

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

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, SEPTEMBER 30, 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/85024510122?pwd=ZnY5SjJzVERBcy9FQnNhMmI0QU9RUT09>

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 850 2451 0122 and Password: 168103.

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.

1. Virtual Meeting Access Guidelines

2. Minutes of the June 24, 2021 Meeting 🌀 Page 5

ACTION RECOMMENDATION: Approve Minutes

Attachment: TAC minutes from the June 24, 2021 meeting

3. Minutes of the August 26, 2021 Meeting 🌀 Page 9

ACTION RECOMMENDATION: Approve Minutes

Attachment: TAC minutes from the August 26, 2021 meeting

4. **MEASURE J LINE 19A FUNDING REQUESTS FOR FY 2022/2023 TO FY 2026/2027.** Measure J Line 19a funds are assigned 1.2% of Measure J revenue collection (projected to be about \$24 million over the life of the Measure), with the funds identified for additional bus service enhancements in Central County. As TRANSPAC has done in the past, it is proposed to approve multiple years of programming to minimize administrative costs associated with this program. The Central Contra Costa Transit Authority (CCCTA) is requesting the programming of Measure J Line 19a funds to continue to offset operational costs of County Connection services. The City of Martinez (City) is requesting that TRANSPAC continue to program \$10,000 annually to offset a portion of the operations and maintenance costs for the Pacheco Transit Hub Park and Ride Facility. 🌀 **Page 15**

ACTION RECOMMENDATION: Approve the programming of Measure J Line 19a funds, with \$10,000 annually for the operations and maintenance costs for the Pacheco Transit Hub Park and Ride Facility to the City of Martinez and the remainder of the annual funds programmed to CCCTA to offset operational costs of the County Connection services for the period of FY 2022/2023 to FY 2026/2027.

Attachment: Staff Report

5. **MONUMENT BOULEVARD/I-680 BICYCLE AND PEDESTRIAN IMPROVEMENTS FEASIBILITY STUDY.** The Monument Boulevard / I-680 Bicycle and Pedestrian Improvements Feasibility Study (Study) will identify specific improvements in the project area of the Monument Boulevard corridor from Contra Costa Boulevard, under I-680, and to Mohr Lane (where the Iron Horse Trail crosses Monument Boulevard). Information on the improvement concepts will be presented at the meeting.
(INFORMATION) 🌀 **Page 17**

Attachment: Staff Report

6. **CONTRA COSTA ELECTRIC VEHICLE READINESS BLUEPRINT IMPLEMENTATION.** The Contra Costa Transportation Authority (CCTA) has been awarded grant funds to advance and support Electric Vehicle (EV) adoption in Contra Costa disadvantaged communities by a variety of means. Marin Clean Energy (MCE) is one of the consultants that has been secured by CCTA to implement the grant project scope and will provide additional information on the CCTA program and EV charging infrastructure opportunities.
(INFORMATION) 🌀 **Page 19**

Attachment: Staff Report

7. **COORDINATED PROJECT DELIVERY.** The TRANSPAC Board approved a strategy pursue coordinated project delivery in the TRANSPAC subregion, including monitoring the current jointly implemented pavement rehabilitation project, creating a coordinated project delivery master agreement, and identifying a pilot project to implement under a coordinated contract. This is a standing item to allow for updates on tasks related to this effort.

(INFORMATION)

8. **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 21**

9. COMMITTEE UPDATES:

- a. Technical Coordinating Committee (TCC): The last meeting scheduled for September 16, 2021 was cancelled. The next meeting is scheduled for October 21, 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 scheduled for September 20, 2021 was cancelled. The next meeting is scheduled for November 15, 2021.

10. FUTURE AGENDA ITEMS:

The CCTA Calendar for September to December 2021, may be downloaded at:
<https://ccta.primegov.com/Portal/viewer?id=17963&type=2>

11. MEMBER COMMENTS

12. NEXT MEETING: OCTOBER 28, 2021

THIS PAGE INTENTIONALLY BLANK

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 SUMMARY MINUTES

MEETING DATE: August 26, 2021

MEMBERS PRESENT: Abhishek Parikh, Concord; Robert Sarmiento, Contra Costa County; Ricki Wells, BART
Saravana Suthanthira, Concord; Edric Kwan, Martinez; Matt Kelly, CCTA

STAFF PRESENT: Matt Todd, TRANSPAC Managing Director; and Margaret Strubel, Interim TRANSPAC Clerk

GUESTS/PRESENTERS: Matt Kelly

MINUTES PREPARED BY: Margaret Strubel

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

2. Minutes of the June 24, 2021 Meeting.

Approval of the minutes of the June 24, 2021 was postponed and will be carried over to the September 30th meeting due to an absence of a full quorum.

