



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING AGENDA

Monday, August 2, 2021

3:00 p.m.

Join Zoom Meeting

<https://cityofsanramon.zoom.us/j/96781532955>

Meeting ID: 967 8153 2955

One tap mobile

+1-669-900-6833 - 96781532955# US (San Jose)

CORONAVIRUS DISEASE (COVID-19) ADVISORY AND MEETING PROCEDURE

On March 16, 2020, the Health Officer of Contra Costa County issued an Order through April 7, 2020 that directed that all individuals living in the county to shelter at their place of residence except that they may leave to provide or receive certain essential services or engage in certain essential activities and work for essential businesses and governmental services.

The seven Bay Area Public Health Officers who ordered a shelter in place in mid-March will extend the orders through May 31. This new Order replaces the shelter order issued on March 31, 2020. The March 31 order is the "Prior Order" and the April 29 Order as the "new Order" or "Order." This new Order will go into effect on 11:59 pm on Sunday May 3, 2020, and will remain in effect until 11:59 pm on Sunday May 31, 2020, unless the Health Officer amends or extends it.

Under the Governor's Executive Order N-29-20, this meeting may utilize teleconferencing, as a precaution to protect the health and safety of staff, officials, and the general public. SWAT members will not be physically in attendance, but will be available via video conference.

There will be no physical location for members of the public to participate in the meeting. We encourage members of the public to shelter in place and access the meeting online using the web-video communication application, Zoom. Zoom participants will have the opportunity to speak during the Public Comment period (for topics not on the agenda), in addition to each of the agenda items.

If you are submitting a public comment via email, please do so by **12:00 p.m. on Monday, August 2, 2021** to lbobadilla@sanramon.ca.gov. Please include "Public Comment 08/02/2021" in the subject line. In the body of the email, please include your name and the item you wish to speak

on. Public comments submitted will be read during Public Comment and will be subject to the regular three-minute time restriction.

1. CONVENE MEETING/SELF INTRODUCTION

2. PUBLIC COMMENT

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. *(Please complete a speaker card in advance of the meeting and hand it to a member of the staff)*

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

5. CONSENT CALENDAR

- 5.A Approval of Minutes:** SWAT Meeting Minutes of May 3, 2021
- 5.B Approval of Minutes:** SWAT Meeting Minutes of July 12, 2021
- 5.C Approval** of the 511 Contra Costa TDM FY 2021-2022 SWAT Transportation Demand Management Programs and Budget

End of Consent Calendar

6. REGULAR AGENDA ITEMS

- 6.A Receive** update - I-680 Contra Costa Express Lane – by: Barbara Laurenson, Senior Program Coordinator, Metropolitan Transportation Commission *(Attachment - Information Only, No Action Required)*
- 6.B Receive** update – Contra Costa Countywide Vision Zero Framework – by: Colin Clarke, Contra Costa Transportation Authority *(Attachment - Information Only, No Action Required)*
- 6.C Receive** update – Contra Costa Transportation Authority Action Plan Update and Schedule- by: Matt Kelly, Contra Costa Transportation Authority *(Attachment - Information Only, No Action required)*
- 6.D Approve Appointment** – Contra Costa County Accessible Transportation Strategic Plan (ATSP) Task Force- by: Lisa Bobadilla, SWAT Administrator *(Attachment - Action Required)*

7. WRITTEN COMMUNICATIONS *(Attachments – Action as determined necessary)*

- TRANSPAC Meeting Summary – July 8, 2021

- SWAT Meeting Summary – July 12, 2021
- Contra Costa Transportation Authority Meeting Summary – July 21, 2021

8. DISCUSSION:

Next Agenda

9. ADJOURNMENT

Monday, September 13, 2021 - 3:00 p.m.- Zoom Teleconference

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings. Please contact Lisa Bobadilla at least 48 hours before the meeting at (925) 973-2651 or lbobadilla@sanramon.ca.gov.

Staff Contact: Lisa Bobadilla, SWAT Administrative Staff
Phone: (925) 973-2651 / E-Mail: lbobadilla@sanramon.ca.gov.

Agendas, minutes and other information regarding this committee can be found at: www.CCTA-SWAT.net

AGENDA ITEM 5.A



SWAT

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

SUMMARY MINUTES

May 3, 2021 – 3:00 p.m.

Join Zoom Meeting

<https://cityofsanramon.zoom.us/j/99044136195>

Committee members present: Teresa Gerringer, City of Lafayette (Chair); Karen Stepper, Town of Danville (Vice Chair); Candace Andersen, Contra Costa County; Renata Sos, Town of Moraga; Dave Hudson, City of San Ramon; Amy Worth, City of Orinda

Committee members absent: None

Staff members present: Andy Dillard, Town of Danville; Mike Moran, City of Lafayette; Jason Chen, City of Orinda; Robert Sarmiento, Contra Costa County; Bret Swain, Town of Moraga; Lisa Bobadilla, City of San Ramon; Darlene Amaral, 511 Contra Costa

Others present: Matt Kelly, Contra Costa Transportation Authority (CCTA); John Hoang, CCTA; Ricki Wells, BART; Dave Fong, Town of Danville; Ruby Horta, County Connection; Stephanie Kellogg, Contra Costa County; Rob Hodil, City of Lafayette; Greg Wolff, City of Lafayette; Bill Keeshen, SWAT Citizen Representative Countywide Bicycle and Pedestrian Advisory Committee; Kristen Altbaum, Lafayette Resident; Dave, Lafayette Resident; Jenifer Paul, Lafayette Resident; Mike, Lafayette Resident; Caryn Kali, Lafayette Resident

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Gerringer at 3:03 p.m.
2. **PUBLIC COMMENT**
3. **BOARD MEMBER COMMENT**
4. **ADMINISTRATIVE ITEMS**
5. **CONSENT CALENDAR:**
 - 5.A **Approval of Minutes:** SWAT Minutes of April 5, 2021
 - 5.B **Approval** of SWAT TAC recommendation to appoint staff to the Contra Costa Transportation Authority Technical Coordinating Committee (TCC) for a two-year term through March 1, 2023

ACTION: APPROVED – Hudson/Sos/unanimous

6. **REGULAR AGENDA ITEMS:**

6.A Consideration – Whether to Recommend to Contra Costa Transportation Authority (CCTA) Amending the Lamorinda Action Plan to Allow for the Addition of a Short-Link Southbound Lane on Pleasant Hill Road (Trap Lane) as Part of the Proposed Terraces of Lafayette Project.

Lisa Bobadilla, SWAT Administrator introduced item and summarized how public comment will be handled during meeting. In addition, Ms. Bobadilla provided background information.

Ms. Bobadilla stated that on April 23, 2021 SWAT received a letter from the Lamorinda Program Management Committee (LPMC) requesting SWAT consider whether to amend the Lamorinda Action Plan (LAP) to allow for the addition of a short-link southbound lane on Pleasant Hill Road, as part of the Proposed Terraces of Lafayette Project.

The letter stated the committee to consider and discuss a request by the City of Lafayette to amend one of the gateway constraints in the LAP that pertains to Pleasant Hill Road, a Route of Regional Significance. Currently, the LAP, states: *“The Gateway Constraint Policy would prohibit the addition of any through lanes, including short-link segments, on any portion of Pleasant Hill Road between SR-24 and the Lafayette city limits line north of the intersection with Taylor Boulevard.”*

The proposed amendment would remove the prohibition against short-link segments and would allow for the construction of a southbound short-link travel lane on Pleasant Hill Road starting just north of Deer Hill Road and terminating at the State Route 24 westbound on ramp.

The request stems from the City of Lafayette recent approval of the Terraces of Lafayette project, which is a 315- unit multi-family housing project to be built at the southwest corner of Pleasant Hill Road and Deer Hill Road. The trap lane on Pleasant Hill Road was submitted as part of a developer application to mitigate a.m. peak traffic generated from the Terraces of Lafayette project.

Ms. Bobadilla further stated that the LPMC considered the proposed amendment and noted the following in their correspondence:

1. The LPMC is an advisory committee to SWAT, which is an advisory committee to the CCTA.
2. The decision whether to amend the LAP to allow for the construction of the proposed trap lane rests exclusively and solely with CCTA. Neither LPMC nor SWAT has any decision-making authority.
3. The Terraces of Lafayette development will proceed regardless of whether an amendment to the LAP that allows for the trap lane is, or is not, approved.

The LPMC took no position on the amendment and recommended staff forward the amendment to the Lamorinda Action Plan to the Regional Transportation Planning Committees (RTPC). Per the request of LPMC staff, the RTPC’s considered the request to review the proposed language for amending the Lamorinda Action Plan, as follows:

- TRANSPAC – March 11, 2021
- TRANSPLAN – March 11, 2021
- WCCTAC – March 26, 2021

All three RTPC's provided feedback.

Ms. Bobadilla further stated that SWAT TAC met on April 21, 2021 and recommends that SWAT consider forwarding the Lamorinda Action Plan Amendment request to the Contra Costa Transportation Authority for consideration.

Mike Moran, City of Lafayette presented additional information, as follows:

- Amendment of Lamorinda Action Plan (Gateway Constraint Policy).
- Addition of a short-link Southbound Lane on Pleasant Hill Road (Trap Lane) as Part of the Proposed Terraces of Layette Project.
- Project includes 315 multi-family housing units that has been approved.

Mr. Moran stated that Mitigation Measure in the City of Lafayette EIR is as follows: Impact TRAF-22, the project as proposed may conflict with the specific implementation of the Gateway Constraint Policy for southbound Pleasant Hill Road, as stated in the Lamorinda Action Plan (2017).

- **Mitigation Measure** TRAF-22 The Project applicant shall either:
 - Obtain one of the following from LPMC, SWAT-TAC, and CCTA: 1). An amendment to the Lamorinda Gateway Constraint Policy that eliminates the conflict with the Project resulting from the addition of the new southbound through lane to Pleasant Hill Road, 2) an exception to the Gateway Constraint Policy for the proposed additional southbound through lane, or 3) a determination that the additional southbound through land does not conflict with the Gateway Constraint Policy;
 - Proceed with the project variant, which does not include adding a southbound through lane to Pleasant Hill Road and has no conflict with the Lamorinda Action Plan Gateway Constraint Policy.

Mr. Moran stated that Lafayette staff has conferred with the Contra Costa Transportation Authority on the Lamorinda Action Plan Amendment Process. The proposed Lamorinda Action Plan amendment has been considered by:

- TRANSPAC – No objection to the amendment and trap lane will provide benefits today as well as future opportunities.
- TRANSPLAN – No comment on Lamorinda's gateway constraint matters and expressed support for the roadway changes being proposed as a mitigation measure.
- WCCTAC – Does not have an objection to the City of Lafayette's request for an amendment to the Gateway Constraint Policy to allow for the implementation of the development mitigation.

Mr. Moran articulated that the City of Lafayette has received public comments on the project, specifically to defer the item or amend the mitigation measure. Mr. Moran stated that the Terraces Project is approved and although there is a pending lawsuit to overturn the

City's approval, without an injunction, staff is required to process the project similar to any other approved project.

Mr. Moran provided justification for or against the trap lane:

- Added capacity will attract more traffic
- Roadway will be even larger
- Pedestrian crossing times will increase across a longer distance
- Delay for local traffic can be reduced while still metering regional traffic with signal coordination (auxiliary lane-not considered capacity increasing, but improves efficiency and safety)
- Evacuation times will be decreased during an emergency
- Provides an extra land width under the City's control to utilize for future use

Mr. Moran stated the existing language vs. the proposed language:

Existing language - The two southbound through lanes on Pleasant Hill Road-Taylor Boulevard are proposed as a gateway constraint. The Gateway Constraint Policy would prohibit the addition of any through lanes, **including short-link segments**, on any portion of Pleasant Hill Road between SR-24 and the Lafayette city limits...

Proposed amended language - The two southbound through lanes on Pleasant Hill Road-Taylor Boulevard are proposed as a gateway constraint. The Gateway Constraint Policy would prohibit the addition of any through lanes, **except short-link segments providing access to SR-24**, on any portion of Pleasant Hill Road between SR-24 and the Lafayette city limits.

Amy Worth – had several clarifying questions regarding the map. Mr. Moran displayed during his presentation (page 314 in packet).

Public Comment

Bill Keeshen, SWAT Citizen Representative Countywide Bicycle and Pedestrian Advisory Committee, expressed his concern regarding how bike lanes are being dismissed and bike lanes should be a priority.

Kristen Altbaum, City of Lafayette resident, expressed her concern regarding the significant impact to pedestrians and bicyclists. In addition, she expressed her concern and opposition regarding the proposed language in the Gateway Policy within the Lamorinda Action Plan.

Jenifer Paul, City of Lafayette resident, expressed her concern regarding pedestrian and bicyclist safety. In addition, she expressed her concern on the decision making process and requested additional studies be done.

Mike, City of Lafayette resident, expressed his concern regarding the process and articulated that the project is being rushed.

Ms. Bobadilla summarized the public comments received as follows:

Dear SWAT members,

The Terraces developer's requested Gateway Policy wording changes will bring more lanes of traffic to Pleasant Hill/Deer Hill Roads and present major safety concerns for pedestrians and bicyclists. O'Brien's request is centered on winning a lawsuit, it is not intended to bring safety or efficiency to northeast Lamorinda residents. Therefore, you should delay any changes to policy language until after the lawsuit is finalized. If you are intent on changing the wording on page 57 of the Gateway Policy within the Lamorinda Action Plan, please consider the following language:

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

- 1. Any newly added lane that accommodates bus and carpool only during peak travel*
- 2. Any new protected bike/E-bike lane*
- 3. Any safe pedestrian over or under crossings*

Thank you for listening to the voices of local residents who understand most clearly the problems that would be caused by unresponsive policy making.

The above letter was signed by the following Lafayette residents:

- Laura Kaufman
- Kathy Hemmenway
- Katie Bidstrup
- Edith Simson
- Liz Keyser
- Vivienne Portnoff
- Leslie Kelley
- Tsadi Shvo
- Laurie Gardner
- Vonis Moore
- Charlotte Durnin
- Darlene Sears

Christin Teply:

In addition to supporting the letter submitted, Ms. Teply added that there is a better chance of dissuading additional solo occupant vehicles from using Pleasant Hill Rd as a shortcut from Hwy 680 as directed by WAZE and Google Maps apps, a phenomenon that snarls traffic unbearably during commute hours, endangers students getting to school, and further imperils cyclists in this unsafe intersection near the Hwy 24 on and off ramps.

Elizabeth Henry:

The letter above is directly quoted from a Facebook article entitled "Lafayette for School and Evacuation Routes", and it is authored by CCTA. So, please consider this carefully in your meeting this afternoon. It appears that the developer is trying to do an "end around", as it were, to this already established policy, in order to win a lawsuit against them for violation of polices and public safety and environmental considerations, to which this established policy already speaks.

Thank you for your consideration in this matter. I do hope that your meeting is a recorded affair, and that it also has a public record section, wherein I do hope that this letter, and any other letters sent to your group today, will be on the record, for the public to see.

And one more thing: If I could get a link to the meeting agenda and notes thereafter, and the public record of such meetings, I would appreciate someone sending me that information, so that I can review it myself, in its entirety.

Thank you very much in advance for your help in this matter.

Shira Abel:

In addition to supporting the letter submitted, Shira Abel added we need Lamorinda to be safe for cyclists, kids, and the people who live here now. Please stop catering to developers who are out to ruin the lovely small town we live in.

An email was also received from Dave Campbell, Bike East Bay:

All,

I may not be able to make your next SWAT meeting but want to ask that if any short SB vehicle lane is added to Pleasant Hill Road, that you fully consider bike, ped and transit impacts, but also consider improving the bike lanes on Pleasant Hill Road at the same time, it's an important bikeway. Let me know if you have any questions about this request and will try to attend your Monday meeting.

