

TRANSPAC

Transportation Partnership and Cooperation

Meeting Notice and Agenda

THURSDAY MARCH 11, 2021
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, 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/83905912486?pwd=S1ZPM3FPclJjZDlvYTJKMEZCQkxkdz09>

Password: 266200.

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID 839 0591 2486 and Password: 266200.

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.

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- 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.

3. CONSENT AGENDA

a. **MINUTES OF THE FEBRUARY 11, 2021 MEETING 🌀 Page 5**

Attachment: Minutes of the February 11, 2021 meeting

END CONSENT AGENDA

- 4. LAMORINDA ACTION PLAN AMENDMENT REQUEST.** The Lamorinda Program Management Committee (LPMC) Regional Transportation Planning Committee is forwarding an amendment to the Lamorinda Action Plan to allow for the addition of a short-Link southbound lane on Pleasant Hill Road. The improvement project is proposed to be constructed as mitigation for the recently approved housing project at the southwest corner of Pleasant Hill Road and Deer Hill Road in the City of Lafayette. The LPMC have circulated the Lamorinda Action Plan amendment request to all the RTPCs in the County for the opportunity to review and comment.
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ACTION RECOMMENDATION: Submit a letter to the LPMC indicating that TRANSPAC does not have an objection to the Lamorinda Action Plan amendment.

Attachment: Staff Report

- 5. MEASURE J LINE 20A FUNDS PROGRAM - FY 2021-2022 PROGRAM.** The Contra Costa Transportation Authority Measure J line 20a program provides funds for Transportation Services for Seniors & People with Disabilities in the TRANSPAC area. TRANSPAC is responsible for recommendations on how the Measure J Line 20a funds are to be used in Central County. Due to the COVID-19 pandemic, we have seen various levels of shelter in place orders and restrictions on group gatherings and indoor activities as well as an impact on the economy in Contra Costa County since March 2020 that have affected this programs revenues and funded services. Based on these impacts, TRANSPAC approved programming for only one year of the Line 20a funds in June 2020 (for FY 2020/2021), and deferred programming FY 2021/2022 funding. This discussion will begin the process to consider Measure J Line 20a programming for FY 2021/2022 with a programming recommendation scheduled to occur in June 2021.
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ACTION RECOMMENDATION: Approve the programming process and schedule for the FY 2021/22 Measure J Line 20a program.

Attachment: Staff Report

6. **TRANSPAC CCTA REPRESENTATIVE REPORTS**
7. **CCTA EXECUTIVE DIRECTOR'S REPORT REGARDING AUTHORITY ACTIONS / DISCUSSION ITEMS** 🌀 **Page 55**

Attachment: CCTA Executive Director Timothy Haile's Report dated February 17, 2021.

8. **ITEMS APPROVED BY THE CCTA FOR CIRCULATION TO THE REGIONAL TRANSPORTATION PLANNING COMMITTEES AND RELATED ITEMS OF INTEREST** 🌀 **Page 57**

Attachment: CCTA Executive Director Timothy Haile's RTPC Memo dated March 4, 2021.

9. **TAC ORAL REPORTS BY JURISDICTION:** Reports from Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available. 🌀 **Page 60**

- TRANSPAC – Meeting summary letter dated February 12, 2021.
- TRANSPLAN – The last meeting was held on February 11, 2021.
- SWAT – Meeting summary letter dated February 10, 2021.
- WCCTAC – Meeting summary letter dated January 22, 2021.
- 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/2020/12/7a-Fixed-Route-Reports.pdf>
- County Connection Link Monthly Report:
<http://countyconnection.com/wp-content/uploads/2020/12/7b.-Paratransit-MOR-for-October-2020.pdf>
- The CCTA Project Status Report may be downloaded at:
<https://ccta.primegov.com/Portal/viewer?id=1636&type=0>
- The CCTA Board meeting was held on February 17, 2021. The next meeting is scheduled for March 17, 2021.
- The March 4, 2021 CCTA Administration & Projects Committee (APC) meeting agenda packet can be found here:
<https://ccta.primegov.com/Portal/Meeting?compiledMeetingDocumentFileId=10905>
- The agenda for the March 3, 2021 CCTA Planning Committee (PC) may be downloaded at:
<https://ccta.primegov.com/Portal/Meeting?compiledMeetingDocumentFileId=10851>
- The CCTA Calendar for February 2021 to May 2021, may be downloaded at:
<https://ccta.primegov.com/Portal/viewer?id=10459&type=2>

10. BOARDMEMBER COMMENTS

11. MANAGING DIRECTOR'S REPORT

12. ADJOURN / NEXT MEETING

The next meeting is scheduled for April 8, 2021 at 9:00 A.M. The location will be determined pending further guidance from the Contra Costa County Department of Public Health.

TRANSPAC Committee Meeting Summary Minutes

MEETING DATE: February 11, 2021

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

PLANNING COMMISSIONERS PRESENT: John Mercurio, Concord; Bob Pickett, Concord; Diana Vavrek, Walnut Creek

STAFF PRESENT: Abhishek Parikh, Concord; Robert Sarmiento, Contra Costa County; Andy Smith, Walnut Creek; Mario Moreno, Pleasant Hill; Lynne Filson, Clayton/Martinez; Ricki Wells, BART; Matt Todd, TRANSPAC Managing Director; and Tiffany Gephart, TRANSPAC Clerk

GUESTS/PRESENTERS: John Hoang, CCTA; Colin Clark, CCTA; Ivan Ramirez, CCTA; Matt Kelly, CCTA; David Early, Placeworks

MINUTES PREPARED BY: Tiffany Gephart

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

Chair Mark Ross called the meeting to order at 9:01 A.M. Introductions followed.

2. Public Comments

There were no comments from the public.

3. Consent Agenda

a. Minutes of the December 10, 2020 Meeting

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

4. APPOINTMENT OF TRANSPAC REPRESENTATIVE TO CCTA.

On motion by Sue Noack seconded by Loella Haskew to appoint Peter Cloven as the alternate TRANSPAC CCTA representative for the term ending January 31, 2022 by unanimous vote of the members present. **(Ross, Haskew, Mitchoff, Obringer, Noack, Cloven).**

5. ACCEPT TRANSPAC ANNUAL FINANCIAL REPORT AS OF JUNE 30, 2020 AND 2019 WITH INDEPENDENT AUDITORS' REPORT.

On motion by Loella Haskew seconded by Sue Noack to accept the Annual Financial Report as of June 30, 2020 and 2019 with independent auditors' report by unanimous vote of the members present. **(Ross, Haskew, Mitchoff, Obringer, Noack, Cloven).**

6. QUARTERLY FINANCIAL REPORT

Matt Todd noted that this is the TRANSPAC JPA calls for the reporting of financial information on a quarterly basis and there were not specific items to note. Commissioner Ross asked Mr. Todd to include a comparative analysis relative to the prior years information in future reports.

7. REVIEW DRAFT CCTA CONTRA COSTA COUNTYWIDE VISION ZERO SYSTEMIC TRANSPORTATION SAFETY POLICY & IMPLEMENTATION GUIDE.

Colin Clarke of CCTA introduced the item. He noted that CCTA staff presented the policy to the Technical Advisory Committee's (TAC) of each RTPC in November 2020 and are working to address all input prior to bringing the policy to CCTA Committees and the CCTA Board. Mr. Clarke commented that in 2006, an MTC approved a policy requiring a complete streets task list for projects. Mr. Clarke noted that the Regional Action Plan kicked off in January 2021 and that MTC will be updating the checklist to include the Vision Zero safety policy.

Mr. Clarke commented that Vision Zero, the goal of achieving zero transportation-related fatalities and severe injuries, is being defined as a public health crisis. Persons of color are disproportionately affected (fatalities). In Contra Costa, the pattern remains consistent. There is also a disproportionate representation amongst pedestrians. Vision zero shifts responsibility from the individual to a shared responsibility and aims to reduce speed through design and technology as well as reduce transportation related fatal and severe collisions. Mr. Clarke noted that CCTA staff are working with interdisciplinary stakeholders to solicit input into the safety policies.

Mr. Clarke further noted that to qualify for Caltrans Highway Safety Improvement Program (HSIP) funding, local safety plans need to be adopted by each jurisdiction. Mr. Clarke commented that several jurisdictions are creating local safety plans and noted that those can double as Vision Zero Action Plans.

The Vision Zero project goals were to advocate Vision Zero as a standard practice, collect and analyze traffic safety data and build the collision database, and develop a "How To" Guide for local jurisdictions and work with local implementing agencies to assist in developing projects. The overall process started in Fall of 2019 with best practices and local plan review and mapping safety priority locations. There have been 3 meetings of the Vision Zero Working Group, and in progress is the Implementation Guide and Database. In the coming months,

RTPC's will be asked to provide input into the pedestrian needs assessment before the Countywide Micro Mobility Policy, originating from the Countywide Bicycle and Pedestrian Plan.

Mr. Clarke noted that pedestrians are involved in 10% of collisions but represent 31% of fatal collisions. Stemming from these findings, the CCCTA board directed staff to focus on pedestrians, bicyclists, and vulnerable populations and communities of concern. Staff reviewed ten years of data (2008-2017) regarding bicycle and pedestrian collisions from the Statewide Integrated Traffic Records System (SWITRS) and Transportation Information Management System (TIMS) and used data from Ecopia Tech to identify sidewalks and crosswalks using geospatial imagery.

Common bicycle and pedestrian collision patterns are speeding, DUIs, bike riding against the flow of traffic, transit priority areas, and vulnerable populations (seniors and youth). Built environment factors include highway interchanges, trail crossings, channelized right turns, skewed intersections, left turns at signals, and red-light violations. Other factors include distracted driving and walking, pedestrians crossing outside crosswalks, school drop-off areas, driveways, lighting, sidewalk gaps/unmarked crosswalks, and sight obstructions (such as trees and brush).

The Policy and Implementation Guide will assist local jurisdictions in developing Vision Zero leadership and commitment, providing resources on developing a data informed approach and approaches to encouraging safer speeds and creating safer routes. The Guide will include example policies, such as a countywide ordinance (drafted by Fehr and Peers and currently under review) as well as strategies on authentic engagement, measurable goals, and actionable strategies, etc.

Mr. Clarke noted 10 strategies for implementing Vision Zero and provided a survey for the Board to vote on next steps. The strategies included: adopting a Countywide Vision Zero Policy or Safety Policy, prioritizing funding for projects, require local jurisdiction to adopt Vision Zero for Measure J Programming, countywide marketing and education, improving the Toolbox, data dashboard and mapping, quick build projects, priority pedestrian areas, expanding database to be countywide (not just pedestrian priority areas), development review and impact fee programs, and expanding the toolbox to include cost estimates.

Commissioner Ross asked what is the most efficient way to implement the policy. Mr. Clarke commented that jurisdictions requested a specific policy to adhere to at the countywide level. Commissioner Ross further asked if other counties in the Bay Area that have done this and/or have implementation models that we can imitate. Mr. Clarke commented Sonoma County, Santa Clara, City of Fremont, City of San Jose and a number of others have Vision zero Action Plans. Mr. Clarke offered to share more details.

Commissioner Noack asked how to balance Vision Zero policies with increased traffic congestion in general. Commissioner Noack noted that some of the interventions can also increase traffic congestion (such as removing turn lanes, etc.). Mr. Clarke commented that it is a

challenge, and it is a policy question as far as what the priorities are (maximizing bicycle and pedestrian safety vs. congestion management). Commissioner Noack commented that her concern is that you can only design so much without addressing individual responsibility and education, particularly on the bicycle safety side for example.

Commissioner Obringer asked if there were intersections that would be candidates for a pilot program and how would these projects be identified. Mr. Clarke commented that he could show the hot spots of mapping locations to help prioritize. SafeTREC Education and Research Center for traffic safety also has an open call for proposals for complete streets assessment from a technical safety standpoint. Mr. Clarke noted that he is drafting an application for CCTA. Commissioner Obringer asked if the information could be sent out. Mr. Clarke offered to forward the information to the Board.

Commissioner Haskew asked if there are some quick and easy techniques that jurisdictions can implement immediately. Mr. Clarke commented that the next steps are to get cost estimates to assist jurisdictions in deciding where to focus. Commissioner Haskew noted that it is important to get some things in place to begin the education process.

Commissioner Ross asked if there can be a short-term and long-term project implementation list. Mr. Clarke noted focusing on common collision areas such as trail crossings would be a good start and considering and addressing the impact of micro-mobility devices and e-bikes are becoming more common and working with EBRPD, as well as performing an inventory of channelized right turns, and narrowing priorities of common collision patterns, etc.

Matt Todd commented that there are many recent design standards that support bike and pedestrian modes that were not around 5-10 years ago, there was one standard from the Federal Highway Administration, and now there are new standards such as National Association of City Transportation Officials (NACTO) that local agencies can refer to. Mr. Clarke commented that there is the possibility of a countywide training program because there will be a culture change regarding design.

Mario Moreno asked if having a plan in place make cities more competitive for funding opportunities. Mr. Clarke commented that he has observed points being applied to grant applications for jurisdictions with an adopted Vision Zero Plan.

8. INTERSTATE 680 HIGH OCCUPANCY VEHICLE LANE COMPLETION AND EXPRESS LANE CONVERSION – PROJECT STATUS UPDATE

This item was moved forward.

Ivan Ramirez commented that there was a gap in the HOV lane on I-680 in the southbound direction from Benicia Martinez Bridge to walnut creek and the project constructed this the HOV lane to fill the gap. Bay Cities Pavement & Grading was selected and underbid the engineers estimate by 6 million dollars. The project was estimated to take 700 days with

expected completion in late 2021/early 2022. The civil portion of the project was completed ahead of schedule in December of 2020.

The contract is split into two projects, the civil work, which is complete and the conduits, software, system integration, and determining how HOV payments will be collected, which is managed by BAIFA and expected to be complete in June of 2021. Signage today shows that the lane is HOV 2+ and that the Express Lane is being tested and is not currently operational.

The South Main Street off ramp was widened to allow for better traffic flow. A second lane was added to the onramp to accommodate the metering light and the required added queue capacity. Mr. Ramirez noted that many plants and trees were replanted due to clearing required during construction.

