

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda

THURSDAY December 9, 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**

To protect the health and safety of staff, officials and the general public and pursuant to the Ralph M. Brown Act provisions under Assembly Bill 361, meetings of the TRANSPAC Board and TAC will be held utilizing video and teleconference as the State and County continue to recommend measures to promote social distancing. Options for observing the meeting and participating in public comment are provided below:

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

<https://us02web.zoom.us/j/86473368995?pwd=WENiTzhyclpvOU4rSUV4K295RHpyQT09>

Meeting ID: 864 7336 8995 Password: 734902

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 864 7336 8995 and Password: 734902

Public Comment: Public Comment may be provided by submitting written comments to margaret@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. To comment by video conference, click the “Raise Your Hand” button to request to speak when the Public Comment period is opened on an Agenda item and then wait to be called on by the Chair. After the allotted time, you will then be requested to mute your microphone. To comment by phone, indicate the “Raise Your Hand” icon by pressing “*9” to request to speak when the public comment is opened on an Agenda item and then wait to be called on by the Chair. Press “*6” to unmute/mute. After the allotted time, you will then be requested to mute your microphone. Please begin by stating your name and indicate whether you are speaking for yourself or an organization.

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

margaret@graybowenscott.com or (925) 937-0980 during regular business hours at least 48 hours prior to the time of the meeting.

1. CONVENE REGULAR MEETING / PLEDGE OF ALLEGIANCE /SELF-INTRODUCTIONS.

2. PUBLIC COMMENT. At this time, the public is welcome to address TRANSPAC on any item not on this agenda. Please refer to the “Public Comment” section above for participation guidance.

ACTION ITEMS

3. CONSENT AGENDA.

a. MINUTES OF THE NOVEMBER 10, 2021 MEETING 🌀 Page 7

ACTION RECOMMENDATION: Approve Minutes

Attachment: Minutes of the November 10, 2021 meeting

**b. CCTA EXECUTIVE DIRECTOR’S REPORT REGARDING CCTA ACTIONS /
DISCUSSION ITEMS. 🌀 PAGE 13**

Attachment: CCTA Executive Director Timothy Haile’s Report dated November 17, 2021.

**c. ITEMS APPROVED BY THE CCTA FOR CIRCULATION TO THE REGIONAL
TRANSPORTATION PLANNING COMMITTEES AND RELATED ITEMS OF
INTEREST. 🌀 PAGE 17**

Attachment: CCTA Executive Director Timothy Haile’s RTPC Memo dated November 22, 2021.

**d. CONTINUE USE OF TELECONFERENCING FOR PUBLIC MEETINGS BY THE
TRANSPAC BOARD AND SUBCOMMITTEES PURSUANT TO THE PROVISIONS
OF AB 361.** The Governor issued an Executive Order that rescinded previously granted Brown Act exemptions for public meetings, effective September 30, 2021. On September 15, 2021, the Governor signed into law AB 361 which essentially continued the Executive Orders that eased certain Brown Act provisions. On October 14, 2021 the TRANSPAC Board adopted Resolution 21-01 authorizing remote teleconference meetings of the legislative bodies of TRANSPAC and subsequently approved extending that authorization (at the November 10, 2021 meeting) 30 days to December 10, 2021. To continue meeting under the modified Brown Act requirements of AB 361 TRANSPAC is required to confirm a state of emergency and local social

distancing requirements are still in effect prior to December 10, 2021. 🌀 **Page 21**

ACTION RECOMMENDATION: Approve the proclamation of a local emergency, ratify the proclamation of a State of Emergency, and authorize the continuation of conducting remote teleconference meetings of the legislative bodies of TRANSPAC for the period through January 8, 2022 pursuant to the Brown Act provisions under AB 361.

END CONSENT AGENDA

4. **ELECTION OF TRANSPAC CHAIR AND VICE CHAIR.** The TRANSPAC JPA calls for the selection of a Chair and Vice Chair, who shall be elected officials and hold the office for a period of one year, commencing in February. 🌀 **Page 25**

ACTION RECOMMENDATION: Elect the TRANSPAC Chair and Vice Chair for the term of February 1, 2022 through January 31, 2023.

Attachment: Staff Report

5. **APPOINTMENT OF TRANSPAC REPRESENTATIVE TO THE CCTA.** TRANSPAC is represented on the Contra Costa Transportation Authority (CCTA) Board by two members and two alternate members (all elected officials). Commissioner Sue Noack is the TRANSPAC representative to the CCTA and Commissioner Peter Cloven the alternate for the two-year term through January 31, 2022. 🌀 **Page 27**

ACTION RECOMMENDATION: Appoint the TRANSPAC CCTA Representatives for the term February 1, 2022 through January 31, 2024.

Attachment: Staff Report

6. **TRANSPAC COMMITTEE APPOINTMENTS - CCTA CBPAC APPOINTMENTS FOR THE TERM JANUARY 1, 2022 TO DECEMBER 31, 2023.** TRANSPAC is represented on the Contra Costa Transportation Authority (CCTA) Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) through three appointed representatives (staff and citizen representatives). The current TRANSPAC appointments to the CCTA CBPAC are through the term of December 31, 2021. 🌀 **Page 29**

ACTION RECOMMENDATION: Appoint the TRANSPAC TAC members Ozzy Arce (Walnut Creek) as the primary representative and Lynne Filson as the alternate to represent TRANSPAC on the CBPAC for the term January 1, 2022 through December 31, 2023.

Attachment: Staff Report

7. **2022 TRANSPAC MEETING CALENDAR.** The TRANSPAC Board is requested to review and comment on the proposed meeting schedule for the upcoming year. TRANSPAC is utilizing remote meetings using modified Brown Act rules based on AB361. AB361

specifies that in order to continue to utilize remote meetings, the local agency must reconsider the factors that allow for meeting virtually every 30 days and adopt specified findings the facts relied upon still exist. Staff has identified periods between meetings that exceed the 30 day period. 🌀 **Page 31**

ACTION RECOMMENDATION: Provide input to staff regarding the meeting schedule for upcoming year.

Attachment: Staff Report

8. **MEASURE J LINE 20A FUNDS PROGRAM POLICIES - FY 2022/2023 AND FY 2023/2024 PROGRAMMING CYCLE.** 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. The past program review process was discussed and the call for projects materials have been modified for the proposed next two year cycle. Measure J Line 20a funds are expected to generate about \$950,000 over the two-year programming period. 🌀 **Page 35**

ACTION RECOMMENDATION: Approve the call for projects and application material for the Measure J Line 20A Program for FY 2022/2023 and 2023/2024.

Attachment: Staff Report

9. **HIGHWAY 4 CORRIDOR – BICYCLE IMPROVEMENTS BETWEEN MARTINEZ AND HERCULES.** There are certain segments of freeways that allow cyclists to ride on the freeway shoulder when there are no other alternative routes. Highway 4 between Martinez and Hercules contains a segment that falls in this category. This corridor has incorrect signage that is preventing cyclists from using the route as well as areas that require safety improvements. 🌀 **Page 63**

ACTION RECOMMENDATION: Transmit a letter to Caltrans District 4 to request the correction of the signage for westbound bicycle travel on the Highway 4 corridor as well as a review of the railroad undercrossing section in the eastbound travel direction to improve safety for cyclists in this corridor.

Attachment: Staff Report

10. **SUMMARY OF THE INFRASTRUCTURE INVESTMENT AND JOBS ACT.** The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. The legislation will make available \$1.2 trillion in funding for infrastructure programs across the transportation, energy and water sectors, through a combination of grants and loans. The attached material includes a high level summary about how the funds will be invested in the various categories of the program. (INFORMATION) 🌀 **Page 67**

Attachment: Staff Report

11. TRANSPAC CCTA REPRESENTATIVE REPORTS.

12. TAC ORAL REPORTS BY JURISDICTION: Reports from Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available. 🌀 **Page 85**

- TRANSPAC – Meeting summary letter dated November 10, 2021.
- TRANSPAN – Meeting summary not currently available.
- SWAT – Meeting summary letter dated November 3, 2021.
- WCCTAC – Meeting summary not currently available.
- 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/2021/11/7a.-FINAL_Fixed-Route-Report-Oct-2021.pdf
- County Connection Link Monthly Report:
<http://countyconnection.com/wp-content/uploads/2021/11/7b.-Paratransit-Report.pdf>
- The CCTA Project Status Report may be downloaded at:
<https://ccta.net/wp-content/uploads/2021/09/QPSR.pdf>
- The CCTA Board meeting was held on November 17, 2021. The next regular meeting is scheduled for December 15, 2021.
- The CCTA Administration & Projects Committee (APC) was held on December 2, 2021. The next regular meeting is scheduled for January 6, 2022.
- The CCTA Planning Committee (PC) meeting was held on December 1, 2021. The next meeting is scheduled for January 5, 2022.
- The CCTA Calendar for November 2021 to February 2022 may be downloaded at:
<https://ccta.primegov.com/Portal/viewer?id=18139&type=2>

13. BOARDMEMBER COMMENTS.

14. MANAGING DIRECTOR'S REPORT.

15. ADJOURN / NEXT MEETING.

The next meeting is scheduled for February 10, 2022 at 9:00 A.M. The location will be determined pending further guidance from the Contra Costa County Department of Public Health.

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TRANSPAC Committee Meeting Summary Minutes

MEETING DATE: November 10, 2021

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

PLANNING COMMISSIONERS PRESENT: John Mercurio, Concord

STAFF PRESENT: Ricki Wells, BART; Abhishek Parikh, Concord; Robert Sarmiento, Contra Costa County; Ruby Horta, County Connection; Melody Reeb, County Connection; Ananthan Kanagasundaram, Pleasant Hill; Andy Smith, Walnut Creek; Matt Todd, TRANSPAC Managing Director; and Margaret Strubel, TRANSPAC Clerk

GUESTS/PRESENTERS: None

MINUTES PREPARED BY: Margaret Strubel, TRANSPAC Clerk

1. CONVENE REGULAR MEETING/PLEDGE OF ALLEGIANCE/SELF-INTRODUCTIONS.

Chair Ross called the meeting to order at 11:00 AM.

2. PUBLIC COMMENT.

There were no comments from the public.

3. CONSENT AGENDA.

- a. Minutes of the October 14, 2021 Meeting.
- b. TRANSPAC Committee Appointments - CCTA CBPAC Appointments for the Term January 1, 2022 to December 31, 2023.
- c. TRANSPAC Quarterly Financial Reports.
- d. Continue Use of Teleconferencing for Public Meetings by the TRANSPAC Board and Subcommittees Pursuant to the Provisions of AB 361.

On motion by Commissioner Noack seconded by Vice Chair Haskew to approve the consent items “b.”, “c.”, and “d.” by unanimous vote of the members present (Ross, Haskew, Cloven, Obringer, Noack).

On motion by Commissioner Noack seconded by Vice Chair Haskew to approve the consent item “a.” by four votes of the members present (Ross, Haskew, Obringer, Noack) with Commissioner Cloven abstaining.

4. MEASURE J LINE 19A FUNDING REQUESTS.

Managing Director Matt Todd gave a brief overview of the Measure J Line 19a funding noting that the program is assigned 1.2% of Measure J revenues, with the funds identified for additional bus service enhancements in Central County and services are to be funded to be jointly identified by TRANSPAC and County Connection. He said that the revenue is expected to be about \$1.2M based on the FY 2021/2022 revenue estimates.

Mr. Todd requested approval for programming for the upcoming 5 years, through FY 2026/2027. The program recommendation is similar to what was done in the past. The first \$10,000 (matched with \$10,000 from TRANSPAC) would be allocated to the City of Martinez for the maintenance of the Pacheco Transit Hub Park and Ride Facility and the remainder of the annual funds programmed to CCTA to offset operational costs of the County Connection Route 16 and 316 services for the period of FY 2022/2023 to FY 2026/2027.

Chair Ross questioned if there could be route 316 bus service in the Park and Ride facility in the morning or afternoon stops for cyclists or pedestrians to take to the Amtrak station. County Connection staff Ruby Horta responded that this could be considered in the spring service change, but she noted that the issue with the park and ride is the time that is required for the bus to get in and out of the facility. She also noted that this facility is served by route 99x (BART to Amtrak) but only on weekdays during peak service. Chair Ross had thought that there was no service at all, but Member Horta said that this has only been in service for 3 years.

On motion by Vice Chair Haskew seconded by Commissioner Noack to approve the item by unanimous vote of the members present (Ross, Haskew, Cloven, Obringer, Noack).

5. MEASURE J LINE 20A FUNDS PROGRAM POLICIES.

Mr. Todd introduced this as an information item; he noted that this would be an action item during the December Board meeting. He provided information about the CCTA Measure J Line 20a program which provides funds for transportation services in the TRANSPAC area for seniors and people with disabilities who are unable to use other transportation options. He said that generally, this population is underserved and the services we fund reduce the demand for LINK paratransit service trips.

Mr. Todd said that there are about \$500,000 in funds for FY 2022/2023 and FY 2023/2024. He said the call for projects is proposed to be released in December and that more requests than funds available is expected; and that he expects there to be 10-15 applications asking for \$700,000 range in funding requests. In light of this, Mr. Todd said that a review of the evaluation criteria by the TRANSPAC TAC has been occurring and will continue at next week's meeting to review evaluation criteria. He highlighted the challenges of the qualitative criteria, giving an example wide range of use, frequency, and assistance needed and how to compare them. He said that quantitative change (such as caps or a match) was considered, but the TAC discussed that this could penalize less well-funded organizations. He said that trips that are at a lower cost than LINK, shared resources with other programs, or included mobility management services could be other criteria considered.