Candace Andersen –Stated that SWAT has zero control over the land use decision of the Terraces Project. This project is solely within the jurisdiction of the City of Lafayette. Taking the land use decision out of the equation, Ms. Andersen's question to Lafayette staff, will this project make it safer for pedestrians and cyclists?

Mike Moran replied. As stated previously there are currently no bike lanes or sidewalks on Pleasant Hill Rd. As part of the Project, the developer will add bike lanes and a sidewalk, which will enhance safety for pedestrians and cyclists. Mr. Moran also stated, the proposed revisions to this intersection provide, among other things.

- Additional sidewalks;
- Pedestrian staging areas;
- Extension of a bike lane;
- School bus and transit pull out in front of the proposed development; and
- BART Shuttle.

Renata Sos reiterated that the question before SWAT is a policy issue about whether to recommend -- as SWAT is not the decision maker -- to CCTA that it amend the gateway policy. Ms. Sos mentioned that it is important to look at the goals and the purposes of the Lamorinda Action Plan prior to making a recommendation. Specifically, she noted the following goals of the Lamorinda Action Plan:

1. Pursue actions to meet or sustain multi-modal transportation service objections;
2. Enhance mobility by providing all alternative mode options; and
3. Improve multi-modal access to BART.

Ms. Sos stated that the features mentioned above are consistent with the values and goals in the Lamorinda Action Plan that relate to multi-modal transportation options.

Renata Sos made a motion that the SWAT Board recommend to CCTA the following proposed language for its consideration and approval:

The two southbound through lanes on Pleasant Hill Road-Taylor Boulevard are proposed as a gateway constraint. The Gateway Constraint Policy would prohibit the addition of any through lanes, **except short-link segments that include multi-modal transportation options**, on any portion of Pleasant Hill Road between SR-24 and the Lafayette City limits to the north of the intersection with Taylor Blvd.

Rob Hodil, Lafayette City Council, clarified that the 2013 EIR for the Terraces Project analyzed the impacts to both pedestrian facilities as well as pedestrian hazards. That analysis identified design features that could be incorporated as mitigation measure that would reduce those impacts to less than significant.

Dave Hudson – supported Ms. Sos recommendation to the language.

Karen Stepper – articulated her support for Ms. Sos recommendation to the language.

Lafayette staff stated that they do not have an issue with Ms. Sos recommended language.

ACTION: APPROVED – Sos/Stepper/unanimous

7. **WRITTEN COMMUNICATIONS:** The following written communication items were made available:

- WCCTAC Meeting Summary – March 26, 2021
- SWAT Meeting Summary – April 5, 2021
- TRANSPAC Meeting Summary – April 8, 2021

ACTION: Informational Items Only – No action required

8. **DISCUSSION:** Next Agenda

9. **ADJOURNMENT:** to Monday, June 7, 2021 at 3:00 p.m.– Zoom Teleconference

ACTION: Meeting adjourned by Chair Gerringer at 4:31 p.m.

Staff Contact:

Lisa Bobadilla
City of San Ramon
P (925) 973-2651
F (925) 275-8178
Email address: lbobadilla@sanramon.ca.gov
www.CCTA-SWAT.net

Alternate Staff Contact:

Darlene Amaral
City of San Ramon
P (925) 973-2655

F (925) 275-8178

Email address: damaral@sanramon.ca.gov

AGENDA ITEM 5.B



SWAT

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

SUMMARY MINUTES July 12, 2021 – 3:00 p.m.

Join Zoom Meeting

<https://cityofsanramon.zoom.us/j/95685178948>

Committee members present: Teresa Gerringer, City of Lafayette (Chair); Karen Stepper, Town of Danville (Vice Chair); Candace Andersen, Contra Costa County; Renata Sos, Town of Moraga; Dave Hudson, City of San Ramon; Amy Worth, City of Orinda

Committee members absent: None

Staff members present: Andy Dillard, Town of Danville; Sia Shojaat, City of Lafayette; Jason Chen, City of Orinda; Robert Sarmiento, Contra Costa County; Bret Swain, Town of Moraga; Lisa Bobadilla, City of San Ramon; Darlene Amaral, 511 Contra Costa

Others present: John Hoang, Contra Costa Transportation Authority (CCTA); Colin Clarke, CCTA; Terence Zhao, Fehr & Peers; Eleanor Leshner, Fehr & Peers; Ricki Wells, BART; Ruby Horta, County Connection; John Cunningham, Contra Costa County; Brian Bornstein, City of San Ramon

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Gerringer at 3:00 p.m.
2. **PUBLIC COMMENT**
3. **BOARD MEMBER COMMENT**
4. **ADMINISTRATIVE ITEMS**
5. **CONSENT CALENDAR:**

5.A Approval of Minutes: SWAT Minutes of May 3, 2021

ACTION: SWAT Minutes of May 3, 2021 were deferred until the August 2, 2021 SWAT meeting.

5.B Approval of SWAT Administrative Services Memorandum of Understanding (MOU) with the City of San Ramon for FY 2021-2022

ACTION: APPROVED – Stepper/Andersen/unanimous

6. REGULAR AGENDA ITEMS:

6.A Receive update – Countywide Vision Zero Framework

Colin Clarke, CCTA introduced Eleanor Leshner and Terence Zhao from Fehr & Peers. Mr. Clarke stated that his presentation is follow-up from questions raised at the March 1, 2021 SWAT meeting.

Eleanor Leshner and Terence Zhao presented the following information.

Methodology - Safety Priority Locations

1. Algorithmic approach
 - Roadway network is divided into block-length segments (or smaller)
 - Number of collisions on each segments is tallied (fatal and severe injury (a.k.a. KSI collisions are weighted)
 - Segments are ranked in order of weighted tallies
 - Segments with highest tallies are included as “draft” Safety Priority Locations network (a.k.a High Injury Network)
 - Map of “draft” network would look like a series of dots and dashes, which highlight the worst trouble spots
2. Corridor “smoothing”
 - Dots/dashes are connected, considering roadway and built environment factors (number of lanes, speeds) to develop coherent, actionable corridors
 - Feedback has been gathered from Vision Zero Working Group members (Countywide Bicycle and Pedestrian Advisory Committee (CBPAC), Regional Transportation Planning Committee (RTPC) Technical Advisory Committee (TAC) members; advocacy groups; safety experts)

Fehr & Peers Consulting team shared maps and indicated that the data on the maps represent Contra Costa County, only.

1. South County Safety Priority Locations – Collisions Involving People Walking
2. South County Safety Priority Locations – Collisions Involving People Biking
3. Sub regional Share of Countywide Safety Priority Corridor Miles
 - a. Chart compared the two maps by Corridor Miles within each RTPC areas

Amy Worth asked for further clarification about the data included on the maps.

Eleanor Leshner explained that the maps depict the corridor segments that have the highest concentration of fatal and severe injury collisions. The data collected from 2008-2017, which was the latest data available, when this effort started back in 2019. In addition, Ms. Leshner stated that these maps are based on a Countywide scale, so the rankings are comparing all the segments for South County, to all the segments throughout Contra Costa County.

Amy Worth requested to see the numbers behind each corridor that are shown on the maps.

Colin Clarke stated that the deliverable for this effort is from the 2018 Countywide Bike and Pedestrian Plan that requests a Vision Zero Framework, resulting in a deliverable for transportation safety implementation guidance for local agencies and allows for flexibility.

Renata Sos also asked for further clarification about the maps.

Sia Shojaat, Lafayette staff, asked if the data used for the map is normalized for number of pedestrians or bikers. Terence Zhao from Fehr & Peers replied, they did not normalize based on pedestrians or bicycle volumes.

Eleanor Leshner stated that the goal of the study for Vision Zero is to reduce fatal and severe injury collisions in an area, over time, by a set year. A year has not been set, this effort is focused on looking at all collisions to some degree, but a focus on fatal and severe injury collisions across the County. Ms. Leshner stated that the study is not reviewing volumes of cars, pedestrians, or bicyclist.

SWAT members requested this item come back to SWAT, in August to provide additional clarification related to the data presented.

ACTION: Informational Item Only – No Action Required

6.B Presentation – Contra Costa County Accessible Transportation Strategic Plan (ATSP)

John Cunningham, Contra Costa County presented this item. The Accessible Transportation Strategic Plan (ATSP) provides a framework to implement short-term and long-term goals and objectives. The Plan includes a structure with strategies to improve accessible transportation services, based on an examination of transportation challenges facing seniors, people with disabilities, and veterans in Contra Costa County.

The ATSP is a joint effort between the Contra Costa Transportation Authority (CCTA) and Contra Costa County, funded by a Caltrans Sustainable Communities Transportation Planning grant. The Plan was finalized March 2021.

Mr. Cunningham provided background and overview of Project:

Policy Background

- 2016 and 2020 Transportation Expenditure Plan
 - *“CCTA will develop an Accessible Transportation Strategic Plan to implement a customer-focused, user-friendly, seamless coordinated system...”*
- 2017 Countywide Comprehensive Transportation Plan
 - *“Initiate the ATS Plan: Ensure services are delivered in a coordinated system...”*
- 2019 Metropolitan Transportation Commission (MTC) Resolution 4321
 - *“Each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.”*

Oversight Committee – ATSP

- Technical Advisory Committee (TAC) – provided subject matter expertise and public policy implications on service concepts.

- Policy Advisory Committee (PAC) – provided input on addressing policy barriers, communicating with stakeholders about the Study, liaising with elected or appointed Boards, and reviewing and prioritizing recommended strategies.

Challenges and Opportunities

Past Studies

- 1990 Contra Costa County Paratransit Plan
- 2004 CCTA Paratransit Improvement Study
- 2013 Contra Costa Mobility Management Plan
- 2018 West County Needs Assessment Study

Barriers to Implementation

- Multiple missions serving different populations.
- Multiple regulatory requirements.
- Measure J, Federal Transit Administration, State Transportation Act, Grants – funding limitations.
- CCTA and County do not have policy authority over operations, but can provide funding opportunities, policy direction, and leadership.

Outreach Efforts

- Presentations pre-COVID
 - Developmental Disabilities Council of Contra Costa County
 - Pleasant Hill Commission on Aging
- Flyer/survey emailed with meal delivery
 - 1000+ surveys responses received.
- 5 Focus groups
- 11 Stakeholder interviews
- Telephone Town Hall Meeting – October 27, 2020
- Partner websites
- Social media – Instagram, Facebook, Nextdoor, and Twitter

Transportation Needs and Gaps Identified

Categories

- Fixed Route Transit service
- ADA Mandated Paratransit service
- Community Based Transportation services
- Geographic and Temporal Inequities
- Lack of Affordability
- Access to Essential Services
- Access to Information
- Programmatic Needs and Organizational Structure

Examples:

- Same-day trips and wheelchair accessible trips
- Expanded service during evenings and weekends
- West County Student discussed closure of Doctors Medical Center; most medical facilities appear to be clustered in center of the County

- Veterans' transportation programs have specific limitations, availability and limits may not be well-known
- Limited service options in East County
- Affordability
- Historical lack of political support/ a champion for these types of recommendations

Recommendations

Establish a Coordinated Structure

- Establish a Task Force
 - Modeled on PAC – similar representation
 - Identify Strategies that can be delegated to existing agencies and non-profit organizations for short term implementation.
 - Establish dedicated countywide Coordinated Entity for implementation of countywide strategies.
 - Identify funding
- Countywide Coordinated Entity
 - Could be an existing non-profit, public agency, or new entity.
 - Could apply to become CTSA if appropriate, or look at other models.

Coordinated Entity Mission

- Identify and pursue new funding sources
- Administer uniform countywide ADA paratransit eligibility certification
- Expand mobility management function
- Procure joint paratransit scheduling software
- Present unified voice regarding policy and funding at the local, state, and federal levels
- Oversee one-seat ride for inter-jurisdictional trips within/outside the county
- Consider additional opportunities for countywide service in the future

Mobility Strategies

Examples

- Expand current one-seat ride pilot program – improve connectivity between paratransit programs/eliminate transfer trips
- Same-day trip programs (including wheelchair-accessible service)
- Expand volunteer driver programs
- Shopping Trips with package assistance
- Hospital discharge service
- One call/One click (and/or Information and Referral Service)
- Programs for veterans
- Fare integration
- Uniform countywide ADA paratransit eligibility certification program

Next Steps

- Seat remaining ATS Task Force members
- Convene ATS Task Force (September/October)
- Present to the County's Measure X Community Advisory Committee

ACTION: Informational Item Only – No Action Required

6.C Approve Consultant Agreement for SWAT Website Design, Development and Maintenance Services

Lisa Bobadilla, SWAT Administrator presented this item. Ms. Bobadilla stated that on March 17, 2021 SWAT TAC approved the final version of the Website Design, Development and Maintenance Services Request for Proposal (RFP). The purpose of the RFP was to secure a vendor to redesign, host, and maintain a new SWAT website and related systems.

On April 5, 2021, SWAT approved the final RFP, and the RFP was emailed to potential bidders on April 6, 2021. The notification of the RFP was also posted on the SWAT website. A total of 4 vendors submitted a proposal by the due date of May 6, 2021. Proposals were received from: BlinkTag, D-Kode, Planeteria and WebDogs.

On May 19 and 20, SWAT TAC held interviews with three of the four Consultant Teams, including BlinkTag, Planeteria and WebDogs. D-Kode was not asked to participate on the oral board as they did not meet the RFP requirements. Based on the interviews held, ranking of the proposals and total scores for each Consultant, SWAT TAC recommends BlinkTag.

BlinkTag has significant experience developing and supporting various websites throughout the Bay Area, including Contra Costa County. In addition, BlinkTag currently provides website services for 511 Contra Costa, BART, County Connection and Marin Transit, to name a few.

The total cost for website design, per SWAT jurisdiction is \$1,670 per agency for FY 2021-2022. The \$2,000 annual maintenance/service contract is included in the annual SWAT Administrative Services MOU with the City of San Ramon.

SWAT TAC recommends SWAT to approve a contract with BlinkTag for SWAT Website Design, Development and Maintenance Services and authorize SWAT administrative staff to enter into an agreement with BlinkTag.

Next Steps:

- Enter into contract with BlinkTag – August 2021
- Provide SWAT with Demo Website – October 2021
- Implement new SWAT website – October/November 2021

ACTION: APPROVED – Andersen/Sos/unanimous

7. WRITTEN COMMUNICATIONS: The following written communication items were made available:

- Contra Costa Transportation Authority Meeting Summary – April 21, 2021
- SWAT Meeting Summary – May 3, 2021
- TRANSPAC Meeting Summary – May 13, 2021
- Contra Costa Transportation Authority Meeting Summary – May 19, 2021
- TRANSPAC Meeting Summary – June 10, 2021
- TRANSPLAN Meeting Summary – June 10, 2021
- Contra Costa Transportation Authority Meeting Summary – June 16, 2021

ACTION: Informational Items Only – No action required

8. **DISCUSSION:** Next Agenda

9. **ADJOURNMENT:** to Monday, August 2, 2021 at 3:00 p.m.– Zoom Teleconference

ACTION: Meeting adjourned by Chair Gerring at 4:21 p.m.

Staff Contact:

Lisa Bobadilla
City of San Ramon
P (925) 973-2651
F (925) 275-8178
Email address: lbobadilla@sanramon.ca.gov
www.CCTA-SWAT.net

Alternate Staff Contact:

Darlene Amaral
City of San Ramon
P (925) 973-2655
F (925) 275-8178
Email address: damaral@sanramon.ca.gov

AGENDA ITEM 5.C



SWAT

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

DATE: August 2, 2021

TO: Southwest Area Transportation Committee (SWAT)

FROM: SWAT Technical Advisory Committee
By: Darlene Amaral, SWAT TDM Senior Analyst

SUBJECT: 511 Contra Costa FY 2021-22 SWAT Transportation Demand Management (TDM) Programs and Budget

RECOMMENDED ACTION

The SWAT TAC recommends SWAT review and approve the following:

1. 511 Contra Costa FY 2021-22 SWAT TDM programs and budget; and
2. Authorize staff to submit program applications to the Contra Costa Transportation Authority for Measure J and Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) funding.