Resurfacing occurred from South of Monument to Livorna. The resurfacing was completed ahead of schedule and allowed for safer road conditions during the winter months due to the open grade asphalt which helps to prevent hydroplaning.

Mr. Ramirez noted that double lines were added in certain areas in both directions to prevent traffic from jumping in and out of the HOV lanes. Mr. Ramirez further noted that the project saved 1 million dollars by accelerating the work and saving money on overhead costs, change orders, general maintenance, and repairs.

Commissioner Mitchoff complimented the project and commented that she is impressed with the completed work.

9. INTERSTATE 680/STATE ROUTE 4 INTERCHANGE IMPROVEMENTS, PHASE 3 – PROJECT STATUS UPDATE.

This item was moved forward.

Ivan Ramirez commented that Highway 4 is the main route in Contra Costa going East/West and I-680 is one of two major roadways heading North/South. The project begins just past the intersection with Highway 242 in the east and extends to just before Morello Avenue in the west. Due to environmental restrictions, there is a narrow window when construction can happen (June-October) for bridge work in the waterways. There were permitting issues early on with the FAA/airport related to concerns with the interference with runway operations.

The project includes utility relocations (oil pipelines), extension of Eastbound HOV lanes by 2 miles, and adding 6 miles of mixed flow East and Westbound, widen and retrofit 5 bridges, raise and replace Grayson creek bridge/raise roadway profile, work on Grayson and Walnut Creek flood Channels (including returning creeks to the original contours), and creek diversions to allow for fish passage.

The contractor for Phase 3 is Brosamer & Wall, Inc., the cost of construction is approximately 97.7 million and the duration of the project 675 days. He noted the overall project is broken into 6 phases to break up costs into implementable phases. Mr. Ramirez noted that Phase 1 and 2A has also received 18 million for project development phase work.

Mr. Ramirez noted that there have been challenges with speeding through the construction zone. Staff worked closely with CHP to enforce the speed limit. There were also complaints about the road tape used as temporary striping (which was installed to prevent road scarring and comply with Caltrans request). The tape has been damaged due to rain and after numerous complaints from the public the lines will now be painted per the usual process.

Other project challenges include plans and specification ambiguities, inconsistencies, construction quality issues, site conditions, other happenings in the community (such as wildfires and riots), covid-19 restrictions, and turnover of employees. The project is on schedule with the critical work in the creeks already completed. There also have not been any recordable safety issues.

Commissioner Mitchoff commented that she hoped that the project would qualify for an award and complemented the work on the project.

Commissioner Obringer also complemented the project and citizens of Concord are eagerly anticipating the completion of the project and thanked Mr. Ramirez for his work.

Commissioner Ross commented that the project is welcomed and well-handled and noticed the decrease in traffic congestion.

10. PROPOSED REVISIONS TO THE CCTA GMP IMPLEMENTATION GUIDE.

Matt Kelly introduced himself and David Early from Placeworks. Matt Kelly commented that updates to the Implementation guide originated from Planning Directors' Seminars and GMP Task for Input.

David Early provided commented that the Draft Implementation Guide includes topics such as regional roadways and is expanded to include other modal topics such as regional bicycle and pedestrian network and regional transit, and non-modal topics including safety, equity and climate change. Action plans can include other topics and RTPC's will have discretion to establish metrics, goals, and actions. MTSO's were renamed as Regional Transportation Objectives (RTOs) to include the non-modal topics.

The implementation guide update will mimic the current processes for roadways for regional significance. RTPC's would designate and map routes of regional significance for each of the three networks, routes of regional significance. Routes of regional significance that span more than one subregion will be discussed and mutually agreed upon by the affected RTPC's. Each

RTPC will also establish area-wide goal, set appropriate RTO's and supportive actions for each identified facility.

For non-modal topics, measurement methods, goal and actions would not be specific to individual facilities but would either be subregion-wide or a portion of a sub-region.

Chapter 3 focuses on how the action plans are created and has expanded to include RTO's. The interactive consultation process has been clarified among shared facilities. Examples of non-roadway RTO's have also been added.

Chapter 4 clarifies the impact analysis requirements for major projects and general plan amendments (GPA's) to remain in compliance with GMP. GPAs to be evaluated for compliance with GMP during project review include: when the project is proposed or near a designated regional route or facility, if the project could potentially interfere with an active transportation RTP or threshold, CEQA analysis may occur if applicable to the proposed GPA. Transportation impact analysis include: evaluation of the traffic congestion impacts, following traditional LOS or delay-based methodologies, implementation results from congestion analysis shall not conflict with goals to reduce VMT, evaluation of project VMT, and evaluation of impacts on regional active transportation and transit routes.

Chapter 7 was updated to add VMT as a transportation planning tool and remove references to the CEQA as part of the GMP compliance process.

Chapters 1,2, 5, 6, 8 and 9 were edited to reflect updated terminology. Roadway capacity/level of service was previously analyzed under CEQA and in accordance with GMP. SB743 replaces capacity and level of service analysis under CEQA on roadways with a VMT analysis. None of the six Action Plan topics would need to be treated as CEQA topics or thresholds. Local jurisdictions would continue to comply with the GMP and Action Plans in return will be eligible to receive Measure J return to source funds and access to other CCTA programs.

Matt Kelly reviewed the next steps. In January/ February 2021, RTPC's are reviewing proposed revisions. In March 2021, the CCTA Authority Planning Committee and Board will review the draft plan. In Winter 2021, the update of the technical procedures will be initiated. Grant funding to study a VMT mitigation program was recently approved by Caltrans and that effort will begin by Spring 2021 and a TAC will be developed to guide the program. The Action Plans for routes of regional significance will be updated mid to late 2021 by RTPC's and CCTA will be available to support as needed.

11. TRANSPAC CCTA REPRESENTATIVE REPORTS.

Commissioner Noack commented that the Mokelumne Bike Trail/Pedestrian Overcrossing will be moving forward after many years of delay. The delay will allow for coordination with a potential extension of BART. Committee members received an annual report review and an update on the I-680 Northbound Express Lanes project. Loella Haskew reported on the January

meeting and noted that the Urban Limit Line Advisory letter moved forward, and members received the status of GMP Program. Commissioner Haskew noted that Matt Kelly covered the other items in his presentation.

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

Matt Todd commented that Tim Haile is the new CCTA Executive Director.

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

No member comments.

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

No member comments.

15. BOARDMEMBER COMMENTS

Mark Ross commented that presentations should be limited to 10-12 minutes. Tiffany commented that all Board members have been entered into the Netfiler system under the TRANSPAC Committee for the completion of Annual Form 700 filings, which are Due April 1st.

16. MANAGING DIRECTOR'S REPORT

No member comments.

17. ADJOURN / NEXT MEETING The meeting adjourned at 10:38 A.M. The next meeting is scheduled for March 11, 2021 at 9:00 A.M.

TRANSPAC Board Meeting *STAFF REPORT*

Meeting Date: March 11, 2021

Subject:	LAMORINDA ACTION PLAN AMENDMENT REQUEST
Summary of Issues	<p>The Lamorinda Program Management Committee (LPMC) Regional Transportation Planning Committee is forwarding an amendment to the Lamorinda Action Plan to allow for the addition of a short-Link southbound lane on Pleasant Hill Road. The improvement project is proposed to be constructed as mitigation for the recently approved housing project at the southwest corner of Pleasant Hill Road and Deer Hill Road in the City of Lafayette. The LPMC have circulated the Lamorinda Action Plan amendment request to all the RTPCs in the County for the opportunity to review and comment.</p>
Recommendation	<p>Submit a letter to the LPMC indicating that TRANSPAC does not have an objection to the Lamorinda Action Plan amendment.</p>
Financial Implications	<p>No TRANSPAC financial implications</p>
Attachment(s)	<p>A. LPMC Letter Regarding Action Plan Amendment (dated 2/1/21) (attachments to the letter available for download at the TRANSPAC website)</p> <p>B. Map of Contra Costa RTPCs Boundaries</p> <p>C. Map of the TRANSPAC/SWAT Boundary in the project Area</p> <p>D. Map Lamorinda Routes of Regional Significance</p> <p>E. Terraces of Lafayette Site Plan</p> <p>F. CCTA GMP Action Plan Update Process Flowchart</p> <p>G. Public Communication Received January 26, 2021 (attachments to the communication available for download at the TRANSPAC website)</p> <p>Material available for download (including information referenced in the LPMC letter and public communication received) can also be directly accessed at transpac.us under the TRANSPAC Committee meeting materials)</p>

Background

The Lamorinda Program Management Committee (LPMC) Regional Transportation Planning Committee (RTPC) is a subcommittee of the Southwest Area Transportation Committee (SWAT) RTPC. The LPMC is comprised of elected officials and staff members from the City of Lafayette, Town of Moraga, and City of Orinda.

SWAT is one of four Regional Transportation Planning Committees (RTPC) within Contra Costa County and represents the overall South County sub-region. It is composed of elected representatives and technical staff from the LPMC as well as the city of San Ramon; the Town of Danville; and the unincorporated area of Southern Contra Costa County.

Through the SWAT and CCTA, LPMC is responsible for developing the Lamorinda Action Plan (there is also a SWAT – Tri Valley subarea group that is responsible for the Action plan for the Danville, San Ramon, unincorporated area of Southern Contra Costa County).

The LPMC has considered a proposed amendment to one of the gateway constraint policies in the Lamorinda Action Plan (LAP) that pertains to Pleasant Hill Road, a Route of Regional Significance. Pleasant Hill Road is also identified in the Central County Action Plan as a Route of Regional Significance.

The City of Lafayette recently approved a 315-unit multi-family housing project at the southwest corner of Pleasant Hill Road and Deer Hill Road (the Terraces Project).

Transportation improvements in the general vicinity of the project were submitted as part of the developer application including improvements to mitigate a.m. peak traffic generated from the Terraces Project. The mitigation improvements include a trap lane on Pleasant Hill Road, an additional lane that starts just north of the intersection with Deer Hill Road and continues southbound for more than 1,000 feet and that travels into the State Route 24 (SR-24) westbound onramp.

For the improvements under consideration, the LPMC has noted:

- Roadway width and capacity will increase,
 - Added roadway capacity is projected to attract more vehicle trips,
 - Pedestrian crossing distance and crossing times across Pleasant Hill Road will increase,
- Delay for local traffic is projected to be reduced (while maintaining the metering of regional traffic with signal coordination),
- Evacuation times are projected to be decreased during an emergency, and
- Project will provide an extra lane width on Pleasant Hill Road that will be available as transportation options are considered in the future.

The Lamorinda Action Plan approved by the LPMC (September 2017) includes a “Gateway Constraint Policy” that controls the physical width of regional routes that serve the Lamorinda area including SR-24, Pleasant Hill Road, and Camino Pablo/San Pablo Dam Road. The Lamorinda Action Plan further states: "The Gateway Constraint Policy would prohibit the

addition of any through lanes, including short-link segments, on any portion of Pleasant Hill Road between SR-24 and the Lafayette city limits line north of the intersection with Taylor Boulevard."

An amendment to the Lamorinda Action Plan has been forwarded that removes the prohibition against short-link segments on Pleasant Hill Road and that would allow for the construction of the proposed trap lane improvement related to the Terraces Project mitigations. The LPMC has noted that it did not take a support or oppose position on the Lamorinda Action Plan amendment.

Action Plans

Action Plans are required to be completed by RTPCs as part of the Contra Costa Transportation Authority (CCTA) Growth Management Plan (GMP) policies. For TRANSPAC, the Central County Action Plan is intended to address the key transportation issues that Central County will face over a long-range period (i.e., 20-25 years). The last TRANSPAC action plan (approved in 2017) and was developed through a cooperative, multi-jurisdictional planning process addressing current and future transportation issues along the regional corridors serving Central County. Pleasant Hill Road is identified in the Central County Action Plan and the Lamorinda Action Plan as a Route of Regional Significance. Action plans are also completed for all the other areas of Contra Costa by the respective RTPC agencies.

Consistent with the CCTA guidance, the LPMC have circulated the Lamorinda Action Plan amendment to all the RTPCs in the County for the opportunity to review and comment.

The letter from the LPMC requesting TRANSPAC review of the request is included in the attached material. Through the LPMC correspondence, items to note include:

- CCTA has the ultimate decision to accept an Action Plan,
- The City of Lafayette has indicated the Terraces Project will proceed regardless of whether the amendment to the Lamorinda Action Plan is approved,
- The construction of the proposed improvement will not impact the ability to implement other Lamorinda Action Plan gateway policies (such as metering regional traffic with signal coordination) in the area to the north of the proposed improvements.

This item was discussed at the February 25th TRANSPAC TAC meeting. Mike Moran, the City of Lafayette Director of Engineering and Public Works presented information on the project and the Action Plan amendment request. The TRANSPAC TAC discussion touched on topics including:

- Fire department input regarding evacuations and ultimately the improvement will benefit evacuation times,
- Clarification regarding the housing development mitigation measure, and that based on the project timeline, is based on level of service CEQA standards,

- The bottleneck point in the Lamorinda section of Pleasant Hill Road is the intersection with Deer Hill Road,
- The trap lane will provide a more efficient flushing route, though savings will not result in significant overall time savings,
- Discussion about possibility of ramp metering onto SR-24
- City of Lafayette staff clarified that the funds for the trap lane cannot be used for substitute improvements,
- Circulation patterns within the housing development and how they will interact with Pleasant Hill Road through traffic,
- It was noted the new CEQA guidance that includes VMT analysis exempts auxiliary lanes,
- It was clarified that the trap lane will not provide benefit to for northbound Pleasant Hill Road trips, and
- Discussion on the bike and pedestrian access to the area.

Public comment (2 attendees) spoke to the item and discussed the ongoing congestion in the corridor and impacts to the residents of Reliez Valley Road and their support for deferring or not approving the action plan amendment.

The Lamorinda Action Plan amendment would include revising language as follows:

Existing – The Gateway Constraint Policy would prohibit the addition of any through lanes, including short-link segments, on any portion of Pleasant Hill Road between SR-24 and the Lafayette city limits line north of the intersection with Taylor Boulevard.

Proposed – The Gateway Constraint Policy would prohibit the addition of any through lanes, ~~including~~ **except** short-link segments providing access to SR-24, on any portion of Pleasant Hill Road between SR-24 and the Lafayette city limits line north of the intersection with Taylor Boulevard.

