

TRANSPAC Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, AUGUST 26, 2021
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/88534175522?pwd=dTZjNDNWWjFNVUpZV2ZkajFHRnNkUT09>

Password: 980988

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 885 3417 5522 and Password: 980988.

Public Comments: Public Comment may still be provided by submitting written comments to mary@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 mary@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. **Virtual Meeting Access Guidelines**
 2. **Minutes of the June 24, 2021 Meeting** 🌀 **Page 3**

ACTION RECOMMENDATION: Approve Minutes

Attachment: TAC minutes from the June 24, 2021 meeting

3. **RELEASE OF THE DRAFT 2021 CONGESTION MANAGEMENT PROGRAM.** Contra Costa Transportation Authority (CCTA) has released the public review draft of its 2021 Congestion Management Program (CMP) document. The 2021 CMP focuses on updating the projects in the required seven year Capital Improvement Program (CIP), demonstrating consistency with the current Regional Transportation Plan (RTP), and responding to legislative and other policy changes that have occurred over the preceding two years. As the designated Congestion Management Agency (CMA) for Contra Costa County, the CCTA is required to prepare a CMP and update it every other year. CCTA is accepting comments on the 2021 CMP through October 1, 2021. (INFORMATION)

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Attachment: Staff Report

4. **GRANT FUNDING OPPORTUNITIES.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities. Additional information will be available at the meeting (INFORMATION) 🌀 Page 11

5. **COMMITTEE UPDATES:**

- a. Technical Coordinating Committee (TCC): The last meeting was held on July 15, 2021. The next meeting is scheduled for September 16, 2021.
- b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): The last meeting was held on July 26, 2021. The next meeting is scheduled for September 27, 2021.
- c. Paratransit Coordinating Council (PCC): The last meeting was held on July 19, 2021. The next meeting is scheduled for September 20, 2021.

6. **FUTURE AGENDA ITEMS:**

The CCTA Calendar for July to October 2021, may be downloaded at:
<https://ccta.primegov.com/Portal/viewer?id=17826&type=2>

7. **MEMBER COMMENTS**

8. **NEXT MEETING: SEPTEMBER 30, 2021**

TRANSPAC TAC MEETING SUMMARY MINUTES

MEETING DATE:	June 24, 2021
MEMBERS PRESENT:	Abhishek Parikh, Concord; Andy Smith, Walnut Creek; Robert Sarmiento, Contra Costa County; Ruby Horta, County Connection; Ricki Wells, BART
STAFF PRESENT:	Matt Todd, TRANSPAC Managing Director; Mary Grinbergs, GBS; and Tiffany Gephart, TRANSPAC Clerk
GUESTS/PRESENTERS:	Matt Kelly, CCTA
MINUTES PREPARED BY:	Tiffany Gephart

Managing Director Matt Todd called the meeting to order at 9:05 A.M. Introductions followed.

2. Minutes of the May 27, 2021 Meeting.

The minutes of the May 27, 2021 meeting were approved by consensus.

3. MEASURE J LINE 20A FUNDS PROGRAM POLICIES.

Matt Todd commented that on an annual basis more Measure J Line 20a funding is requested than is available and this discussion is an opportunity to consider any potential changes in policies for future programming. Mr. Todd summarized the current policies for evaluating applicants including program eligibility, services provided, network gaps filled, program costs, outside funding utilized (or match funds), equity considerations, and program viability (as well as referencing pilot program data if available).

Mr. Todd asked the committee for recommendations on additional criteria. Mr. Todd noted that in previous discussions, the TAC suggested staff review program service areas and whether a program operates in a specific city, TRANSPAC region, county wide or beyond. Mr. Todd noted that Line20a is eligible to fund the portion of service covering the TRANSPAC area. The TAC also raised demographic considerations such as senior population from city to city. Mr. Todd presented demographic information for Central Contra Costa including senior population and household incomes. Mr. Todd further summarized program characteristics and asked the TAC if there are areas to add further criteria. Program characteristics include program types (non-profit or city), trip types (discretionary, lifeline), service types (shared trips, transportation network, service to a central location, volunteer drivers, paid services, or fixed-route), cost type

(direct service costs vs admin support costs), match (overall agency match to a service, direct match, in-kind services), request limitations (cap on requests, prioritize services, or limit to one service).

Mr. Sarmiento asked Mr. Todd to explain the cost type. Mr. Todd commented that there are direct trip costs and indirect costs such as dispatch, recruiting volunteers, office costs required for coordinating with clients in the case of volunteer driver programs, etc.