BACKGROUND AND ANALYSIS

With the passage of Measure C in 1988 and Measure J in 2004, the voters of Contra Costa County approved the county's half cent transportation sales tax and established a Growth Management Program (GMP). Through its countywide and sub-regional TDM programs, 511 Contra Costa provides support to Contra Costa jurisdictions in the following areas:

- Compliance with the TDM ordinance requirements of the Measure J Growth Management Program Compliance Checklist.
- Implementation of TDM measures as outlined in the Tri-Valley and Lamorinda sub-regional Action Plans.
- Fulfillment of the TDM priorities of each of the Regional Transportation Planning Committee's (RTPC's), including Countywide and local TDM ordinances.
- Implementation of cost-effective Bay Area Air Quality Management District (BAAQMD) TFCA programs to reduce Greenhouse Gas (GHG) emissions.
- Implementation of the MTC-delegated Employer Outreach Program.

-
- Support and implementation of the TDM elements of the Sustainable Community Strategies of SB 375.
 - Support for employers within SWAT with 50 or more employees, to comply with the mandatory Air District's Bay Area Commuter Benefit Program (SB 1339), by offering commute incentives through the 511 Contra Costa Programs.

The objective of 511 Contra Costa is to maintain a base-level of TDM funding for the Contra Costa Countywide Incentive Programs; however, given the rapidly changing environment due to COVID-19, changes to the incentive programs are inevitable. Consequently, the proposed budget provides the flexibility for TDM staff to pivot from one incentive program to another if and when needed.

For example, due to the COVID 19 pandemic and Shelter in Place (SIP) orders, there was a significant decrease in commuters using TDM commute incentives. In Contra Costa County, the following programs were severely affected:

- Vanpool Incentive Program: This program started off with 6 new vanpools in 2020; however due to the SIP order, many leased vanpool vehicles were returned to the leasing company, as commuters transitioned to working from home. The Vanpool Program, during the height of the Pandemic, was severely affected with majority of "leased" vanpools traveling into or out of Contra Costa County terminated. Owner/Operated vanpools, in some instances, remained on the road.
- Student Transit Ticket Program – In early 2020, 511 Contra Costa staff created a new Countywide Student Program, "Pass2Class". Pass2Class provides students with free transit rides for two months. Unfortunately, in March 2020, schools transitioned to virtual learning. As a result, students did not use the Pass2Class incentive, nor did they ride public transit.
- 511 Countywide Commuter Incentives – Overall, in 2020, all the commuter incentives offered by 511 Contra Costa, such as the Drive Less and Guaranteed Ride Home Program, experienced a significant decrease in participation.

During the Pandemic, 511 Contra Costa staff focused on providing employers with information on Work-from-Home (WFH) resources. The resources provided employers with WFH "sample" policies and toolkits with helpful information. In addition, staff worked on updating the 511 Contra Costa website by developing a new format for commuters to apply for incentive programs and created new graphics for each incentive program.

511 Contra Costa staff also focused on expanding Countywide Programs such as the Electric Bike Rebate Program, Bike to Wherever Days, and the Summer Bike Challenge. Three programs were implemented during the Pandemic.

-
1. Electric Bike Rebate Program – Provided a limited number of \$150 rebates and \$300 rebates for low income residents within each Contra Costa city/town to assist in the purchase of e-bikes, e-bike conversion kits, and electric mopeds. Rebates are still being disbursed on a first-come, first serve basis, until funds are exhausted. To date, among the SWAT cities, there is a waiting list for the \$150 rebates, with \$300 rebates still available.
 2. Bike to Wherever Days (BTWD) – Despite BTWD being postponed in 2020, staff received 800 of the regional Bike to Work Day canvas bags. Due to the SIP, Contra Costa County did not host energizer stations. Instead, 511 Contra Costa staff provided approximately 2,200 canvas bags to the County Library in Martinez to disburse to all libraries within the County. These bags were given to the public as part of the library’s front door service. In addition, canvas bags were given to employers and local bike shops. For 2021, a similar marketing plan was throughout the Bay Area during the month of May, Bike to Wherever Days. 511 Contra Costa staff provided the regional canvas bags to the County Libraries, employers and local bike shops, as Contra Costa County still did not host any energizer stations.
 3. Summer Bike Challenge – In June 2021, the Countywide Summer Bike Challenge was implemented and runs through August. 511 Contra Costa staff, created a game board of 11 bikeable places and planned 3 table events within each city. At the table events, 511 Contra Costa staff greeted and cheered on each cyclist that stopped by and provided them with a \$5.00 gift card for participating. The weekly challenges are fun and provides the families with an opportunity to take a selfie, and they are entered into a drawing for a \$35 Amazon gift card. At the end of the Challenge, there is a Grand Prize for an iPad.

FISCAL ANALYSIS

For FY 2021-2022, the primary funding for 511 Contra Costa TDM program is derived from Transportation Fund for Clean Air (TFCA) funding, provided by the BAAQMD Program Manager Funds and administered locally by the Contra Costa Transportation Authority (CCTA). The countywide TDM incentive programs (transit, vanpool, carpool, guaranteed ride home and employer outreach) are funded with TFCA dollars. The incentives reflect the mutually agreed upon rideshare programs offered to residents of Contra Costa County as well as commuters who work in Contra Costa County.

In Contra Costa County, the Measure J Expenditure Plan, Line Item 17 – “Commute Alternatives” category, provides funding, to 511 Contra Costa. Specifically, for indirect costs associated with programs funded with TFCA

grant money, as well as local TDM programs/projects, recommend by the RTPC's.

The CCTA and BAAQMD allocate funding for purposes of implementing employer and residential based TDM projects and programs. All programs and projects must meet goals and objectives to reduce traffic congestion and improve air quality. Current BAAQMD TFCA policy allows the use of TFCA funds for program and project direct costs but are limited in use for program indirect costs.

Each year, the 511 Contra Costa Program Managers collaborate and agree upon programs for Contra Costa County residents, employers, commuters, students and businesses. The proposed FY 2021-2022 SWAT TDM programs and budget have been vetted by the 511 Contra Costa TDM Program Managers, CCTA, and they meet the BAAQMD cost effectiveness criteria. In addition, input has been received by SWAT TAC members.

Funding for the 511 Contra Costa programs is allocated by CCTA, sub-regionally based on a formula which includes 50% population and 50% employment within each sub-region.

The current allocation distribution is as follows:

Central/East County (TRANSPAC/TRANSPLAN)	57.10%
West County (WCCTAC)	22.70%
Southwest County (SWAT)	20.20%

The BAAQMD allows the Congestion Management Agency's (CCTA) to use 5% of the county allocation for program administration. Therefore, the Authority's share of funding covers the Authority's administration of the 511 Contra Costa TDM program.

The proposed programs for FY 2021-2022, 511 Contra Costa offers the baseline TDM incentive programs (carpool, transit, vanpool and guaranteed ride home) In addition, enhancements are proposed to meet post-COVID commuter needs, such as focusing on providing Adult Bike Safety classes, and updating our Employer database by increasing outreach.

With respect to the proposed FY 2021-2022 budget, it includes the following:

- Micromobility Coordination - In concert with CCTA, develop a strategy to coordinate micromobility (shared bikes, e-bikes, e-scooters, and docked bikes) for planning and implementation as a pilot project in SWAT region, in close partnership with cities, county, and CCTA.

-
- Bicycle racks and lockers – Provide funding for worksites, commercial businesses, and multi-business parks, to expand and promote bicycle use.
 - Electric Vehicle - Provide funding for charging infrastructure as an incentive for local agencies, businesses, transit centers, etc., promoting electric vehicle use.
 - Bike to Work Day 2022 – Due to COVID-19 both 2020 & 2021 was renamed to Bike to Wherever Days. Bike to Wherever Days encouraged bikers to bike to wherever during the month of May. For upcoming year, the plan is to reinstate, Bike to Work Day (May 2022).
 - Countywide Pass2Class Program- Provide students with free bus passes for two months.
 - Countywide vanpool passenger and driver incentive programs – Provide funding to vanpool passengers and vanpool drivers to join and/or start a new vanpool. Continue to work with the vanpool leasing company, Business Parks, Employers, and other Bay Area Counties, to encourage employees to join and/or start a vanpool. New marketing materials are in development and social media outreach has started to target specific areas within the County.
 - Green Commute Promotions - Reduce VMT and increase the use of alternative modes of transportation including: commuter-based incentives to encourage the use of commute alternatives; employer-based programs including: offering a Welcome Back to the Office gift basket, which will include new 511 CC promotional items. The distribution and evaluation of employee transportation surveys, tabling at on-site fairs/events, sponsor workshops and presentations, and assistance with the Bay Area Commuter Benefits Program compliance (SB1339).
 - Countywide Community Based Promotions – Implement community based outreach, including: ebike Rebate Program, Adult Education Bike Safety Classes, Summer Bike Challenge, Summer Youth Pass, Discover & Go Program, and Bike Valet Parking at events.
 - TRAFFIX Program and Lamorinda School Bus Program.

The Program funds are available July 1, 2021. The TFCA funds must be spent within two years of receipt, unless an application states that the program will extend a longer period of time. A summary of TDM program funding for FY 2021-2022 is as follows:

FY 2021-2022	Amounts	FY 2020-2021
TFCA	\$315,335	\$339,099
Measure J	\$184,830	\$151,500
Total Program Revenues:	\$500,165	\$490,599

STEPS FOLLOWING APPROVAL

1. Forward 511 Contra Costa FY 2021-2022 SWAT TDM Programs and Financial Plan to the Contra Costa Transportation Authority.
2. Upon receipt, Authority staff will forward the 511 Contra Costa Countywide TDM program applications to the Bay Area Air Quality Management District.
3. Upon approval by the Bay Area Air Quality Management District, the Air District will enter into an agreement with the Contra Costa Transportation Authority.
4. Subsequently, the Contra Costa Transportation Authority will enter into an agreement with the City of San Ramon for the implementation and oversight of the 511 Contra Costa SWAT TDM programs for FY 2021-2022.

ATTACHMENT

- A. FY 2021-22 SWAT TDM program expenditure plan and budget

511 CONTRA COSTA - SWAT SUBREGION
SUMMARY OF PROGRAMS & PROJECTS

FY 2021-2022

	SW Emissions/Trip Reduction (TFCA)	Measure J	Proposed Budget FY 2021-22	Balance Remaining FY 2020-21 as of Mar&Apr 2021	Balance Remaining FY 2019-20 as of Mar&Apr 2021
Programs & Projects	22CC03	22SRMJ21	TOTAL	TOTAL	TOTAL
Personnel	\$ 118,475	\$ 36,400	\$ 154,875	\$ 154,875	\$ 105,192
Professional Services					
<i>TRAFFIX Program</i>	\$ 69,031	\$ 20,969	\$ 90,000	\$ -	\$ -
<i>Lamorinda School Bus Program</i>	\$ 15,000	\$ 75,000	\$ 90,000	\$ -	\$ -
<i>Bike East Bay Bike Classes & Services</i>	\$ 5,000	\$ -	\$ 5,000	\$ 1,500	\$ 3,126
<i>Total Professional Services</i>	\$ 89,031	\$ 95,969	\$ 185,000	\$ 1,500	\$ 3,126
TDM Program Expenses (Commute Incentives/Marketing/Promotions)					
<i>Countywide Vanpool Program</i>					
<i>School Program (Pass2Class)</i>					
<i>High School Carpool to School Incentive Program</i>					
<i>Commuter Fairs/Events</i>					
<i>Bike to Work Day Supplies & Incentives</i>					
<i>Survey Incentives</i>					
<i>SWAT In-House Commuter Program</i>					
<i>Countywide Community Based Programs & Promotions</i>					
<i>Green Commute Promotions</i>					
<i>Bicycle and EV Infrastructure</i>					
<i>Micromobility Coordination</i>					
<i>Total TDM Program and Incentives</i>	\$ 107,329	\$ 49,961	\$ 157,290	\$ 146,724	\$ 147,119
Travel & Training					
<i>TDM Administrative Oversight (mileage reimbursement & cost of training)</i>	\$ -	\$ -	\$ -	\$ 4,500	\$ 4,500
<i>Program-related services(chamber dues, membership renewals, etc.)</i>	\$ -	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
<i>Total Travel/Training</i>	\$ -	\$ 2,000	\$ 2,000	\$ 6,500	\$ 6,500
Office Expenses & Supplies					
<i>Postage</i>	\$ 500	\$ -	\$ 500	\$ 500	\$ 500
<i>Office Supplies</i>		\$ 500	\$ 500	\$ 500	\$ -
<i>Total Office Expenses & Supplies</i>	\$ 500	\$ 500	\$ 1,000	\$ 1,000	\$ 500
Total Program Expenditures:	\$ 315,335	\$ 184,830	\$ 500,165	\$ 310,599	\$ 262,437

REVENUES FY21-22	Amounts	FY20-21	Difference
TFCA Funds	\$ 315,335	\$ 339,099	\$ (23,764)
Measure J Funds	\$ 184,830	\$ 151,500	\$ 33,330
CMAQ Funds	\$ -	\$ -	
Total Program Revenues:	\$ 500,165	\$ 490,599	\$ 9,566

Notes:

New - "balance remaining column" indicates funding that has not been invoiced to CCTA for reimbursement, as of April 2021. Due to the COVID-19, TDM activities were reduced in 2020. In 2021, an increase of TDM activities is underway including Countywide Community Based Programs such as: ebike Rebate Program, Bike to Wherever Day a.k.a Bike to Work Day, and Summer Bike Challenge. Other Countywide Programs have been enhanced such as, Student Transit Ticket Program (Pass2Class) and the Employer Program activities. There's an increase of vanpool activity, with 6 new vanpools on the road.

Countywide Community Based Programs & Promotions - Implement community based outreach, such as: ebike Rebate Program, Summer Bike Challenge, Summer Youth Pass, Discover & Go Program, and Bike Valet Parking at events.

Green Commute Promotion - Decrease SOV and encourage alternative modes of transportation through incentives, commute challenges and on-site employer and community events. Enhance the Employer Program by offering a Welcome Back to the Office kit and increase the outreach efforts. Assistance with the development of and/or maintenance of commute programs and compliance with the Bay Area Commuter Benefits Program and local ordinance requirements.

Bicycle and EV Infrastructure - Incentives for worksites and public agencies in the form of bicycle racks, corrals and lockers, bike fix it stations, and EV charging stations, available to the public.