The TRANSPAC TAC recommended submitting a letter to the LPMC indicating that TRANSPAC does not have an objection to the Lamorinda Action Plan amendment. The TRANSPAC TAC discussed that the trips generated from the new housing development are not at a level that will significantly impact operations of the TRANSPAC section of the Pleasant Hill Road corridor in the am peak. The LPMC, SWAT RTPC and ultimately the CCTA will consider the Lamorinda Action Plan amendment request and comments received.

Additional information on this item is also available for download from the TRANSPAC [website](#) including:

- LPMC Letter Regarding Action Plan Amendment (dated 2/1/21)
 - Attachments to the letter available for download include:
 - LPMC January 11, 2021 Meeting Agenda Package
 - LPMC January 11, 2021 Meeting Package Attachment - copy of the Lamorinda Action Plan

- LPMC January 11, 2021 Meeting Package Attachment – copy of the Project Traffic Impact Study Report dated January 1, 2020
 - LPMC January 11, 2021 Meeting Package Attachment – copy of the TIS Data Sets and Evacuation Modeling Report dated June 22, 2020
 - LPMC January 11, 2021 Meeting Package Attachment – copy of additional public communications received by LPMC as of January 11, 2021
- Public Communication Received January 26, 2021
 - Attachments to the public communication letter include:
 - Rachel Zinn letter
 - Acalanes District Endorsement letter
 - Letter from Con Fire
 - First Student letter
 - Save Lafayette Letter with Evacuation Model Review
 - Elite Evacuation Model
 - Elite Traffic Report
 - Streetlight data for Pleasant Hill Rd by segment and time period
 - Crosswalk use image
 - VHFHSZ Cal Fire map
 - County Connection letter

Material available for download can also be directly accessed at transpac.us under the TRANSPAC Committee meeting materials.

Lamorinda Program Management Committee

February 1, 2021

John Nemeth
WCCTAC
6333 Potrero Avenue, Suite 100
El Cerritos, CA 94530
Via email: jnemeth@wcctac.org

Mathew Todd, P.E.
TRANSPAC
1211 Newell Avenue, Suite 200
Walnut Creek, CA 94596
Via email: Matt@GrwayBowenScott.com

John Cunningham
TRANSPLAN
30 Muir Road
Martinez, CA 94553
Via email: john.cunningham@ded.cccounty.us

Subject: Consideration of Amending the Lamorinda Action Plan to Allow for the Addition of a Short-Link Southbound Lane on Pleasant Hill Road (Trap Lane) as Part of the Proposed Terraces of Lafayette Project

Dear RTPC Administrators,

At its January 11, 2021 meeting, the Lamorinda Program Management Committee (LPMC), considered and discussed a proposed amendment to one of the gateway constraints in the Lamorinda Action Plan (LAP) that pertains to Pleasant Hill Road, a Route of Regional Significance. Currently, the LAP states: "The Gateway Constraint Policy would prohibit the addition of any through lanes, including short-link segments, on any portion of Pleasant Hill Road between SR-24 and the Lafayette city limits line north of the intersection with Taylor Boulevard." The proposed amendment would remove the prohibition against short-link segments and would allow for the construction of a southbound short-link travel lane on Pleasant Hill Road starting just north of Deer Hill Road and terminating at the State Route 24 westbound on-ramp (trap lane). The request for this amendment arises from the City of Lafayette's recent approval of the Terraces project -- a 315-unit multi-family housing project to be built at the southwest corner of Pleasant Hill Road and Deer Hill Road. The trap lane on Pleasant Hill Road

Lamorinda Program Management Committee

was submitted as part of a developer application to mitigate a.m. peak traffic generated from the Terraces project.

During its consideration of the proposed amendment, the LPMC noted the following:

- The LPMC is an advisory committee to SWAT, which is in turn an advisory committee to CCTA. The decision whether to amend the LAP to allow for the construction of the proposed trap lane rests exclusively and solely with CCTA. Neither LPMC nor SWAT has any decision-making authority.
- The Terraces development will proceed regardless of whether an amendment to the LAP that allows for the trap lane is or is not approved.
- There are pros and cons to the construction of the trap lane. Specifically, the LPMC reviewed a slide in the staff presentation that listed the following pros and cons:

Reasons against the trap lane:

- Added capacity will attract more traffic
- Roadway will be even larger
- Pedestrian crossing times will increase across a longer distance

Reasons for the trap lane:

- Delay for local traffic can be reduced while still metering regional traffic with signal coordination
- Evacuation times will be decreased during an emergency
- Provides an extra lane width under the City's control to utilize for future use
- The proposed amendment to the LAP raises an important policy question – namely, whether it is appropriate to amend an action plan such as the LAP specifically in response to a particular development project or whether any amendment should be done as part of a larger amendment or update to the action plan.

After receiving public comment, asking questions of staff, and deliberating, the LPMC instructed staff as follows:

- That the LPMC takes no position and expresses no view on whether or not the amendment to the LAP should or should not be made.
- That proposed amendment to the LAP be shared with SWAT and the other regional transportation planning committees (RTPC) that serve as advisory bodies to CCTA for their review and comment, if any.
- That the pros and cons of the proposed trap lane that were presented to LPMC also be shared with SWAT and the other RTPCs.

Enclosed for further background are the materials that were provided to the LPMC and made available to the public in advance of the January 11, 2021 meeting.

Lamorinda Program Management Committee

The LPMC Administrator duties are rotated among the three Lamorinda agencies annually and we are in the process of transitioning from the City of Orinda to the Town of Moraga. Please provide your RTPC comments to Bret Swain, Senior Engineer of the Town of Moraga, at bswain@moraga.ca.us Thank you.

Sincerely,

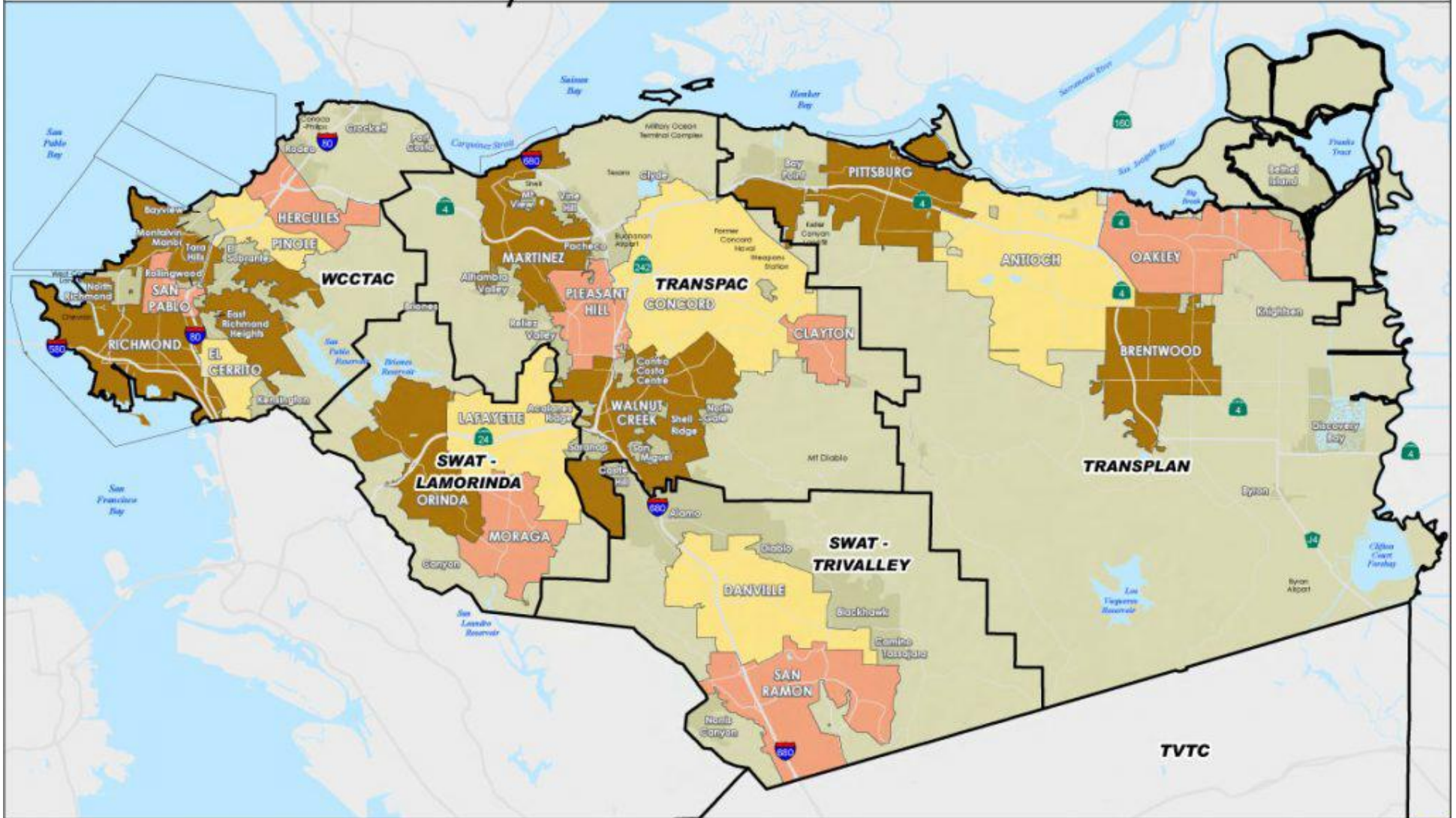


Jason Chen, LPMC Administrator

Enclosures: LPMC January 11, 2021 Agenda Package
Public Communication Received as of 01-11-2021 8 a.m.

cc: Bret Swain, Moraga via email bswain@moraga.ca.us
Shawn Knapp, Moraga via email sknapp@moraga.ca.us
Mike Moran, Lafayette via email MMoran@ci.lafayette.ca.us
Lisa Bobadilla, SWAT via email lbobadilla@sanramon.ca.gov
John Hoang, CCTA via email jhoang@ccta.net
Matt Kelly, CCTA via email mkelly@ccta.net

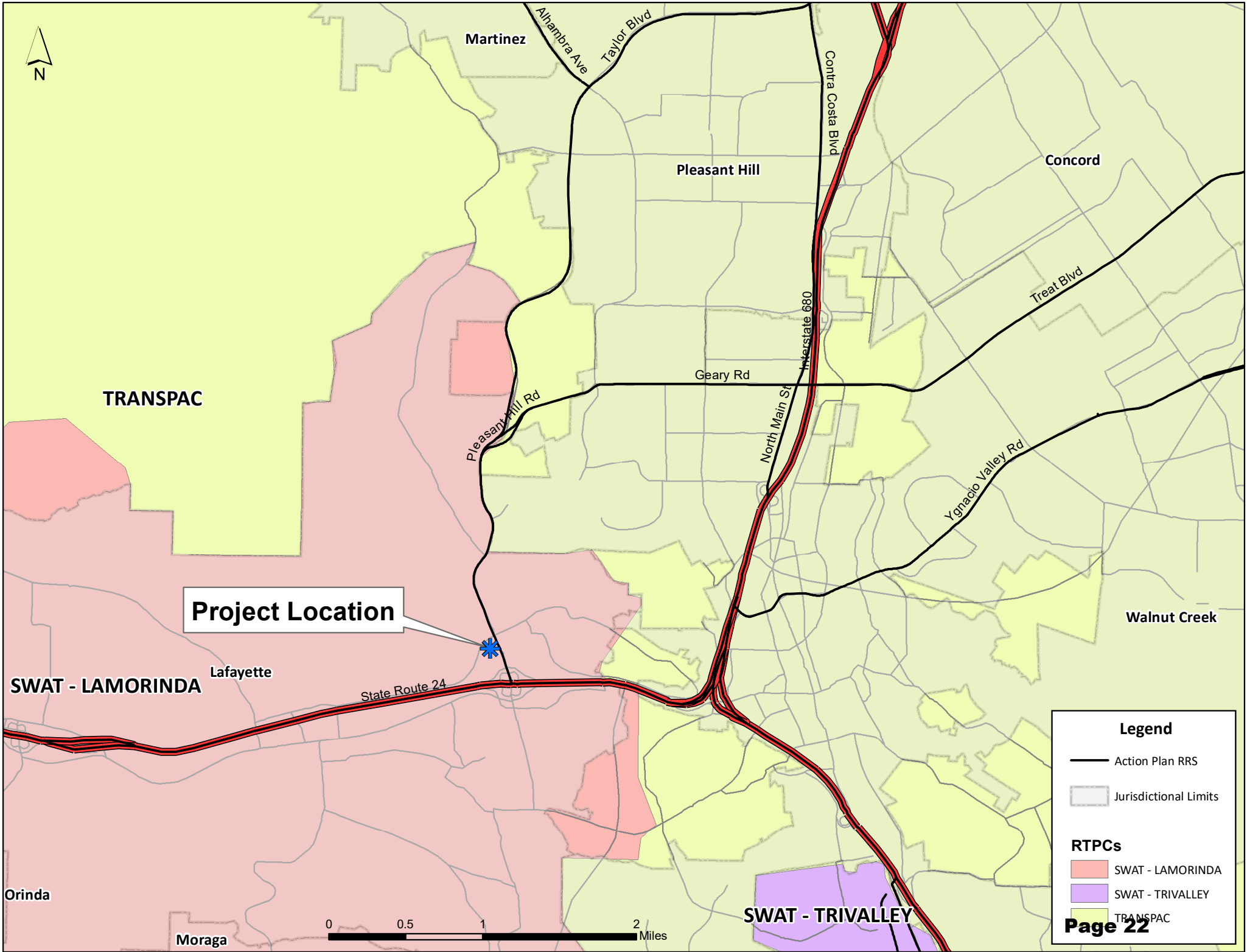
Contra Costa County



Revised 05/07/2012 with updated city limits
 Contra Costa County Department of Conservation & Development
 650 Pine Street, 4th Floor - 94601, Walnut Creek, CA 94597-0045
 925.466.4000 / 925.466.4001