Commissioner Obringer noted that Vice Chair Haskew was appointed to be on the Accessible Transportation Committee and enquired how this committee's discussions could inform this issue.

Mr. Todd said the Measure J Line 20a program is funding many of the types of services that would fall under the Accessible Transportation Committee vision. He said that there is a push to have an umbrella organization to efficiently and comprehensively coordinate all senior and disabled trips across the county.

Commissioner Obringer drew attention to lack of transportation solutions around homelessness in the TRANSPAC communities and would like these funds to consider addressing this issue.

Mr. Todd noted that none of the programs funded directly support transportation for the homeless, and that he can speak with any organizations that are interested in this funding, their programs and eligibility.

Vice Chair Haskew noted she was appointed to the Accessible Transportation Committee. She said that she believes the Committee will be meeting over the next year to identify a coordinating agency, so this year's program will be gap funding and important. She said she would take this program's information back to the Accessible Transportation Committee.

Commissioner Noack spoke about the criteria in relation to equity. She mentioned the example of County Connection receiving funding for Monument Corridor. Mr. Todd also noted the census data included in the packet. He also noted that other information not available, such as an individual's wealth, would provide a better picture of an individual's financial status.

6. 2022 TRANSPAC MEETING CALENDAR.

Mr. Todd discussed the upcoming year's meeting calendar and noted that the meetings take place the second Thursday of the month with January and August as dark meeting months. He said that the TAC meetings are generally the last Thursday of the month. He reminded the group that if the Board were to meet in a physical place, the Pleasant Hill meeting room is currently used as a temporary library, so an alternate location would have to be identified. He also discussed the requirements of the AB 361 legislation that required affirmation of the terms within 30 days and noted that the Board meetings meet the requirements through December. However, he said that there are months that have more than a 30 day gap. Mr. Todd is talking to CCTA staff about how to address this and will present options at the next meeting.

Commissioner Noack mentioned that the new library is expected to be open in May, so the Pleasant Hill room would be available after that.

Vice Chair Haskew asked if the commissioners should request a room in their respective city. Mr. Todd said this was not needed currently as there is no specific month we need a physical location at this time.

Chair Ross would like to understand how to reinstate the AB 361 status, such as reconvening another meeting. Commissioner Noack said that CCTA has quarterly Innovate 680 meetings. Mr. Todd explained that these were covered by the CCTA Board meeting resolution. Commissioner Noack said that the CCTA Board had a quick meeting to address this issue. Vice Chair Haskew noted that because TRANSPAC is a JPA, it is a separate entity and needs to have its own resolution.

7. TRANSPAC CCTA REPRESENTATIVE REPORTS.

There were no reports.

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

There were no reports.

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

There were no reports.

10. TAC ORAL REPORTS BY JURISDICTION

There were no reports.

11. BOARDMEMBER COMMENTS

There were no reports.

12. MANAGING DIRECTOR'S REPORT

Mr. Todd commented that he will move items 8 and 9 to the consent calendar in future agenda packets.

Mr. Todd said the federal infrastructure bill has moved through Congress and intends to include an item in the December Board meeting. He said that there was a joint meeting with TRANSPLAN and the next joint meeting in 2022 will be with SWAT. Mr. Todd requested potential items for discussion from the commissioners. Commissioner Obringer mentioned the League of Cities meeting with Tim Haile and the executive director of Alameda County Transportation Commission and raised a question about projects to advocate for funding.

13. ADJOURN / NEXT MEETING.

The meeting adjourned at 11:38 A.M. The next meeting is scheduled for December 9, 2021 at 9:00 A.M. The location will be determined pending further guidance from the Contra Costa County Department of Public Health.

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EXECUTIVE DIRECTOR'S REPORT

November 17, 2021

Intelligent Transport Systems (ITS) World Congress Conference: October 10, 2021

Jack Hall and I attended the ITS World Congress Conference in Hamburg, Germany. The most innovative agencies and companies came together from around the world to discuss the latest technologies, best practices, new applications, and emerging mobility options. The Authority continues to be a leader and at the forefront of innovative mobility.

SIP-ADUS: October 11, 2021

I was invited to speak virtually to the Strategic Innovation Promotion Program (SIP)-Automated Driving for Universal Services (ADUS) of Japan about innovative mobility, GoMentum Station, and the Automated Driving System grant.

Meeting with Build America Bureau: October 18, 2021

Linsey Willis and I met with Dr. Moreza Farajian, the Executive Director, and Roger Bohnert, the Director of Outreach and Project Development with the Build America Bureau (Bureau). The Build America Bureau combines the Bureau, Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation and Improvement Financing (RRIF) loan programs, Private Activity Bonds (PABs) and the Infrastructure for Rebuilding America (INFRA) grant program all under one roof within the Office of the Undersecretary for Transportation for Policy. We discussed potential public-private partnership opportunities for dynamic personal micro transit, shared mobility hubs, and mobility-on-demand.

Meeting with Federal Transit Administration (FTA): October 20, 2021

Linsey Willis and I met with the FTA Administrator, Nuria Fernandez, and her leadership team. We provided an overview of our innovation program, discussed opportunities for public-private partnerships, and new emerging mobility options.

Meeting with the Department of Energy (DOE): October 20, 2021

Linsey Willis and I met with David Andersen, Mark Smith, and David Howell from the DOE. We had a great discussion about our initiatives, potential funding opportunities, and forming a partnership around our innovation program.

Meeting with Concord First, LLC: October 21, 2021

Linsey Willis, Jack Hall, and I met with Concord First, LLC to provide an overview of the Authority, vision, and goals. We also provided a tour of GoMentum Station and discussed how creating a permanent home for GoMentum could meet the goals of the city and the Authority.

Interview with KCBS: October 21, 2021

I was interviewed by KCBS about the Authority's support and partnership with Stantec Consulting to fund an all-girls Science, Technology, Engineering, and Mathematics (STEM)-focused club at Ygnacio Valley High School called the Femineers. The Femineers program teaches girls about engineering and aligns with the Authority's STEM initiatives to support workforce development in new technologies. You can listen to the story [here](#).

WETA 2050 Vision and Business Plan Community Workshop: October 22, 2021

Peter Engel attended the visioning session for the Water Emergency Transportation Authority (WETA) 2050 Vision and Business Plan development. The workshop provided the opportunity to provide input into what the vision should be for WETA in 2050. Peter was able to stress the importance of ferry service in the San Joaquin River Delta and through the Carquinez Strait for both job access at the Northern Waterfront and access for residents in East County to the Bay Area urban centers. In addition, Peter discussed the importance of waterway emergency access and egress for East County.

Presentation to the Martinez Unified School District (MUSD): October 25, 2021

I was invited to speak to the MUSD about the Authority, vision zero, and Contra Costa 511 Street Smarts Diablo program.

GoMentum Tour with Burlington Northern Santa Fe Corporation (BNSF): October 26, 2021

Linsey Willis, Jack Hall, and I provided a tour at GoMentum Station to DJ Mitchell, the Vice President of Passenger Rail Services for BNSF. They were interested in dynamic personal micro transit (Glydways) and shared autonomous vehicles. We discussed the applications of technology to improve rail operations and safety.

GoMentum Tour with the California Department of Transportation (Caltrans): October 27, 2021

Linsey Willis, Jack Hall, and I provided a tour at GoMentum Station to Caltrans District 4 to discuss how to get Caltrans and the California State Transportation Agency more involved with the Authority's innovation programs and testing new technologies at GoMentum Station.

Interview with Diablo Magazine: October 27, 2021

I was interviewed by Diablo Magazine to discuss bicycle and pedestrian safety in Contra Costa County. We discussed Vision Zero and the Authority's Implementation Guide.

Presentation to El Cerrito Rotary Club: October 28, 2021

I was invited to speak to the El Cerrito Rotary Club to discuss how the Authority is innovating mobility and our vision for connecting communities.

League of Cities East Bay Division Meeting: October 28, 2021

I was invited to speak at the League of Cities East Bay Division Meeting with Tess Lengyel, the Executive Director of Alameda County Transportation Commission. We discussed the state of

transportation in the Bay Area, new funding opportunities, and collaboration between the County Transportation Agencies.

Shadelands Business District Multimodal Subcommittee: October 29, 2021

John Hoang and I met with the Shadelands Business District Multimodal subcommittee to discuss improving access to the Shadelands Business District and developing Ygnacio Valley Boulevard into a transportation corridor of the future.

Meeting with Deputy NHTSA Administrator: November 1, 2021

Linsey Willis and I met with Steven Cliff, the Deputy National Highway Traffic Safety Administration (NHTSA) Administrator, and the leadership team of NHTSA. Steven Cliff has been nominated as the NHTSA Administrator by President Joe Biden. The meeting was well attended by the NHTSA leadership team. We provided updates on GoMentum Station, testing of the Local Motors Ollie 2.0 shuttle, discussed interim rulemaking for the shared autonomous vehicle, and creation of a potential new vehicle classification for smaller shuttle type vehicles. NHTSA asked many questions about our program and discussed opportunities to partner.

California Transit Association (CTA) Conference: November 2, 2021

Commissioner Hudson, Linsey Willis, Peter Engel, and I attended the Annual CTA conference in Sacramento. The conference was attended by transit operators in Contra Costa County. The Authority is continuing to support transit and increasing collaboration with our transit operators.

Meeting with the Mount Diablo Unified School District (MDUSD): November 3, 2021

I was invited to speak to the MDUSD about the Authority, Vision Zero, and the Contra Costa 511 Street Smarts Diablo program. Bill Churchill and Ruby Horta also attended from County Connection to discuss opportunities for school bus programs.

Caltrans District 4 District Director and Chief Deputy District Director: November 3, 2021

Ivan Ramirez, Linsey Willis, Jack Hall, Stephanie Hu, Peter Engel, John Hoang and I met with Dina El-Tawansy, the new Caltrans District 4 Director and David Ambuehl, the new Chief Deputy District Director. This was an opportunity to have a meet and greet with Caltrans and Authority staff and discuss our projects, initiatives, and priorities.

California Transportation Foundation (CTF) Education Symposium: November 4, 2021

I attended the CTF Education Symposium in Sacramento. This was a wonderful opportunity to talk about the Authority and support future generations in our industry.

American Public Transportation Association TRANSform Conference and Expo: November 7, 2021

I attended the American Public Transportation Association TRANSform Conference and Expo in Orlando, Florida to see the latest technologies in transit, technologies, and zero emissions. I was invited to attend the Florida Chamber of Commerce VIP reception to learn more about the Florida Department of Transportation and Jacksonville Transit Authority's autonomous vehicle programs.

This was a great conference and aligns with our goals to better connect transit with technology and development of the Integrated Transit Plan.

Contra Costa Economic Partnership: November 8, 2021

I was invited to speak to the Contra Costa Economic Partnership to provide an overview of the Authority, vision, goals, and the development of the Countywide Transportation Plan.

Staff Out-of-State Travel: Timothy Haile attended the MOVE America Conference in Austin, TX from September 27-29, 2021, for a total amount of \$868.23.



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Timothy Haile,
Executive Director

MEMORANDUM

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

From:  Timothy Haile, Executive Director

Date: November 22, 2021

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

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

- A. Strategic Development (Project 8009.01) – Authorization to Execute Amendment No. 2 to Agreement No. 527 with DKS Associates (DKS) for Program Support, Traffic Demand Modeling, and Traffic Operations Analysis Services

Recommendation: Staff sought authorization for the Chair to execute Amendment No. 2 to Agreement No. 527 with DKS in the amount of \$660,800, which included \$170,000 in contingency, for a new total agreement value of \$2,485,800, to provide additional program support, traffic demand modeling, and traffic operations analysis services, and allow the Executive Director or designee to make any non-substantive changes to the language.

Action: The Authority Board authorized the Chair to execute Amendment No. 2 to Agreement No. 527 with DKS in the amount of \$660,800, which includes \$170,000 in contingency, for a new total agreement value of \$2,485,800, to provide additional program support, traffic demand modeling, and traffic

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operations analysis services, and to allow the Executive Director or designee to make any non-substantive changes to the language.

B. Approval of City of Martinez Calendar Years 2018 and 2019 Measure J Growth Management Program (GMP) Compliance Checklist

Recommendation: Staff sought approval of the City of Martinez GMP Checklist and payment of \$592,641 in Fiscal Year (FY) 2019-20 Local Street Maintenance and Improvement funds, to the City of Martinez, with a second (off-year) payment of FY 2020-21 funds on the one-year anniversary of the first payment.

Action: The Authority Board approved the City of Martinez GMP Checklist and payment of \$592,641 in Fiscal Year (FY) 2019-20 Local Street Maintenance and Improvement funds, to the City of Martinez, with a second (off-year) payment of FY 2020-21 funds on the one-year anniversary of the first payment.

C. Approval of City of Clayton Calendar Years 2018 and 2019 Measure J Growth Management Program (GMP) Compliance Checklist

Recommendation: Staff sought approval of the City of Clayton GMP Checklist and payment of \$267,078 in Fiscal Year (FY) 2019-20 Local Street Maintenance and Improvement funds, to the City of Clayton, with a second (off-year) payment of FY 2020-21 funds on the one-year anniversary of the first payment.