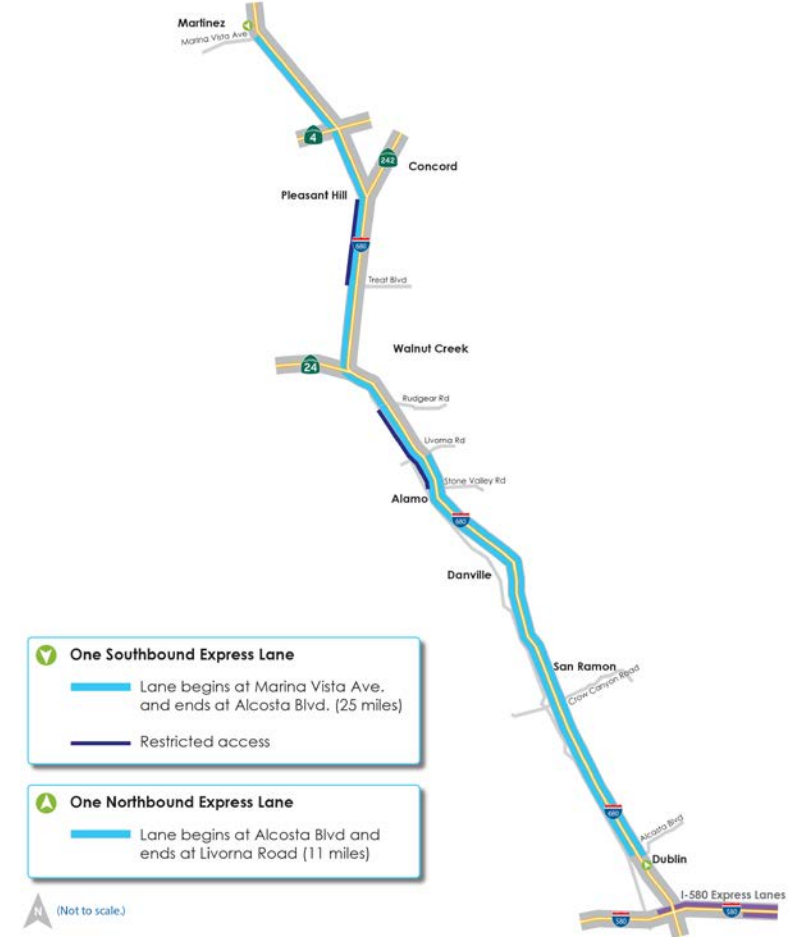
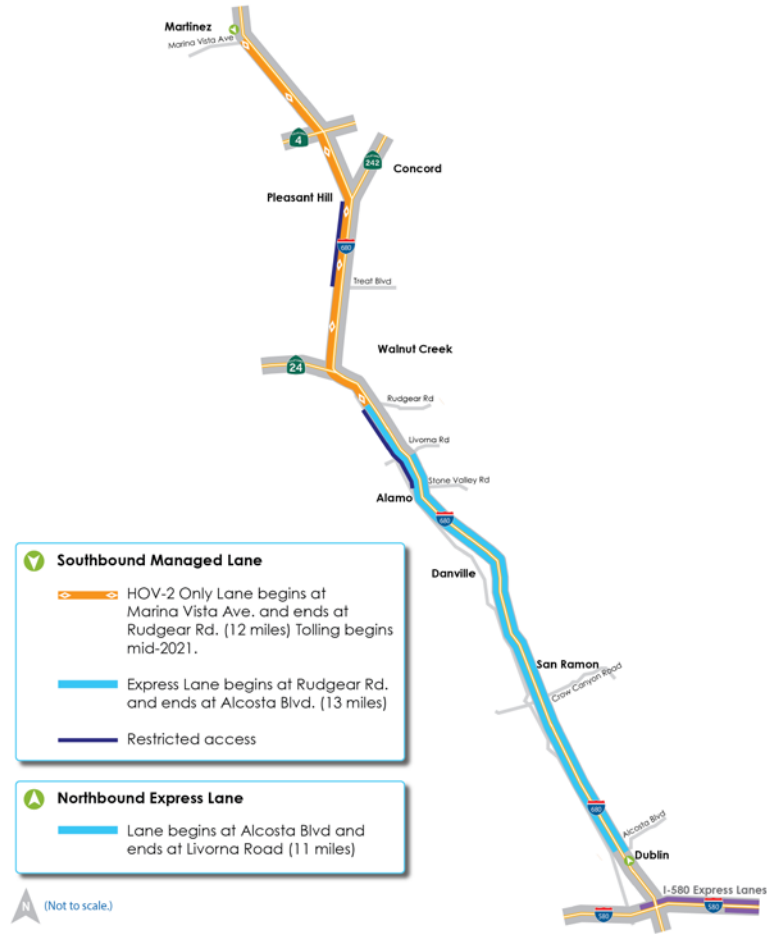
Micromobility Coordination - Implement micromobility (shared bikes, e-bikes, e-scooters, and docked bikes) planning and implementation within SWAT Region, in close partnership with cities, county, and CCTA.

AGENDA ITEM 6.A

I-680 Contra Costa Express Lanes



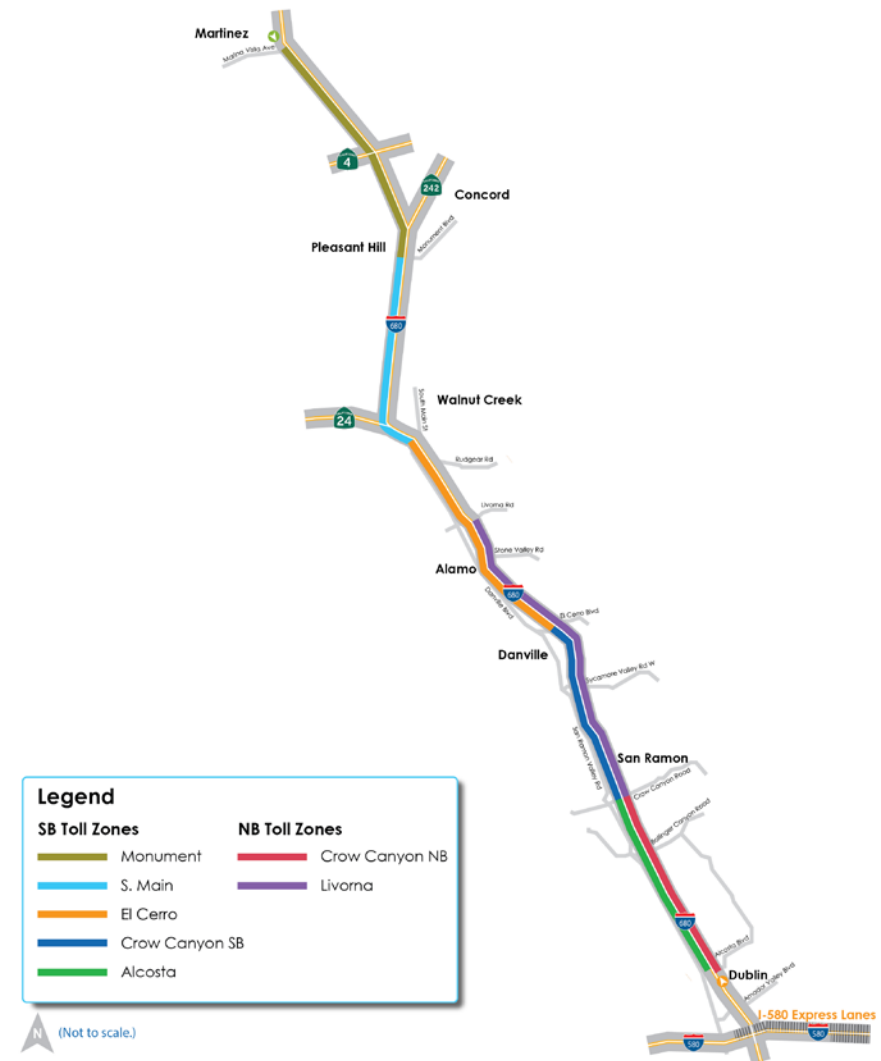
Northern Southbound Extension 8/20/21



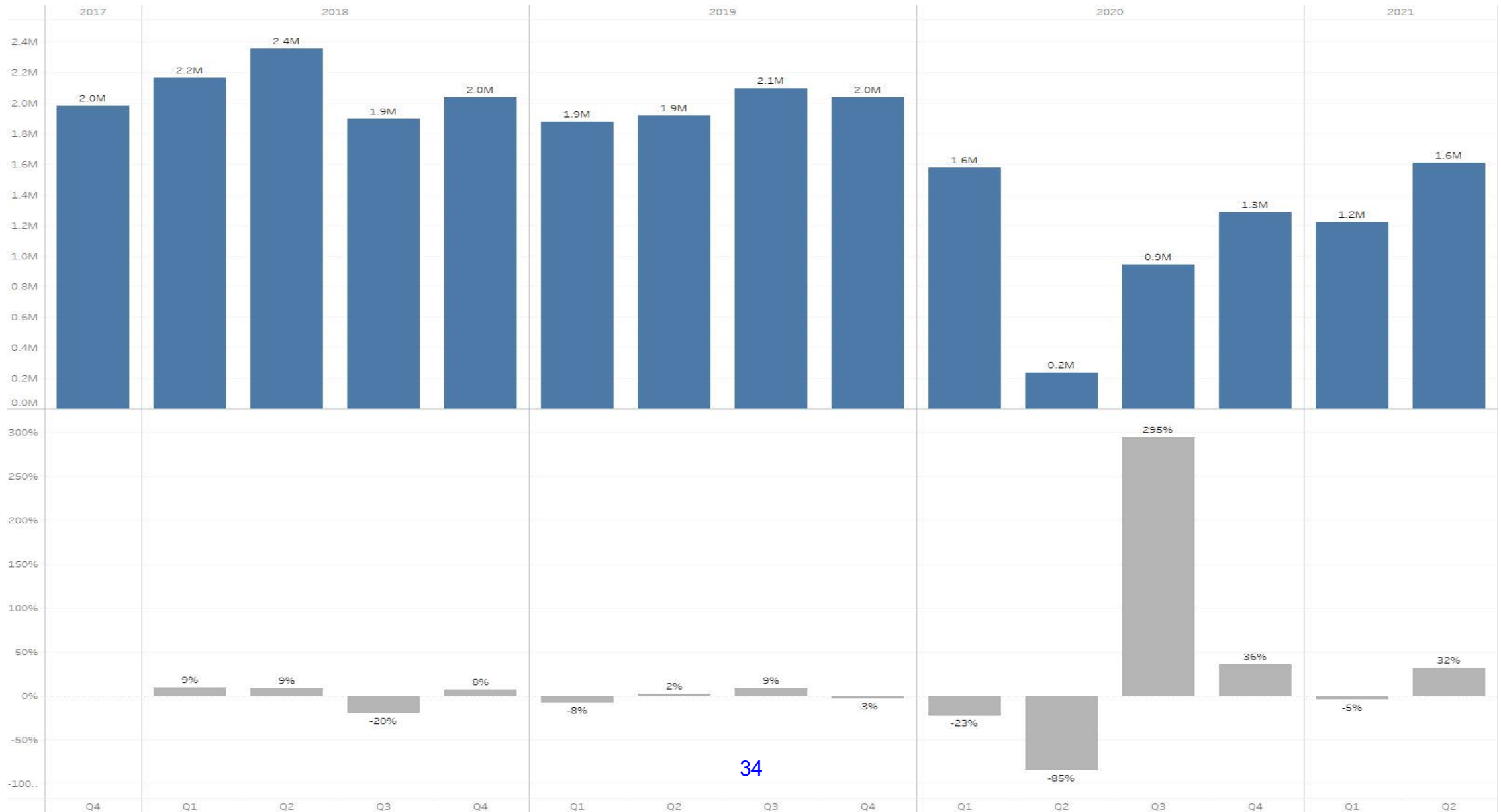
Revised Toll Zones

Rules are the same as the open 680 CC lanes

- Fastrak required
- Free: 2+, Motorcycle, Buses
- Half toll: Solo CAV
- Full toll: Other SOV
- 5 AM – 8 PM

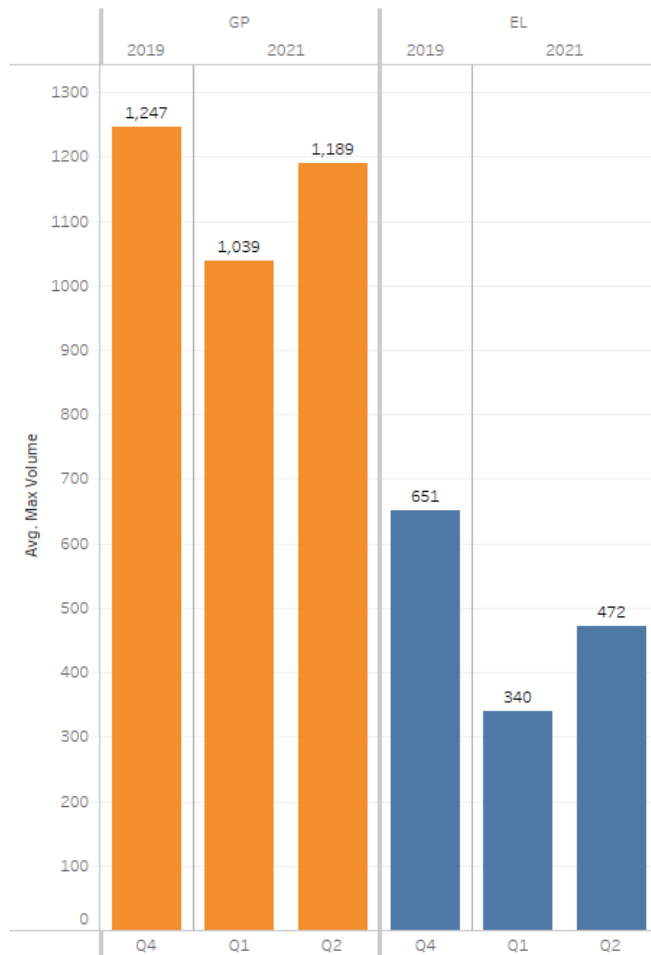


Performance: Trips

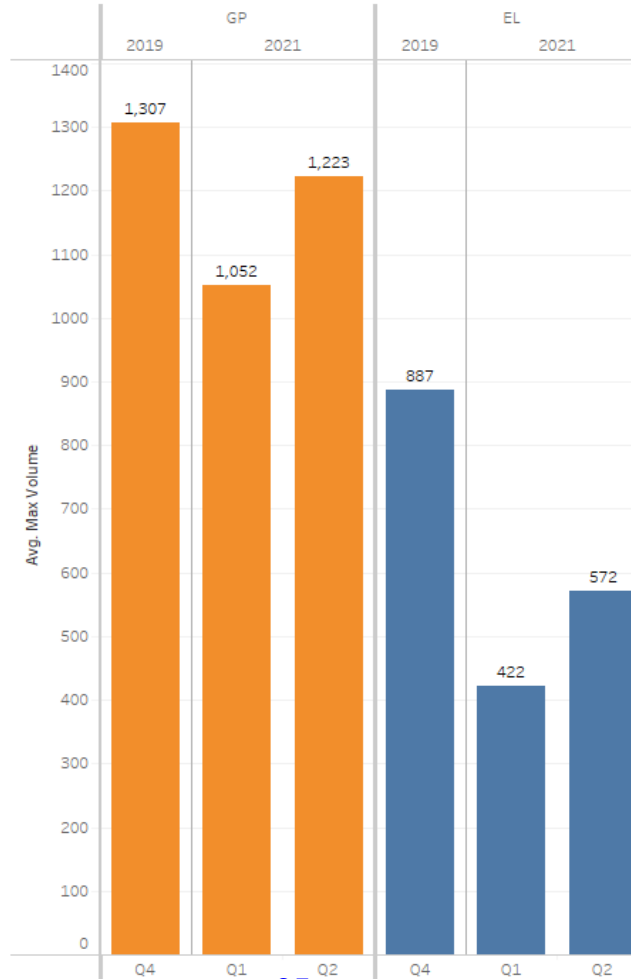


Hourly Average Maximum Volumes

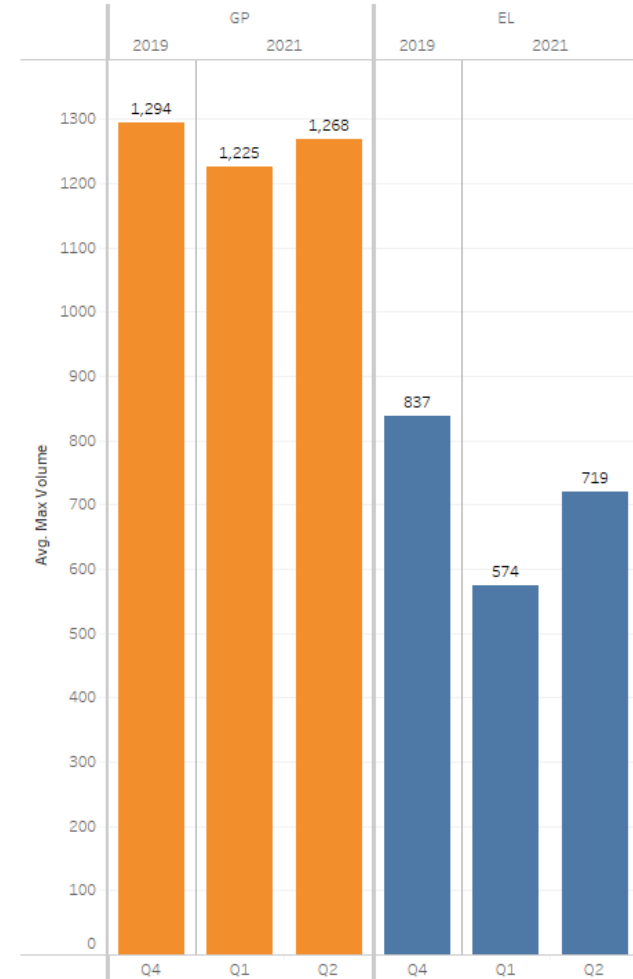
SB & NB - **General Purpose** and **Express Lanes**



SB AM Peak Period (6 to 9 am) - **GP** and **EL**



NB PM Peak Period (3 to 6 pm) - **GP** and **EL**



Lane Speeds

	Southbound AM Peak (6 a.m. - 9 a.m.)					Northbound PM Peak				
	Pre-COVID Q4 19	Q1 21	Q2 21	%/ Change from Last Qtr	% Change from Pre- COVID	Pre-COVID Q4 19	Q1 21	Q2 21	% Change from Last Qtr	% Change from Pre- COVID
EL Speed	68	79	81	3%	19%	63	73	70	-4%	11%
GP Speed	57	68	70	3%	23%	53	64	60	-6%	13%

Trip Type and Tolls

Pre-COVID					% Change* Over Last Qtr	% Change* from Pre- COVID
		Q4 19	Q1 21	Q2 21		
Share of Trips	Full Toll	44%	52%	51%	-1%	7%
	Free	50%	37%	38%	1%	-12%
	Violations	6%	11%	11%	0%	5%
Average Assessed Toll	NB	\$3.70	\$1.60	\$2.30	44%	-38%
	SB	\$2.40	\$0.60	\$0.60	0%	-75%
Peak Hour Average Assessed Toll	NB	\$7.10	\$3.30	\$4.60	39%	-35%
	SB	\$2.10	\$0.60	\$0.80	33%	-62%

Questions?