Prepared by the Department of Conservation and Development - GIS Group





Legend

— Action Plan RRS

— Jurisdictional Limits

RTPCs

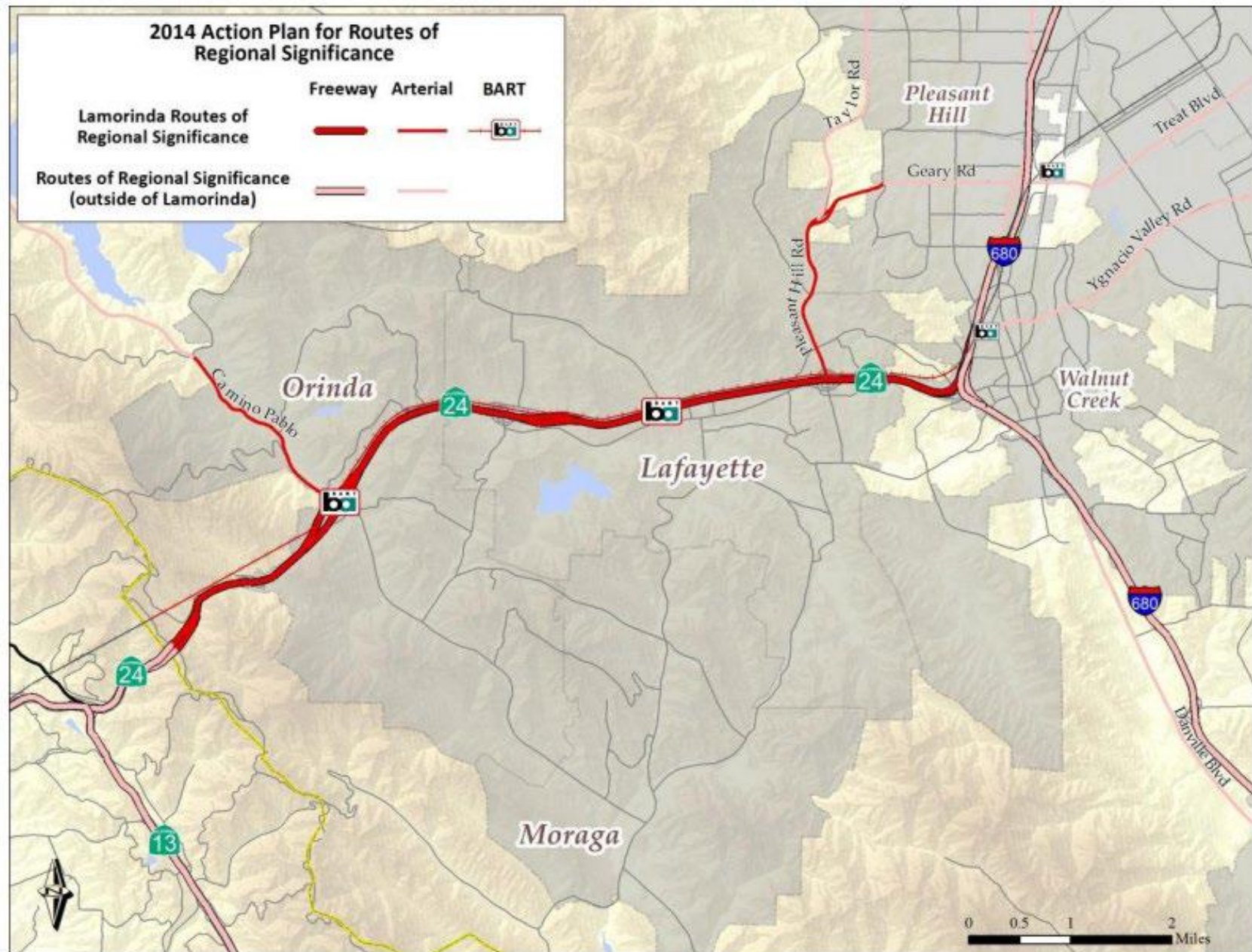
SWAT - LAMORINDA

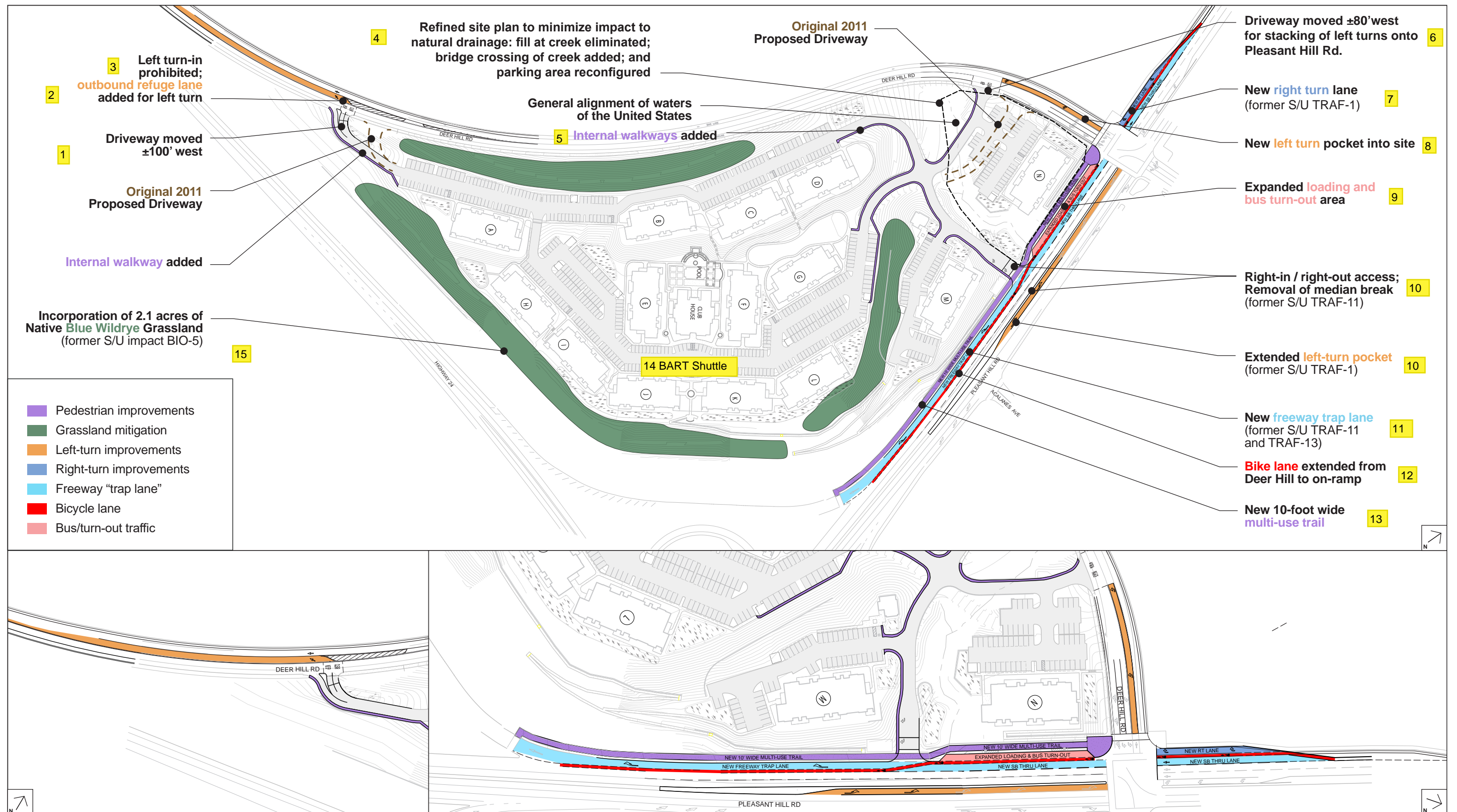
SWAT - TRIVALLEY

TRANSPAC

Page 22

Figure 1: Lamorinda Routes of Regional Significance





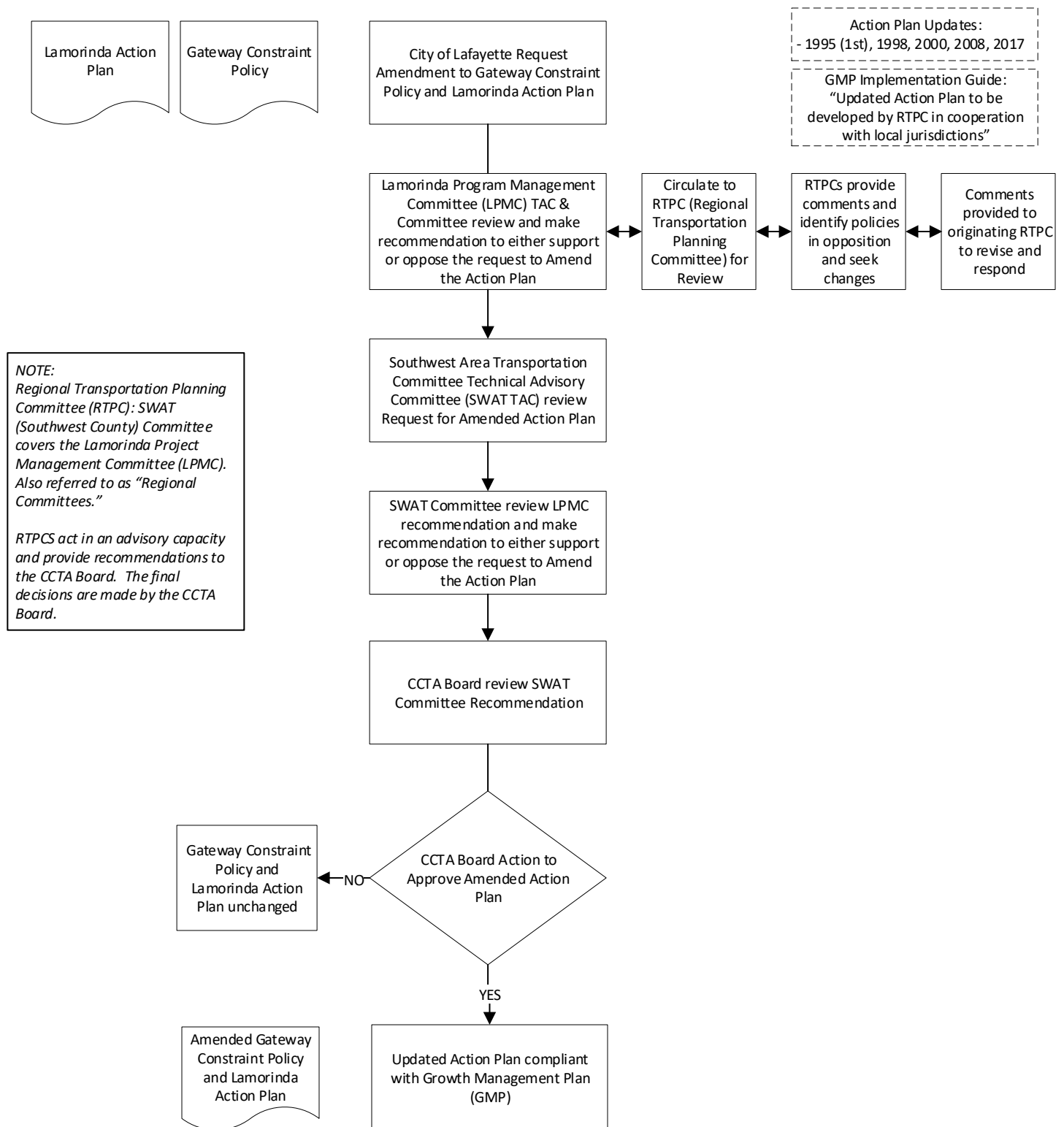
Source: O'Brien Homes 2019

Changes to the Terraces as Shown on the Annotated Refined Plan

1. The western entrance on Deer Hill Road was moved 100 feet to the west per the TRAF-3 mitigation of the certified 2013 Final EIR and the 2018 Addendum to the EIR in order to provide adequate sight-distance for westbound traffic.
2. Per the recommendation of the city engineer, a refuge lane was added at the western entrance on Deer Hill Road for outbound traffic turning left.
3. The left turn into the western entrance on Deer Hill Road was removed per the TRAF-4 mitigation of the certified 2013 Final EIR and the Addendum in order to address design and operational concerns.
4. Pursuant to mitigation BIO-6 and the Applicant Refined Alternative of the certified 2013 Final EIR and the Addendum, the parking lot for building N was reconfigured and a bridge crossing introduced to eliminate the filling of 295 linear feet of the creek.
5. Internal walkways were added per the updated 2018 traffic analysis and refinement measure (c) of the Addendum.
6. Pursuant to concerns raised by the city engineer regarding stacking for westbound cars turning left into the eastern entrance on Deer Hill Road, the Addendum included refinement measure (e) whereby the entrance was moved to the east and aligned with the driveway into the Kim property.
7. A dedicated right turn only lane was added on southbound Pleasant Hill Road for westbound Deer Hill Road traffic as mitigation for TRAF-1 impacts identified in the certified 2013 Final EIR.
8. At the request of the city engineer, the Addendum included refinement measure (e) to provide a protected left turn pocket for the eastern entrance for westbound Deer Hill Road traffic.
9. A bus turnout was added per the TRAF-15 mitigation of the certified 2013 Final EIR and subsequently expanded pursuant to TRAF-8 and TRAF-10 of the certified 2015 SEIR and further expanded per the recommendation of the city engineer (see attached exhibit) and included as measure (j) of the Addendum.
10. The previously proposed left turn into the entrance on Pleasant Hill Road was removed per the 2015 SEIR and the protected left turn pocket on northbound Pleasant Hill Road onto Deer Hill Road was lengthened to address TRAF-1, TRAF-11 and TRAF-12 of the certified 2013 Final EIR and included as refinement measure (n) of the Addendum.
11. A dedicated right turn “trap” lane for westbound Highway 24 was added to southbound Pleasant Hill Road as part of the mitigation for TRAF-1 impacts defined in the certified 2013 Final EIR and included as measure (o) of the Addendum.

12. The existing bike lane on southbound Pleasant Hill Road was extended from Deer Hill Road to the Highway 24 on-ramp pursuant to the TRAF-18 and TRAF-19 mitigation of the certified 2013 Final EIR and included as measure (l) of the Addendum.
13. The multi-use trail was added pursuant to the TRAF-16 mitigation of the certified 2013 Final EIR and included as measure (k) of the Addendum.
14. A BART shuttle was added pursuant to the TRAF-14 mitigation of the certified 2013 Final EIR.
15. The 2.1 acres of planting area for the Native Blue Wildrye was established in the Addendum to address BIO-5 of the certified 2013 Final EIR and to follow up on the harvesting of the grass, which was done in accordance of BIO-3 of the certified 2015 SEIR. The grass is currently being maintained in an off-site nursery.