Action: The Authority Board approved the City of Clayton GMP Checklist and payment of \$267,078 in Fiscal Year (FY) 2019-20 Local Street Maintenance and Improvement funds, to the City of Clayton, with a second (off-year) payment of FY 2020-21 funds on the one-year anniversary of the first payment.

D. Automated Driving System (Project 8009.07) – Authorization to Execute Agreement No. 574 with Telegra Inc. (Telegra) to Provide Active Traffic Management System (ATMS) Infrastructure Services

Recommendation: Staff sought authorization for the Chair to execute Agreement No. 574 with Telegra, in an amount not-to-exceed \$1,614,613, to provide ATMS infrastructure services, and 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. 574 with Telegra, in an amount not-to-exceed \$1,614,613, to provide ATMS infrastructure services, and to allow the Executive Director or designee to make any non-substantive changes to the language.

E. Consideration to Continue Conducting Remote Teleconferencing Meetings of the Legislative Bodies of the Authority Pursuant to Assembly Bill (AB) 361

Recommendation: Staff sought approval to proclaim a local emergency, ratify the proclamation of a State of Emergency, and authorize the continuation of conducting remote teleconference meetings of the legislative bodies of the Authority for the period of December 2021 pursuant to the Brown Act provisions under AB 361.

Action: The Authority Board proclaimed a local emergency, ratified the proclamation of a State of Emergency, and authorized the continuation of conducting remote teleconference meetings of the legislative bodies of the Authority for the period of December 2021 pursuant to the Brown Act provisions under AB 361.

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TRANSPAC Board Meeting *STAFF REPORT*

Meeting Date: December 9, 2021

Subject:	CONTINUE USE OF TELECONFERENCING FOR PUBLIC MEETINGS BY THE TRANSPAC BOARD AND SUBCOMMITTEES PURSUANT TO THE PROVISIONS OF AB 361
Summary of Issues	<p>Beginning in March of 2020, the Governor issued a series of Executive Orders relaxing certain provisions of the Brown Act in response to the COVID-19 pandemic. Those orders allowed local agencies such as TRANSPAC to conduct their public meetings remotely. On June 11, 2021, the Governor issued an Executive Order that rescinded the aforementioned relaxations of the Brown Act, effective September 30, 2021. On September 15, 2021, the Governor signed into law AB 361 which essentially continued the Executive Orders that eased certain Brown Act provisions, allowing for remote meetings without observing the normal Brown Act rules. On October 14, 2021 the TRANSPAC Board adopted Resolution 21-01 proclaiming a local emergency, ratifying the proclamation of a State of Emergency, and authorizing remote teleconference meetings of the legislative bodies of TRANSPAC pursuant to the Brown Act provisions under AB 361. AB 361 has a requirement to reconsider the circumstances of the State of Emergency every 30 days and determine whether the State of Emergency continues to directly impact the ability of the members to meet safely in person, or State or local officials continue to impose or recommend measures to promote social distancing. Subsequently TRANSPAC affirmed the continuation of remote teleconferencing meetings through December 10, 2021. TRANSPAC staff continues to consider the circumstances of the State of Emergency, and determined that it continues to directly impact the ability of members to meet safely in person and that State and local officials continue to recommend measures to promote social distancing, and recommends that the legislative bodies of TRANSPAC continue to meet remotely for the period through January 8, 2022. At its October 14, 2021, meeting, the TRANSPAC Board authorized the 30-day renewal to be approved at subsequent meetings by minute order.</p>
Recommendations	<p>Approve the proclamation of a local emergency, ratify the proclamation of a State of Emergency, and authorize the</p>

	continuation of conducting remote teleconference meetings of the legislative bodies of TRANSPAC for the period through January 8, 2022 pursuant to the Brown Act provisions under AB 361.
Financial Implications	There is no immediate fiscal impact
Option(s)	<ol style="list-style-type: none"> 1. Resume in-person meetings for the TRANSPAC Board and subcommittees. 2. Move to hybrid meetings for the TRANSPAC Board and subcommittees with the option for telecommuting that follows the standard (pre-pandemic) Brown Act requirements for teleconferencing. This option would add additional expenses to secure additional resources required to conduct meetings in this manner. 3. Conduct remote TRANSPAC meetings using the “traditional” Brown Act standards.

Background

AB 361 contains several requirements in order to continue the use of remote meetings as TRANSPAC has been conducting since Spring 2020. These include:

- There must be a state of emergency declared under the California Emergency Services Act. This effectively means the Governor must have declared the emergency, which has been done, and which proclamation remains in effect at the present time.
- During that state of emergency, either state or local officials have imposed or recommended measures to promote social distancing, or that meeting in person would present an imminent risk to the health or safety of attendees.
- In order to continue to utilize remote meetings, the TRANSPAC Board must reconsider the factors above every 30 days and adopt specified findings that the facts relied upon still exist.

The State of California is still under an emergency declaration regarding COVID-19. Both state and local health officials continue to recommend social distancing, among other guidelines, to help stop the spread of the virus and its variants. On September 20, 2021 the Contra Costa County Health Officer published “Recommendations for Safely Holding Public Meetings”, which “strongly recommends” online meetings, and that local agencies should provide options for the public to participate without having to attend meetings in person, and that social distancing should be used, including six feet of spacing between all in attendance.

These criteria specified in AB 361 permit a local agency to schedule a remote meeting to determine whether meeting in-person during a State of Emergency would pose an imminent risk to the health or safety of attendees. At that remote meeting, a local agency may determine, by majority vote, that sufficient risks exist to the health or safety of attendees as a result of the emergency and pass a resolution to that effect.

TRANSPAC adopted Resolution 21-01 that made the findings justifying the TRANSPAC Board meeting remotely on October 14, 2021. This resolution also authorized and directed that the TRANSPAC Subcommittees will also continue to meet remotely. TRANSPAC will need to renew its resolution within 30 days, consistent with the requirements of AB 361, if TRANSPAC desires to continue meeting under the modified Brown Act.

If a local agency does not meet again before the 30-day period during which the resolution remains active, the resolution will lapse for lack of action by the agency. The requirement for agencies to affirm the resolution every 30 days presents a logistical challenge for agencies like TRANSPAC that meet monthly and have meetings throughout the year that may be separated by more than 30 days.

Where an agency is not able to rely on regular meetings to adopt extension resolutions within that time frame, the agency has two potential options:

- Hold a special “AB 361” remote meeting within the 30-day window simply to re-authorize the AB 361 exceptions.
- Allow the extension resolution to lapse and approve a new initial resolution at the next agency meeting, subject to the same substantive and procedural requirements as the first.

It should be noted it is not clearly stated in the text of the statute that an agency may simply adopt a new initial resolution after failing to adopt an extension resolution within 30 days, and still take advantage of the retroactive application of the modified teleconference rules for that meeting. Under this interpretation, once AB 361 authorization lapses, the normal Brown Act rules will apply and an agency seeking to hold a teleconference meeting will once again be required to meet the typical Brown Act rules such as posting agendas and providing public access at each remote location and identifying those locations in the agenda for the meeting to pass a new initial resolution effecting the transition back to the modified Brown Act requirements.

A conservative approach would be to avoid lapses by holding a special meeting every 30 days to reauthorize the modified teleconference rules.

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TRANSPAC Board Meeting *STAFF REPORT*

Meeting Date: December 9, 2021

Subject:	ELECTION OF TRANSPAC CHAIR AND VICE CHAIR
Summary of Issues	The TRANSPAC JPA calls for the selection of a Chair and Vice Chair, who shall be elected officials and hold the office for a period of one year, commencing in February.
Recommendations	Elect the TRANSPAC Chair and Vice Chair for the term February 1, 2022 through January 31, 2023.
Options	The TRANSPAC Board could defer this action to February.
Attachment(s)	A. Summary of TRANSPAC Membership and CCTA Appointments

TRANSPAC ELECTED MEMBERS									
Jurisdiction	Clayton	Concord	Contra Costa County	Martinez	Pleasant Hill	Walnut Creek	CCTA Even Yr Appt	CCTA Odd Yr Appt	CCTA Alt. At-Large
2021	Peter Cloven	Carlyn Obringer	Karen Mitchoff	Mark Ross (Chair)	Sue Noack	Loella Haskew (V Chair)		Loella Haskew	Carlyn Obringer
								Appt: 12/10/20	Appt: 12/10/20
2020	Julie Pierce	Carlyn Obringer (Chair)	Karen Mitchoff	Mark Ross (Vice Chair)	Sue Noack	Loella Haskew	Sue Noack 2020-22 Julie Pierce 2020-22		Peter Cloven Carlyn Obringer 2020-22
	12/17/2019	Appt. 12-10-19	Appt. 01-07-20		Appt. 1-13-20	12/17/2019	Appt. 12/10/20 Appt. 12/12/19		Appt. 2/11/21 Appt. 12/12/19
2019	Julie Pierce	Carlyn Obringer (V Chair)	Karen Mitchoff	Mark Ross	Sue Noack (Chair)	Loella Haskew		Loella Haskew 2019-21	Sue Noack 2019-21
	Appt. 12-18-18	Appt. 12-12-18	Appt. 01-15-19	Appt. 12-18	Appt. 01-28-19	Appt. 12-18-18		Appt: 12/13/18	Appt: 12/13/18
2018	Julie Pierce (Chair)	Carlyn Obringer	Karen Mitchoff	Mark Ross	Sue Noack (V Chair)	Loella Haskew	Julie Pierce 2018-20		Carlyn Obringer 2018-20
	Appt: 01/16/18	Appt: 12/12/17	Appt: 01/09/18		Appt: 01/08/18	Appt: 12/19/17	Appt: 2/8/18		Appt: 2/8/18
2017	Julie Pierce (V Chair)	Ron Leone	Karen Mitchoff (Chair)	Mark Ross	Sue Noack	Loella Haskew		Loella Haskew 2017-19	Sue Noack 2017-19
	Appt: 12/20/16	Appt: 12/13/16	Appt: 01/10/17	Appt: 02/15/17	Appt: 01/09/17	Appt: 12/20/16		Appt: 12/8/16	Appt: 2/9/17
2016	Julie Pierce	Ron Leone (Chair)	Karen Mitchoff (V Chair)	Mark Ross	David Durant	Loella Haskew	Julie Pierce 2016-18		Carlyn Obringer 2016-18
	Appt: 12/15/15	Appt: 12/15/15	Appt: 01/05/16		Not Available	Appt: 12/15/15	Appt: 11/12/15		7/13/2017
2015	Julie Pierce	Ron Leone (Vice Chair)	Karen Mitchoff	Mark Ross	David Durant	Loella Haskew (Chair)		David Durant 2015-17	Loella Haskew 2015-17
	Appt: 12/16/14	Appt: 12/16/14	Appt: 01/06/15		Appt: 01/12/15	Appt: 01/20/15		Appt: 12/11/14	12/11/2014
2014	Julie Pierce	Ron Leone	Karen Mitchoff	Mark Ross (Chair)	David Durant	Loella Haskew (V Chair)	Julie Pierce 2014-16		Ron Leone 2014-16
	Appt: 12/03/13	Appt: 12/10/13	Appt: 01/21/14		Appt: 01/06/14	Appt: 12/17/13	Appt: 12/12/13		12/12/2013
2013	Julie Pierce	Ron Leone	Karen Mitchoff	Mark Ross (V Chair)	David Durant (Chair)	Loella Haskew		David Durant 2013-15	Loella Haskew 2013-15
	Appt: 12/20/12	Appt: 12/11/12	Appt: 01/08/13	Appt: 01-16-13	Appt: 01/28/13	Appt: 12/18/12			
2012	Julie Pierce (Chair)	Bill Shinn	Karen Mitchoff	Mark Ross	David Durant (V Chair)	Kristina Lawson	Julie Pierce 2012-14		
	Appt: 12/20/11	Appt: 12/13/11	Appt: 01/10/12		Appt: 07/16/12	Appt: 12/20/11			
2011	Julie Pierce (V Chair)	Bill Shinn (Chair)	Karen Mitchoff	Mark Ross	David Durant	Kristina Lawson		David Durant 2011-13	
	Appt: 02/01/11	Appt: 02/22/11	Appt: 01/11/11		Appt: 02/07/11	Appt: 12/21/10			
2010	Julie Pierce (V Chair)	Guy Bjerke	Susan Bonilla	Mark Ross	David Durant	Cindy Silva (Chair)	JuliePierce 2010-12		
	Not Available	Appt: 12/14/09	Appt: 01/12/10	Appt: 04-21-10	Appt: 01/25/10	Appt: 01/19/10			

TRANSPAC Board Meeting *STAFF REPORT*

Meeting Date: December 9, 2021

Subject:	APPOINTMENT OF TRANSPAC REPRESENTATIVES TO THE CCTA
Summary of Issues	TRANSPAC is represented on the Contra Costa Transportation Authority (CCTA) Board by two members and two alternate members (all elected officials). Commissioner Sue Noack is the TRANSPAC representative to the CCTA and Commissioner Peter Cloven the alternate for the two-year term through January 31, 2022.
Recommendations	Appoint the TRANSPAC CCTA Representatives for the term February 1, 2022 through January 31, 2024.
Options	The TRANSPAC Board could defer this action to the next TRANSPAC meeting in February. This would cause TRANSPAC to not have an appointee approved to serve at the February and possibly March CCTA meetings.
Attachment(s)	A. CCTA Letter Requesting Appointment of Central County Representative Appointments (dated 11/10/21)

Background

TRANSPAC is represented on the Contra Costa Transportation Authority (CCTA) Board by two members and two alternate members (all elected officials). The two alternate member positions are allowed to serve for either or both of TRANSPAC's CCTA representatives, as necessary.