AGENDA ITEM 6.B



SWAT

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

Date: August 2, 2021

To: Southwest Area Transportation (SWAT) Advisory Committee

From: Colin Clarke, Contra Costa Transportation Authority (CCTA)
Planning Department

Subject: Contra Costa Countywide Vision Zero Transportation Safety
Policy & Implementation Guide (Guide) for Local Agencies –
Draft

RECOMMENDED ACTION

None – For Information Only.

BACKGROUND AND ANALYSIS

Contra Costa Transportation Authority staff initially presented the draft Countywide Vision Zero Transportation Safety Policy & Implementation Guide (Guide) at the SWAT Committee meetings on November 18, 2020 and March 1, 2021. After a delay due to scheduling conflicts, in response to the SWAT Committee, Authority staff presented additional information at the July 12, 2021 SWAT meeting. The data was also shared with local agency staff for review at the SWAT TAC meetings.

With respect to the August SWAT meeting, Authority staff will address concerns raised, including the following:

- Enhancement of the common collision corridor map to show additional details
- Clarification of the purpose and intent of common collision corridor map
- Prioritization of Projects and Funding for Local Agencies

Development of common collision corridors is a common first step in Vision Zero efforts, nationally and globally, for a municipal agency to identify locations within the jurisdictional boundary that has the highest concentration of collisions, with more weight assigned to collisions that resulted in a fatality or severe injury.

For the Contra Costa Guide, data generated were from the Statewide Integrated Traffic Records System (SWITRS), accessed using UC Berkeley SafeTREC's Transportation Injury Mapping System (TIMS) for collisions from 2008 through 2017. Neither highway collisions nor Property Damage Only (PDO) collisions were included in the analysis because in July 2018, the Authority Board adopted the CBPP, directing staff to focus on collisions involving people walking & bicycling. SWITRS/TIMS data includes collisions reported to the police, but may not include all collisions, because not all collisions are reported to the police.

In the near-term, the Countywide Vision Zero maps and data are resources as more tools in the toolbox for local agencies as part of the Guide. Local agencies can also develop their own data, analysis, and designated Safety Priority Locations with their own weighting and ranking of criteria as part of a Vision Zero Action Plan or Local Roadway Safety Plan.

For the purpose of Countywide Vision Zero, "Countywide Safety Priority (CSP) Locations" (not to be confused with "Local Safety Priority (LSP) Locations," which may include more and different locations, and evolve over time as improvements are made and priorities evolve) are streets that, from 2008 through 2017, had a high concentration of traffic collisions that resulted in severe injury or fatality, with an emphasis on those involving people walking and bicycling. Local agencies can recommend local priority projects as part of developing a Local Roadway Safety Plan (LRSP).

Countywide Vision Zero maps can be used as a starting point for project development ideas, and for Local Roadway Safety Plan development by local agencies, but project funding is not anticipated to be limited to only the corridors on the maps. If local agencies identify their priority projects within their jurisdictions, e.g., using authentic engagement per the Guide, those projects can be considered for Measure J funding. Projects and priorities can be evaluated (differently) at a local level and at a countywide level.

Future Measure J transportation funding would not be solely dependent on Countywide Vision Zero maps that used 2008 through 2017 data from TIMS/SWITRS. The Authority Board can decide to use geographic equality, e.g., per subregion based on population or a similar metric, when distributing funding throughout Contra Costa.

In the medium- and longer-term, the Countywide Vision Zero common collision patterns and maps can be used to initiate projects. Local agency staff can support CCA staff in creating a list of priority projects to encourage to help move toward Countywide Vision Zero, such as projects within Pedestrian Priority Areas (as defined in the 2018 CBPP), near parks, near schools or along "Safe Routes to School," to help reduce or eliminate common countywide collision patterns, including:

1. Unsafe Speeding.
2. Transit Priority Areas.
3. Channelized right turns (unsignalized or Yield signed: slip lanes).

-
4. Trail crossings.
 5. Near highway on-ramps and off-ramps.
 6. Skewed intersections.
 7. Unprotected left turns at traffic signalized intersections.
 8. Red light violations, e.g., right turns.
 9. Vulnerable Populations.
 - a. Seniors
 - b. Youth

CCTA can continue to provide technical assistance and support, encouraging local agencies to leverage multiple existing funding sources to creatively implement Vision Zero as part of routine maintenance, design, construction, and operations. Measure J, for example, includes multiple programs that could be leveraged by local agencies: LSM and TLC and PBTF.

Per SWAT Committee request for ideas of which legislation that CCTA could support, CCTA's Vision Zero team has been, and will continue to, coordinate with CCTA's Director of External Affairs.

FISCAL ANALYSIS

None.

STEPS FOLLOWING CCTA APPROVAL

CCTA staff has gathered input from Regional Transportation Planning Committees, and will present the Contra Costa Countywide Vision Zero Transportation Safety Policy & Implementation Guide to the CCTA Planning Committee and the CCTA Board for approval.

ATTACHMENTS

1. Presentation Slides
2. Core Elements for Vision Zero (ITE, November 2018)
3. The Safe System Approach (USDOT-FHWA)
4. [Link](#) to individual Collisions (interactive) [webmap](#) (2008 – 2017 SWITRS)
 - a. [Link](#) to July 2021 “final” Countywide Vision Zero [Database](#), available for download by RTPCs and Local Agency Staff, e.g., ArcGIS layers, for Local Roadway Safety Plans, RTPC Action Plan updates, etc.
5. [Link](#) to ‘clean’ version of ‘draft Final’ [Policy & Implementation Guide](#) and Appendices, e.g., Toolbox
6. [Link](#) to Project information, including past Vision Zero Working Group (VZWG) meeting materials
7. [Link](#) to [Schedule](#) (and Next Steps) for CBPP implementation, e.g., Vision Zero, Pedestrian Needs Assessment, Micromobility Policy

CCTA Countywide Vision Zero framework

update to SWAT

08-02-2021 follow-up

CONTRA COSTA
transportation
authority

FEHR  PEERS



Safe Travel for All



in
Pedestrian
Priority
Areas
2008–2017

Collision Data Collection

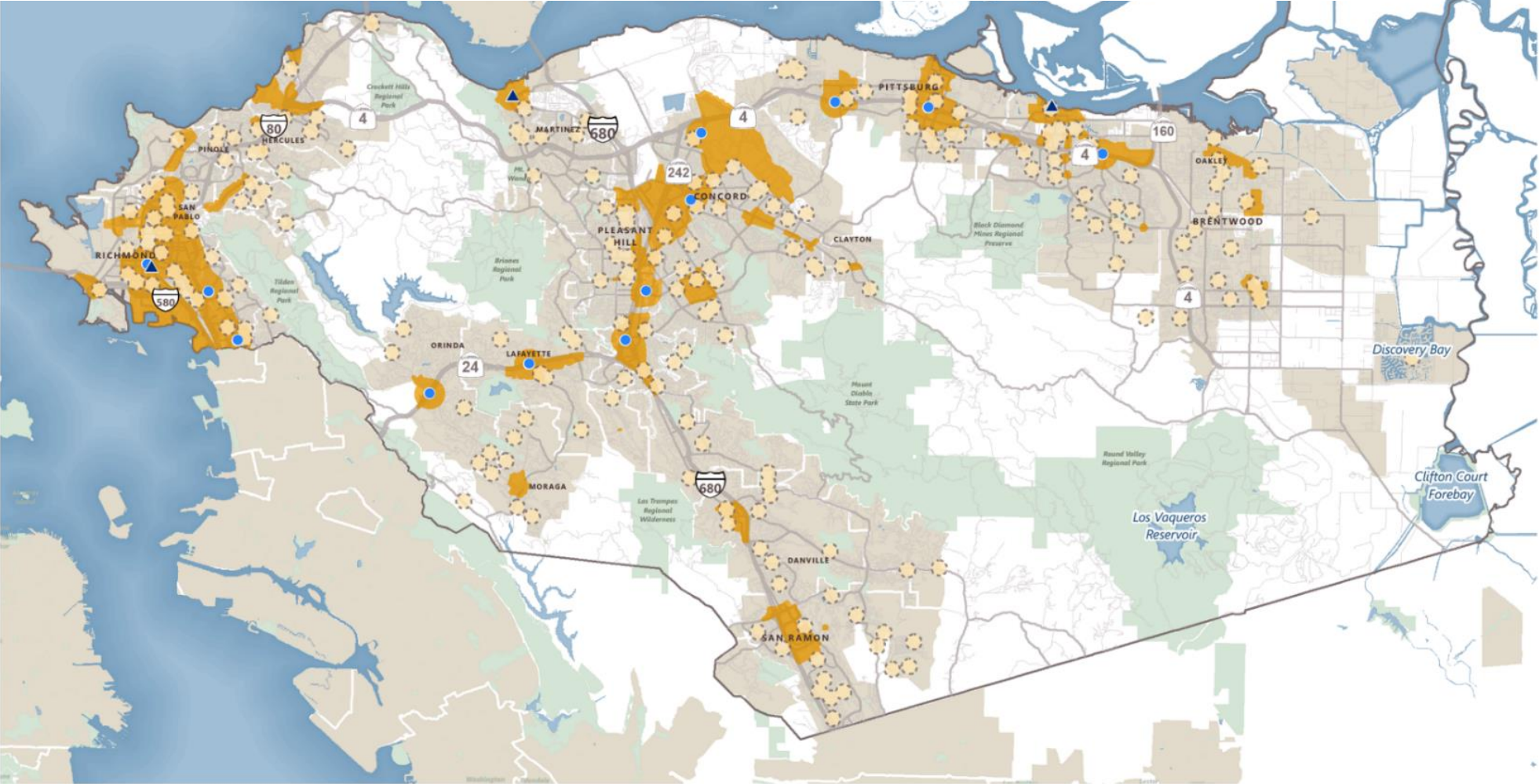
- **Source:** Statewide Integrated Traffic Records System (**SWITRS**) accessed using UC Berkeley SafeTREC's Transportation Injury Mapping System (**TIMS**)
- **Date range:** **1/1/2008 through 12/31/2017**
- **Data excluded***
 - Highway collisions
 - Property damage only (PDO) collisions

** to focus on collisions involving people walking & bicycling (& using mobility devices), per 2018 CCTA Board-adopted Countywide Bicycle & Pedestrian Plan (CBPP)*

Pedestrian Priority Areas (PPAs)



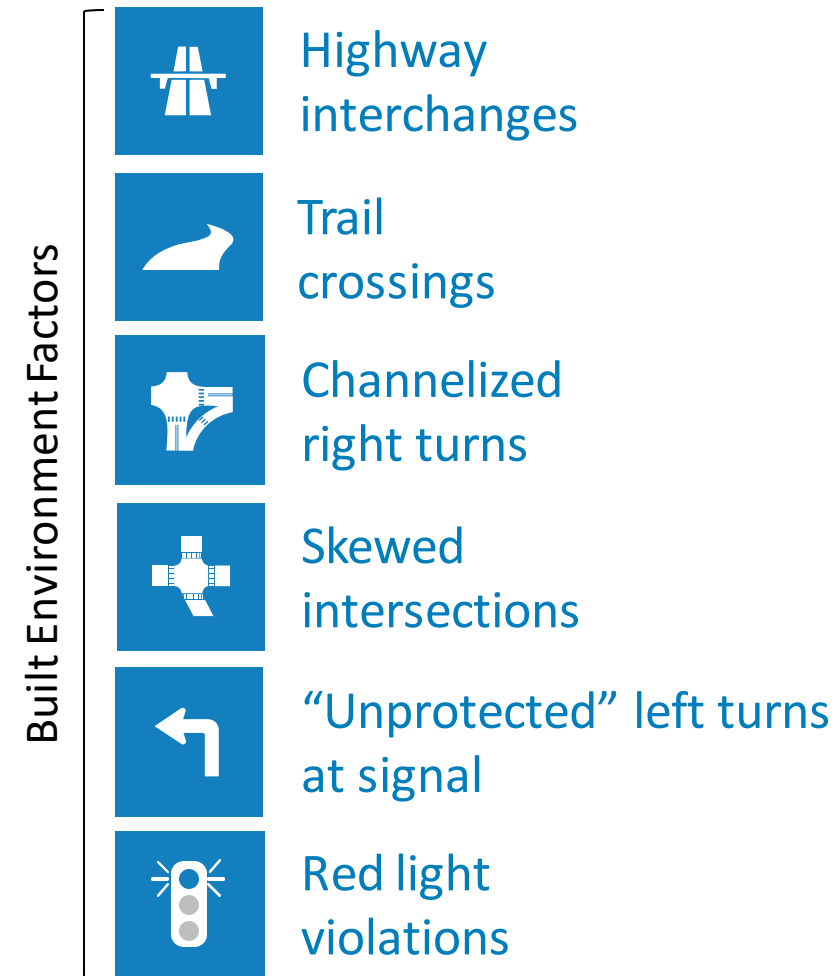
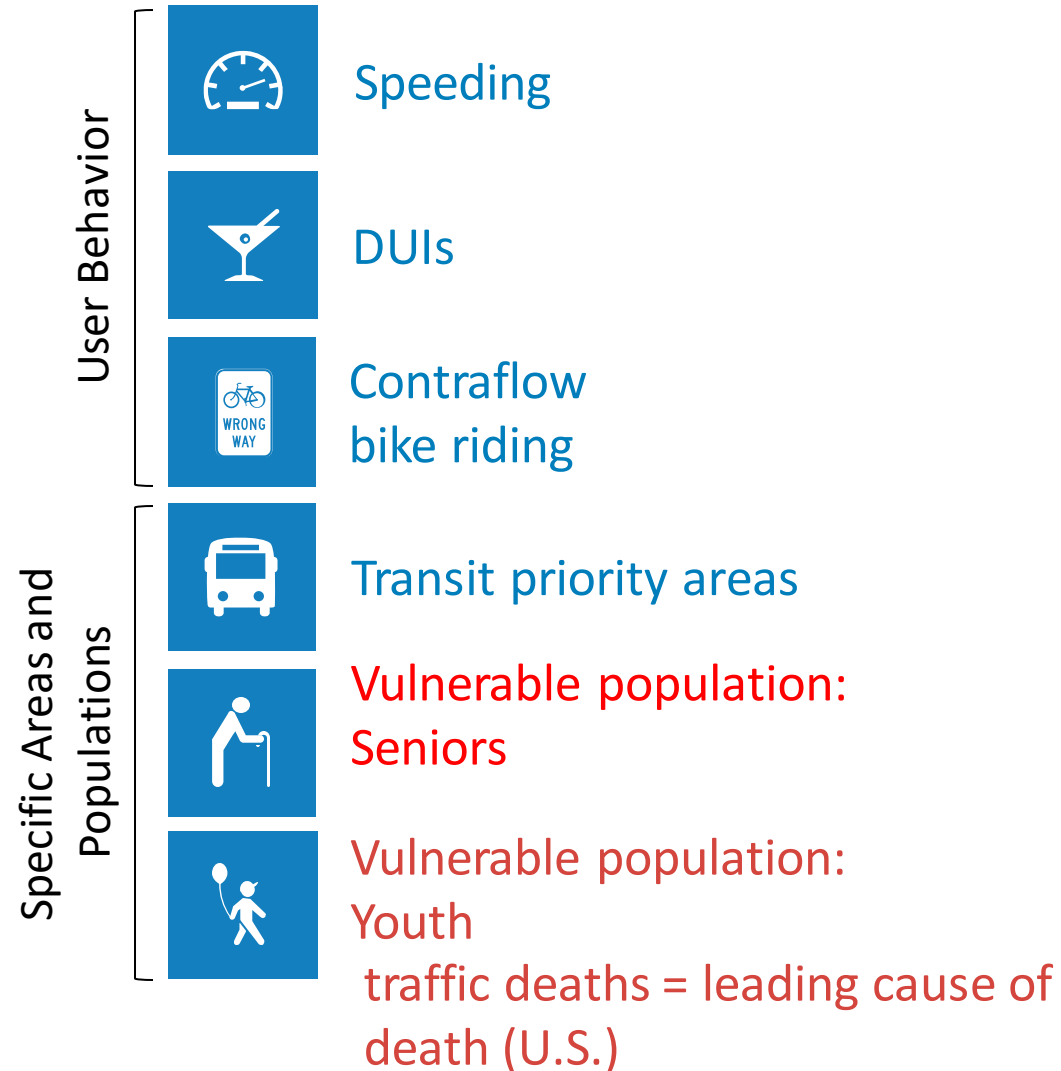
designated by
Contra Costa
Countywide
Bicycle &
Pedestrian
Plan
2018



