it may be possible to use paved right of way to reduce costs.

Local Funding

Express lanes bring considerable resources to the table to fund their construction, operations and maintenance. This sets them apart from other transportation management strategies.

- The express lanes operating and maintenance costs are covered by express lanes toll revenue and require no regional funds to keep the express lanes in a state of good repair.
- There is \$300 million in capital funding set aside for the express lanes network in Regional Measure 3. MTC is proposing a framework for local RM3 express lane funding to leverage state and federal funding to the greatest extent possible.
- The county transportation agencies plan to leverage over \$80 million in local funds to build the Regional Express Lanes Network.
- Express lane toll revenue can be used to finance the buildout of the network. The financial analysis used in Plan Bay Area 2040 demonstrated the ability to finance up to 60% of the total capital cost. In addition, several projects already in operation and under construction have financed a share of their capital costs with future toll revenue.

Green House Gas

To decrease GHG emissions, the working group is focusing on projects and programs that increase mode shift and average vehicle occupancy, including:

- Focusing on early delivery of projects with a high potential for express bus ridership and identifying policies that support future express bus service.
- Exploring the use of express lane revenues to support investments in express buses, mobility hubs and other investments to increase bus ridership and carpooling.
- Prioritizing projects that convert existing travel lanes (general-purpose and HOV lanes) to mitigate induced vehicles miles traveled and achieve GHG reduction goals. A white paper will be developed that looks in more detail on the impacts of interregional express lanes segments and dual express lane segments on VMT/GHG.

Equity

The working group recognizes that equity is a key objective for the Express Lanes Network and is supportive of means-based tolling as one of various strategies in Plan Bay Area 2050 that could address equity. In the near-term, the working group supports a BAIFA-led pilot of means-based tolling on BAIFA's express lanes. At the same time, San Mateo and SFCTA are undertaking studies to better understand and advance equity. These studies may result in additional pilots that complement BAIFA's pilot.

Plan Bay Area Concepts

In addition, the express lane partner agencies support high-performing policies and projects in the Plan Bay Area 2050 Draft Blueprint:

- Eventual transition to congestion pricing on all freeway lanes in corridors with robust transit options. Express lanes can be a stepping stone to more extensive congestion pricing strategies. Prior to such implementation, further investigation is needed to better understand how congestion pricing on freeways may be implemented and the potential impacts on express lane operations as well as local roadways and transit.
- Lowering the speed limit to 55 miles per hour on freeways to improve safety. During congested periods the general-purpose lanes typically flow well below that speed, and so the express lanes could still offer a travel time and reliability advantage.
- Expansion of local bus services and non-motorized modes that serve shorter trips of all types and thus complement express lanes and express bus service, which tend to serve longer, largely commute trips.
- Integrated transit fares and payment platforms, which can help implement affordability policies and provide incentives for using transit, ridesharing and first and last mile services.

As a region, we are committed to implementing an Express Lane Network that serves the community and the surrounding environment equitably, cost-effectively and sustainably in order to advance the goals of Plan Bay Area 2050. We look forward to hearing your thoughts and discussing this further. If you have any questions about this format, please contact Jim Macrae at jmacrae@bayareametro.gov.

Sincerely,

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

BAY AREA INFRASTRUCTURE FINANCE AUTHORITY

Tess Lengyel, Executive Director

Andrew B. Fremier, Deputy Executive Director,
Operations

Date:

Date:

SAN FRANCISCO COUNTY TRANSPORTATION
AUTHORITY

SAN MATEO COUNTY EXPRESS LANES JOINT
POWERS AUTHORITY (SMCEL-JPA)

Tilly Chang, Executive Director

Sandy Wong, Executive Council

Date:

Date:

SAN MATEO COUNTY EXPRESS LANES JOINT
POWERS AUTHORITY (SMCEL-JPA)

SANTA CLARA VALLEY TRANSPORTATION
AUTHORITY (VTA)

Jim Hartnett, Executive Council

Deborah Dagang, Director of Planning and
Programming

Date:

Date:



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MEMORANDUM

To: Matt Todd, TRANSPAC
Lisa Bobadilla, SWAT
Colin Piethe, TRANSPLAN
Lisa Bobadilla, TVTC
John Nemeth, WCCTAC
Mike Moran, LPMC

From: Randell H. Iwasaki, Executive Director

Date: September 24, 2020

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

Randell H. Iwasaki,
Executive Director

At its September 16, 2020 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

1. **Innovate 680 (Project 8009) – Authorization to Execute Agreement No. 551 with StreetLight Data, Inc. (StreetLight) to Provide Mobility Data Services.** Staff sought authorization for the Chair to execute Agreement No. 551 with StreetLight in the amount of \$150,000, for mobility data services, and to allow the Executive Director or designee to make any non-substantive changes to the language. *The Authority Board authorized the Chair to execute Agreement No. 551 with StreetLight in the amount of \$150,000, for mobility data services, and to allow the Executive Director or designee to make any non-substantive changes to the language.*
2. **Interstate 680 (I-680) High Occupancy Vehicle (HOV) Completion and Express Lanes (Project 8001): Authorization to Execute Amendment No. 1 to Agreement No. 497 with HDR Engineering, Inc. (HDR) for Additional Design Support During Construction (DSDC) Services.** Staff sought authorization for the Chair to execute Amendment No. 1 to Agreement No. 497 with HDR in the amount of \$350,586, for a new total agreement value of \$1,450,078, to