Commissioner Sue Noack is the TRANSPAC representative to the CCTA and Commissioner Peter Cloven the alternate for the two-year term through January 31, 2022. TRANSPAC is requested to appoint a primary and alternate member to the CCTA Board to represent TRANSPAC for the two-year period from February 1, 2022 through January 31, 2024. CCTA has indicated they will seat new members formally at the February CCTA Board Meeting, and the CCTA Planning Committee or Administration and Projects Committee in March.

Commissioner Loella Haskew is the TRANSPAC representative to the CCTA and Commissioner Carlyn Obringer the alternate for the two-year term that runs through January 31, 2023. Commissioner Karen Mitchoff also currently serves as a CCTA Commissioner, representing one of the two appointments through the County Board of Supervisors.



CONTRA COSTA
transportation
authority

COMMISSIONERS

November 10, 2021

Teresa Gerringer,
Chair

Mark Ross, Chair

Chris Kelley,
Vice Chair

TRANSPAC c/o City of Martinez

Newell Americh

City of Martinez

Tom Butt

525 Henrietta Street

Martinez, CA 94553-2395

Federal Glover

Subject: Expiration of Authority Member and Alternate Terms and Appointment
of a Central County Representative and Alternate for the Term of
February 1, 2022 through January 31, 2024

Loella Haskew

David Hudson

Karen Mitchoff

Dear Chair Ross,

Sue Noack

Commissioner Susan Noack's term as the TRANSPAC representative on the Contra Costa Transportation Authority (Authority) Board will be expiring on January 31, 2022. The Authority kindly requests that the TRANSPAC Board make an appointment to the Authority Board for the term of February 1, 2022 through January 31, 2024. An alternate also needs to be appointed. The current alternate for Commissioner Noack is Commissioner Alternate Peter Cloven.

Lamar Thorpe

Holland White

Timothy Haile,
Executive Director

Please notify the Authority in writing of your appointments and provide us contact information for any new appointees. We anticipate seating new members formally at the Authority Board Meeting on February 16, 2022 and at the Authority's Planning Committee and Administration & Projects Committee meetings depending upon appointment in March (March 2, 2022 and March 3, 2022, respectively).

Thank you for your attention to this matter. Please feel free to contact me at (925) 256-4722 or via email at tgrover@ccta.net if you have any questions.

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

Sincerely,

Tarien Grover, MMC, EMPA
Director, Administrative Services

Cc: Mayor Susan Noack, Authority Commissioner
Vice Mayor Peter Cloven, Authority Commissioner Alternate
Timothy Haile, Authority Executive Director
Matt Todd, TRANSPAC Managing Director

TRANSPAC Board Meeting *STAFF REPORT*

Meeting Date: December 9, 2021

Subject:	TRANSPAC COMMITTEE APPOINTMENTS – CCTA CBPAC APPOINTMENTS FOR THE TERM JANUARY 1, 2022 TO DECEMBER 31, 2023
Summary of Issues	TRANSPAC is represented on the Contra Costa Transportation Authority (CCTA) Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) through three appointed representatives. The current TRANSPAC appointments to the CCTA CBPAC are through the term of December 31, 2021. A recommendation will be brought back to the Board at a future meeting for the final position appointment.
Recommendation	Appoint the TRANSPAC TAC members Ozzy Arce (Walnut Creek) as the primary representative and Lynne Filson as the alternate to represent TRANSPAC on the CBPAC for the term January 1, 2022 through December 31, 2023.
Financial Implications	No TRANSPAC financial implications.
Option(s)	Not make appointments at this time.

Background

TRANSPAC is represented on the Contra Costa Transportation Authority (CCTA) Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) by one TRANSPAC staff representative (and alternate) and one citizen representative. The purpose of the CBPAC is to advise the CCTA on bicycle and pedestrian issues and to help the CCTA carry out its responsibilities as a sales tax and congestion management agency. The CBPAC responsibilities include overseeing updates to the countywide bicycle and pedestrian Plan and other CCTA policy documents as well as helping to implement policies, to review and provide recommendations on applications for funding for bicycle and pedestrian projects and programs, and to address other bicycle or pedestrian issues facing the CCTA, Contra Costa and the region. The committee is expected to meet 5-6 times a year.

All the current appointments are through the term of December 31, 2021. TRANSPAC is represented by Ozzy Arce (Walnut Creek staff) as the primary representative and Lynne Filson (Martinez) as the alternate representative. Both have indicated an interest in continuing to serve on the committee. TRANSPAC is represented by David German for the citizen representative position. Mr. German has indicated he will not be able to continue to participate in this committee.

The TRANSPAC TAC recommends that Ozzy Arce and Lynne Filson (Martinez) continue to represent TRANSPAC on the CBPAC committee for the term through December 31, 2023.

TRANSPAC TAC requested staff to solicit nominees for the citizen representative commission. Staff will use social media resources to distribute information about the position and this item will be brought back to the Board in February. Staff has also made contact with an interested citizen representative identified through the discussions to date about the position.

TRANSPAC Board Meeting *STAFF REPORT*

Meeting Date: December 9, 2021

Subject:	2022 TRANSPAC MEETING CALENDAR
Summary of Issues	The TRANSPAC Board is requested to review and comment on the proposed meeting schedule for the upcoming year. TRANSPAC is utilizing remote meetings using modified Brown Act rules based on AB361. AB361 specifies that in order to continue to utilize remote meetings, the local agency must reconsider the factors that allow for meeting virtually every 30 days and adopt specified findings the facts relied upon still exist. Staff has identified periods between meetings that exceed the 30 day period. Staff is requesting input on a proposal to hold additional TRANSPAC meetings for the purpose of renewing the AB361 resolution and preserving the ability for remote meetings under the modified Brown Act rules.
Recommendations	Provide input to staff regarding the meeting schedule for upcoming year.
Attachment(s)	A. Draft 2022 Meeting Schedule

Background

TRANSPAC adopted Resolution 21-01 that made the findings justifying the TRANSPAC Board meeting remotely on October 14, 2021. This resolution also authorized and directed that the TRANSPAC Subcommittees will also continue to meet remotely. TRANSPAC will need to renew the resolution within 30 days, consistent with the requirements of AB 361, if TRANSPAC desires to continue meeting under the modified Brown Act.

If a local agency does not meet again before the 30-day period during which the resolution remains active, the resolution will lapse for lack of action by the agency. The requirement for agencies to affirm the resolution every 30 days presents a logistical challenge for agencies like TRANSPAC that meet monthly and have meetings throughout the year that may be separated by more than 30 days. The table below includes a summary of the time periods between the normally scheduled TRANSPAC meetings for the first half of 2022.

TRANSPAC Meetings	Days from Prior Meeting
December 9, 2021	
February 10, 2022	63 Days
March 10, 2022	28 Days
April 14, 2022	35 Days
May 12, 2022	28 Days
June 9, 2022	28 Days

The period between the December 2021 and February 2022 meeting and the March 2022 and April 2022 exceed the 30 day period.

Where an agency is not able to rely on regular meetings to adopt extension resolutions within that time frame, the agency has two potential options:

- Hold a special “AB 361” remote meeting within the 30-day window simply to re-authorize the AB 361 exceptions.
- Allow the extension resolution to lapse and approve a new initial resolution at the next agency meeting, subject to the same substantive and procedural requirements as the first.

It is not clearly stated in the text of the statute that an agency may simply adopt a new initial resolution after failing to adopt an extension resolution within 30 days, and still take advantage of the retroactive application of the modified teleconference rules for that meeting. Under this interpretation, once AB 361 authorization lapses, the normal Brown Act rules will apply and an agency seeking to hold a teleconference meeting will once again be required to meet the typical Brown Act rules such as posting agendas and providing public access at each remote location and identifying those locations in the agenda for the meeting to pass a new initial resolution effecting the transition back to the modified Brown Act requirements.

A conservative approach is to avoid lapses by holding a special meeting every 30 days to reauthorize the modified teleconference rules. Based on the proposed schedule, special meetings of TRANSPAC to reauthorize the AB 361 exceptions would be needed by:

- January 8, 2022
- Within 30 days of the early January Meeting, assume by February 4, 2022

and

- April 8, 2022

Staff is requesting input on a proposal to hold additional TRANSPAC meetings for the purpose of renewing the AB361 resolution and preserving the ability for remote meetings under the modified Brown Act rules.

TRANSPAC Transportation Partnership and Cooperation

2022 MEETING SCHEDULE

(updated December 1, 2021)

Pursuant to the Ralph M. Brown Act provisions under Assembly Bill 361, which went into effect on October 1, 2021, TRANSPAC meetings are currently being conducted as a teleconference and a physical location is not provided. In the event in person meetings are resumed, meetings are held at 9:00 A.M. at Pleasant Hill City Hall, Community Room (100 Gregory Lane, Pleasant Hill, California) unless otherwise specified.

TRANSPAC Meetings

Regular meetings are on second Thursday of every month or as notified. Other meetings as scheduled.

January (No meeting)
February 10
March 10
April 14
May 12
June 9

July 14
August (No meeting)
September 8
October 13
November 10
December 8

TAC Meetings

Regular meetings are on the last Thursday of every month or as notified.

January 27
February 24
March 31 *
April 28
May 26
June 30 *

July (No Meeting)
August 25
September 29 *
October 27
November 17 **
December (No meeting)

* 5th Thursday of the Month

** 3rd Thursday of the Month

TRANSPAC Board Meeting *STAFF REPORT***Meeting Date:** December 9, 2021

Subject:	MEASURE J LINE 20A FUNDS PROGRAM – FY 2022/2023 AND FY 2023/2024 PROGRAMMING CYCLE
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. The past program review process was discussed and the call for projects materials have been modified for the proposed next two year cycle. Measure J Line 20a funds are expected to generate about \$950,000 over the two-year programming period.</p>
Recommendation	<p>Approve the call for projects and application material for the Measure J Line 20A Program for FY 2022/2023 and 2023/2024.</p>
Financial Implications	<p>TRANSPAC is responsible for recommendations on how the Line 20a funds are to be used in Central County. The program resulting from the above process will commit Measure J funding dedicated to projects that support transportation for seniors and people with disabilities for the two year period in Central Contra Costa County.</p>
Options	<p>The TRANSPAC Board could direct staff to consider other methods to solicit project/program candidates or a different time period.</p>
Attachment(s)	<ul style="list-style-type: none">A. Measure J Line 20A Fund EstimateB. DRAFT Measure J Line 20A Funds Program Guidelines and Application for FY 2022/2023 and FY 2023/2024 CycleC. MTC Equity Priority Communities MapD. Line 20A FY 2021/2022 ProgramE. Measure J TEP Program Description

Background

The Measure J Expenditure Plan includes a program, line 15: Transportation for Seniors & People with Disabilities. 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% of the Measure J revenue for these types of services. TRANSPAC is responsible for recommendations on how the Line 20a funds are to be used.

At a high level, the Line 20A program in the TRANSPAC region will provide mobility for seniors and disabled individuals that aren't able to use the other transportation options. In general, the population that relies on the services funded by the Line 20A program can all be classified as underserved. The Line 20A funds support programs that:

- Provide good service options for senior and disabled individuals to get where they need to go when they need to go in the TRANSPAC subregion, and
- Provide trips that would otherwise use the LINK Paratransit service.

TRANSPAC issued a call for projects at the beginning of 2020 for a two year cycle, ultimately approving two one year programs, for FY 2020/2021 in June 2020 and for FY 2021/2022 in June 2021, based on COVID related impacts. In previous cycles, TRANSPAC has issued a call for projects for a two year cycle and approved two years of programming in June of the even numbered year. The Line 20A program included about \$475,000 of new funds for FY 2021/2022.

FY 2022/2023 AND FY 2023/2024 Programming Cycle

TRANSPAC last issued a call for projects in December 2019 for the FY 2020/2021 and FY 2021/2022 period of program/project operations. Staff is proposing to release a call for projects for the next two year programming cycle. Measure J Line 20a funds are expected to generate about \$950,000 over the two-year programming period. The attached material includes program guidelines and application material. The attached material also includes a fund estimate projecting the revenues and expenses over the proposed two year period of the program, and includes reserves for cash flow and an "operations/ capital" reserve. The Measure J Line 20A funds are ultimately distributed by the CCTA and all project sponsors will be required to meet the requirements of the CCTA Fund Reimbursement Agreement.

Schedule

The proposed schedule includes approving the programming in June 2022, allowing for services to be funded starting July 1, 2022.

December 2021	Board approve CFP material Release Call for Projects (For FY 2022/2023 and FY 2023/2024)
January 21, 2022	Applications Due
February – April 2022	Review Project Applications
May 2022	Board Review Draft Program
June 2022	Board Approve Final Program

Call For Projects

There has been substantial discussion about the information we request and the review and evaluation of the project applications for the upcoming cycle. It is expected that TRANSPAC will receive more requests than available funding. Through the discussion, various ways to review proposed applications were discussed. Many of the criteria are difficult to score in a quantitative manner (i.e., type of trip, is a medical trip a higher priority than a grocery store trip or quality of complementary service benefits (relative to LINK service) provided by any trip).