CCTA Growth Management Program (GMP) Action Plan Update Process



**Transportation Partnership and Cooperation
(TRANSPAC) Board Meeting –
March 11, 2021**

Communication Received from the Public

**Attachments to the public communication letter
are available for download at:
transpac.us/events/transpac-committee-meeting**

From: Kristen Altbaum <altbaum@icloud.com>

Sent: Tuesday, January 26, 2021 6:23 PM

To: Tiffany Gephart <Tiffany@graybowenscott.com>; Matthew Todd <Matt@graybowenscott.com>

Subject: Public Comment ahead of discussion about Gateway Policy Changes

Tiffany, please kindly submit the following comments to Transpac TAC and Board and please inform me prior to this subject being discussed. Thank you so much.

RE: Transpac's weigh in on the Lamorinda Gateway Constraints policy change to allow for a right-hand turn and short length extension (new solo lanes) along Pleasant Hill Rd in Lafayette to westbound hwy 24.

Transpac TAC and Board,

I am writing you in advance of your February 11th meeting at which you will be asked to weigh in on a possible Lamorinda Gateway Constraints policy change to allow for a right-hand turn and short length extension (new solo lanes) along Pleasant Hill Rd in Lafayette to westbound hwy 24. Transpac's input on this is a requirement since any changes to the corridor would potentially impact commuters who reside in Transpac's jurisdiction. These commuters include me and many of my immediate neighbors within unincorporated CCC, as well as many residents in northeast Lafayette, Pleasant Hill, Martinez; and jurisdictions to the northeast of Hwy's 680/4 who regularly use Pleasant Hill Rd to bypass Hwy 680.

Astonishingly, this amendment to the Lamorinda Action Plan's Gateway Constraint's Policy is being requested AFTER Lafayette's project approval of the 315 unit "Terraces" apartment complex (O'Brien Land Homes) at the intersection of Pleasant Hill and Deer Hill Roads in order to mitigate the significant environmental impacts of this potential development. The development is currently being litigated between the City of Lafayette and the citizen group "Save Lafayette". It is worth noting that O'Brien Homes is paying Lafayette's legal fees during this lawsuit. Had the development been rejected by Lafayette, Lafayette would have had to pay its own legal fees against the developer. This project therefore, may well have been approved to circumvent legal exposure (Lafayette choose to pass litigation exposure to the citizen action group "Save Lafayette" instead of defending the CEQA requirements themselves) versus being approved based on project merit and considerate CEQA analysis.

As a resident of this very congested corridor and a Measure C and J tax payor, I am adamant that the CCTA and its subgroups take seriously the policies, goals and objectives outlined in the Lamorinda Acton Plan <https://ccta.net/wp-content/uploads/2018/10/59cd5bd512c34.pdf> that are very specific about how to handle growth along Pleasant Hill Rd and other corridors within Lamorinda. For your convenience, I've summarized these policies, goals and objectives in the last part of this email.

My neighbors and I firmly believe that Lafayette's requested gateway constraints amendment for more solo lanes does not correlate with the Lamorinda Action Plan's policy goals and objectives since 1995, *particularly since more solo capacity will be filled up with traffic app commuters filling that capacity*, negating any useful benefit. This corridor is plagued by WAZE traffic. **We've seen school commutes along this corridor mushroom 4+ fold in the short span of 10 years and we are desperate for multimodal solutions to get our children SAFELY to school.** There needs to be more metering at, or

close to, the hwy 680 offramps in the a.m hours. A one-car-per-green metering system at the intersection of Rancho View and Taylor is worth consideration also.

Lafayette has done NOTHING useful to elevate our concerns, or these ideas, with the CCTA despite this intersection being the most heavily congested intersection of their city. Lafayette/SWAT didn't even encourage Pleasant Hill Road to be a named priority in the 2020 TEP...for this reason, we were united and vocally opposed to Spring 2020 transportation tax increases. We have felt marginalized and powerless despite massive constituent uproar and our school Superintendents and our school bus company raising alarms. This discontent will only worsen and grow if: 1) we are denied potentially life saving mitigation (efficient evacuation from fire, bike and ped safety, and emergency vehicle access are our main concerns; we feel "boxed in" during peak travel and despondent at not being able to get our children to school efficiency and reliably); and, 2) if developer interests appear to supersede the health and safety of residents.

Just so you understand the issues we face on a regular basis (pre-covid):

I'd like to share this video with you today and hopefully at the meeting on February 11.

Please allow this video link to load. The left, congested lane, is an average non-covid southbound commute on PH Rd. **Please watch this through its entirety.**

<https://www.youtube.com/watch?v=UwIx0o7ITs0>

This is what an average p.m. Deer Hill eastbound commute looks like from BART 1.5 miles to Pleasant Hill Rd:



These are what average side streets to Pleasant Hill Rd look like during a.m. peak:

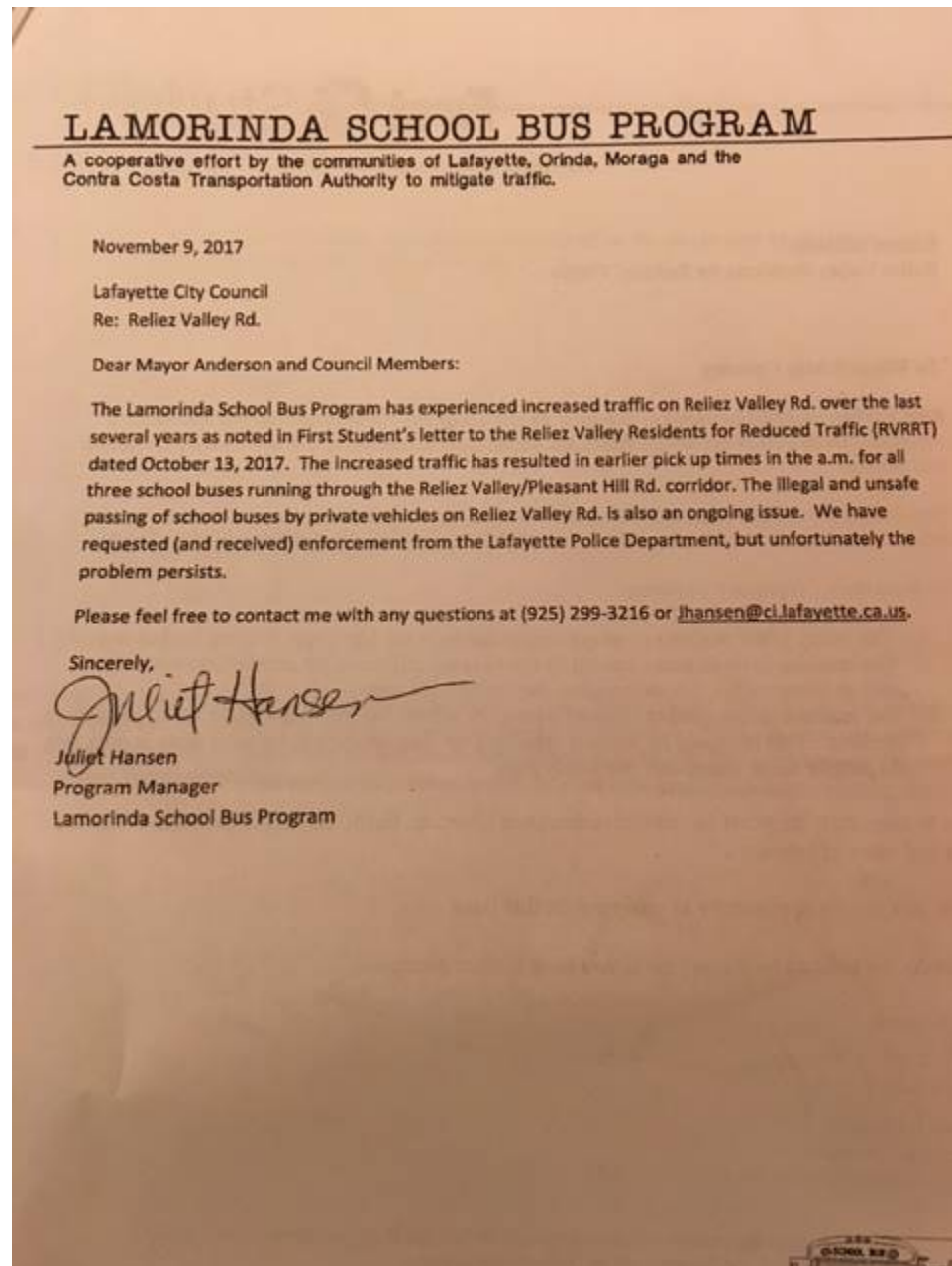


This one is 3 miles from the bottle neck of PH and Deer Hill Rd. - these cars are not waiting at a light or stop sign, they are crawling ever so slowly over 3 miles. Multiple people have seen Acalanes High School students passing around 10-15 of these cars at a time on the wrong side of the road, just to try and make it to 1st period time!



DOZENS MORE photos and videos can be found on the Facebook group: <https://www.facebook.com/groups/1753415531541790>, which has been in existence since 2016. You can scroll back to 2016 and see the frustration of residents over the congestion and bottleneck at Pleasant Hill and Deer Hill Roads. I created this group after being HORRIFIED as to how long it was taking our students to get to school - school commutes rose from 6 minutes to over 35 over just 3 miles. 6 miles to Stanley Middle School often takes over an hour.

Don't simply take my word for it. Our local school principals and superintendents have written multiple letters with concerns about student tardiness and safety, as did ex fire Chief Carmen, and our school bus company. These are just a few of the letters that were written. I'm happy to forward additional letters.



TJKM, Lafayette's and O'Brien's (the developer's) chosen transportation consultant on the Terraces, would most recently have you believe that Pleasant Hill Rd delays are < 2.0, which coincidentally is the PH Rd. level of service threshold stipulated by the Lamorinda Action Plan (page 25), but TJKM's analysis is not considered credible for *multiple* reasons. One such concern that calls TJKM's credibility into question is talked about by County Connection in reference to evacuating students from Springhill Elementary and Acalanes High School:

The second credibility issue with TJKM stems from their OWN ANALYSIS in the Pleasant Hill Rd Corridor Study of 2017 <https://www.lovelafayette.org/home/showpublisheddocument?id=3995>, in which they say these same turn lane/short lane segments (added as an amendment to the Gateway Policy) **won't offer any material benefit**: "under highly congested situations like this one, further lengthening of the right-turn lane or even adding an additional right turn lane will not have any material benefit on the southbound through movement, as one would typically expect." Page 2

Residents take issue with many more perceived TJKM omissions and falsehoods.

Since Lafayette residents have been so distrusting of TJKM, we hired Elite Transportation <https://elitetransportationgroupinc.com/projects/>, whose clients include FHWA, Caltrans, MTC, SFCTA, VTA just to name a few, to provide detailed traffic analysis and evacuation modeling ahead of O'Brien's Terraces vote by Lafayette City Council. We also asked Streetlight Data for data on the corridor. Both Elite Transportation and Streetlight Data were aligned in their analysis:

Lafayette City Council ignored the Elite and Streetlight Data and preferred to use the TJKM data for project approval even though TJKM left out incredible amounts of metrics such as:

TJMK ADMITTED TO NOT HAVING STUDIED THE *ADDITIONAL TERRACES STUDENTS* IN CROSSWALKS AND HOW THOSE PEDESTRIANS WOULD AFFECT TRAFFIC THAT ALREADY EXISTS. THIS IS WHAT THAT INTERSECTION WILL LOOK LIKE, SO I ASK YOU - HOW EFFECTIVE WILL A NEW RIGHT HAND TURN LANE BE, WHEN IT A) IS FILLED UP WITH MORE WAZE TRAFFIC COMING OF HWY 680 (WHEN WE CREATE MORE CAPACITY FOR SOLO OCCUPANT CARS, THE TRAFFIC APP ALGORITHMS SHIFT THE TRAFFIC TO "FILL UP" THAT CAPACITY; AND 2) HAS TO TURN AGAINST, AND WAIT FOR, A SLEW OF NEW TERRACES STUDENTS WALKING TO SPRINGHILL AND ACALANES DURING PEAK?



The CCTA and subsets like Transpac and SWAT have a responsibility to Measure C and J tax payers to make good on the goals and objectives laid out in the Lamorinda Action Plan as to how growth is to be managed, PARTICULARLY BECAUSE THIS INTERSECTION IS WITHIN A HIGH RISK FIRE ZONE.

To that end, I will remind you what the Lamorinda Action Plan <https://ccta.net/wp-content/uploads/2018/10/59cd5bd512c34.pdf> says:

2008, page 5:

1) where appropriate, provide priority for buses, carpools; Establish and maintain LOS standards on major arterials. 2) Reduce automobile demand by promoting and accommodating ridesharing, transit, bicycling, walking, and telecommuting. 3) Discourage freeway bypass traffic on Lamorinda roads.