3. RELEASE OF THE DRAFT 2021 CONGESTION MANAGEMENT PROGRAM.

Matt Kelly introduced the 2021 Congestion Management Program(CMP) item. Mr. Kelly stated that Contra Costa County treats the CMP differently than other counties due to their Measure C Growth Management Program (GMP) which served as template for the statewide CMP legislations. Mr. Kelly provided a summary of the CMP origins noting that it was first completed in 1991 and sought to observe the impacts of land use development on transportation at a county wide level. This ultimately lead to the creation of the Congestion Management Agencies.

Mr. Kelly relayed that CCTA includes most of the requirements of the CMP in the GMP. The update to their Action Plan is a method for analyzing impacts on land use development, along with additional technical procedures to analyze projects. Mr. Kelly stated that normally the CMP update defers to the GMP. However, this year MTC provided new guidance because they are in an interim phase between regional transportation plans (RTP); Plan Bay Area 2040 (PBA2040) which is currently adopted and PBA2050 RTP which is planned for but not yet adopted. Mr. Kelly said that because they have already demonstrated consistency with 2019 CMP, MTC has directed CCTA to prepare a Technical update of their CMP instead. CCTA is monitoring the transportation system including sixty-five intersections around the county for the level of service (LOS) standards, all freeways within the county, and 20 intersections. The monitoring reports will be brought to CCTA in September/October time period. Once reports

are published, they will be available to the cities in their jurisdictions to be used as needed. CCTA also collected bike & ped data at those intersections as well.

Mr. Kelly requested cities to review the 2019 CIP and provide any needed updates that pertain to their jurisdiction. The document includes write-ups for BART and County Connection. Mr. Kelly stated that CCTA will also update the Capital Improvement Program (CIP) which is financially unconstrained. Furthermore, city jurisdictions are allowed to submit their capital projects that will be seeking funding for the next 7 years. Cities can also add new projects, but the CCTA is also requesting updated project costs and status. Mr. Kelly will provide instructions to the jurisdictions by next week on how to update the CCTA online data base. Members will be provided a password and will be able to edit or add new projects through October.

Mr. Kelly also discussed an option CCTA is considering to opt-out of the CMP program which MTC is currently supporting. CCTA, Alameda CTC, and TAM are coordinating with MTC to prepare a pros & cons list with the assurance that nothing would change in their funding relationship or jeopardize the financial relationship with MTC. Mr. Kelly said that CCTA is considering opting out given that the GMP covers all of the CMP requirements, including a County Wide Transportation Plan. For this to happen, all cities within Contra Costa County would need to provide a city resolution regarding this opt-out. Currently, cities pay the CMA dues. Mr. Kelly assured the committee that CCTA will still provide the same services for the cities. He cited Sonoma County as an example of a county that opted out several years ago but still operates as a CMA. The draft Document is on CCTA's website.

Ms. Suthanthira noted that when SB 743 was being implemented, at question was how LOS would be handled as a metric. She stated that by getting an exemption, CCTA will still be functioning as a CMA as they will be getting STIP funds. The only thing not happening is the development of the CMA document. Ms. Suthanthira asked Mr. Kelly what is entailed in getting an exemption and what happens to the 5-cent gas tax exemption; implemented by Prop 11?

Mr. Kelly responded that there is an SB 743 tie-in and added that the State's use of multiple metrics is causing difficulty in deciding which metric to use. Mr. Kelly conveyed that CCTA has followed up with MTC to clarify the Gas tax question. Mr. Kelly is also coordinating with CCTA council as well as Alameda CTC on the matter, to confirm everyone is covered so no revenue sources are lost.

Robert asked if CCTA opts out of the CMA, what happens to CMA fees? Mr. Kelly confirmed that CCTA would amend the language within the agreement with the cities; services, revenue and resource amounts are not expected to change, and local agencies would not have to update the 7-year CIP.