Discussion covered topics such as:

- The focus on trips that are below the cost of LINKS service but recognizing that individual trip cost can vary greatly within this range,
- Pros and cons of match and grant request limits,
- Reviewed population and income information for the region,
- Considering the mobility management service component of an applicant,
- Considering the program sharing resources with other agency programs of an applicant,
- Acknowledgement that capital requests will still need to be addressed and may not fit neatly in operational review criteria, and
- Supporting the Accessible Transportation Strategic Plan Task Force
- Improve coordination with CCTA.

Based on the discussion, the call for projects material was modified, including:

- Question added regarding support of the Accessible Transportation Strategic Plan Task Force efforts,
- Question added to request information about service provided to Equity Priority Communities (previously Communities of Concern),
- Question added about impacts of COVID to the projects,
- Question added to specify type of service provided (from a set of identified categories),
- Other edits to provide clarity regarding the information being collected, and
- Increasing the frequency of reporting requirements to semi-annually.

ATTACHMENT A

TRANSPAC Line 20A Program

FUND ESTIMATE

(updated December 1, 2021)

INITIAL FUND BALANCE		
Carryover Balance	\$	855,550
Adjustment for Actual Funding Received through FY 20/21*	\$	61,280
* Prior projected revenue assumption was \$475,000 per year		
TOTAL	\$	916,830
APPROVED PROGRAMMING		
	\$	-
Program Balance	\$	916,830

NEW REVENUE		
2022/2023 - Projected Revenue	\$	475,000
2023/2024 - Projected Revenue	\$	475,000
TOTAL	\$	950,000
Projected Program Balance (6/30/22)	\$	1,866,830

NEW PROGRAMMING		
2022/2023 - PROPOSED New programming	\$	475,000
2023/2024 - PROPOSED New programming	\$	475,000
TOTAL	\$	950,000

PROPOSED FUND BALANCE - AFTER PROGRAMMING		
Cash Flow Reserve	\$	500,000
Operations/Capital Reserve *	\$	416,830
* Prior analysis indicated \$270,000 reduction of funds collected as a result of the 2008 economic downturn		
TOTAL	\$	916,830

2022-2023 and 2023-2024**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 2022-2023 and 2023-2024.
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. 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 \$950,000 (\$475,000 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
 - Per Revenue Hour
 - \$79.13 (FY 2018/2019)
 - \$132.14 (FY 2019/2020, impacted by COVID)
 - Per Passenger
 - \$45.38 (FY 2018/2019)
 - \$85.53 (FY 2019/2020, impacted by COVID)
 - 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 Contra Costa Transportation Authority (CCTA) and request allocation action(s).
 - a. Applications should be mailed, 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 21, 2022.

- c. Electronic copies of the application will be available by download or 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 CCTA Grant Insurance Requirements on page 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 CCTA 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 semi-annually contingent upon no issues identified by TRANSPAC or CCTA.

TRANSPAC

Transportation Partnership and Cooperation

Applications must be received by

3:00 pm on Friday, January 21, 2022.

Applications may be emailed to

Matt Todd, Managing Director at:

matt@graybowenscott.com

APPLICATION

Call for Projects

TRANSPAC Measure J Line 20a Funds

Additional Transportation Services for

Seniors and People with Disabilities

-Additional information may be included as attachments

-Please provide clear and concise responses that address the application question

-Fiscal Year (FY) is defined as July 1 to June 30

APPLICATION INFORMATION

Contact Information

Project Title

Name of Agency

Primary Contact Name

Street Address

City, State, Zip

Phone

Email Address

I certify that the information contained in this application is true and complete to the best of my knowledge.

Signature of Responsible Party ² _____ Date_____

² First and second year nongovernmental grantees must have their Board of Directors authorize or approve the grant application by February 11th. Authority for subsequent grant applications and reporting may be delegated to the agency executive officer.

Project Title _____

**Please provide clear and concise responses that address the application question.
If your organization provides more than one transportation program, please provide responses for each program component as needed.**

1. Overall Program

(Provide an overview of your agency, mission, overall services provided, and section of the IRS code your non-profit operates under)

2. Transportation Program/Project/Service

- a. Name of the Program, Project or Service
(specific component of the funding request)
- b. Eligibility requirements to use Program, Project, or Service
- c. Service area boundaries and common trip origins and/or destinations
- d. Days and hours of operation
(include frequency if applicable)

3. Is this a request for continuing or expanding existing service funded by Line 20a funding?

If the answer is “yes”, please provide:

- The date of first expenses reimbursed by Measure J, and
- The date of the last progress report submitted and the period reported on (and attach the progress report)

4. Please review the minimum insurance requirements required to enter into a grant agreement with the Contra Costa Transportation Authority (page of the call for projects package). Is the agency able to meet the minimum insurance requirements of the granting agency?

OPERATIONAL INFORMATION

(information regarding service requesting funding for)

5. Type of service

6. Purpose and need of service

7. Description of service to be provided

8. Description of service to be provided

Please provide a version of the Description of Service that is less than 125 words that can be used to summarize the program (if the description in the previous section is more than 125 words)

9. Describe:

- a. Eligibility requirements as well as who uses the program and relevant policies and guidelines for the service
- b. The benefit of the proposed services to the public;
- c. How the proposed service fills an identified gap in transportation/transit network; and / or
- d. How the service complements the County Connection LINK Americans with Disabilities Act paratransit service.
- e. Do the users of the program also use the LINK service (i.e. eligible and use the service, are eligible but do not use the service, are not eligible for the LINK service)
- f. Describe the provision of any components of the Line 20a Grant funded service that would be above and beyond a trip provided by the LINK service?

- g. Please indicate which descriptions apply to the service provided (can select more than one)

- ☐ On Demand Curb to Curb Service
- ☐ On Demand Door to Door Service
- ☐ On Demand Door through Door Service
- ☐ Service focused on a common destination or program – Curb to Curb
- ☐ Service focused on a common destination or program - Door to Door
- ☐ Service focused on a common destination or program – Door through Door
- ☐ Fixed Route Service
- ☐ Volunteer Driver Service
- ☐ Regularly Prescheduled Trips to a Program
- ☐ Service Provided by a TNC

Please include any additional information or suggest different description as required:

10. Describe any efforts to coordinate services or other resources with other transportation providers or mobility management organizations (including software programs) or why you do not share resources with other agencies.
11. How does your program help implement the development of the goals of the Accessible Transportation Strategic Plan Task Force?
12. Provide information regarding fleet description, driver training, and other support provisions for the service (i.e. maintenance, dispatch)
13. Provide a breakdown of expected trip origins and destinations (by community) and types of destinations. Include information about trips and if they are within the TRANSPAC RTPC or involve another RTPC area (or other transit service areas). Trip origin/destination information by city/zip code is also requested. Include the basis of the assumption (i.e. based on past period of service or other).

14. Provide information about trips provided that serve areas identified as Equity Priority Communities (see page of the call for projects package)
15. Provide information about the capacity of the service and if there are any constraints to providing service (i.e. such as waitlists)
16. Describe impacts COVID-19 and the resulting guidance and limitations on group gatherings and public distancing has had on the existing service as well as how it is expected to impact you program in the future, and how it will be accounted for in the proposed funding period.
17. Describe the agency approach and strategy to continue the operation of the service beyond the Line 20a funding grant period.

DRAFT

Please provide the information requested below. If your organization provides more than one transportation program, provide the information in tables for each program component.

	Last 12 Month Period (Assume Calendar Year 2021; or specify other time period below)		Projected for FY 2022/2023 (7/1 to 6/30)	
	Monthly Avg	Annual	Monthly Avg	Annual
Number of individuals served by the transportation program				
Number of unique individuals served over the period	N/A		N/A	
Number of unique individuals in TRANSPAC area of Contra Costa County	N/A		N/A	

* Please only include unique individuals served by the funded project/program.

** For example, if your program provided 10 people a total of 100 trips over the reporting period, the program has 10 unique individuals served over the period. If 2 of the people reside in Lafayette, 4 in Walnut Creek, and 4 in Concord, then there are 8 unique individuals in the TRANSPAC area.

*** TRANSPAC area of Contra Costa County includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and the unincorporated areas within Central County (see map at <https://transpac.us/>).

	Last 12 Month Period		Projected for	
	(Assume Calendar Year 2021; or		FY 2022/2023	
	specify other time period below)		(7/1 to 6/30)	
	Monthly Avg	Annual	Monthly Avg	Annual
Trips provided (one way trips)				
Number of total one way passenger trips provided by the program				
Number of one way passenger trips provided by the program entirely in Central County (i.e. origin and destination within Central County)				
Number of one way passenger trips provided by the program with either the origin or destination in Central County				
Number of one way passenger trips provided by the program with neither the origin or destination in Central County				
Number of vehicle trips provided by the program that included more than one passenger being transported				

* For example, if your program has provided 10 people a total of 40 round trips and 20 one way trips, a total of 100 one way trips should be reported for the reporting period.

** One way trips provided entirely within TRANSPAC area of Contra Costa County (see map at <https://transpac.us/>) regardless of the residence of the individual can be included in the second row of the table.

*** Number of vehicle trips information example – Passenger A is picked up at a location 1, Passenger B is picked up at location 2, Passenger A and B are dropped of at location 3. This is an example of a share vehicle trip.

	Last 12 Month Period (Assume Calendar Year 2021; or specify other time period below)		Projected for FY 2022/2023 (7/1 to 6/30)	
	Monthly Avg	Annual	Monthly Avg	Annual
Vehicle Hours of service provided				
Number of total vehicle hours of service provided				
Number of vehicle hours of service provided in TRANSPAC area of Contra Costa County				

See map at <https://transpac.us/> for TRANSPAC area of Contra Costa County.

- Please describe how a vehicle service hour is defined
(i.e. leave garage / return to garage, first pick up / last drop off, if includes wait times)

Expenses

- Cost of Line 20a Grant funded transportation program in (include direct costs of the service including (but not limited to) maintenance, administrative, and dispatching):
 - Last 12 Month Period: Calendar Year 2021
- Projection for FY 2022/23

	Last 12 Month Period (Assume Calendar Year 2021; or specify other time period below)		Projected for FY 2022/2023 (7/1 to 6/30)	
	Annual Avg		Annual Avg	
Cost				
Per hour of service	N/A		N/A	
Per passenger trip	N/A		N/A	

* Cost of Line 20a Grant funded Transportation Program divided by the Number of total vehicle service hours of service provided

** Cost of Line 20a Grant funded Transportation Program divided by the Number of total one way passenger trips provided

- Other information - Please provide additional information if projected service has a substantial variance from past operations

Program Schedule

- Include expected initiation of service and duration of services to be provided
 - Please note this is different information requested from the service days and hours of operation
- Include milestones needed to be achieved to initiate new programs (applications for new services are anticipated to require more detail in this section of the application, with detail about milestones needed to prepare and implement the new service)
- If your organization provides more than one transportation program, provide the information segregated for each program component.
- All programs should at minimum includes service starts and service ends for the period of the grant funded service.
- Add lines as needed

TABLE 2

Milestone	Date (month/year)
_____	_____
_____	_____
_____	_____
_____	_____

Funding Sources for the Proposed Program

- If your organization provides more than one transportation program, provide the information segregated for each program component.
- Add lines as needed

TABLE 3

Funding Source	(\$)			Percent of Funding
	FY 20/21	FY 21/22	TOTAL	
Line 20a funds				
Fare Revenue (if applicable)				
Others				
TOTAL				

Expenditure budget for the Proposed Program

- Detail the total expenses for the project period by budget line item detail and the amount of Line 20a funds that will be used for the budget line item
- The Total of the Budget Line Items should match the Total Funding Sources detailed above
- The Total Line 20a funds should match the grant request amount
- If your organization provides more than one transportation program, it may be appropriate to provide the information segregated for each program component.
- Add lines as needed.

TABLE 4

Budget Line Item Description	(\$)			Amount of Line 20a Funds
	FY 22/23	FY 23/24	TOTAL	
TOTAL				

Total Budget (i.e. of the Overall Agency) _____

Total Transportation Program Budget _____

Percentage of Budget Agency Transportation
Program Represents _____

Percentage of Budget this Specific Grant Funded
Program Represents _____

Provide additional information if the projected expenditure of the line 20a funds over FY 2022/23 and FY 2023/24 are not proposed to be balanced over the two year period.

Capital Projects: Description of related capital project(s) for which funding is sought

(Capital project funding requests will be considered as stand alone requests. Capital project funding requests require the General and Operational project information to also be completed)

18. Purpose /Goal of Capital Project

19. Project Description: type, location, service life

20. Describe the benefits of the proposed capital project to the general public and/or the public transportation system

Schedule of Capital Procurement milestones

- Include milestones needed to be achieved in advance of purchase
- Include milestone when equipment would begin service
- Add lines as needed

Milestone

Date (month/year)

Funding Sources for the Capital Project

- Add lines as needed

TABLE 5

Funding Source	(\$)			Percent of Funding
	FY 20/21	FY 21/22	TOTAL	
Line 20a funds				
TOTAL				

Expenditure budget for Capital Project

- Detail the total expenses for the Capital Project by budget line item detail and the amount of Line 20a funds that will be used for the budget line item
- The Total of the Budget Line Items should match the Total Funding Sources detailed above
- The Total Line 20a funds should match the grant request amount
- Add lines as needed.