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provide additional DSDC services, and to allow the Executive Director or designee to make any non-substantive changes to the language. This amendment will extend the agreement termination date from December 31, 2021 to December 31, 2023. *The Authority Board authorized the Chair to execute Amendment No. 1 to Agreement No. 497 with HDR in the amount of \$350,586, for a new total agreement value of \$1,450,078, to provide additional DSDC services, extend the agreement termination date from December 31, 2021 to December 31, 2023, and to allow the Executive Director or designee to make any non-substantive changes to the language.*

3. **Interstate 680 (I-680)/State Route 4 (SR4) Interchange Improvements, Phase 3 Widening (Project 6001) – Authorization to Execute Amendment No. 2 to Agreement No. 495 with WMH Corporation (WMH) for Additional Design Support During Construction (DSDC) Services.** Staff sought authorization for the Chair to execute Amendment No. 2 to Agreement No. 495 with WMH in the amount of \$400,000, for a new total agreement value of \$1,541,849, to provide additional DSDC services, and to allow the Executive Director or designee to make any non-substantive changes to the language. *The Authority Board authorized the Chair to execute Amendment No. 2 to Agreement No. 495 with WMH in the amount of \$400,000, for a new total agreement value of \$1,541,849, to provide additional DSDC services, and to allow the Executive Director or designee to make any non-substantive changes to the language.*
4. **State Route 4 (SR4) Mokelumne Bike Trail/Pedestrian Overcrossing (POC) (Project 5002b) – Authorization to Execute Agreement No. 553 with the East Contra Costa County Habitat Conservancy (Conservancy).** Staff sought authorization for the Chair to execute Agreement No. 553 with the Conservancy in an amount not-to-exceed \$59,877.37, and to allow the Executive Director or designee to make any non-substantive changes to the language. *The Authority Board authorized the Chair to execute Agreement No. 553 with the Conservancy in an amount not-to-exceed \$59,877.37, and to allow the Executive Director or designee to make any non-substantive changes to the language.*
5. **Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for Sub-Regional West County Additional Transportation Services for Seniors and People with Disabilities Program (Program 20b).** Staff sought Authority Board approval of Resolution 20-19-G for the allocation of Measure J West County Additional Transportation Services for Seniors and People with Disabilities program funds in the amount of \$289,450 for the first six months of FY

2020-21. *The Authority Board approved Resolution 20-19-G for the allocation of Measure J West County Additional Transportation Services for Seniors and People with Disabilities program funds in the amount of \$289,450 for the first six months of FY 2020-21.*

6. **Approval to Enter into Cooperative Funding Agreement No. 18W.03 with the Alameda County Transportation Commission (ACTC) and West Contra Costa Transportation Advisory Committee (WCCTAC) for Phase 2 of the San Pablo Avenue Corridor Study (Study).** Staff recommended that the Authority Board authorize the Executive Director to execute Agreement No. 18W.03 with ACTC and WCCTAC for Phase 2 of the Study. *The Authority Board authorized the Executive Director to execute Agreement No. 18W.03 with ACTC and WCCTAC for Phase 2 of the Study.*

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

July 20, 2020

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

RE: Status Letter for TRANSPAC Meeting – July 9, 2020

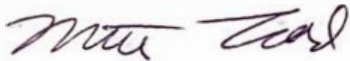
Dear Mr. Iwasaki:

The TRANSPAC Committee met on July 9, 2020. The following is a summary of the meeting and action items:

1. Received information on the I-680 Corridor Project Status.
2. Received information on the Proposed Interim Measures to Prepare for Measure J Sales Tax Revenue Reduction Due to the COVID-19 Pandemic.
3. Held a Strategic Planning session to discuss the FY 2020-21 Workplan.

Please contact me at (925) 937-0980, or email at matt@graybowenscott.com if you need additional information.

Sincerely,



Matthew Todd
Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Matt Kelly and Hisham Noemi, CCTA Staff
Colin Piethe, TRANSPLAN; Robert Taylor, Chair, TRANSPLAN
Lisa Bobadilla, SWAT; Candace Anderson, Chair, SWAT
John Nemeth, WCCTAC; Chris L Kelley, Chair, WCCTAC
Tarienne Grover, CCTA Staff
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 8, 2020

Dear Mr. Iwasaki:

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

Dear Mr. Iwasaki:

This TRANSPLAN Committee took no actions during its meeting on August 13, 2020. The Committee received two informational updates:

RECEIVED informational update from BART staff regarding the release of “A Technical Guide to Zoning for AB 2923 Conformance.” BART staff Kamala Parks gave a presentation on BART’s work identifying parcels for future development per AB2923. Committee members requested follow-up presentations with their respective City Councils and/or planning commissions.