Mr. Todd confirmed that jurisdictions will continue to receive STIP funds, monitoring of routes, administration of countywide model used for environmental documents, and the bike ped plan. Comments on CMP (link in agenda) are due October 1st with a memo on directions for comments on CIP 7-year list of projects will come next week. Mr. Todd noted that this item will not be brought to the TRANSPAC Board in two weeks.

4. GRANT FUNDING OPPORTUNITIES.

There were no comments from the TAC.

5. COMMITTEE UPDATES.

It was noted the last TAC was end of June. The Technical Coordinating Meeting (TCM) will be cancelling the September meeting. The CDC PAC meeting had no updates.

6. FUTURE AGENDA ITEMS.

There were no comments from the TAC.

7. MEMBER COMMENTS.

Mr. Todd noted that the CCTA had a request for information (regarding Action Plans updates contract). Mr. Todd will email individual TAC members. Mr. Kelly confirmed that we don't need to have all the information, just the major changes as this is about scoping.

Ms. Suthanthira asked Mr. Kelly about the status of her comments on scope of work. Mr. Kelly replied that they are currently addressing all comments and will respond within the next day; including the 511 board commented as well.

Mr. Todd proposed that the next Board meeting schedule for September 9th be canceled due to lack of action items.

8. ADJOURN/NEXT MEETING: The meeting adjourned at 9:40. The next regular meeting is scheduled for September 30, 2021.

Mr. Kelly requested cities to review the 2019 CIP and provide any needed updates that pertain to their jurisdiction. The document includes write-ups for BART and County Connection. Mr. Kelly stated that CCTA will also update the Capital Improvement Program (CIP) which is financially unconstrained. Furthermore, city jurisdictions are allowed to submit their capital projects that will be seeking funding for the next 7 years. Cities can also add new projects, but the CCTA is also requesting updated project costs and status. Mr. Kelly will provide instructions to the jurisdictions by next week on how to update the CCTA online data base. Members will be provided a password and will be able to edit or add new projects through October.

Mr. Kelly also discussed an option CCTA is considering to opt-out of the CMP program which MTC is currently supporting. CCTA, Alameda CTC, and TAM are coordinating with MTC to prepare a pros & cons list with the assurance that nothing would change in their funding relationship or jeopardize the financial relationship with MTC. Mr. Kelly said that CCTA is considering opting out given that the GMP covers all of the CMP requirements, including a County Wide Transportation Plan. For this to happen, all cities within Contra Costa County would need to provide a city resolution regarding this opt-out. Currently, cities pay the CMA dues. Mr. Kelly assured the committee that CCTA will still provide the same services for the cities. He cited Sonoma County as an example of a county that opted out several years ago but still operates as a CMA. The draft Document is on CCTA's website.

Ms. Suthanthira noted that when SB 743 was being implemented, at question was how LOS would be handled as a metric. She stated that by getting an exemption, CCTA will still be functioning as a CMA as they will be getting STIP funds. The only thing not happening is the development of the CMA document. Ms. Suthanthira asked Mr. Kelly what is entailed in getting an exemption and what happens to the 5-cent gas tax exemption; implemented by Prop 11?

Mr. Kelly responded that there is an SB 743 tie-in and added that the State's use of multiple metrics is causing difficulty in deciding which metric to use. Mr. Kelly conveyed that CCTA has followed up with MTC to clarify the Gas tax question. Mr. Kelly is also coordinating with CCTA council as well as Alameda CTC on the matter, to confirm everyone is covered so no revenue sources are lost.

Robert asked if CCTA opts out of the CMA, what happens to CMA fees? Mr. Kelly confirmed that CCTA would amend the language within the agreement with the cities; services, revenue and resource amounts are not expected to change, and local agencies would not have to update the 7-year CIP.

Mr. Todd confirmed that jurisdictions will continue to receive STIP funds, monitoring of routes, administration of countywide model used for environmental documents, and the bike ped plan. Comments on CMP (link in agenda) are due October 1st with a memo on directions for

comments on CIP 7-year list of projects will come next week. Mr. Todd noted that this item will not be brought to the TRANSPAC Board in two weeks.

4. GRANT FUNDING OPPORTUNITIES.

There were no comments from the TAC.

5. COMMITTEE UPDATES.

It was noted the last TAC was end of June. The Technical Coordinating Meeting (TCM) will be cancelling the September meeting. The CDC PAC meeting had no updates.

6. FUTURE AGENDA ITEMS.

There were no comments from the TAC.