TABLE 6

Budget Line Item Description	(\$)			Amount of Line 20a Funds
	FY 20/21	FY 21/22	TOTAL	
TOTAL				

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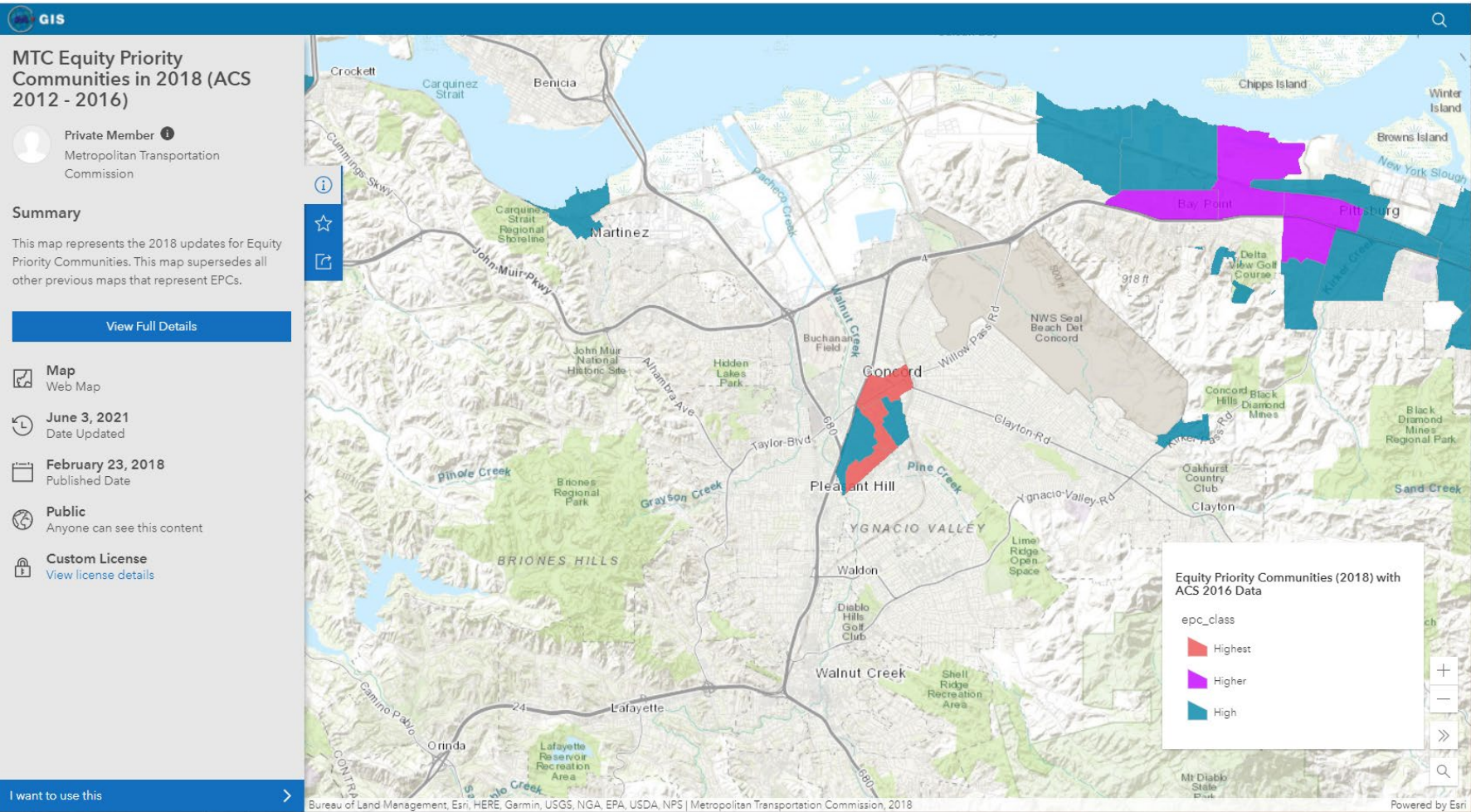
TRANSPAC AREA MAP

EQUITY PRIORITY COMMUNITY MAP

CCTA INSURANCE REQUIREMENTS

SAMPLE PROGRESS REPORT

DRAFT



ATTACHMENT D

Line 20A Grants

FY 2021 - 2022 Program

Approved June 10, 2021

ref. #			Line 20A \$ Requested for FY 21-22	Line 20a \$ Unused from FY 20-21	New Line 20A \$ Programming FY 21-22	Total Line 20A Program \$ for FY 21-22
1	Choice in Aging	Mt. Diablo Mobilizer	\$ 40,000	\$ 40,000	\$ -	\$ 40,000
2	Walnut Creek	Senior Mini Bus / Lyft TNC Support Costs	\$ 78,500	\$ -	\$ 78,500	\$ 78,500
3	Walnut Creek	Lyft / TNC Rides (Direct Cost)	\$ 40,000	\$ -	\$ 40,000	\$ 40,000
4	Mobility Matters	Rides for Seniors/Rides for Veterans	\$ 137,570	\$ -	\$ 137,570	\$ 137,570
5	Concord	Get Around Taxi Scrip	\$ 28,800	\$ 15,900	\$ 7,200	\$ 23,100
6	Golden Rain Foundation (Rossmoor)	Green Line Service	\$ 116,034	\$ -	\$ 116,034	\$ 116,034
7	Golden Rain Foundation (Rossmoor)	Subsidized Ridesharing Program	\$ 10,000	\$ -	\$ 10,000	\$ 10,000
8	County Connection	Midday Free Ride Program For Bridge and RES Programs	\$ 40,000	\$ 40,000	\$ -	\$ 40,000
9	Center for Elder Independence	Transportation Services for Central County	\$ 135,774	\$ -	\$ 135,774	\$ 135,774
			\$ 626,678	\$ 95,900	\$ 525,078	\$ 620,978

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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.

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TRANSPAC Board Meeting *STAFF REPORT*

Meeting Date: December 9, 2021

Subject:	HIGHWAY 4 CORRIDOR – BICYCLE IMPROVEMENTS BETWEEN MARTINEZ AND HERCULES
Summary of Issues	There are certain segments of freeways that allow cyclists to ride on the freeway shoulder when there are no other alternative routes. Highway 4 between Martinez and Hercules contains a segment that falls in this category. This corridor has incorrect signage that is preventing cyclists from using the route as well as areas that require safety improvements.
Recommendations	Transmit a letter to Caltrans District 4 to request the correction of the signage for westbound bicycle travel on the Highway 4 corridor as well as a review of the railroad undercrossing section in the eastbound travel direction to improve safety for cyclists in this corridor.
Financial Implications	There are no financial implications for TRANSPAC.
Option(s)	1. Not send a letter
Attachment(s)	A. Corridor Map

Background

Through his participation at the County BAC Committee, Chair Ross was informed that bicycles should be allowed to use certain segments of Highway 4 between Martinez and Hercules, but that incorrect signage is preventing bicyclists from using the route and there is also a significant safety concern at another location.

Westbound

Generally, cyclists are not allowed to bike on freeways in California. There are exceptions to this rule in the event there's is no other efficient way for cyclists to traverse the area. For example, cyclists are allowed on Highway 4 between Port Chicago Highway and Willow Pass Road, and on Highway 24 between the Camino Pablo and Fish Ranch Road (right before the Caldecott tunnel).

Freeway segments that allow bicyclists will be signed in this manner (this is the signage at the westbound on ramp to Highway 24 from Camino Pablo):



Other freeway on ramps will have this signage (and this is also the sign that is posted at westbound Highway 4 on ramp at Cumming Skyway):



At the County BAC Committee, it was discussed that cyclists are allowed to travel on the freeway between Cummings Skyway and Sycamore Avenue (in Hercules, see attached map), but that due to the incorrect signage, the CHP will cite cyclists for riding on this section of freeway.

Staff followed up with the Caltrans District 4 Pedestrian and Bicycle Coordinator on this issue. He indicated that cyclists should be allowed on this stretch of freeway, and the signage is not correct. He indicated he will inform the proper department to correct the signage. He was not able to indicate a time frame for the fix at this time.

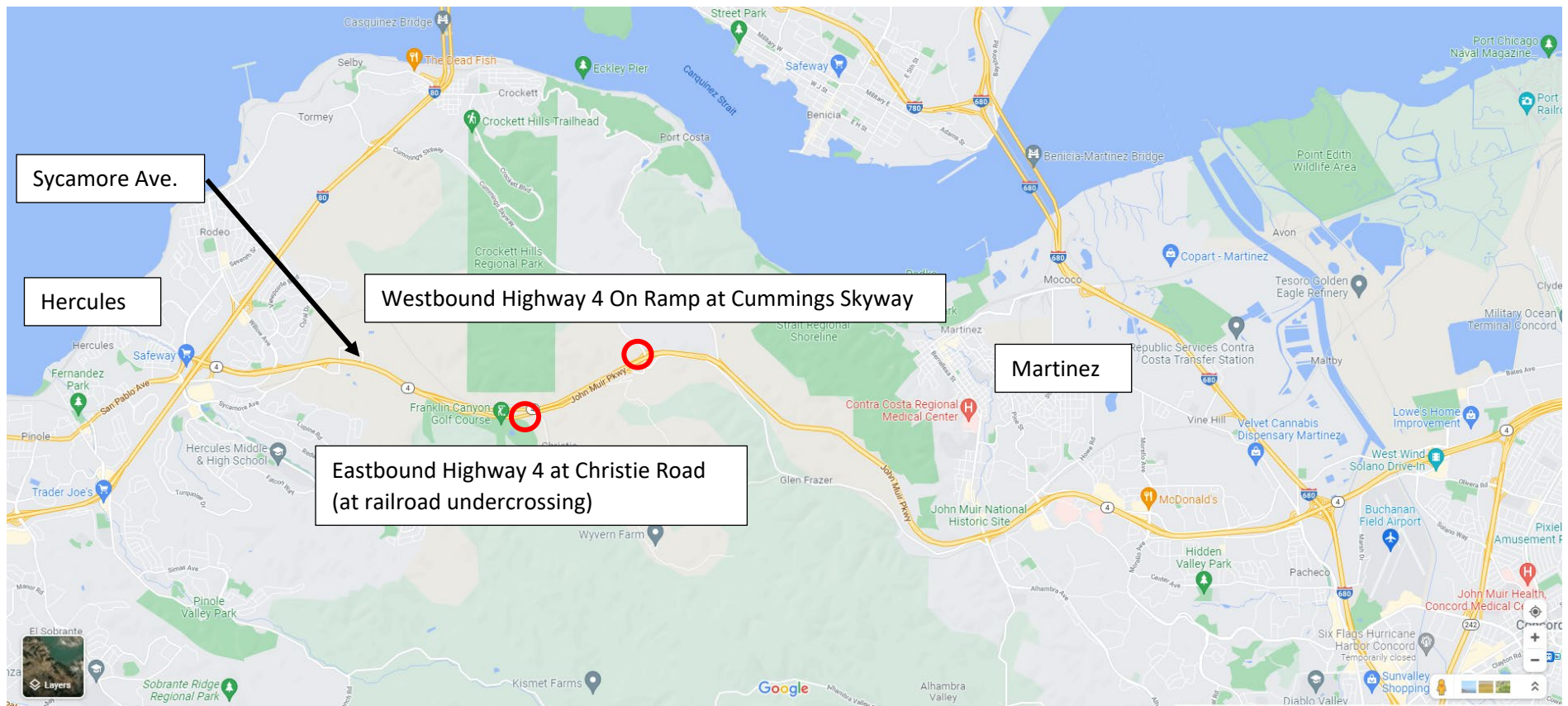
Eastbound

This section of Eastbound Highway 4 is technically not an expressway (due to uncontrolled access points, i.e. sidestreets with a stop sign rather than ramp access) and cyclists are currently able to travel on this stretch of Highway 4 between Sycamore Avenue and Cummings Skyway. Eastbound Highway 4 travels under a railroad crossing at about two miles east of Sycamore Avenue (after Franklin Canyon Golf Course) where the roadway shoulder reduces to a one - two foot distance (see photo below).



In discussing this section with the Caltrans District 4 Pedestrian and Bicycle Coordinator, he was aware of this point on the corridor, but noted that no project has been identified to improve this section. There is currently a call for projects for Transportation Development Act (TDA) funds that are eligible for bicycle and pedestrian improvements. The TDA grant amounts are limited and would not be large enough to fund improvements required for the railroad undercrossing location. Caltrans is the owner of this facility and does have other funding options, including State Highway Operation Protection Program funding and a mandate to consider all modes of travel (i.e. complete streets) in their programs.

Staff proposes to transmit a letter to Caltrans District 4 that requests the correction of the signage for westbound bicycle travel on Highway 4, as well as a review of the railroad undercrossing section in the eastbound travel direction to improve the safety of this Caltrans facility for cyclists. Staff can also approach other potential stakeholders to also send letters such as CCTA, WCCTAC, Contra Costa County, Hercules, and Martinez.