- Pedestrian Priority Areas
- Within 1/4 Mile of Public Schools
- Incorporated Area
- Amtrak Station
- BART Station

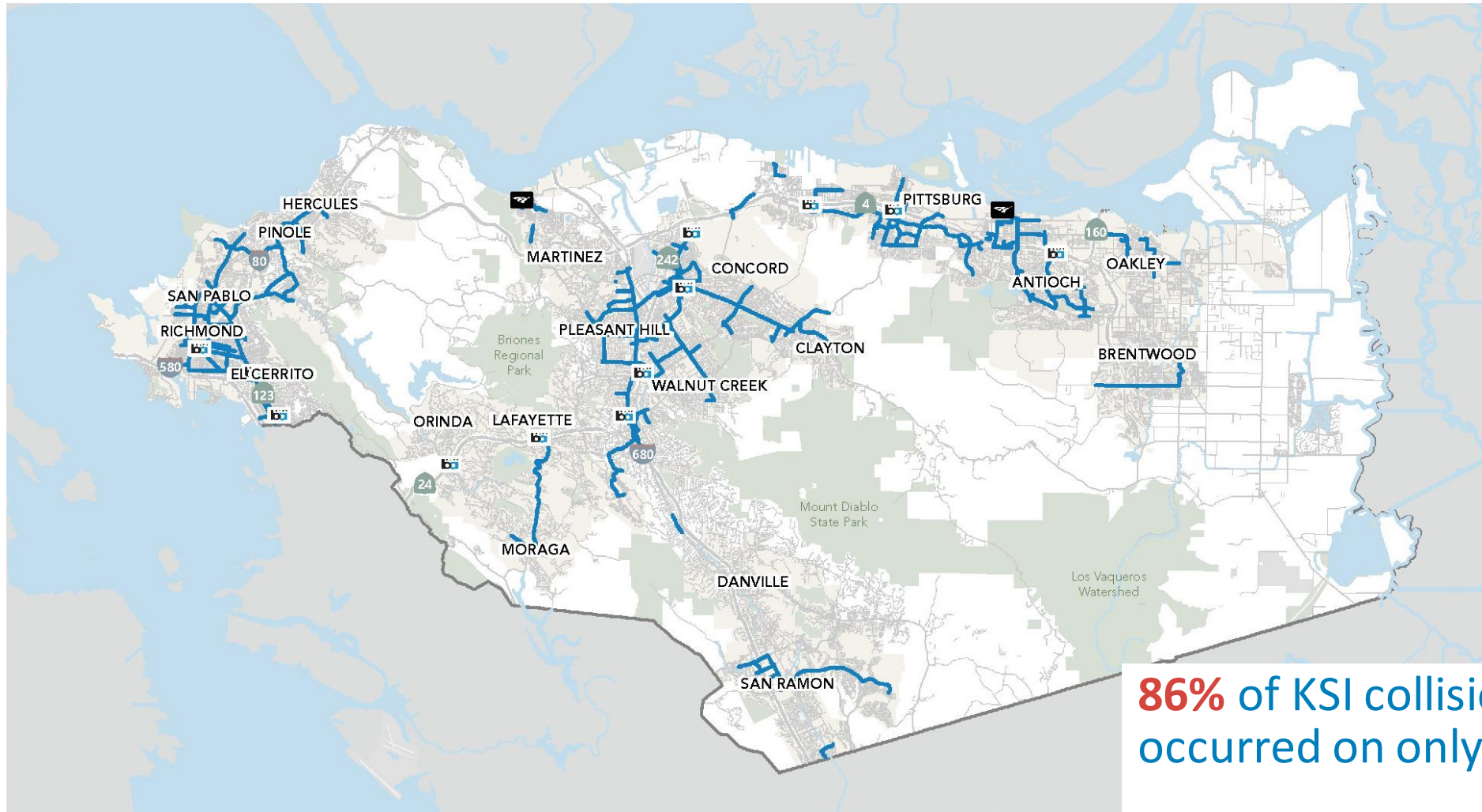
Common Patterns: Collisions Involving Bicycling & Walking

25% of Californians will be age 60 or older by 2030: 11 million



Countywide
in
Pedestrian
Priority
Areas
2008–2017
SWITRS

Countywide – Common Corridors – *Collisions While **Walking***



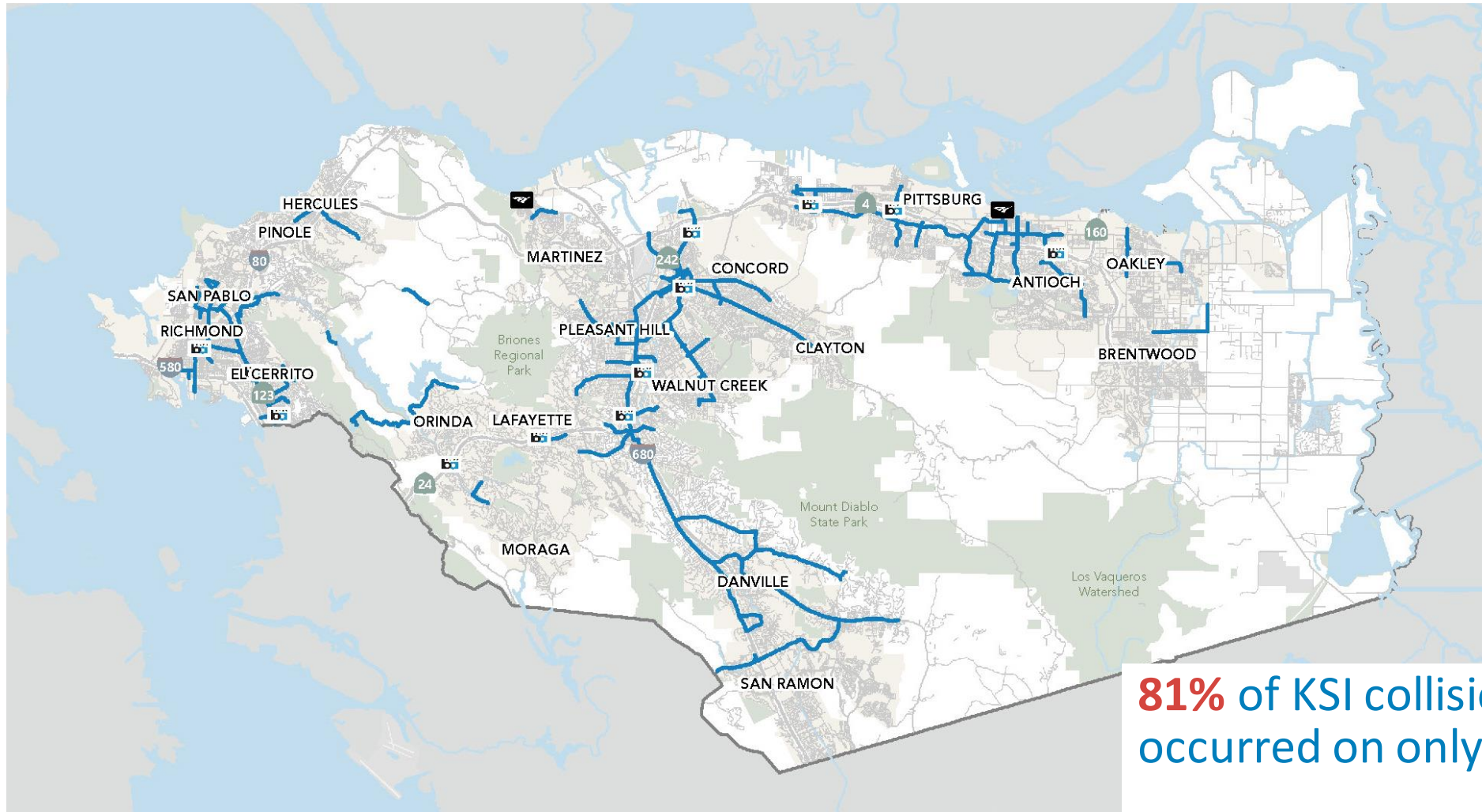
in
Pedestrian
Priority
Areas
2008–2017
SWITRS

86% of KSI collisions
occurred on only

3% of overall roadway
miles

Note: *KSI = Killed or Severely Injured. Non-roadway data not included, e.g., Trail miles.
EBRPD data were provided for 2017–2020.

Countywide – Common Corridors – *Collisions While **Bicycling***



in
Pedestrian
Priority
Areas
2008–2017
SWITRS

81% of KSI collisions
occurred on only

3% of overall roadway
miles

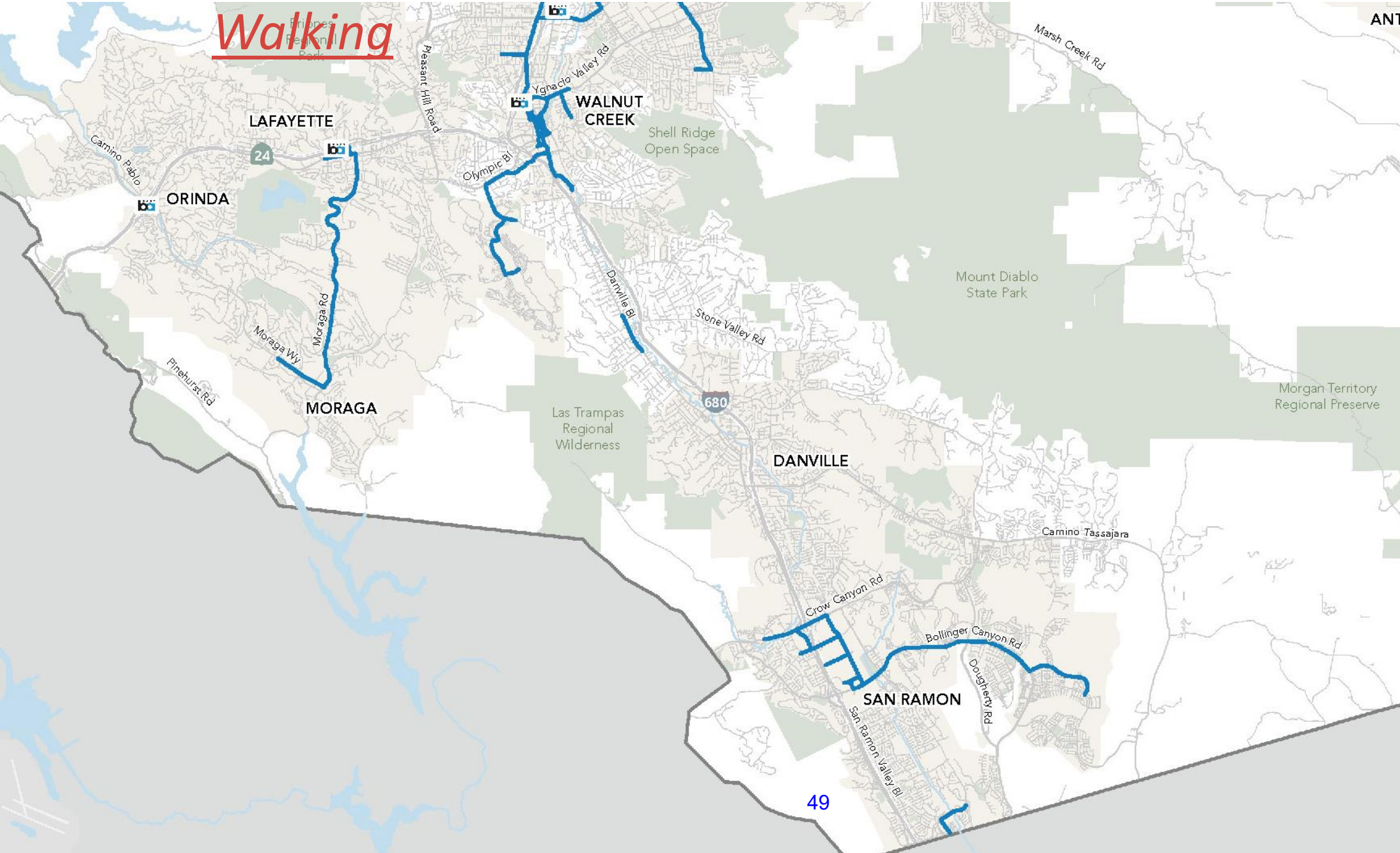
Note: *KSI = Killed or Severely Injured. Non-roadway data not included, e.g., Trail miles.
EBRPD data were provided for 2017–2020.