2008, page 6:

1. *Pursue actions to meet or sustain service objectives that will reduce reliance on single occupant automobile travel.*
2. *Avoid the addition of roadway capacity for single-occupant vehicles.*
3. *Enhance mobility by providing alternative travel options.*
4. *Actions should not lead to an increase in the use of BART parking in Lamorinda by people driving into the area from outside communities.*
5. *Pursue actions to improve safety of travelers by all modes.*

6. *Encourage through-trips and interregional travel to stay on freeways and discourage diversion of these trips to arterial and local streets as a mechanism for ensuring intraregional mobility.*
7. *Maintain capacity constraints at selected gateways*
- 8.
9. *2008*Page 7
1. *Establish CCCTA bus service on Pleasant Hill Road and/or Taylor Boulevard that has a composite frequency of at least two buses per hour during peak commute and school times (6:30 AM – 9:30 AM and 3:30 PM – 6:30 PM) and direct connection to the Lafayette BART station.*
2. *Maintain school bus service on Pleasant Hill Road and Taylor Boulevard.*
3. *Maintain a maximum wait time for drivers on side streets wishing to access Pleasant Hill Road or Taylor Boulevard of one signal cycle or less.*
4. *Maintain peak hour peak direction delay index of 2.0 or lower.”*

Proposed Actions for Pleasant Hill Rd (Lamorinda Action Plans 2008, page 25):

- 4) If the CCCTA cannot increase service to Acalanes School, evaluate the feasibility of augmenting the existing school bus program to add the high school as funding permits*
- 6) Support development of HOV lane programs on all freeways and regional routes where feasible*
- 7) Support the provision of public transit service in the Pleasant Hill Road / Taylor Boulevard Corridor with connections to BART and other CCCTA services in Lafayette*
- 8) Support the provision of Park and Ride lots north of Lafayette's segment of Pleasant Hill Road*
- 10) Investigate appropriate mechanisms, including maintaining existing roadway lanes and widths and restrictive signal timing, to discourage use of Pleasant Hill Road as a substitute for freeway travel*
- 11) Support pedestrian and bicycle safety improvements around schools, trailheads, and at intersections and along the bikeway network*
- 12) Work with TRANSPAC to develop a traffic management program to encourage delay in order to discourage use of westbound/southbound traffic using Pleasant Hill Road to bypass the I-680 SR 24 interchange*

So I ask, if CCTA permits a solo occupant short lane segment and turn lane, and resources are spent on this, is CCTA doing its job per the goals and objectives of the Lamorinda Action Plan? CCTA needs to FOLLOW THE LAMORINDA ACTION PLAN, PAID FOR BY TAX PAYERS. THIS IS HOW WE COME TO TRUST the CCTA. **They should NOT MODIFY THE GATEWAY CONSTRAINT POLICY WITHOUT MINIMALLY REQUIRING PEDESTRIAN BRIDGES, PROTECTED BIKE LANES, MORE BUSING, AND CARPOOL LANES DURING PEAK TRAVEL ALONG PLEASANT HILL RD.** They should not modify the gateway policy for concessions for a developer - this is UNPRECEDENTED in Contra Costa County, BUT will become the new norm, if approved.

MAKE CIRCULATION IN THIS AREA THE BEST IT CAN BE: **more efficient without adding more solo cars from hwy 680 and safe around school zones.** Lafayette approved this project to avoid a lawsuit with the developer. Their mistakes that lead to this fiasco date back to at least 2010. Adding hundreds of new pedestrians to this grade F intersection is DEADLY. Adding so many cars to this grade F intersection is DEADLY. Adding fire load to this intersection is DEADLY. Adding more solo lanes across from a high school is deadly. Adding unprotected ped and bike lanes to this intersection is DEADLY.

THIS AREA NEEDS A HOLISTIC PLAN CONCEPTUALIZED BY A SOPHISTICATED, STATE-OF-THE-ART TRANSPORTATION CONSULTANT AND REALIZED BY CCTA FUNDS THAT

TAXPAYERS APPROVED. PIECEMEALING AND DESIGNING STREETS BASED ON DEVELOPER INTERESTS WILL RESULT IN DEATH. MY CONSCIENCE AND LOVE FOR MY COMMUNITY'S CITIZENS REQUIRES THAT I MAKE SURE YOU ARE AWARE OF THIS AHEAD OF ANY DECISION YOU MAKE TO SUPPORT AMENDING A POLICY THAT WAS ORIGINALLY DRAFTED TO CIRCUMVENT THE VERY SITUATION WE NOW FIND OURSELVES IN.

PLEASE DO THE RIGHT THING AND DO NOT APPEASE THE DEVELOPER, OR A CITY BENT ON HELPING THE DEVELOPER, AT THE COST OF RESIDENTS' HEALTH AND SAFETY. IF A POLICY MUST BE AMENDED, AMEND IT WITH LANGUAGE THAT SUPPORTS THE GOALS AND OBJECTIVES THAT ARE ALREADY DEFINED.

Thanks and Sincerely,

KRISTEN ALTBAUM

3293 Theresa Lane, Lafayette 94549 (unincorporated CCCounty)

I reside in Transpac. My kids go to Lafayette schools and I

founded <https://www.facebook.com/groups/1753415531541790> Lafayette for School and Evacuation Routes in 2016.

925-285-8309

TRANSPAC Board Meeting *STAFF REPORT*

Meeting Date: March 11, 2021

Subject:	MEASURE J LINE20A FUNDS PROGRAM – FY 2021-2022 PROGRAM
Summary of Issues	<p>The Contra Costa Transportation Authority (CCTA) Measure J line 20a program provides funds for Transportation Services for Seniors & People with Disabilities in the TRANSPAC area. TRANSPAC is responsible for recommendations on how the Measure J Line 20a funds are to be used in Central County. Due to the COVID-19 pandemic, we have seen various levels of shelter in place orders and restrictions on group gatherings and indoor activities as well as an impact on the economy in Contra Costa County since March 2020 that have affected this programs revenues and funded services. Based on these impacts, TRANSPAC approved programming for only one year of the Line 20a funds in June 2020 (for FY 2020/2021), and deferred programming FY 2021/2022 funding. This discussion will begin the process to consider Measure J Line 20a programming for FY 2021/2022 with a programming recommendation scheduled to occur in June 2021.</p>
Recommendation	<p>Approve the programming process and schedule for the FY 2021/22 Measure J Line 20a program.</p>
Financial Implications	<p>TRANSPAC is responsible for recommendations on how the Measure J Line 20a funds are to be used in Central County. The program resulting from the above process will commit Measure J revenue dedicated to projects that support transportation for seniors and people with disabilities in Central Contra Costa County.</p>
Attachment(s)	<ul style="list-style-type: none">A. Line 20a FY 2020/2021 Approved ProgramB. Summary of Applications for the FY 2020/2021 and FY 2021/2022 CycleC. Measure 20A Program GuidelinesD. Measure J TEP Program Description

Background

The Measure J Expenditure Plan includes a program, line 15: Transportation for Seniors & People with Disabilities. The name generally self-describes the activities that the program funds. There is an additional program in Measure J, line 20a: Additional Transportation Services for Seniors & People with Disabilities, which provides the TRANSPAC area an additional 0.5% for these types of services. TRANSPAC is responsible for recommendations on how the Line 20a funds are to be used. The COVID-19 pandemic and resulting shelter in place orders has affected the economy and the level of funds expected to be available for this program.

TRANSPAC last issued a call for projects at the beginning of 2020 and approved a program of projects for FY 2020/2021. The initial call for projects was intended to be a two-year program (through FY 2021/22) but was reduced to one year based on uncertainty related to the COVID-19 pandemic that began to impact Contra Costa in March 2020 with an initial local and ultimately a statewide shelter in place order. Through the remainder of 2020 and into 2021, we have seen various levels of shelter in place orders and restrictions on group gatherings and indoor activities in Contra Costa County.

At the time of the release of the call for projects for the Measure J Line 20a program in early 2020, revenues were expected to provide about \$918,000 of new funds over the two-year programming period (\$459,000 per year). CCTA notified TRANSPAC that Measure J revenue projections were being reduced and to expect a 15-20% lower revenue, or about \$380,000 per year. Additional fund estimate information will be available at the meeting.

After reviewing multiple programming strategies and information from the 2008 economic downturn, the TRANSPAC Board approved a program that included funds for projects and programs requiring funding for 2020/2021 (the first year of the 2 year call for project period) at a funding level of about \$450,000 (similar to the original projection). This included utilizing reserve funds to supplement the new revenue projected to be collected in FY 2020/2021. With the COVID-19 pandemic impacting existing Line 20A funded program operations in the last months of FY 2019/2020, we were also able to identify cost savings, rollover those funds to FY 2020/2021, and reduce the level of new programming funds required for those projects and fully fund the FY 2020/2021 program. TRANSPAC deferred action for the year two (2021/2022) funding requests to later in FY 2020/2021 when additional information about COVID-19 and the impact on existing program operations and Measure J revenues are available.

The Programs and Projects

Measure J Line 20a applicants provide a wide range of services and trip types, which is further reflected in the range of operating and cost metrics for the various services funded, with all the projects funded in FY 2020/2021 within the range of TRANSPAC Line 20a guidance. The overall program includes volunteer and non-volunteer provided services, high level of assistance door thru door service as well as utilizing fixed route service. In recent years, we have also seen the addition of Taxi Scrip and Transportation Network Companies (TNC) services that provide flexibility beyond traditional service hours. The FY 2020/2021 program funded services that have been previously supported with the Line 20A funds, with the addition of the Concord Get

Around Taxi Scrip program and the County Connection Midday Free Ride Program for the Bridge and RES programs. The programs currently funded with Measure J Line 20a funds all continue to be impacted by the COVID-19 and the various levels of shelter in place orders and restrictions on group gatherings and indoor activities in Contra Costa County. Some programs have continued to be on hold, not operating, or providing alternative services to assist the individuals that used the programs (i.e., bringing meals to the individuals rather than bringing the individual to a center for activities and a meal).

2021/2022 Program

Based on the June 2020 action, TRANSPAC will now consider the FY 2021/2022 program. We are proposing to move forward on this programming with the following assumptions:

- FY 2021/22 programming to be considered from the applications initially submitted for the two-year programming cycle and will not consider new applications.
- We will collect information on the implementation of the programs funded for FY 2020/2021 and the level of programming required for FY 2021/22 will consider the current program implementation status (i.e. are there cost savings)

Staff is currently working with project sponsors to collect information about the programs that received funds for FY 2020/2021 as well as updated application information for the one project applicant that did not request funds for the first year (Center for Elder Independence (CEI) Transportation Services for Central County) and will have additional information available for future discussion. The attached material includes program guidelines and a summary of the applications received (through the initial call for projects). Through the discussion that occurred related to the prior programming action, it was also suggested to continue to refine the Measure J Line 20a guidelines, including further identification for types of agencies, size and clients served.

Schedule

February 2021	TAC Review FY 2021/2022 Programming Process
March 2021	Board Approve FY 2021/2022 Programming Process
	TAC Review Programming Information
April 2021	TAC Review Draft Program
May 2021	Board Review Draft Program
	TAC Review Final Program
June 2021	Board Approve Final Program

TRANSPAC 20A Program 2020/2021 Cycle APPROVED BY TRANSPAC BOARD JUNE 11, 2020				
		Rollover Programming From Prior Grant	2020/2021 Programming - New 20A Funds	TOTAL PROPOSED 20a BUDGET FUNDING FOR 20/21 OPERATIONS
Choice in Aging (CiA)				
Mt. Diablo Mobilizer	The Mt. Diablo Mobilizer offers door-through-door transportation to frail, low-income adults and adults with disabilities. The service uses CiA's bus (a wheelchair accessible vehicle) to transport participants to and from our adult day health care program in Pleasant Hill. Mid-day, the Mt. Diablo Mobilizer provides a shopping shuttle to low-income seniors at two senior housing facilities in Concord.	\$ 40,000	\$ -	\$ 40,000
City of Walnut Creek				
Walnut Creek Senior Mini Bus Program	The Program provides door-to-door transportation for members of the Walnut Creek Seniors Club and participants with developmental disabilities. Rides are given anywhere within the City of Walnut Creek and the Rehabilitation Center in Pleasant Hill. Most common destinations are medical appointments, shopping center and to the Civic Park Community Center, which serves as the senior center for Walnut Creek. The program utilizes volunteer and city drivers.	\$ 35,000	\$ 43,500	\$ 78,500
Lyft / TNC component	The Minibus services is augmented by the Lyft component of the program which allows for overflow rides (once the Minibus is full) during regular operating hours and for rides during evenings and on the weekend.	\$ -	\$ 40,000	\$ 40,000
Mobility Matters				
Rides for Seniors/ Rides for Veterans	Mobility Matters(MM) is a nonprofit organization that provides mobility management services throughout Contra Costa County by matching riders to transportation providers that meet their individual needs. In addition, MM operates the only countywide volunteer driver program that provides free, one-on-one, door-through-door rides for seniors and disabled veterans, including their service animals, who cannot access other forms of transportation. The primary purposes of the rides we provide are for outpatient medically necessary care, dental care, psychiatric care, same day surgery, and shopping for basic necessities. Age 60 or older or disable veterans are eligible.	\$ -	\$ 137,570	\$ 137,570
City of Pleasant Hill				
Senior Van Service (Vehicle only)	The City of Pleasant Hill Senior Van Service provides affordable, safe, reliable, and accessible door-to-door transportation for Pleasant Hill residents aged 55 and older, including seniors with limited mobility, in and around Pleasant Hill. The Senior Van Service is run by a volunteers.	\$ -	\$ 55,000	\$ 55,000
City of Concord				
Get Around Taxi Scrip	The Get Around Taxi Scrip Program is a flexible, curb to curb, same day transportation option that allows Concord seniors to get subsidized taxi service at an affordable rate to neighboring cities, 24-hour access, 7 days a week. This service will allow seniors to continue to be engaged with the community, get to medical and dental appointments, senior center, bank, shopping, church, hair appointments etc. Concord residents that are 65+ are eligible.	\$ -	\$ 21,200	\$ 21,200
Golden Rain Foundation (Rossmoor)				
Green Line Service	The Rossmoor Green Line bus provides hourly service Monday-Friday between 9:50am - 5:35pm to the greater Walnut Creek area, with a total of eight trips each weekday. The Green Line is a fixed route serving the senior population of Rossmoor. The Bus is equipped with a wheelchair lift allowing for mobility devices to use the route.	\$ 15,000	\$ 99,920	\$ 114,920
Subsidized Ridesharing Program	This Rossmoor program provides this transportation option for residents to receive a subsidized TNC trip. The subsidized ride share program utilizes the Uber and Lyft systems. Seniors can access transportation outside the normal operating hours of the Rossmoor transit services and they can reach destinations outside the normal service area of the other Rossmoor service.	\$ -	\$ 10,000	\$ 10,000
CCCTA / County Connection				
Midday Free Ride Program for Bridge and RES Programs	This program would allow participants of the Mt. Diablo Unified School District's Bridge Program and RES Success to ride County Connection's fixed-route transit services for free between 10 AM and 2 PM on weekdays. These two programs provide individuals with the knowledge and skills they need in order to make a successful transition to an independent, adult life through learning to use non paratransit travel options.	\$ -	\$ 40,000	\$ 40,000
TOTALS		\$ 90,000	\$ 447,190	\$ 537,190