TRANSPAC Board Meeting *STAFF REPORT*

Meeting Date: December 9, 2021

Subject:	SUMMARY OF THE INFRASTRUCTURE INVESTMENT AND JOBS ACT
Summary of Issues	The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. The legislation will make available \$1.2 trillion in funding for infrastructure programs across the transportation, energy and water sectors, through a combination of grants and loans. Of the \$1.2 trillion in spending, \$550 billion is new federal spending not previously authorized. The attached material includes a high level summary about how the funds will be invested in the various categories of the program. Details of the specific programs are not available at this time.
Recommendations	None – This item is for information only
Attachment(s)	A. The Bipartisan Infrastructure Law Will Delivery for California (U.S D.O.T. news release) B. Self Help Counties Coalition Summary of the Infrastructure Investment and Jobs Act



U.S. Department of Transportation
Office of Public Affairs
1200 New Jersey Avenue, SE
Washington, DC 20590
www.transportation.gov/newsroom

News

The Bipartisan Infrastructure Law Will Deliver for California

President Biden and Vice President Harris’s Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in California is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for California.** For decades, infrastructure in California has suffered from a systemic lack of investment. In fact, the American Society of Civil Engineers gave California a C- on its infrastructure report card. The historic Bipartisan Infrastructure Law will make life better for millions of California residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regard to transportation, the Bipartisan Infrastructure Law will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In California there are 1,536 bridges and over 14,220 miles of highway in poor condition. Since 2011, commute times have increased by 14.6% in California, and on average, each driver pays \$799 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, California would expect to receive approximately \$29.5 billion over five years in Federal highway formula funding for highways and bridges.** On an average annual basis, this is about 44.1% more than the State's Federal-aid highway formula funding under current law (1). California can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. California can also expect to receive approximately \$555 million over five years in formula funding to reduce transportation-related emissions, in addition to about \$631 million over five years to increase the resilience of its transportation system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests \$13 billion over the Fixing America’s Surface Transportation (FAST) Act levels directly into improving roadway safety. Over five years, California will receive approximately \$179 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels (3). Local and tribal governments in California will also be eligible to compete for \$6 billion in funding for a new **Safe Streets for All program** which will provide funding directly to these entities to support their efforts to advance “vision zero” plans and other improvements to reduce

crashes and fatalities, especially for cyclists and pedestrians. In addition, California can expect to receive approximately \$152.2 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (MCSAP) formula grant. This represents about a 65% increase in funding compared to FAST Act levels (4). California will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified. California also includes communities that will be eligible to apply for grants to community owned utilities to support the repair or replacement of leaky and unsafe cast iron and bare steel natural gas distribution pipelines, some of which are over 100 years old.

Improve healthy, sustainable transportation options for millions of Americans. Californians who take public transportation spend an extra 66.6% of their time commuting and non-White households are 1.6 times more likely to commute via public transportation. 15.6% of transit vehicles in the state are past useful life. **Based on formula funding alone, California would expect to receive about \$10.3 billion over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 37% increase over 2021 FAST Act formula transit funding levels.**

Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Bipartisan Infrastructure Law, California would expect to receive about \$384 million over five years to support the expansion of an EV charging network in the state (6). California will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.**

Modernize and expand passenger rail and improve freight rail efficiency and safety. The Bipartisan Infrastructure Law includes \$66 billion above baseline to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, and \$12 billion for partnership grants for intercity rail service, including high-speed rail. On top of this, California will be eligible to compete for \$5 billion for rail improvement and safety grants and \$3 billion for grade crossing safety improvements.

Improve our nation's airports. The United States built modern aviation, but our airports lag far behind our competitors. **Under the Bipartisan Infrastructure Law, airports in California would receive approximately \$1.5 billion for infrastructure development for airports over five years (7).** This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, \$5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our nation's airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build. The BIL provides funds that may support the 25 projects included in FTA's Annual Report on Funding Recommendations for FY22 as well as additional projects across the country seeking CIG funding over the next five years. Projects must meet CIG program requirements to receive funding. In California, such recommended projects include six projects under construction including the Westside Subway phases 1, 2, and 3 projects in Los Angeles, the San Diego Mid Coast Corridor light rail project, and the San Carlos Peninsula Corridor Electrification Project and the San Francisco BART Transbay Corridor Core Capacity projects.
- **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **Port Infrastructure Development Program (\$2.25B, expanded)** – BIL will increase investment in America’s coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry. BIL overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution.

- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
- **Rural Ferry Program (\$2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$12.5B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.5B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program (\$2B, new)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

- (1) *These values are estimates and may change based on updated factor data each fiscal year.*
- (2) *These values are estimates and may change based on updated factor data each fiscal year.*
- (3) *These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in “equal amounts for each fiscal year 2022 through 2026”. This analysis is subject to provisions of FY 2022-FY2026 appropriations acts.*
- (4) *These values are estimates and may change based on updated factor data each fiscal year.*
- (5) *Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA’s National Transit Database.*
- (6) *These values are estimates and may change based on updated factor data each fiscal year.*
- (7) *Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.*

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The Infrastructure Investment and Jobs Act (the “bill”) is historic bipartisan legislation that will make available \$1.2 trillion in funding for infrastructure programs across the transportation, energy and water sectors, through a combination of grants and loans. Of the \$1.2 trillion in spending, \$550 billion is new federal spending not previously authorized. The bill also reauthorizes the highway, public transportation and rail programs for five years.

Department of Transportation

The bill makes available \$219.6 billion over five years for the Federal-Aid Highway Program and \$110 billion in supplemental funds for roads, bridges and major projects. Many of the programs are existing programs authorized in previous laws with more significant funding.

The bill reauthorizes highway, transit and rail programs for five years and provides supplemental funding for a number of transportation programs. Most highway and transit program funding is contract authority, which is a mandatory form of budget authority. This essentially guarantees that the authorized funding will be available at the start of each fiscal year even if reliant on a subsequent appropriation., I distinguish between programs authorized with contract authority and treat the funds for those programs as being made available in the bill versus programs that are not authorized with contract authority and is, therefore, more speculative if the program will receive a subsequent appropriation.

Nationally Significant Freight and Highway Projects program (also known as “INFRA”) \$8 billion is available for a program authorized in current law that funds highway and rail projects of regional and national significance. Of this funding, \$4.8 billion is made available in the base bill text and a supplemental \$3.2 billion is appropriated. The bill also makes modest changes to current law such as providing pre-award authority to incur costs after award and before the U.S. Department of Transportation (DOT) enters into a grant agreement with a project sponsor, clarifying eligibility of resiliency projects and establishing a pilot program to give priority for some of the funding to applicants that provide a higher nonfederal funding match.

Bridge Investment Program

The bill makes available \$12.5 billion for a new competitive grant program for bridge investments to assist state local, federal and tribal entities in rehabilitating or replacing bridges.

Congestion Relief Program

The bill makes available \$250 million for a new competitive grant program. States, metropolitan planning organizations and cities with a population of more than one million may apply. Eligible projects reduce congestion, including implementing or enforcing high-occupancy vehicle (HOV) lanes, toll lanes, cordon pricing, parking pricing and congestion pricing, deploying and operating mobility services and implementing incentive programs that encourage nonhighway travel and travel during nonpeak times.

Rural Surface Transportation Grant Program

The bill makes available \$2 billion for a new competitive grant program to increase connectivity, improve safety and reliability of the movement of people and freight, generate regional economic growth and improve quality of life in rural areas. States and local government entities are eligible applicants.

Promoting Resilient Operations for Transformative, Efficient and Cost Savings Transportation (PROTECT) Grant Program

The bill authorizes a new formula and competitive grant program and makes \$7.3 billion available for formula grants to states and \$1.4 billion available for competitive grants to states and local governments for infrastructure projects that make resilience improvements to address vulnerabilities to current and future weather events and natural disasters and changing conditions, including sea level rise. Funds may be used for highway projects, transit facilities and port facilities.

Grants for Reduction of Truck Emissions at Port Facilities Program

The bill provides \$400 million for a new program to reduce idling at port facilities. • Healthy Streets Program. The bill makes available \$500 million for a new competitive grant program that funds grants to states, local governments and tribes to deploy cool pavements and porous pavements and to expand tree cover.

Charging and Fueling Infrastructure Competitive Grants

The bill makes available \$2.5 billion for a new competitive grant program to deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure and natural gas fueling infrastructure along designated alternative fuel corridors. States, local governments, transit agencies, port authorities and territories may apply for grants. DOT will prioritize grants to rural areas, low to moderate income neighborhoods and communities with low ratios of private parking or high

ratios of multi-housing units. Fifty percent of grants each year are available for community grants to install charging infrastructure on public roads, schools, parks and publicly accessible parking facilities.

National Electric Vehicle Formula Program

The bill provides \$5 billion to carry out a new National Electric Vehicle Formula Program for states to deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access and reliability.

Carbon Reduction Formula Program

The bill makes available \$6.4 billion for a new carbon reduction formula program. States may use funds for projects that reduce transportation emissions, including traffic management, public transportation, trails and paths for bicyclists and pedestrians, advanced transportation congestion management technologies, intelligent transportation systems, projects to deploy alternative fuel vehicles, including charging infrastructure, zero emission construction equipment and vehicles and supportive facilities, diesel engine retrofits and projects that reduce transportation emissions at ports. States must develop carbon reduction plans and coordinate and consult with urbanized and rural areas.

Wildlife Crossings Pilot Program

The bill creates a new competitive grant program for projects to reduce wildlife vehicle collisions. State and local governments are eligible applicants and may partner with nonprofits and foundations. The bill makes available \$350 million for the program.

Reconnecting Communities Pilot Program

The bill makes \$1 billion available for a new competitive grant pilot program of which \$250 million is for planning grants and \$750 million is for construction grants. This program is a priority of the Biden-Harris Infrastructure Investment and Jobs Act 4 administration and funds projects that remove, retrofit or mitigate previously constructed barriers to mobility, access or economic development to restore community connectivity. State and local governments are eligible applicants.

Active Transportation Infrastructure Investment Program

The bill authorizes \$1 billion for a new competitive grant program for infrastructure improvements that create safe and connected active transportation facilities, including adding sidewalks, bikeways and

pedestrian trails. Eligible entities include government entities. The program's funds are subject to appropriation.

Safe Streets and Roads for All Competitive Grant Program

Subject to appropriation, the bill authorizes \$1 billion for a new competitive grant program for local governments to implement "vision zero" plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. The bill also provides an additional \$5 billion in supplementary appropriations.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

Subject to appropriation, the bill authorizes \$500 million for a new competitive grant program for demonstration projects that implement advanced smart city or community technologies and systems to improve transportation efficiency and safety. The bill also provides an additional \$500 million in supplementary appropriations. States, local governments, public transit agencies, public toll authorities and tribes are eligible for funding. The bill directs the Secretary to consider the extent to which a project will use advanced data, technology and • applications to: (1) reduce congestion; (2) improve safety for pedestrians, bicyclists and the broader public; (3) increase access to jobs and essential services; (4) connect or expand access to underserved communities; (5) contribute to economic competitiveness; (6) improve reliability of the transportation facilities and systems; (7) promote connectivity between transportation modes; (8) incentivize private investment and partnerships; (9) improve energy efficiency, reduce pollution and increase the resiliency of the transportation system; and (10) improve emergency response. The program encourages private sector innovation and will fund a variety of projects, including coordinated automation, connected vehicles, intelligent sensor-based infrastructure, systems integration, commerce delivery and logistics, leveraging innovative aviation technology such as unmanned aircraft systems, smart grids and smart technology traffic signals.

Culvert Removal, Replacement and Restoration Grant Program

The bill appropriates \$1 billion for a new competitive grant program for states to remove, replace and restore culverts to address the flow of water through roads, bridges, railroad tracks and trails. Subject to appropriation, the bill authorizes an additional \$4 billion for the grant program.

Passenger and Freight Rail Programs

The bill appropriates \$66 billion in new spending for passenger and freight rail programs. The following summarizes new programs or current programs that the bill has expanded in scope.

1. ***Consolidated Rail Infrastructure and Safety Improvements Grants (CRISI)*** There is \$5 billion appropriated for this program that exists in current law. The bill expands eligibility to projects that prevent trespassing, incorporate innovative rail technologies and improve hazardous material response plans.
2. ***Railroad Crossing Elimination Program*** The bill appropriates \$3 billion for a new competitive grant program to eliminate at-grade railroad crossings, add gates or signals, relocate tracks and install bridges. The bill also sets aside funding for planning and for grants and contracts to carry out a highway rail grade crossing safety information and education program.
3. ***Federal-State Partnership for Intercity Passenger Rail Grants*** The bill appropriates \$36 billion for this competitive grant program. While it is an existing program, the bill significantly expands funding and program scope to reflect President Biden's focus on passenger rail investment. The bill expands eligibility for projects that improve performance or expand/establish new intercity passenger rail, including privately operated passenger rail service if an eligible applicant is involved. Governmental entities, Indian tribes and Amtrak are eligible applicants. DOT is required to consider project selection criteria, including a comparison of costs to benefits, safety, economic development, private sector participation in the financing, construction and operation of a project and whether the applicant has the legal, financial and technical capacity to carry out the project. At least 45 percent of the funding must go to the Northeast Corridor. DOT can enter into multiyear phased funding agreements for projects.
4. ***Local and Regional Project Assistance (the RAISE/BUILD program)*** Subject to appropriation, the bill authorizes \$7.5 billion for a new competitive grant program to fund projects that will have a significant local or regional economic impact and improve transportation infrastructure. Eligible applicants are states, local governments, transit agencies and tribes. Eligible projects are highways and bridges, public transit, passenger or freight rail, port infrastructure, surface transportation components of airport projects, infrastructure projects on tribal land, projects to replace culverts or prevent stormwater runoff and other infrastructure projects the Secretary determines are necessary to advance the program's objectives.