RECEIVE informational update from CCTA staff regarding COVID-19 impacts to Measure J Revenue. CCTA staff Hisham Noemi presented an update regarding CCTA’s actions to mitigate the impact of revenue reductions due to COVID-19, which includes suspending appropriations to capital projects, delaying programming of the next cycles of Measure J TLC and PBTF funding, and other strategies. Actions relevant to East County include suspending Authority-sponsored projects; the State Route 4 Operational Improvement Project (6006), and the East County Infrastructure Investment Study (28007).

Should you have any questions, please contact me at colin.piethe@dcd.cccounty.us. The next regularly scheduled TRANSPLAN Committee meeting will be held on Thursday, October 8, 2020, at 6:30 p.m., at the Tri Delta Transit offices in Antioch.

Sincerely,

Colin Piethe
TRANSPLAN Staff



SWAT

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

July 9, 2020

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

RE: **SWAT Meeting Summary Report for July 2020**

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met Monday, July 6, 2020. The following is a summary of the meeting and action items:

1. Approved the SWAT Administrative Services Memorandum of Understanding (MOU) with the City of San Ramon for FY 2020-2021.
2. Approved appointment of Andrew Dillard, Town of Danville, to the CCTA Vision Zero Working Group.
3. Approved appointment of Mike Moran, City of Lafayette, as the alternate staff member to the CCTA Technical Coordinating Committee (TCC).
4. Received Presentation on Proposed Interim Measures for COVID-19 impacts on Measure J Revenues.
5. Received update on Contra Costa Transportation Authority (CCTA) Growth Management Program (GMP) Task Force.
6. Received presentation on Development of Countywide Data Management Plan for CCTA.
7. Received status update on the Public Scoping Session for I-680 NB HOV Lane Project.

Please contact me at (925) 973-2651, or email at lbobadilla@sanramon.ca.gov, if you need additional information.

All the best,

A handwritten signature in black ink, appearing to read 'Lisa', with a stylized flourish at the end.

Lisa Bobadilla
SWAT Administrator

Cc: SWAT; SWAT TAC; Hisham Noeimi, CCTA; Matt Kelly, CCTA, Matt Todd, TRANSPAC;
John Nemeth, WCCTAC; Colin Piethe, TRANSPLAN



SWAT

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August 6, 2020

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

RE: **SWAT Meeting Summary Report for August 2020**

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met Monday, August 3, 2020. The following is a summary of the meeting and action items:

1. Approved 511 Contra Costa TDM FY 2020-2021 SWAT Transportation Demand Management Programs and Budget.
2. Received updates on Measure J Safe Transportation for Children Funding Category for both the Lamorinda School Bus Program and San Ramon Valley TRAFFIX.
3. Received update SWAT Records Retention.

Please contact me at (925) 973-2651, or email at lbobadilla@sanramon.ca.gov, if you need additional information.

All the best,

A handwritten signature in black ink, appearing to read "Lisa", is written over a horizontal line.

Lisa Bobadilla
SWAT Administrator

Cc: SWAT; SWAT TAC; Hisham Noeimi, CCTA; Matt Kelly, CCTA, Matt Todd, TRANSPAC;
John Nemeth, WCCTAC; Colin Piethe, TRANSPLAN



SWAT

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October 8, 2020

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

RE: SWAT Meeting Summary Report for October 2020

Dear Mr. Iwasaki, 

The Southwest Area Transportation Committee ("SWAT") met Monday, October 5, 2020. The following is a summary of the meeting and action items:

1. Accepted update on COVID-19 Impacts on Measure J Revenues.
2. Received report on CCTA and 511 Contra Costa Electric Bicycle Rebate Pilot Program.
3. Received Update on SWAT Records Retention.

Please contact me at (925) 973-2651, or email at lbobadilla@sanramon.ca.gov, if you need additional information.

All the best,



Lisa Bobadilla
SWAT Administrator

Cc: SWAT; SWAT TAC; Hisham Noeimi, CCTA; Matt Kelly, CCTA, Matt Todd, TRANSPAC;
John Nemeth, WCCTAC; Colin Pieth, TRANSPLAN

El Cerrito

Hercules

September 25, 2020

Pinole

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

RE: September 2020 WCCTAC Board Meeting Summary

Richmond

Dear Randy:

The WCCTAC Board, at its meeting on September 25, 2020 took the following actions that may be of interest to CCTA:

San Pablo

1. Approved Resolution 20-05 for the San Pablo Avenue Multimodal Corridor Project, Phase 2 Funding Agreement.

The Board also received the following updates:

Contra Costa
County

- CCTA Staff provided an overview of the draft capital project rankings for the Measure J Allocation Plan.
- Staff and consultants from the City of Pinole provided an update on the San Pablo Avenue Bridge Replacement over BNSF.

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

Sincerely,



BART

John Nemeth
Executive Director

cc: Tarienne Grover, CCTA; Colin Piethe, TRANSPLAN; Lisa Bobadilla, SWAT; Matt Todd, TRANSPAC

WestCAT