Projects Received: Measure J Line 20A Call for Projects

Project Name	Sponsor	Measure J Line 20A Request	
TIER 1			
Transportation Services for Concord PACE Center/Clinic	Center for Elders' Independence (CEI)	\$	135,774
Rides for Seniors / Rides for Veterans	Mobility Matters	\$	275,140
Senior Van Service - Van Purchase	City of Pleasant Hill	\$	55,000
Rossmoor Green Line & Subsidize Ridesharing Program	Golden Rain Foundation	\$	250,954
City of Walnut Creek Transportation Program for Seniors and Special Needs	City of Walnut Creek	\$	237,000
Mt. Diablo Mobilizer	Choice In Aging	\$	80,000
Midday Free Rides for MDUSD Bridge Program and RES Success	Central Contra Costa Transit Authority (CCCTA)	\$	80,000
Get Around Taxi Scrip Program	City of Concord Senior Center	\$	50,000
SUBTOTAL REQUESTED		\$	1,163,868
TIER 2			
Contra Costa ARC (dba VistAbility)	GMC-Concord Transportation Project	\$	91,978
SUBTOTAL REQUESTED		\$	91,978
TOTAL REQUESTED		\$	1,255,846
Withdrawn			
Commercial Shuttle and Wheelchair Vans (2) to support Dial a Bus and Paratransit Service	Golden Rain Foundation	\$	172,000

r e f #	SUMMARY OF FUNDING REQUEST BY OPERATING / CAPITAL CATEGORY		
	TRANSPAC 20A Program		
	2020/2021 and 2021/2022 Cycle Program Applications		
	"POINT TO POINT SERVICE" or "SERVICE TO CENTRAL LOCATION"		Operating Request
			Capital Request
	Center for Elder Independence (CEI)		
1	CEI Transportation Services for Central County		\$ 135,774
	Choice in Aging		
2	Mt. Diablo Mobilizer		\$ 80,000
	Subtotal		\$ 215,774
			\$ -
	"POINT TO POINT SERVICE" or "SERVICE TO CENTRAL LOCATION"		
	Volunteer Driver based service		
	City of Walnut Creek		
3	Walnut Creek Senior Mini Bus Program		\$ 157,000
	Mobility Matters		
4	Rides for Seniors/ Rides for Veterans		\$ 275,140
	City of Pleasant Hill		
5	Senior Van Service (Vehicle only)		\$ 55,000
	Subtotal		\$ 432,140
			\$ 55,000
	TAXI SCRIP/TNC PROGRAMS		
	City of Concord		
6	Get Around Taxi Scrip		\$ 50,000
	Golden Rain Foundation (Rossmoor)		
7	Subsidized Ridesharing Program		\$ 20,000
	City of Walnut Creek		
8	Lyft / TNC component		\$ 80,000
	Subtotal		\$ 150,000
			\$ -
	SHUTTLE SERVICE / FIXED ROUTE		
	CCCTA / County Connection		
9	Midday Free Ride Program for Bridge and RES Programs		\$ 80,000
	Golden Rain Foundation (Rossmoor)		
10	Green Line Service		\$ 230,954
	Subtotal		\$ 310,954
			\$ -
	TOTALS		\$ 1,108,868
			\$ 55,000
			\$1,163,868

r	SUMMARY OF FUNDING REQUEST BY YEAR OF PROGRAMMING REQUEST					
e	TRANSPAC 20A Program					
f	2020/2021 and 2021/2022 Cycle Program Applications					
#						
	"POINT TO POINT SERVICE" or "SERVICE TO CENTRAL LOCATION"			Year 1	Year 2	Total Request
	Center for Elder Independence (CEI)					
1		CEI Transportation Services for Central County		\$ -	\$ 135,774	\$ 135,774
	Choice in Aging					
2		Mt. Diablo Mobilizer		\$ 40,000	\$ 40,000	\$ 80,000
		Subtotal		\$ 40,000	\$ 175,774	\$ 215,774
	"POINT TO POINT SERVICE" or "SERVICE TO CENTRAL LOCATION"					
	Volunteer Driver based service					
	City of Walnut Creek					
3		Walnut Creek Senior Mini Bus Program		\$ 78,500	\$ 78,500	\$ 157,000
	Mobility Matters					
4		Rides for Seniors/ Rides for Veterans		\$ 137,570	\$ 137,570	\$ 275,140
	City of Pleasant Hill					
5		Senior Van Service (Vehicle only)		\$ 55,000	\$ -	\$ 55,000
		Subtotal		\$ 271,070	\$ 216,070	\$ 487,140
	TAXI SCRIP/TNC PROGRAMS					
	City of Concord					
6		Get Around Taxi Scrip		\$ 21,200	\$ 28,800	\$ 50,000
	Golden Rain Foundation (Rossmoor)					
7		Subsidized Ridesharing Program		\$ 10,000	\$ 10,000	\$ 20,000
	City of Walnut Creek					
8		Lyft / TNC component		\$ 40,000	\$ 40,000	\$ 80,000
		Subtotal		\$ 71,200	\$ 78,800	\$ 150,000
	SHUTTLE SERVICE / FIXED ROUTE					
	CCCTA / County Connection					
9		Midday Free Ride Program for Bridge and RES Programs		\$ 40,000	\$ 40,000	\$ 80,000
	Golden Rain Foundation (Rossmoor)					
10		Green Line Service		\$ 114,920	\$ 116,034	\$ 230,954
		Subtotal		\$ 154,920	\$ 156,034	\$ 310,954
		TOTALS		\$ 537,190	\$ 626,678	\$ 1,163,868

TRANSPAC 20A Program Summary of the 2020/2021 and 2021/2022 Cycle Program Applications		
VOLUNTEER DRIVER PROGRAMS		
City of Pleasant Hill		
	Senior Van Service (Vehicle only)	The City of Pleasant Hill Senior Van Service provides affordable, safe, reliable, and accessible door-to-door transportation for Pleasant Hill residents aged 55 and older, including seniors with limited mobility, in and around Pleasant Hill. The Senior Van Service is run by a volunteer coordinator, who hires and manages the service's volunteer dispatchers and volunteer drivers. The current vehicle is a 2012 lift van with 61,376 miles. A fare of \$1.50 is required.
TAXI SCRIP/TNC PROGRAMS		
City of Concord		
	Get Around Taxi Scrip	<p>The Get Around Taxi Scrip Program is a flexible, curb to curb, same day transportation option that allows Concord seniors to get taxi service at an affordable rate to neighboring cities, 24-hour access, 7 days a week. This service will allow seniors continue to be engaged with the community, get to medical and dental appointments, senior center, bank, shopping, church, hair appointments etc.</p> <p>Concord residents that are 65+ can are eligible to purchase up to 2 books for \$30, worth \$60 in rides at the senior center. The city has an agreement with DeSoto Cab Company to provide the taxi service that covers Clayton, Concord, Martinez, Pleasant Hill and Walnut Creek. The subsidy is proposed to increase to 75% in the second year of the program.</p>
POINT TO POINT SERVICE / SERVICE TO CENTRAL LOCATION		
Center for Elder Independence (CEI)		
	CEI Transportation Services for Central County	The Center for Elders' Independence (CEI) operates PACE, a long-term care alternative to nursing home residence for frail, low-income adults age 55 and over. The participants meet Medi-Cal income and health status criteria for nursing home admission but choose to remain at home or in the community to "age in place". CEI currently operates five centers in Alameda and Western Contra Costa County, and will open a PACE center/clinic in downtown Concord, CA in late 2020. This program is to provide wheelchair-accessible/lift-equipped "through-the-door" paratransit for frail, low-income senior participants to and from CEI's Concord PACE Center/clinic, other needed medical specialty appointments, and CEI-sponsored recreational and other outings.
SHUTTLE SERVICE (FIXED ROUTE)		
Golden Rain Foundation (Rossmoor)		
	Green Line Service	The Rossmoor Green Line bus provides hourly service Monday-Friday between 9:50am - 5:35pm to the greater Walnut Creek area, with a total of eight trips each weekday. The Green Line is a fixed route serving the senior population of Rossmoor. The Bus is equipped with a wheelchair lift allowing for mobility devices to use the route. The bus can hold eighteen seated passenger and two mobility devices.
TAXI SCRIP/TNC PROGRAMS		
Golden Rain Foundation (Rossmoor)		
	Subsidized Ridesharing Program	This Rossmoor program provides a transportation options for residents to receive a \$10.00 per ride subsidy (800 to 1800 hours) and a \$15.00 per ride (from 1800 to 2400), with a maximum of \$20.00 per day. The resident pays any additional cost after the subsidy is applied. The subsidized ride share program utilizes the Uber and Lyft systems. Seniors can access transportation outside the normal operating hours of the Rossmoor transit services and they can reach destinations outside the normal service area of the Rossmoor service. The service is contracted through GoGoGrandparents to provide the subsidized ride share service.

SHUTTLE SERVICE (FIXED ROUTE)		
	City of Walnut Creek	
	Walnut Creek Senior Mini Bus Program	<p>The City of Walnut Creek Transportation Program provided door-to-door transportation for members of the Walnut Creek Seniors Club and participant with developmental disabilities. Rides are given anywhere within the City of Walnut Creek and the Rehabilitation Center in Pleasant Hill. Most common destinations are medical appointments, shopping center and to the Civic Park Community Center, which serves as the senior center for Walnut Creek.</p> <p>The current program utilizes a Chevy Bolt operated by volunteer drivers to transport seniors on weekdays throughout the year. During the summer, on evenings and weekends, a 15-passenger van is used to transport program participants with developmental disabilities. This bus is operated by a staff member with a Class B driver license.</p>
TAXI SCRIP/TNC PROGRAMS		
	City of Walnut Creek	
	Lyft / TNC component	The Minibus services is augmented by the expanded Lyft pilot program which allows for overflow rides (once the Minibus is full) during currently Minibus operating hours and for rides during evenings and on the weekend.
SHUTTLE SERVICE (FIXED ROUTE)		
	CCCTA / County Connection	
	Midday Free Ride Program for Bridge and RES Programs	This program would allow participants of the Mt. Diablo Unified School District's Bridge Program and RES Success to ride County Connection's fixed-route transit services for free between 10 AM and 2 PM on weekdays. These two programs provide individuals with the knowledge and skills they need in order to make a successful transition to an independent, adult life. A key part of this is learning how to navigate and use public transit, which also helps to reduce dependency on paratransit services. The program is limited to off-peak hours when capacity is available on existing fixed-route services, so no additional transit service would be provided as part of this program.
POINT TO POINT SERVICE / SERVICE TO CENTRAL LOCATION		
	Choice in Aging	
	Mt. Diablo Mobilizer	<p>Choice in Aging's mission is to create opportunities where people can learn, grow, and age independently with dignity and community. Choice in Aging (CiA) started in 1949 as a rehabilitation facility for children with polio. When polio was eradicated, CiA's services changed. Today CiA serves more than 600 people with disabilities, multiple health conditions, and Alzheimer's disease.</p> <p>The Mt. Diablo Mobilizer offers door-through-door transportation to frail, low-income adults and adults with disabilities. The service uses CiA's bus (a wheelchair accessible vehicle) to transport participants to and from our adult day health care program in Pleasant Hill. Mid-day, the Mt. Diablo Mobilizer provides a shopping shuttle to low-income seniors at two senior housing facilities in Concord.</p>
VOLUNTEER DRIVER PROGRAMS / MOBILITY MANAGEMENT PROGRAM		
	Mobility Matters	
	Rides for Seniors/ Rides for Veterans	Mobility Matters is a nonprofit organization that provides mobility management services throughout Contra Costa County by matching riders to transportation providers that meet their individual needs. In addition, we operate the only countywide volunteer driver programs that provide free, one-on-one, door-through-door rides for seniors and disabled veterans, including their service dogs, who cannot access other forms of transportation. The primary purposes of the rides we provide are for outpatient medically necessary care, dental care, psychiatric care, same day surgery, and shopping for basic necessities, like groceries. Clients may request rides for other purposes, but these can only be filled if all the priority rides are covered. Age 60 or older or disable veterans are eligible. In September 2019, Caring Hands closed its doors, and Mobility Matters was asked by John Muir to train and enroll the volunteer drivers from their Senior Rides Program and assess their clients for eligibility for one of our two volunteer driver programs.

2020-2021 and 2021-2022

Call for Projects

TRANSPAC Measure J Line 20a Funds

Additional Transportation Services for Seniors and People with Disabilities

1. **TRANSPAC, the Regional Transportation Planning Committee for Central Contra Costa** is issuing a Call for Projects for Measure J Line 20a funds "*Additional Transportation Services for Seniors & People with Disabilities*" funded through the Measure J Transportation Sales Tax Expenditure Plan approved by Contra Costa voters (in 2004) for the two year period of FY 2020-2021 and 2021-2022.
2. **Funds will generally be used** in support of transportation services and related capital expenditures for seniors and people with disabilities provided by TRANSPAC jurisdictions and public and private non-profit agencies operating in the TRANSPAC area (map attached). Funds must be spent in a manner consistent with the Contra Costa Transportation Authority's Measure J *Program 15 Transportation for Seniors & People With Disabilities*¹. Examples of eligible expenditures include but are not necessarily limited to: vehicle purchase/lease/maintenance, mobility management activities, travel training, facilitation of countywide travel and integration with other public transit.
3. **According to Measure J**, in years when revenues have declined from the previous year, funds may be used for supplemental, existing, additional or modified service for seniors and people with disabilities; in years where funding allows for growth in service levels, these funds would be used for service enhancements for seniors and people with disabilities and if funding levels are restored to 2008 levels, these funds shall be used to enhance services for seniors and people with disabilities. TRANSPAC will determine if the use of funds proposed by operators meets these guidelines for the allocation of these funds.
4. **Eligible Applicants**: TRANSPAC jurisdictions, public non-profit and private non-profit transportation service agencies, duly designated by the State of California and operating in TRANSPAC area in Central Contra Costa may submit application(s) for operating funds for transportation services and/or capital funding projects necessary to continue and/or support existing services for twenty-four (24) months. Transportation services and projects must directly benefit seniors and disabled residents of Central Contra Costa (Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Unincorporated Central Contra Costa County). Please see attached map.