5. ***National Infrastructure Project Assistance Program*** Subject to appropriations, the bill authorizes \$10 billion for a new competitive grant program to fund large-scale projects that are likely to generate national or regional economic, mobility or safety benefits and are cost-effective. The new program is subject to appropriations. Eligible projects include highway, bridge, freight intermodal (including at public ports), railway-highway grade separation or elimination projects, intercity passenger rail projects and public transportation projects. Eligible projects must have a cost of at least \$500 million unless they are in a rural area. The Secretary is required to rate applications as highly recommended, recommended or not recommended, enter into multiyear grant agreements for funding and report on awards to Congress.
6. ***Airport Programs*** The bill appropriates \$25 billion in supplemental funding for airports. This is on top of the funds authorized for airports under existing law. In addition, the bill makes airport projects eligible for low cost financing from DOT as discussed below.
7. ***Airport Infrastructure Grant*** The bill appropriates \$15 billion to the Airport Improvement Program (AIP). Of the \$15 billion, up to \$2.48 billion annually is for primary airports, up to \$500 million is for general aviation and commercial service airports that are not primary airports and \$20 million is for competitive grants to airports participating in the contract tower program and contract tower cost share program. The bill directs the DOT Secretary to distribute the funding under existing formulas.
8. ***Airport Terminal Program*** There is \$5 billion appropriated for a new competitive grant program for airport terminal development projects. The bill directs the DOT Secretary to issue a notice of funding opportunity within 60 days after the President signs the bill into law. Of the funding, up to 55 percent is available for large hub airports, up to 20 percent is available for medium hub airports and no less than 10 percent is for non-hub and nonprimary airports. Terminal development includes multimodal projects and projects for on-airport rail access. The bill requires the Secretary to give consideration to projects that increase capacity and passenger access, replace aging infrastructure, expand access for people with disabilities, improve airport access to historically disadvantaged persons and improve energy efficiency.
9. ***Facilities and Equipment Funding*** There is \$5 billion appropriated for airport facilities and equipment.

10. ***Public Transportation Programs*** the bill appropriates \$106.9 billion for Federal Transit Administration (FTA) programs over five years. This includes \$69.9 billion in contract authority and \$15 billion in general funds for the Capital Investment Grant Program; \$750 million for the Washington Metropolitan Area Transit Authority (WMATA) and \$21.25 billion in supplemental appropriations for specified transit programs.

The bill reauthorizes FTA Infrastructure Investment and Jobs Act programs but, unlike the highway and rail titles, includes very few substantive changes to existing programs.

Key programs include:

- \$33.5 billion for the §5307 Urbanized Area Formula and 5336 State of Good Repair formula programs.
- \$2.1 billion for the Transit Accessibility for Seniors and Persons with Disabilities Grant program.
- \$4.58 billion for rural program grants.
- \$192.8 million for public transit innovation.
- \$62 million for technical assistance for workforce development.
- \$18.4 billion for §5337 State of Good Repair grants, which is a new competitive grant program to replace rail rolling stock that is past its useful life.
- \$5.5 billion for bus and bus facilities grants of which \$3.16 billion is for formula grants, \$2.34 billion for competitive grants for buses and bus facilities and \$374.6 million for low-no emission competitive grants.

The bill encourages innovative procurements of buses. The bill makes at least 25 percent of the funds available for the Lo-No program available for lower emission vehicles, including natural gas vehicles. The bill further requires applicants for zero-emission vehicle grants to submit a zero emission fleet transition plan to the FTA that includes a workforce transition plan and provides funding for such efforts. Recipients of funds for zero emissions vehicles must use 5 percent of the funding for workforce development training.

- \$24 million for the Coordinated Access and Mobility program.
- \$3.88 billion for the growing and high-density states formula program.
- \$23 billion for Capital Investment Grants (CIG). – Allows bundling of projects to enable a project sponsor to move multiple projects through the CIG pipeline simultaneously.
- \$5.25 billion for the Low-No (emission) vehicle discretionary grant program.
- \$68.8 million for the Transit Oriented Development Planning Pilot Program for projects around fixed guideway programs.
- \$400 million for the passenger ferry program and for low-emission ferries.

- \$1.5 billion for a new competitive railcar replacement grant program to replace rail rolling stock.
- \$1.75 billion for Americans with Disabilities Act (ADA) accessibility improvements at rail stations.
- The bill also makes changes to the safety program (49 USC 5329), including enhanced requirements for safety plans, improved safety training, training regarding de-escalation to reduce assaults on transit workers and measures to reduce vehicle and pedestrian accidents involving buses.

PORT FUNDING

Port Infrastructure Development Program. The bill appropriates \$2.25 billion for the Port Infrastructure Development Program (PIDP), which is a competitive grant program that funds infrastructure projects at ports. Public ports and government entities are eligible applicants for these funds.

• Army Corps of Engineers

The bill appropriates \$9.55 billion in supplemental funding for Army Corps of Engineers projects.

Environmental Streamlining

The bill includes several provisions intended to streamline project delivery and provide for an expedited process to advance projects through the environmental review process. The bill streamlines Section 4(F) reviews by requiring the Secretary to give participating agencies 30 days to comment and then allows the Secretary to assume there is no objection if the participating agency does not comment within 15 days.

Reimbursement of Costs for Early Utility Relocation Work in Advance of Completing Environmental Review Process.

The bill would enable sponsors of surface transportation projects to relocate utilities before completion of a review of impacts under the National Environmental Policy Act (NEPA) and be able to seek reimbursement of costs following completion of NEPA provided the larger transportation project incorporates the utility relocation and the relocation does not influence the NEPA review.

Eligibility for Categorical Exclusion

The bill increases the threshold for projects with minimal federal funds to be eligible for a Categorical Exclusion so that projects that receive less than \$6 million in federal funds or that are

estimated to cost no more than \$35 million provided less than 15 percent of the funds are federal funds are eligible.

Innovative Financing for Transportation Projects

The bill reauthorizes and funds the *Transportation Infrastructure Finance and Innovation Act* (TIFIA) and the *Railroad Rehabilitation Infrastructure Finance* (RRIF) programs and makes changes to those programs. Through these programs, DOT provides low interest loans and loan guarantees with attractive repayment terms to government and private sector borrowers to undertake transportation infrastructure projects. The bill requires sponsors of projects over \$750 million that are public private partnerships (P3) to conduct a Value for Money (VFM) analysis to evaluate the benefits of pursuing a P3 approach versus a public sector delivery model. The bill requires certain reporting for projects with an estimated cost of \$100 million that are undertaken through P3s, including reporting regarding the private partner's satisfaction of the terms of the P3 agreement not later than three years after the date of the opening of the project. The bill also increases the cap for Private Activity Bonds for surface transportation projects from \$15 billion to \$30 billion—providing increased capacity for the private sector to secure DOT approval for pursuing tax-exempt bond financing through a conduit government issuer.

Finally, as discussed below, the bill establishes a new program for DOT to provide technical assistance to government entities considering entering into concession agreements with private entities to finance and operate infrastructure projects.

The following are changes to the TIFIA and RRIF programs:

TIFIA Program Changes to the program include: – \$1.25 billion is available over five years to pay subsidy costs of loans. – Extends the deadline for financial close of contingent commitments for projects under a master credit agreement from three years to five years. – Expands eligibility to (1) airport projects; (2) transit-oriented development involving private sector investment, including commercial and residential development, and related infrastructure and activities that are ready to proceed and have a high probability of reducing the need for federal financial assistance; and (3) projects for the acquisition of plant and wildlife habitat pursuant to a conservation plan. Increases the amount of a loan requiring an investment grade rating from one rating agency to at least two rating agencies from \$75 million to \$150 million. Requires the Secretary to give applicants an estimated timeline for approval or disapproval of a loan and to make efforts to provide such approval or disapproval within 150 days after the date on which the applicant submits a letter of interest. Extends the final maturity date for secured loans where the capital asset has an estimated

useful life of more than 50 years, to the lesser of 75 years after the date of substantial completion of the project or 75 percent of the estimated useful life of the asset.

Allows a government entity borrower to forego prepaying a secured loan or credit instrument with excess revenues remaining after it satisfies its scheduled debt service requirements and deposit requirements under the terms of a trust agreement, bond resolution or similar agreement, if the borrower agrees to use the revenues for eligible purposes under the federal highway or transit program.

Requires the Secretary to establish a process for expediting loans to government entities where : (1) the loan terms substantially conform to conventional terms and conditions established by the National Surface Transportation Innovative Finance Bureau; (2) the loan is rated A or higher; (3) the TIFIA program share of eligible project costs is 33 percent or less; (4) the applicant demonstrates a reasonable expectation the contracting process can begin within 90 days after the date on which the TIFIA credit instrument is obligated; and (5) the NEPA review is complete.

Requires the Secretary to notify an applicant in writing within 180 days after the date on which the National Surface Transportation Innovative Finance Bureau has commenced the creditworthiness review of the project whether the Secretary has approved or disapproved the application.

RRIF Program Changes to the program include:

Codifies the RRIF program in title 49 of the U.S. Code. Appropriates \$250 million over five years to pay the credit subsidy of loans, up to \$20 million per loan. – Reserves no less than 50 percent of the amounts appropriated for short line railroads. Makes projects to develop landside port infrastructure for seaports serviced by landside port infrastructure eligible for loans and loan guarantees. Makes transit-oriented development permanently eligible. Authorizes the Secretary to accept as collateral operating or tenant charges, facility rents, or other fees paid by transportation service providers or operators for access to, or the use of, infrastructure, including rail lines, bridges, tunnels, yards or stations.

Allows the Secretary to consider revenue from projected freight or passenger demand based on regionally developed economic forecasts, including projections of any modal diversion resulting from the project.

Authorizes the Secretary to pay the credit risk premium with interest on loans issued before the enactment of the FAST Act.

Establishes procedures for applicants to propose tangible and intangible assets as collateral, exclusive of goodwill. Requires the Secretary to accept a net liquidation value of collateral. Clarifies that where an applicant provides a blanket pledge or assignment of an operating asset or basket of assets as collateral, the Secretary may consider the market value of the assets, or the market value of the going concern, considering (1) inclusion in the pledge of all assets necessary for the independent operational utility of the collateral (i.e., tangible assets such as real property, track and structure, motive power, equipment and rolling stock, stations, systems and maintenance facilities and intangible assets such as long-term shipping agreements, easements, leases and access rights such as for trackage and haulage); (2) interchange commitments; and (3) the value of an asset as determined through the cost or market approaches, or the market value of the going concern, with the latter considering discounted cash flows for a period not to exceed the term of the direct loan or loan guarantee.

Requires DOT to repay the credit risk premium and interest accrued when all obligations of a loan or loan guarantee are satisfied. – Requires a borrower to repay a loan or loan guarantee within the lesser of (1) 75 years after substantial completion of the project; (2) the estimated useful life of the project with consideration of long term risk; or (3) for projects with an estimated useful life greater than 35 years, the sum of 35 years and the product of the difference between the estimated useful life and 35 years multiplied by 75 percent.

Requires the Secretary to develop a streamlined application process for loans or loan guarantees the value of which do not exceed \$150 million and meet other criteria.

Asset Concessions. The bill makes available \$100 million for DOT to establish a program to provide technical assistance to governmental entities that own, control or maintain infrastructure assets and are interested in entering into contracts to transfer ownership, maintenance, operations, revenues or other benefits and responsibilities. DOT will provide technical assistance grants and experts services for governmental entities to evaluate opportunities for P3s and asset concessions.

The full amount of any asset concession payment less any amount in transaction costs must be used to pay infrastructure costs of the eligible entity and the terms of any concession may not result in any increase in costs being shifted to taxpayers the annual household income of which is less than \$400,000 per year, including through taxes, user fees, tolls or any other measure for use of the approved asset. This requirement may limit the utility of this program depending on the user fee mechanism and type of project.

Research and Innovation

The bill makes available \$735 million for the Highway Research and Development program;

\$550 million for the Technology and Innovation Deployment Program;
\$127.5 million for Training and Education;
\$550 million for Intelligent Transportation Systems;
and \$405 million for University Transportation Centers.

The bill also authorizes the establishment of an *Advanced Research Projects Agency-Infrastructure (ARPA-I) program* to fund research and development on advanced transportation infrastructure technologies through grants, contracts and cooperative agreements. ARPA-I is based on similar programs at the Department of Energy (e.g., ARPA-E) and Department of Defense (DARPA). No funding is appropriated for the program requiring that it be separately authorized.

Finally, the bill directs the Secretaries of Transportation and Energy jointly to establish and lead a 25-member electric vehicle working group, comprising of federal and nonfederal stakeholders. The working group will make recommendations regarding the development, adoption and integration of electric vehicles into the transportation and energy systems across the country. The working group will also develop a series of reports to Congress on barriers to electric vehicle adoption and possible opportunities and solutions.

Sincerely,

A handwritten signature in black ink, appearing to read "Keith N. Dunn". The signature is fluid and cursive, with the first name "Keith" being more prominent.

Keith N. Dunn

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

November 10, 2021

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

RE: Status Letter for TRANSPAC Meeting – November 10, 2021

Dear Mr. Haile:

The TRANSPAC Committee met on November 10, 2021. The following is a summary of the meeting and action items:

1. Approved Measure J Line 19A Funding Requests,
2. Discussed the Measure J Line 20A Funds policies for consideration with the next call for projects,
3. Discussed 2022 TRANSPAC Meeting Calendar.

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

November 3, 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 November 2021

Dear  Mr. Haile:

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

1. Received update on Innovate 680 progress and status update on Projects; and
2. Received status on the Contra Costa Transportation Authority Action Plan Update and Schedule by Contra Costa Transportation Authority staff.

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

All the best,



Lisa Bobadilla
SWAT Administrator

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