South County – Countywide Common Collision Corridors –



High-Injury
Corridors

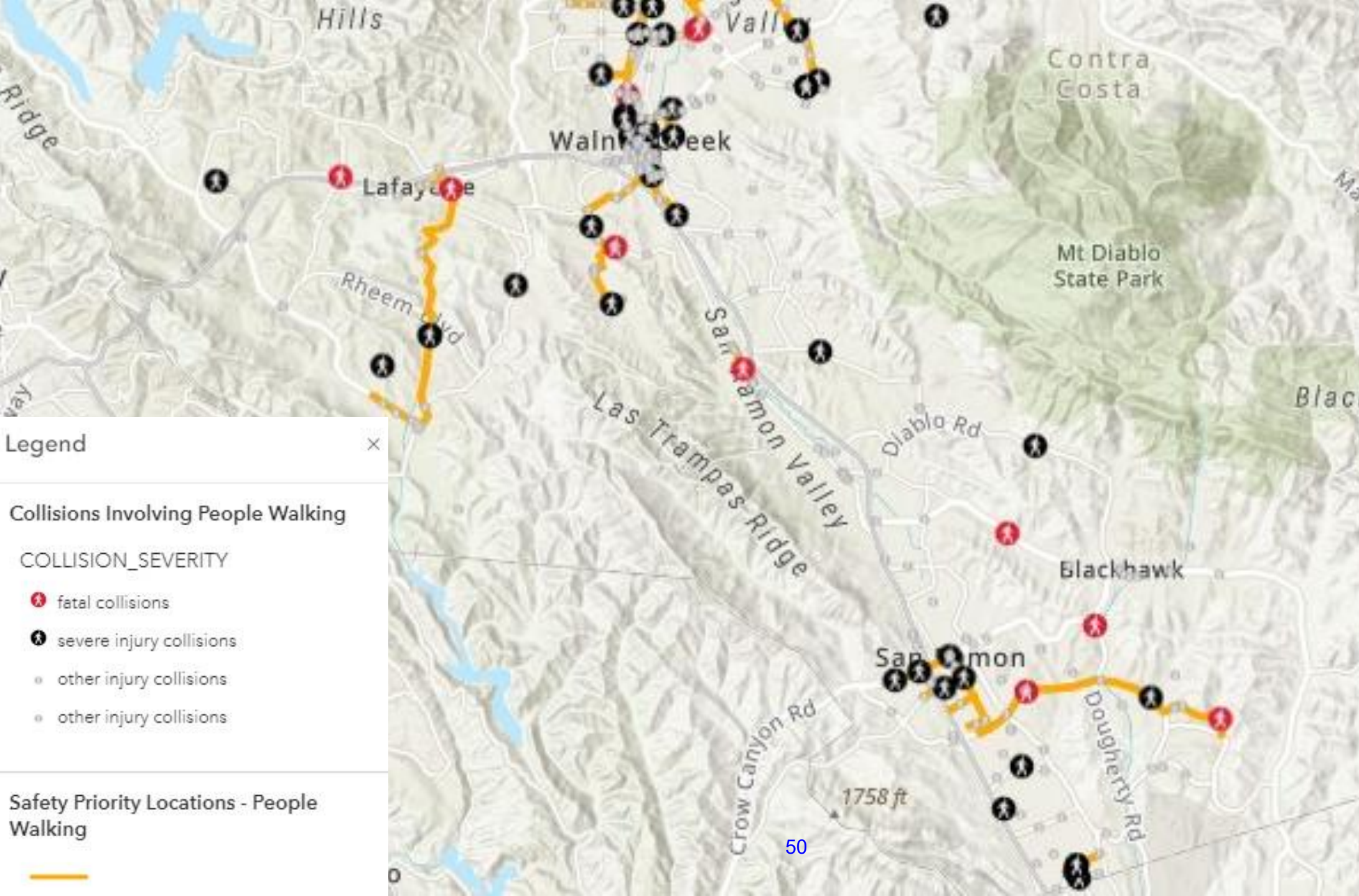
*Collisions
Involving
People
Walking*





High-Injury Corridors

Collisions Involving People Walking

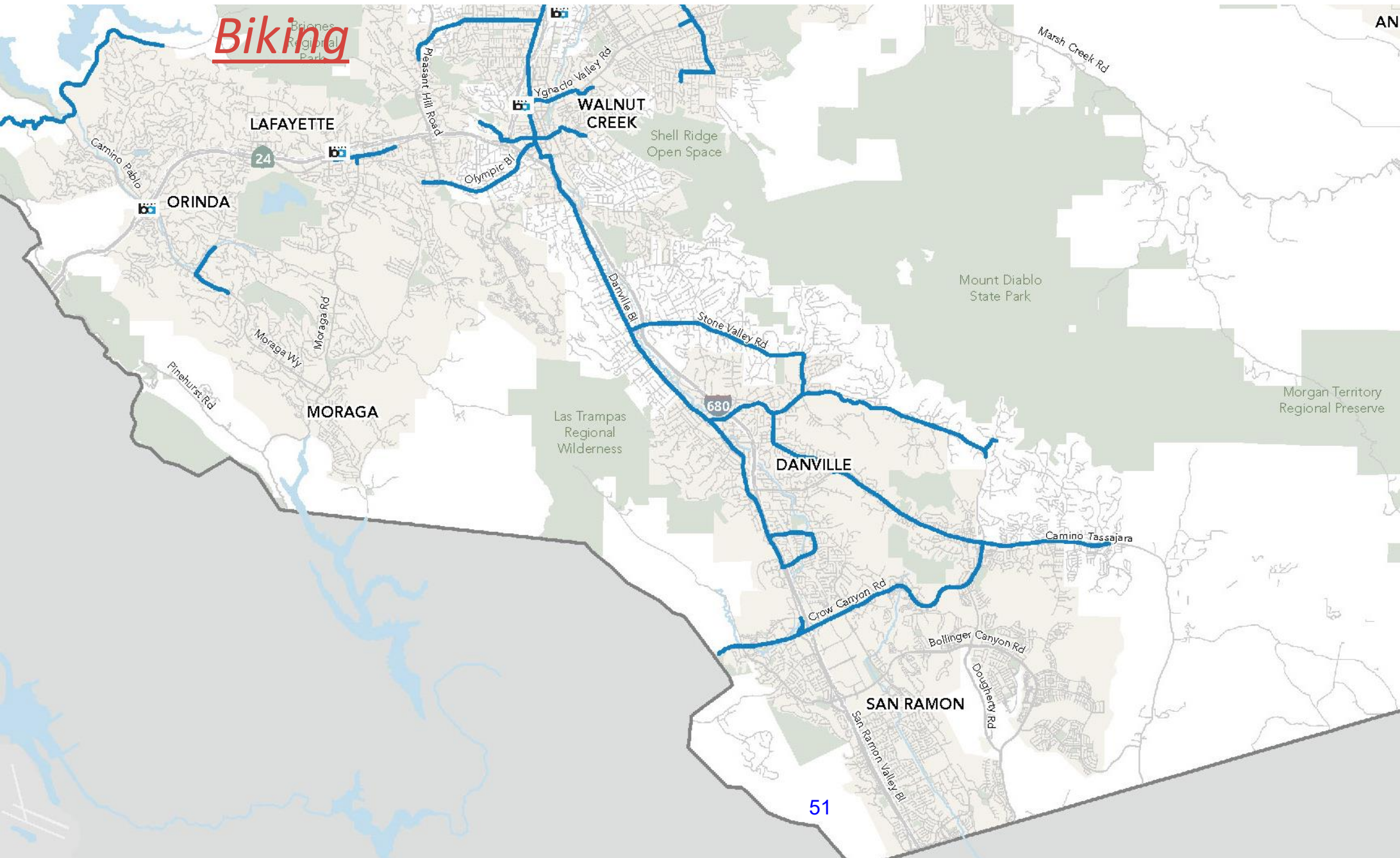


South County – Countywide Common Collision Corridors –



High-Injury
Corridors

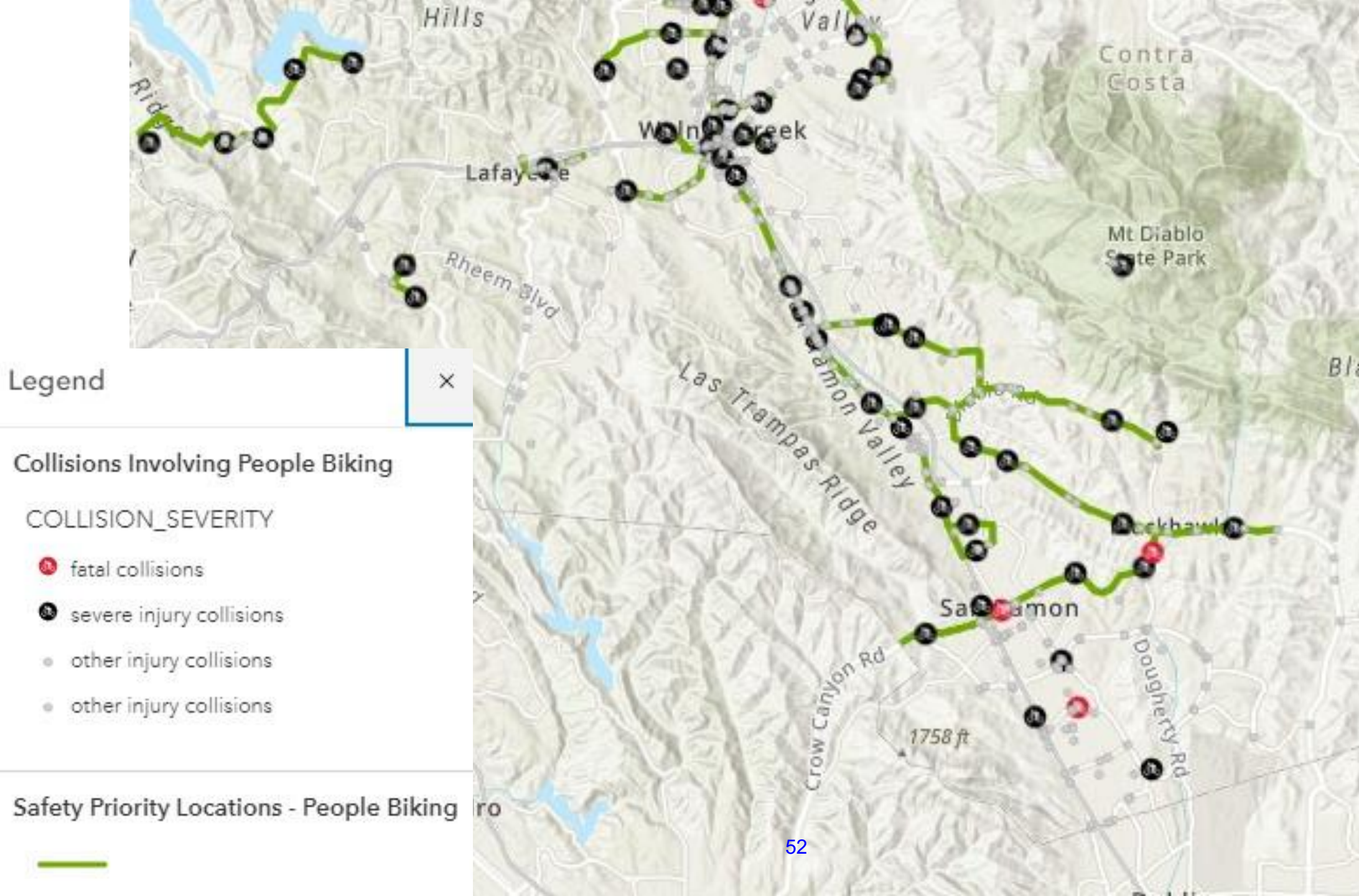
*Collisions
Involving
People
Biking*

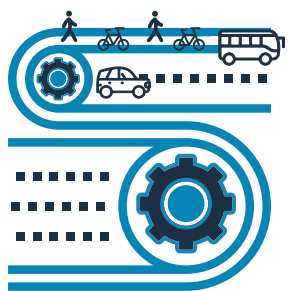




High-Injury Corridors

Collisions Involving People Biking





CORE ELEMENTS

FOR VISION ZERO COMMUNITIES

INTRODUCTION

Vision Zero – the strategy to eliminate traffic fatalities and severe injuries – is being adopted by a growing number of communities across North America and beyond. While safe mobility is not a new concept, Vision Zero requires a shift in how communities approach decisions, actions, and attitudes around safe mobility.

A fundamental part of this shift is moving from a traditional approach to a Safe Systems approach toward traffic safety. A traditional approach accepts that a certain number of traffic deaths and severe injuries will occur as unavoidable consequences of mobility and focuses on changing individual behavior to reduce the frequency of these incidents. In contrast, Vision Zero is built on the basis that traffic deaths and severe injuries are preventable. Vision Zero emphasizes a Safe Systems approach, which acknowledges that people make mistakes and focuses on influencing system-wide practices, policies, and designs to lessen the severity of crashes.

Approaching the issue of safe mobility in a new way can be challenging, even when everyone agrees on the ultimate goal – in this case, safety for all road users. One limitation to the success and proliferation of Vision Zero in this moment is the lack of a unifying definition and “best practice benchmark.” While an increasing number of jurisdictions may call themselves Vision Zero communities, the authentic and ongoing commitment to the fundamental shift in safety perspective can be uneven.

The Vision Zero Network and Institute of Transportation Engineers have partnered to develop a set of Vision Zero Core Elements to help communities set priorities, work toward tangible results in promoting safety, and benchmark their progress relative to best practices. This resource encourages leaders to focus on the most impactful actions and helps hold them accountable to their Vision Zero commitments.

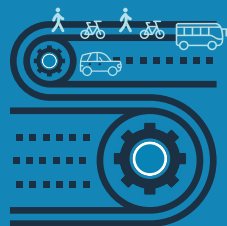
TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**
PERFECT human behavior
Prevent **COLLISIONS**
INDIVIDUAL responsibility
Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**
Integrate **HUMAN FAILING** in approach
Prevent **FATAL AND SEVERE CRASHES**
SYSTEMS approach
Saving lives is **NOT EXPENSIVE**



CORE ELEMENTS FOR VISION ZERO COMMUNITIES

Leadership and Commitment

1. Public, High-Level, and Ongoing Commitment.

The Mayor and key elected officials and leaders within public agencies, including transportation, public health, and police, commit to a goal of eliminating traffic fatalities and serious injuries within a specific timeframe. Leadership across these agencies consistently engages in prioritizing safety via a collaborative working group and other resource-sharing efforts.

2. Authentic Engagement. Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity.

3. Strategic Planning. A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders.

4. Project Delivery. Decision-makers and system designers advance projects and policies for safe, equitable multi-modal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues.

Equity and Engagement

Elevating equity and meaningful community engagement, particularly in low-income communities and communities of color, should be a priority in all stages of Vision Zero work.

Safe Roadways and Safe Speeds

5. Complete Streets for All. Complete Streets concepts are integrated into communitywide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles.

6. Context-Appropriate Speeds. Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal.

Data-driven Approach, Transparency, and Accountability

7. Equity-Focused Analysis and Programs. Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.

8. Proactive, Systemic Planning. A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity.

9. Responsive, Hot Spot Planning. A map of the community's fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding.

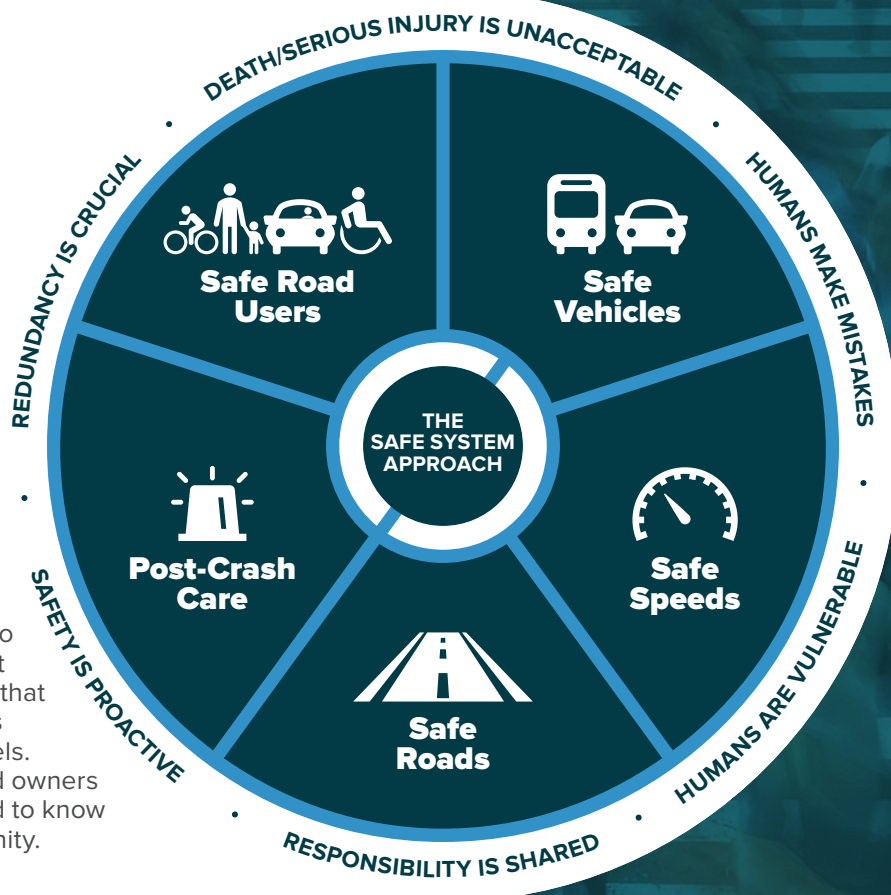
10. Comprehensive Evaluation and Adjustments. Routine evaluation of the performance of all safety interventions is made public and shared with decision makers to inform priorities, budgets, and updates to the Vision Zero Action Plan.