7. MEMBER COMMENTS.

Mr. Todd noted that the CCTA had a request for information (regarding Action Plans updates contract). Mr. Todd will email individual TAC members. Mr. Kelly confirmed that we don't need to have all the information, just the major changes as this is about scoping.

Ms. Suthanthira asked Mr. Kelly about the status of her comments on scope of work. Mr. Kelly replied that they are currently addressing all comments and will respond within the next day; including the 511 board commented as well.

Mr. Todd proposed that the next Board meeting schedule for September 9th be canceled due to lack of action items.

8. ADJOURN/NEXT MEETING: The meeting adjourned at 9:40. The next regular meeting is scheduled for September 30, 2021.

THIS PAGE INTENTIONALLY BLANK

TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: September 30, 2021

Subject:	MEASURE J LINE 19a FUNDING REQUESTS FOR FY 2022/2023 to FY 2026/2027
Summary of Issues	Measure J Line 19a funds are assigned 1.2% of Measure J revenue collection (projected to be about \$24 million over the life of the Measure), with the funds identified for additional bus service enhancements in Central County. As TRANSPAC has done in the past, it is proposed to approve multiple years of programming to minimize administrative costs associated with this program. The Central Contra Costa Transit Authority (CCCTA) is requesting the programming of Measure J Line 19a funds to continue to offset operational costs of County Connection services. The City of Martinez (City) is requesting that TRANSPAC continue to program \$10,000 annually to offset a portion of the operations and maintenance costs for the Pacheco Transit Hub Park and Ride Facility.
Recommendation	Approve the programming of Measure J Line 19a funds, with \$10,000 annually for the operations and maintenance costs for the Pacheco Transit Hub Park and Ride Facility to the City of Martinez and the remainder of the annual funds programmed to CCCTA to offset operational costs of the County Connection services for the period of FY 2022/2023 to FY 2026/2027.
Financial Implications	No TRANSPAC Financial implications

Background

Measure J Line 19a funds are assigned 1.2% of Measure J revenue collection (projected to be about \$24 million over the life of the Measure), with the funds identified for additional bus service enhancements in Central County. The services to be funded are jointly identified by TRANSPAC and County Connection. The funds are distributed by the Contra Costa Transportation Authority (CCTA) to the sponsors of programmed projects.

The Central Contra Costa Transit Authority (CCCTA) is requesting the programming of Measure J Line 19a funds to continue to offset operational costs of County Connection services. The prior

programming action in 2017 approved funding through FY 2021/2022 to support Route 16 and 316 services. Additional information on the specific routes proposed to be supported will be available at the meeting. As TRANSPAC has done in the past, it is proposed to approve multiple years of programming with this action to minimize administrative costs associated with this program. Similar to the prior TRANSPAC action, it is proposed to consider a multiyear programming action for the period of FY 2022/2023 to FY 2026/2027.

The City of Martinez (City) is requesting that TRANSPAC continue to program \$10,000 annually for the same programming period for a portion of the operations and maintenance costs for the Pacheco Transit Hub Park and Ride Facility. The City assumed the operations and maintenance duties for the Pacheco Transit Hub Park and Ride Facility since its construction in 2013. The City is providing items including electricity and landscape maintenance. The City has been reimbursed for these expenses through a combination of funding from TRANSPAC and from Measure J Line 19a funds at a level of \$10,000 from each source (with the Line 19a funds billed first). The operations and maintenance duties for the Pacheco Transit Hub Park and Ride Facility are included as a line item in the TRANSPAC budget. The prior programming action in 2017 approved funding through FY 2021/2022 (same action as the prior CCCTA route support). The current requests would program the funds for the next five (5) fiscal years through FY 2026/27.

Similar to the prior programming action, sponsors will be required to provide project information reports to TRANSPAC upon requested.

TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: September 30, 2021

Subject:	MONUMENT BOULEVARD / I-680 BICYCLE AND PEDESTRIAN IMPROVEMENTS FEASIBILITY STUDY
Summary of Issues	The Monument Boulevard / I-680 Bicycle and Pedestrian Improvements Feasibility Study (Study) will identify specific improvements in the project area of the Monument Boulevard corridor from Contra Costa Boulevard, under I-680, and to Mohr Lane (where the Iron Horse Trail crosses Monument Boulevard). Information on the improvement concepts will be presented at the meeting.