Mr. Smith commented that Rossmoor is a private gated community, and the shuttle program is specific to that community, however by providing the private service, the fixed-route service does not have to fill that need. Mr. Parikh commented that there could be a loose structure in place with funding caps and a further evaluation of need amongst the other programs prior to allowing a particular city to exceed the cap. Mr. Parikh further commented that trips going outside of the city could be given higher priority.

Mr. Smith commented that implementing a needs test adds to the administrative costs for a program. Instead, perhaps extra points could be added for programs that can demonstrate meeting a particular need or criteria. Mr. Todd commented that programs with larger budgets and more staff could handle a greater administrative burden which could be an equity consideration as smaller programs with fewer staff would have more limitations.

Mr. Todd asked if more defined match requirements would be worthwhile to add. Mr. Smith commented that match requirements can work against the equity considerations. Mr. Parikh agreed with Mr. Smith. Mr. Smith commented that you could potentially require agencies to demonstrate service to underserved populations or demonstrate a local match requirement.

Mr. Todd commented that he would organize the TAC feedback for inclusion in future discussion for this topic.

4. JOINT TRANSPAC / TRANSPLAN RTPC MEETING.

Mr. Todd commented that in speaking with John Cunningham of TRANSPLAN the following topics of interest were raised: Highway 4 improvements, I-680/SR 4 Interchange, the Concord Naval Weapons Station, Action Plan updates and school transportation/congestion issues.

Mr. Parikh noted that the 242 Clayton Interchange Project is on hold. Mr. Todd commented that it may be good to have an update from CCTA even if the project is on hold. Mr. Kelly commented the Design Alternative Assessment (DAA) on HOV/Express Lanes on Highway 4 was just completed. Mr. Parikh commented that a presentation from CCTA on the DAA would be worthwhile.

5. CENTRAL COUNTY ACTION PLAN UPDATE.

Mr. Todd commented Contra Costa Transportation Authority (CCTA) is initiating the RTPC Action Plan Updates in FY 2021/2022 which will look at key transportation issues within Central County. CCTA has procured consultant assistance that TRANSPAC will use to complete the work. A draft scope of work description is included in the packet for review.

Mr. Kelly commented that the scope is generic to allow for RTPC input. The plans will look differently than in the past and will include transit facilities, bicycle and pedestrian facilities, non-modal topics including equity and the environment. Mr. Kelly commented that where there are routes of regional significance that overlap with other RTPC's, and that coordination will be required. Mr. Kelly noted that TRANSPAC has historically done well with coordination. Mr. Kelly noted that an internal kick-off meeting will be held on July 14, 2021 and will include RTPC managers and the GMP Task Force members. Mr. Kelly noted that all are welcome to attend.

Mr. Todd asked about LOS/VMT and how that will come into play in the new action plans. Mr. Kelly noted that VMT won't be a metric used on any facility since VMT is a higher-level measure, but the action plans will focus on multi-modal measures that aren't focused on vehicle delay. RTPC's will still have the option to include LOS and delay indices but the goal is to add additional measures into the multi-modal system.

Mr. Sarmiento asked if there will be discussion about VMT mitigation in the Action Plans. Mr. Kelly commented that there will be some discussion, but it will be at a higher level in a countywide plan.

Mr. Kelly commented that as a result of the Lamorinda Action plan update and some of the local controversy surrounding the housing project, there may be increased public interest throughout the action plan update process.

6. GRANT FUNDING OPPORTUNITIES.

There were no comments from the TAC.

7. COMMITTEE UPDATES

Mr. Kelly commented that the CCTA CMCP will be brought to the August 26, 2021 TAC meeting. Mr. Sarmiento commented that in the May CBPAC meeting there was an update on Vision Zero efforts.

8. FUTURE AGENDA ITEMS.

There were no comments from the TAC.

9. MEMBER COMMENTS.

Mr. Smith asked if there will be discussion on the transition to in-person meetings. Mr. Smith noted that the City of Walnut Creek is operating a hybrid model where primary presenters are

in-person, but meetings are not open to the public at this point. Mr. Smith noted that it may be good to wait until the county is full opened up as opposed to implementing a hybrid model.

Mr. Sarmiento commented that the current Brown Act amendments may expire in September which allow the virtual meetings.