¹ Full program description is available in the Measure J Sales Tax Expenditure Plan:
<https://ccta.net/wp-content/uploads/2018/10/5297b121d5964.pdf>

5. **Funding Available:** The total funding available for this two-year grant/project period is estimated to be \$918,000 (\$459,000 annually).
6. **Evaluation Criteria:** Applications will be evaluated on the following criteria which should be addressed in the grant application:
 - Proposed service fills an identified gap in transportation/transit network.
 - Proposed service complements the transportation services provided by the County Connection LINK Americans with Disabilities Act paratransit service.
 - Does the proposal include any service coordination efforts with other accessible or fixed route transit operations, use of mobility management services, etc.
 - The costs of operations relative to the cost of the LINK Paratransit service
 - \$79.13 per revenue hour (FY 2018/2019)
 - \$45.38 per passenger (FY 2018/2019)
 - Is the service currently being funded by the 20a program
 - Demonstration of the capacity, commitment and funding strategy to continue service beyond the grant period.
 - Though matching funds are not required, providing matching funding and leveraging other fund sources will be viewed favorably.
 - Equity analysis of the transportation services provided in the TRANSPAC Subregion
 - Specific services may be evaluated based on prior pilot program information (such as transportation network company (TNC) service)
7. **Applications:** Applicants are required to complete the attached application form and may attach additional information in support of the application. The TRANSPAC Board will request application review and a program recommendation from TRANSPAC TAC. The TRANSPAC Board will make funding recommendations to CCTA and request allocation action(s).
 - a. Applications should be mailed, hand delivered, or emailed (preferred, pdf format), to:
Matt Todd, Managing Director
1211 Newell Avenue, Suite 200
Walnut Creek, CA 94596
matt@graybowenscott.com
 - b. **Applications must be received by 3:00 pm on Friday, January 24, 2020.**
 - c. An electronic copy of the application is available by email. Please contact Matt Todd, Managing Director, at matt@graybowenscott.com for the electronic version.
 - d. Faxed applications and late applications will not be accepted.

8. **Contra Costa Transportation Authority Allocation Process:** Successful applicants will be required to execute a Cooperative Funding Agreement with the CCTA and comply with all of its requirements, including, but not limited to, audits, compliance with the Measure J Expenditure Plan as it pertains to the project, insurance (see attachment Sample Contra Costa Transportation Authority Grant Insurance Requirements on page 15 of the Call for Projects package) , indemnification, and reporting. Pursuant to CCTA policies and procedures established in the Cooperative Funding Agreement referenced above, project sponsors will be reimbursed for eligible, documented expenses pursuant to the approved program/project budget and scope, schedule and/or project description.
9. **Reports to TRANSPAC and the Contra Costa Transportation Authority:** First and second year grantees will be required to report on a quarterly basis to TRANSPAC and/or the Contra Costa Transportation Authority on the transportation services and related capital projects funded through this Call for Projects. For grantees with two years of 20a grant funding history, the reporting requirement is annual contingent upon no issues identified by TRANSPAC or CCTA.

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

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

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

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

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

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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

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

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

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

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

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

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

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

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

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

Subregional Projects and Programs

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

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

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

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

CENTRAL COUNTY (TRANSPAC)

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

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

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

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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

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

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

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

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

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

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

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

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

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

EXECUTIVE DIRECTOR'S REPORT
February 17, 2021

One-on-One Meetings with Staff: January 2021

I met with each staff member one-on-one to discuss the culture, goals, and vision for the Authority.

Introduction to KNN Public Finance: January 13, 2021

Brian Kelleher and I met with KNN Public Finance as an introduction and discussed services, the Authority's bond finances, and strategies for refinance.

I-680 Congestion Management with Smart Connected Vehicles: January 19, 2021

Commissioner Newell Arnerich, Councilmember Robert Storer from the Town of Danville, and I met with Nissan and University of California, Berkeley Partners for Advanced Transportation Technology (PATH) to discuss how to smooth traffic flow on I-680 using connected and autonomous vehicles in support of the *Innovate 680* program.

Introduction to Public Trust Advisors: January 25, 2021

Brian Kelleher and I met with Public Trust Advisors as an introduction and discussed the Authority's investment portfolio.

Introduction to Paratransit Coordinating Council (PCC): January 25, 2021

I introduced myself as the Executive Director to the PCC and discussed accessible transportation in Contra Costa County.

Transportation Research Board (TRB) 2021 Annual Meeting Presentation: January 26, 2021

I was invited to speak at the 2021 TRB Annual Meeting about how CCTA is connecting communities through our *Innovate 680* program by leveraging and applying innovation to re-imagine the corridor of the future.

Meeting with Boulder AI: January 27, 2021

Jack Hall, John Hoang, Stephanie Hu, and I met with Boulder AI to discuss using video analytics, artificial intelligence, and edge computing to improve safety and traffic flow. Their technology supports the Authority's goals for vision zero and automated driving systems.

Solids Based Modeling and Asset Management Framework: January 28, 2021

Ivan Ramirez, Stephanie Hu, and I met with Jacobs Engineering to discuss how they support Highways England in the United Kingdom to implement building information modeling on highway projects for asset management and improving the quality of design, identifying conflicts, and developing an engineered model for construction.

Science, Technology, Engineering, and Math (STEM) Education Discussion: February 2, 2021
Linsey Willis, Tarienue Grover and I met with Hire-Pathways to discuss our STEM education efforts and potential opportunities for future partnerships.

Verizon Workshop: February 5, 2021

I was invited to a workshop with Verizon to discuss data, needs for data, how data can be used, and how it will transform transportation.

Meeting with Amazon Web Services (AWS): February 8, 2021

Linsey Willis, John Hoang, Brian Kelleher, and I met with AWS to discuss cloud storage, data analytics and implementation of the Automated Driving Systems grant from the Federal Transit Administration.

Meeting with the Water Emergency Transportation Authority (WETA): February 10, 2021
Peter Engel and I met with the new WETA Executive Director, Seamus Murphy, and staff to discuss the Richmond Ferry Service.

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



CONTRA COSTA
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COMMISSIONERS

Teresa Gerringer,
Chair

Chris Kelley,
Vice Chair

Newell Americh

Tom Butt

Federal Glover

Loella Haskew

David Hudson

Karen Mitchoff

Sue Noack


Lamar Thorpe

Holland White

Timothy Haile,
Executive Director

MEMORANDUM

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

From: Timothy Haile, Executive Director 

Date: March 4, 2021

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

At its February 17, 2021 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

1. Approval of Fiscal Year (FY) 2021-22 Transportation Fund for Clean Air (TFCA) County Program Manager Fund Expenditure Plan
Recommendation: Staff sought approval of Resolution 21-09-G, incorporating the Authority's FY 2021-22 TFCA Expenditure Plan and allocation of County Program Manager TFCA funds, and authorization for the Executive Director or designee to sign and submit the Expenditure Plan Summary application to the BAAQMD.
Action: The Authority Board approved Resolution 21-09-G, which incorporated the Authority's FY 2021-22 TFCA Expenditure Plan and allocation of County Program Manager TFCA funds, and authorized the Executive Director or designee to sign and submit the Expenditure Plan Summary application to the BAAQMD.

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

2. Approval of Work Plan to Update the Congestion Management Program (CMP) for 2021

Recommendation: Staff sought approval of the proposed approach, scope, and schedule for the 2021 CMP update.

Action: The Authority Board approved the proposed approach, scope, and schedule for the 2021 CMP update.

3. COVID-19 Impacts on Measure J Revenues – Project Evaluation and Ranked List

Recommendation: Staff sought approval of Resolution 21-06-P, which would approve the ranked project lists, and authorize the resumption of appropriations of \$10.89 million in Measure J funds over the next two years for the top 14 ranked locally- sponsored projects.

Action: The Authority Board approved Resolution 21-06-P, which approved the ranked project lists, authorized the resumption of appropriations of \$10.89 million in Measure J funds over the next two years for the top 14 ranked locally-sponsored projects, and directed Authority staff to assist local agencies with projects on the ranked list to compete for State and Federal funding if they do not receive their Measure J funds.

4. State Route 4 (SR4) Mokelumne Bike Trail/Pedestrian Overcrossing (POC) (Project 5002b): Authorization to Execute Agreement No. 556 with the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) for Construction Related Costs and Approval to Submit Regional Measure 3 (RM3) Letter of No Prejudice (LONP)

Recommendation: Staff sought authorization for the Chair to execute Agreement No. 556 with ECCRFFA to advance \$11 million in fees for construction related costs and to allow the Executive Director or designee to make any non-substantive changes to the language. Staff also seeks approval of Resolution 21-07-P, which authorizes the submittal of an RM3 LONP to MTC.

Action: The Authority Board authorized the Chair to execute Agreement No. 556 with ECCRFFA to advance \$11 million in fees for construction related costs, allowed the Executive Director or designee to make any non-substantive changes to the language, and approved Resolution 21-07-P, which authorized the submittal of an RM3 LONP to MTC.

5. State Route 4 (SR4) Mokelumne Bike Trail/Pedestrian Overcrossing (POC) (Project 5002b): Approval of Plans, Specifications and Estimate (PS&E) for Construction and to Advertise for Bids

Recommendation: Staff sought approval of Resolution 21-08-P, which authorized the Executive Director to 1) approve the project design in accordance with Government Code, Section 830.6 to preserve design immunity; 2) publicly advertise the construction contract at the Director's discretion; 3) approve changes and issue addenda to the bidding documents during the advertisement period; and 4) publicly open all bids received.

Action: The Authority Board approved Resolution 21-08-P, which authorized the Executive Director to 1) approve the project design in accordance with Government Code, Section 830.6 to preserve design immunity; 2) publicly advertise the construction contract at the Director's discretion; 3) approve changes and issue addenda to the bidding documents during the advertisement period; and 4) publicly open all bids received.

6. Innovate 680 – Automated Driving System (ADS) (Project 8009) – Authorization to Execute Agreement No. 560 with Advanced Mobility Group (AMG) for Project Management and Systems Engineering Planning, Design, Verification, Validation, and Management Services

Recommendation: Staff sought authorization for the Chair to execute Agreement No. 560 with AMG, in an amount not-to-exceed \$4,510,536, of which \$300,000 is in-kind services, to provide project management and systems engineering planning, design, verification, validation, and management services, and to allow the Executive Director or designee to make any non-substantive changes to the language.

Action: The Authority Board authorized the Chair to execute Agreement No. 560 with AMG, in an amount not-to-exceed \$4,510,536, of which \$300,000 is in-kind services, to provide project management and systems engineering planning, design, verification, validation, and management services, and allowed the Executive Director or designee to make any non-substantive changes to the language.

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

February 12, 2021

Timothy Haile
Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: Status Letter for TRANSPAC Meeting – February 11, 2021

Dear Mr. Haile:

The TRANSPAC Committee met on February 11, 2021. The following is a summary of the meeting and action items:

1. Appointed Commissioner Peter Cloven as the alternate TRANSPAC representative to the CCTA for the term ending January 31, 2022.
2. Accepted the Annual Financial Report as of June 30, 2020 and 2019 with Independent Auditor's Report.
3. Received the TRANSPAC quarterly financial reports.
4. Received information on the DRAFT CCTA Contra Costa Countywide Vision Zero Systemic Transportation Safety Policy and Implementation Guide.
5. Received information on proposed revisions to the CCTA GMP Implementation Guide.
6. Received information on the Interstate 680/State Route 4 Interchange improvements Phase 3 project status update.
7. Received information on the Interstate 680 High Occupancy Vehicle Lane completion and Express Lane Conversion project status update.

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
John Cunningham, TRANSPLAN; Aaron Meadows, Chair, TRANSPLAN
Lisa Bobadilla, SWAT; Theresa Gerringer, Chair, SWAT
John Nemeth, WCCTAC; Chris L Kelley, Chair, WCCTAC
Tarienne Grover, CCTA Staff
June Catalano, Diane Bentley (City of Pleasant Hill)



SWAT

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

February 10, 2021

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

RE: SWAT Meeting Summary Report for February 2021

Dear Mr. Haile:

The Southwest Area Transportation Committee ("SWAT") met Monday, February 1, 2021. The following is a summary of the meeting and action items:

- Received update on the City of San Ramon Bollinger Canyon Road Iron Horse Trail Bicycle/Pedestrian Overcrossing Project
- Received update on East Bay Regional Park District proposed Request to Redistribute Remaining Appropriated Measure J Funds from Contra Costa Transportation Authority (CCTA) Resolution No. 19-61-G Project 130030 Iron Horse Trail Repaving Project to CCTA Resolution No. 19-62-G Project 130031 Lafayette-Moraga Trail Repaving Project (all funds within SWAT area)
- Received update on the proposed revisions to the CCTA Growth Management Program (GMP) Implementation Guide
- Received update on County Connection Transit Service Community Meetings
- Approved SWAT Records Retention Policy

If you need additional information, please contact me at (925) 973-2651, or e-mail at lbobadilla@sanramon.ca.gov.

All the best,

Lisa Bobadilla

Lisa Bobadilla
SWAT Administrator

Cc: SWAT; SWAT TAC; Hisham Noeimi, CCTA; Matt Kelly, CCTA, John Hoang, CCTA; Matt Todd, TRANSPAC; John Nemeth, WCCTAC; Robert Sarmiento, TRANSPLAN



El Cerrito

Hercules

January 22, 2021

Pinole

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

RE: January 2021 WCCTAC Board Meeting Summary

Dear Tim:

The WCCTAC Board, at its meeting on January 22, 2021, took the following actions that may be of interest to CCTA:

San Pablo

1. Election of Officers:
 - a. CCTA Representative (odd year): Tom Butt (Richmond)
 - b. CCTA Alternate: Paul Fadelli (El Cerrito)
 - c. WCCTAC Chair: Chris Kelley (Hercules)
 - d. WCCTAC Vice-Chair: Demnlus Johnson III (Richmond)
2. Received an update from CCTA staff regarding the changes to the Growth Management Program (GMP) Implementation Guide.
3. Received a presentation on the Countywide Accessible Transportation Study (ATS).

Contra Costa
County

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

Sincerely,

AC Transit

A handwritten signature in black ink that reads "John Nemeth". The signature is written in a cursive, flowing style.

John Nemeth
Executive Director

BART

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

WestCAT