Background

The Monument Boulevard / I-680 Bicycle and Pedestrian Improvements Feasibility Study (Study) will identify specific improvements in the project area of the Monument Boulevard corridor from Contra Costa Boulevard, under I-680, and to Mohr Lane (where the Iron Horse Trail crosses Monument Boulevard). The Study will also include the Lisa Lane route that connects to the Iron Horse Trail. This area was identified as a gap in the Countywide Bike Plan and improvements would provide an improved east-west connection across I-680 and with the Iron Horse Trail. The Study process include public engagement and outreach and will develop a conceptual set of bicycle and pedestrian related improvements in the study area and identify scope, cost, and delivery strategy information that could be used to pursue additional project funding. Fehr and Peers has been contracted with to prepare the Study.

The bicycle and pedestrian connectivity challenges are spread throughout this approximately ½ mile stretch of Monument Boulevard. There are multiple high volume and non standard intersections with local roads and I-680 ramps, the unique configuration of the I-680 ramps that require an extraordinary amount of crossing points for bicycles/pedestrians, and the limited width of the travel corridor. Factors including user comfort, safety and convenience were considered. We have been working with the City of Pleasant Hill and the City of Concord as the study concepts have been developed. The proposed improvement area would be in the City of Pleasant Hill. Additional information on the improvement concepts will be presented at the meeting.

THIS PAGE INTENTIONALLY BLANK

TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: September 30, 2021

Subject:	CONTRA COSTA ELECTRIC VEHICLE (EV) READINESS BLUEPRINT IMPLEMENTATION
Summary of Issues	The Contra Costa Transportation Authority (CCTA) has been awarded grant funds to advance and support electric vehicle (EV) adoption in Contra Costa disadvantaged communities by a variety of means. Marin Clean Energy (MCE) is one of the consultants that has been secured by CCTA to implement the grant project scope and will provide additional information on the CCTA program and EV charging infrastructure opportunities.

Background

In 2019, the Contra Costa Transportation Authority (CCTA) received a California Energy Commission (CEC) grant for an electric vehicle readiness plan/blueprint for Contra Costa. The CCTA, in partnership with Contra Costa County and 511 Contra Costa used this funding to develop an implementation plan for large-scale electric vehicle charging infrastructure and related policies. Additional information on the Contra Costa Electric Vehicle (EV) Readiness Blueprint is available at <https://ccta.net/projects/contra-costa-electric-vehicle-ev-readiness-blueprint/>.

In late 2020, the CCTA submitted a grant proposal to the CEC in response for the Community Challenge EV Readiness Phase 2 Implementation to implement several strategies identified in the Contra Costa EV Readiness Blueprint. Earlier this year, the CEC awarded about \$2.5 million in grant funds to the CCTA project. The total project budget will be about \$3.3 million to advance and support EV adoption in Contra Costa disadvantaged communities by installing EV charging stations, implementing workforce development programs in Richmond and East County, implementing an EV carshare program in Richmond, expanding the 511 Contra Costa e-bike rebate program and providing general outreach and education regarding EVs.

Marin Clean Energy (MCE) is one of the consultants that has been secured by CCTA to implement the grant project scope and Brett Wiley, the MCE Customer Programs Manager, will provide additional information on the CCTA program and EV charging infrastructure.

THIS PAGE INTENTIONALLY BLANK

Funding Opportunities Summary – 9/22/2021
--

Upcoming Funding Opportunities

Funding Program	Fund Source	Application Deadlines	Program and Contact Info
Caltrans Transportation Planning Grants (FY 2022-23): Sustainable Communities, Strategic Partnerships, and Adaptation Planning	S	October 27, 2021	<p>The Sustainable Transportation Planning Grant Program includes:</p> <p>Sustainable Communities Grants (\$29.5 million) 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.</p> <p>Strategic Partnerships Grants (\$4.5 million) to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.</p> <p>https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants</p>
Caltrans Clean California Local Grant Program	S	<p>Call for Projects: December 2021</p> <p>Application Deadline: February 2022</p>	<p>The Clean California Local Grant Program is a part of a two-year program through which approximately \$296 million in funds will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces. Through the combination of adding beautification measures and art in public spaces along with the removal of litter and debris, this effort will enhance communities and improve spaces for walking and recreation.</p> <p>https://cleancalifornia.dot.ca.gov/local-grants/workshops-milestones</p>