10. ADJOURN / NEXT MEETING: The meeting adjourned at 10:13. The next regular meeting is scheduled for August 26, 2021.

TRANSPAC TAC Meeting STAFF REPORT

Meeting Date: August 26, 2021

Subject:	RELEASE OF THE DRAFT 2021 CONGESTION MANAGEMENT PROGRAM
Summary of Issues	Contra Costa Transportation Authority (CCTA) has released the public review draft of its 2021 Congestion Management Program (CMP) document. The 2021 CMP focuses on updating the projects in the required seven-year Capital Improvement Program (CIP), demonstrating consistency with the current Regional Transportation Plan (RTP), and responding to legislative and other policy changes that have occurred over the preceding two years. As the designated Congestion Management Agency (CMA) for Contra Costa County, the CCTA is required to prepare a CMP and update it every other year. CCTA is accepting comments on 2021 CMP through October 1, 2021.
Attachments	A. CCTA memo – Release of the Draft 2021 Congestion Management Program (dated August 13, 2021) B. AVAILABLE THROUGH DOWNLOAD DRAFT 2021 Congestion Management Program for Contra Costa document https://ccta.net/wp-content/uploads/2021/06/Attachment-B-Draft-2021-CMP.pdf

Background

Passage of Proposition 111 in 1990 put into effect a legislative package that included a statewide increase in the gasoline tax and a number of changes in transportation financing and planning. It specified among other things that each county designate a countywide body, i.e. a Congestion Management Agency (CMA), to put programs in place to keep traffic levels manageable. The CMA was charged with helping to coordinate land use, air quality and transportation planning among the local jurisdictions and to prepare a Congestion Management Program (CMP) to spend the funds. In the fall of 1990, the County and Contra Costa cities and towns designated the Contra Costa Transportation Authority (CCTA) as the CMA for the County, with the responsibility for preparing and monitoring the preparation of the Contra Costa CMP.

Consistent with State law, the program contains the required elements:

1. **Traffic Level of Service (LOS) standards** applied to a designated system of State highways and principal arterial streets;

2. A **performance element** that includes performance measures to evaluate current and future multi-modal system performance for the movement of people and goods;
3. A **seven-year capital improvement program (CIP)** whose projects will maintain or improve the performance of the multimodal system for the movement of people and goods;
4. A **program to analyze the impacts of land use decisions** made by local jurisdictions on regional transportation systems;
5. A **travel demand element** that promotes transportation alternatives to the single-occupant vehicle;
6. Development of a countywide computerized **travel demand model** that uses a uniform database; and
7. Establish **procedures for preparing Deficiency Plans** when level-of-service standards are violated.

Effects of SB743

Major California legislation affecting CMP requirements, Senate Bill 743 (SB743), was passed in September 2013, which removed Level-of-Service (LOS) as a standard of significance under the California Environmental Quality Act of 1970 (CEQA). Updated draft CEQA guidelines utilize Vehicle Miles Traveled (VMT) as the new measure that would serve as the replacement for LOS and became effective statewide on July 1, 2020. At this time, it is unknown how changes to the transportation metric in the CEQA guidelines will affect the requirement for using LOS in analyzing the CMP network. The State has yet to indicate how they will align these varying requirements. The CCTA, along with other CMAs, are considering pursuing the concept of “opting out” of the CMP process. CCTA staff is working with other CMAs and MTC to assess the viability of opting out of the legislation, and what that would mean to the agencies. Based on the outcomes from these discussions, staff will provide a recommendation as part of the Final CMP adoption in December 2021.

Comments on the Draft 2021 CMP

CCTA is accepting comments on 2021 CMP through October 1, 2021.

MEMORANDUM

To: Contra Costa RTPCs; Interested Transportation Partners and Agencies

From: Matt Kelly, Senior Transportation Planner

Date: August 13, 2021

Re: **Release of the Draft 2021 Congestion Management Program**

The Contra Costa Transportation Authority (the Authority) has released the public review draft of its 2015 Congestion Management Program (CMP). The draft document may be downloaded from the Authority's website: <https://ccta.net/wp-content/uploads/2021/06/Attachment-B-Draft-2021-CMP.pdf>. The Authority will use your comments on the public review draft to prepare the 2021 CMP, which is scheduled for adoption and submittal to Metropolitan Transportation Commission (MTC) in December 2021.

As the designated CMA for Contra Costa County, the Authority is required to prepare a CMP and update it every other year. The Authority prepared its first CMP in 1991; the 2021 CMP comprises the fifteenth update.

As with previous CMPs, the 2021 CMP focuses on updating the projects in the required seven-year Capital Improvement Program (CIP), demonstrating consistency with the current Regional Transportation Plan (RTP), and responding to legislative and other policy changes that have occurred over the preceding two years. Many requirements of the 2021 CMP are unchanged since 2019 and do not require updating.

A major California legislation affecting CMP requirements, Senate Bill 743 (SB743), was passed in September 2013, which removed Level-of-Service (LOS) as a standard of significance under the California Environmental Quality Act of 1970 (CEQA). The legislation called for the Governor's Office of Planning and Research (OPR) to revise the CEQA Guidelines and provide an alternative measure for determining the impact of new development and transportation improvements. The rationale for changes to the traffic impact analysis, under CEQA, is that at in-fill locations, LOS standards primarily impact the "last in", or the latest development in a particular location, due to cumulative impacts, while earlier developments do not exceed the LOS standard. The updated draft CEQA guidelines were issued in January 2016, where OPR recommended the use of Vehicle Miles Traveled (VMT) as the new measure that would serve

as the replacement for LOS. The guidelines that were adopted by the Department of Natural Resources in December 2018 became required statewide on July 1, 2020. At this time, it is unknown how changes to the transportation metric in the CEQA guidelines will affect the requirement for using LOS in analyzing the CMP network. The State has yet to indicate how they will align these varying requirements.

The key changes staff anticipates being addressed in the 2021 CMP are primarily limited to technical updates and amendments related to Authority policies and practices that have changed since the 2019 CMP, which include:

- Introduction of the concept of the Authority “opting out” of the CMP process. Authority staff is working with other CMAs and MTC to assess the viability of opting out of the legislation, and what that would mean to the agencies. Based on the outcomes from these discussions, staff will provide a recommendation as part of the Final CMP adoption in December (Chapter 1).
- Discussion of the changes to the Growth Management Program (GMP) due to the statewide implementation of SB743 (Chapter 2).
- Bringing the CMP-CIP project information up-to-date (Chapter 5).
- Documentation of the Authority’s travel demand forecasting model – The Countywide Model, including the Decennial Model Update effort with Alameda County Transportation Commission (Chapter 7).

Please submit comments on 2021 CMP to Matt Kelly (mkelly@ccta.net), Senior Transportation Planner, by **October 1, 2021**. If you have questions, please contact Matt Kelly by phone (925-256-4730) or email.

Funding Opportunities Summary – 7/2/2021

Upcoming Funding Opportunities

Funding Program	Fund Source	Application Deadlines	Program and Contact Info
United States Department of Transportation (USDOT), Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants	F	7/12/2021 by 5:00 PM EST	The Consolidated Appropriations Act, 2021 (CAA), appropriated \$1 billion to be awarded by the USDOT for National Infrastructure Investments. The RAISE Grants (formerly known as the Better Utilizing Investments to Leverage Development (BUILD)/Transportation Investment Generating Economic Recovery (TIGER) Grants) are for capital investments in surface transportation that will have a significant local or regional impact. The maximum grant award amount is \$25 million, and no more than \$100 million can be awarded to a single State, as specified in the CAA. Up to \$30 million will be awarded to planning grants, including at least \$10 million to areas of persistent poverty. The grant is to invest in road, rail, transit and port projects that promise to achieve national objectives. https://www.transportation.gov/RAISEgrants/raise-nofo
Innovative Deployments to Enhance Arterials/Shared Automated Vehicle (IDEA/SAV) Program	F	Stage 1 Application: 7/16/2021 by 6:00 PM PST Stage 2 Application: (short-listed applicants only): 10/20/2021 by 6:00 PM PST	The Metropolitan Transportation Commission (MTC) invites Bay Area public agencies to submit applications for consideration in this program, which aims to assist public agencies with deploying AV transit solutions to improve transit service and equity. This program is designed to provide both technical assistance and a funding opportunity for public agencies, including cities, counties, and transit agencies, in the nine-county San Francisco Bay Area. IDEASAV@bayareametro.gov
Fiscal Year (FY) 2022-23 Sustainable Transportation Planning Grant Schedule	S	Tentatively Fall 2021	The Sustainable Transportation Planning Grant Program includes: <ul style="list-style-type: none"> • Sustainable Communities Grants to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission (CTC). • Strategic Partnerships Grants to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with the California Department of Transportation (Caltrans). A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.