THE SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



SAFE SYSTEM PRINCIPLES



Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.



Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.



Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.



Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.



Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.



Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.



SAFE SYSTEM ELEMENTS

Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.



Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.



Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.



Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.



Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.



Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

Traditional

- Prevent crashes → Prevent deaths and serious injuries
- Improve human behavior → Design for human mistakes/limitations
- Control speeding → Reduce system kinetic energy
- Individuals are responsible → Share responsibility
- React based on crash history → Proactively identify and address risks

Safe System

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

WHERE ARE **YOU** ON THE SAFE SYSTEM JOURNEY?

Implementing the Safe System approach is our shared responsibility, and we all have a role. It requires shifting how we think about transportation safety and how we prioritize our transportation investments. Consider applying a Safe System lens to upcoming projects and plans in your community: put safety at the forefront and design to accommodate human mistakes and injury tolerances. Visit safety.fhwa.dot.gov/zerodeaths to learn more.

AGENDA ITEM 6.C

2021 Action Plan Update Work Plan

SWAT Committee

August 2, 2021



Action Plan Update Goals

- Review existing goals, actions, projects, and Regional Routes and revise them to address changes to the transportation network and land use patterns since the last update in 2014/2017
- Expand Multimodal Transportation Service Objectives (MTSOs) to become Regional Transportation Objectives (RTOs) which consider:
 - ▶ Roadways
 - ▶ Transit
 - ▶ Ped / Bike Network
 - ▶ Climate Change
 - ▶ Safety
 - ▶ Equity
- Apply consistent structure and topics across all five Action Plans



Scope Review

Task 1: Scope Refinement and Data Collection

- Meet with RTPCs to discuss the draft scope and potential refinements
- Prepare final scope for each Action Plan

Task 2: Data Collection and Baseline Modeling

- Collect data related to land use, demographics, transportation system, travel demand, GHG emissions, collisions, equity, MTSO status, local project lists and costs estimates
- Clean up land use data received from each jurisdiction
- Conduct baseline roadway modeling
- Summarize data collected



Scope Review (Continued)

Task 3: Assessment of Existing Action Plan and Identification of Potential Changes

- Analyze existing vision, goals, actions, projects, MTSOs, and Regional Routes for success and ongoing relevance
- Identify candidates for designation as new Regional Routes
- Meet with the RTPC TAC to solicit recommendations for changes

Task 4: Identification of New and Refined RTOs and Actions

- Host stakeholder workshop
- Recommend potential retained, new and/or modified RTOs and actions
- Develop an updated list of projects, programs, and actions
- Present at RTPC Policy Board



Proposed Schedule

Milestone	Date
Scope Refinement and Data Collection Plan	July-August 2021
RTPC Scope Refinement Meeting	July 14, 2021
Data Collection and Baseline Modelling	August-September 2021
Status Assessment of Action Plan and Identification of Issues and Potential Changes	October-November 2021
RTPC TAC Meeting: Solicit Recommendations for Changes	Late October/Early November 2021
Identification of New and Refined RTOs and Action	November 2021-January 2022
Stakeholder Meeting	Week of December 6, 2021
RTPC TAC Meetings (up to 3): Review Draft RTOs, Actions, Methodologies, Projects, and Modelling Results	November 2021-January 2022
RTPC Policy Board Study Session: Identified Issues and Potential Refinements	January 2022
Additional Action Plan Components	November 2021-January 2022
RTPC TAC Meeting: Review Draft Refined Monitoring Procedures	November 2021-January 2022
RTPC Coordination Meetings	November-December 2021
Preparation and Adoption of Action Plan Update	January-June 2022
RTPC TAC Meeting: Review of Draft Action Plan	April-May 2022
RTPC Policy Board Meeting: Review of Public Draft Action Plan	May 2022
RTPC Policy Board Adoption Hearing: Review and Adopt Final Action Plan	June 2022
CCTA Board Confirmation Hearing: Confirm Final Action Plan	June 2022

Questions & Comments

1. Is this the right scope? Is there anything missing?
2. Are there any changes needed to your individual Action Plan scope based on unique factors in your RTPC?
3. Any changes to the schedule?



AGENDA ITEM 6.D



SWAT

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

DATE: August 2, 2021

TO: SWAT Committee

FROM: SWAT Technical Advisory Committee (TAC)
By: Lisa Bobadilla, SWAT Administrative Staff

SUBJECT: SWAT Selection to the Contra Costa Accessible Transportation Strategic Plan Task Force

BACKGROUND

On March 17, 2021, the Contra Costa Transportation Authority (Authority) Board adopted the Accessible Transportation Strategic Plan (ATSP) and directed staff to immediately begin implementing the recommendations and strategies identified in the ATSP; primarily the formation of a Task Force to carry out initial tasks.

In June 2021, the Authority Board extended the agreement term, budget, and scope for Nelson\Nygaard Consulting Associates to help the Authority continue moving implementation strategies forward. Both Contra Costa County and Authority staff have been developing recommendations for ensuring a Task Force Roster that provides the following:

1. Representation of stakeholders providing accessible transportation services.
2. Adequate knowledge and skills in delivering the specified tasks.
3. Representation for the diverse geographic and demographic needs of Contra Costa County.

SWAT staff is seeking representation of SWAT member on the Task Force.

The ATSP was overseen by a Technical Advisory Committee (TAC) and Policy Advisory Committee (PAC). The TAC was comprised of subject matter experts, they weighed in on the operational and public policy implications of service concepts under review by the study team.

The PAC was comprised of elected officials, and executive level staff from the public sector and private non-profit sector, and was charged with identifying policy barriers, communicating with stakeholders about the study, communicating with other elected or appointed Boards/Councils, and to review and prioritize recommended strategies.

The Final ATSP included numerous recommendations, including the recommendation to form a Task Force and identify the specific membership of the body. The Task Force will lead the implementation of the study recommendations and has the following three primary tasks identified in the ATSP:

1. Develop funding strategies.
2. Identify ATSP-recommended strategies that can be delegated to existing agencies or non-profit organizations that do not require a Coordinated Entity for short-term implementation.
3. Define and establish a dedicated countywide Coordinated Entity for implementation of countywide strategies.

The ATSP includes a recommendation that the Task Force be a modified version of the PAC. The following is the proposed Task Force composition with modifications to the original PAC as shown in *italics*:

- Alameda-Contra Costa Transit District
- Bay Area Rapid Transit
- Authority Board
- Contra Costa Board of Supervisors
- Contra Costa Health Services
- County Connection
- *Low-Income Community*
- Non-Governmental Agency (NGO)/Advocate/Senior
- NGO/Advocate/Disabled
- NGO/Advocate/Senior/Disabled
- *Paratransit User*
- *Regional Transportation Planning Committees (RTPCs)*
 - *Southwest Area Transportation Committee (SWAT)*

- *Central County Transportation Partnership and Cooperation (TRANSPAC)*
- *East County Transportation Planning Committee (TRANSPLAN)*
- *West Contra Costa Transportation Advisory Committee (WCCTAC)*
- Tri Delta Transit
- West Contra Costa Transit Authority

FISCAL ANALYSIS

Authority staff and the consultant team appeared before the Contra Costa County Measure X Community Advisory Board (MXCAB) on July 28, 2021 to request funding for the ATSP implementation. The MXCAB advises the Contra Costa County Board of Supervisors on the use of revenues from the Measure X half-cent sales tax that passed on November 3, 2020. Measure X is intended to fund emergency response (fire/medical), health care, safety net services, preventative care, affordable housing, and provide support for early childhood, youth, families, and senior services.

RECOMMENDATION

SWAT TAC recommends SWAT select a SWAT Committee member to the Contra Costa Accessible Transportation Strategic Plan (ATSP) Task Force.

NEXT STEPS

It is anticipated that appointments be completed by September with a first Task Force meeting taking place in either late September or early October. Authority staff will meet with new members prior to the first meeting to brief them on the background and status of the ATSP.

Staff Contact:

Lisa Bobadilla, SWAT Administrator
 Phone: (925) 973-2651
 Email: lbobadilla@sanramon.ca.gov
 Web: www.CCTA-SWAT.net

AGENDA ITEM 7

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

July 16, 2021

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

RE: Status Letter for TRANSPAC Meeting – July 8, 2021

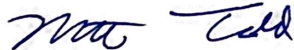
Dear Mr. Haile:

The TRANSPAC Committee met on July 8, 2021. The following is a summary of the meeting and action items:

1. Received a presentation on GoMentum Station.
2. Discussed priority topics and identified potential meeting dates for a joint meeting with TRANSPLAN.

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

July 29, 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 July 2021**


Dear Mr. Haile:

The Southwest Area Transportation Committee ("SWAT") met Monday, July 12, 2021. The following is a summary of the meeting and action items:

1. Approved the SWAT Administrative Services Memorandum of Understanding (MOU) with the City of San Ramon for SWAT Administrative Services, effective July 1, 2021 through June 30, 2022.
2. Received update on the Countywide Vision Zero Framework, by Authority staff, with follow-up to be provided at the next SWAT meeting.
3. Received presentation on the Contra Costa County Accessible Transportation Strategic Plan (ATSP), by Contra Costa County staff.
4. Approved Consultant Agreement for SWAT Website Design, Development and Maintenance Services with BlinkTag.

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

All the best,



Lisa Bobadilla
SWAT Administrator

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



CONTRA COSTA
transportation
authority

COMMISSIONERS

Teresa Gerringer,
Chair

Chris Kelley,
Vice Chair

Newell Americh

Tom Butt

Federal Glover

Loella Haskew

David Hudson

Karen Mitchoff

Sue Noack

Lamar Thorpe

Holland White

Timothy Haile,
Executive Director

MEMORANDUM

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

From: Timothy Haile, Executive Director

Date: July 23 2021

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

At its July 21, 2021 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

A. Quarterly Project Status Report (QPSR)

Recommendation: This was an informational item only; no staff recommendation at this time.

Action: The Authority Board received an informational report on the status of the current Measure projects.

B. Authorization to Execute the Coordinated Adaptive Ramp Metering (CARM) Integration Team Charter (Charter) with the California Department of Transportation (Caltrans)

Recommendation: Staff sought authorization for the Executive Director to execute the CARM Charter with Caltrans, and to allow the Executive Director or designee to make any non-substantive changes to the language.

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

Action: The Authority Board authorized the Executive Director to execute the CARM Charter with Caltrans, and allowed the Executive Director or designee to make any non-substantive changes to the language.

- C. Approval of Town of Moraga's Calendar Years (CY) 2018 and 2019 Measure J Growth Management Program (GMP) Compliance Checklist (Checklist)

Recommendation: Staff sought approval of the Town of Moraga's GMP Checklist and payment of \$340,765 in Fiscal Year (FY) 2019-20 Local Street Maintenance and Improvement funds, to the Town of Moraga, 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 Town of Moraga's GMP Checklist and payment of \$340,765 in Fiscal Year (FY) 2019-20 Local Street Maintenance and Improvement funds, to the Town of Moraga, with a second (off-year) payment of FY 2020-21 funds on the one-year anniversary of the first payment.

- D. Approval of City of Richmond's Calendar Years (CYs) 2018 and 2019 Measure J Growth Management Program (GMP) Compliance Checklist (Checklist)

Recommendation: Staff sought approval of the City of Richmond's GMP Checklist and payment of \$1,434,967 in Fiscal Year (FY) 2019-20 Local Street Maintenance and Improvement funds, to the City of Richmond, 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 Richmond's GMP Checklist and payment of \$1,434,967 in Fiscal Year (FY) 2019-20 Local Street Maintenance and Improvement funds, to the City of Richmond, with a second (off-year) payment of FY 2020-21 funds on the one-year anniversary of the first payment.

- E. Quarterly Project Status Report (QPSR) for Transportation for Livable Communities (TLC) and Pedestrian, Bicycle, and Trail Facilities (PBTF) Projects

Recommendation: This was an informational item only; no staff recommendation at this time.

Action: The Authority Board received an informational report on the status of the current Measure projects.

- F.** Approval of Fiscal Year (FY) 2021-22 Measure J and Transportation Fund for Clean Air (TFCA) Allocation: Commute Alternatives/511 Contra Costa (Program 17)

Recommendation: Staff sought Authority Board approval of Resolution 21-22-G, which will allocate TFCA and Measure J Program 17 funds for FY 2021-22 in the amount of \$2,582,549 and authorize the Executive Director to execute cooperative agreements with the City of San Ramon and the West Contra Costa Transportation Advisory Committee (WCCTAC) for Measure J funding.

Action: The Authority Board approved Resolution 21-22-G, which will allocate TFCA and Measure J Program 17 funds for FY 2021-22 in the amount of \$2,582,549, and authorized the Executive Director to execute cooperative agreements with the City of San Ramon and WCCTAC for Measure J funding.

- G.** Approval of Fiscal Year (FY) 2021-22 Measure J Allocation:

- 1.** Countywide Bus Services (Program 14)

Recommendation: Staff sought Authority Board approval of Resolution 21-19-G to allocate Measure J Program 14 funds for FY 2021-22 in the amount of \$5,099,004.

Action: The Authority Board approved Resolution 21-19-G to allocate Measure J Program 14 funds for FY 2021-22 in the amount of \$5,099,004.

- 2.** Countywide Transportation Services for Seniors and People with Disabilities (Program 15)

Recommendation: Staff sought Authority Board approval of Resolution 21-20-G to allocate Measure J Program 15 funds for FY 2021-22 in the amount of \$4,681,249, which includes a reconciliation amount of \$75,248 from FY 2019-20.

Action: The Authority Board approved Resolution 21-20-G to allocate Measure J Program 15 funds for FY 2021-22 in the amount of \$4,681,249, which includes a reconciliation amount of \$75,248 from FY 2019-20.

3. Countywide Express Bus (Program 16)

Recommendation: Staff sought Authority Board approval of Resolution 21-21-G to allocate Measure J Program 16 funds for FY 2021-22 in the amount of \$4,387,581.

Action: *The Authority Board approved Resolution 21-21-G to allocate Measure J Program 16 funds for FY 2021-22 in the amount of \$4,387,581.*

4. Sub-Regional Central County Additional Bus Service Enhancements (Program 19a)

Recommendation: Staff sought Authority Board approval of Resolution 21-23-G to allocate Measure J Program 19a funds for FY 2021-22 in the amount of \$1,276,000, which includes a reconciliation amount of \$100,000 from FY2019-20.

Action: *The Authority Board approved Resolution 21-23-G to allocate Measure J Program 19a funds for FY 2021-22 in the amount of \$1,276,000, which includes a reconciliation amount of \$100,000 from FY2019-20.*

5. Sub-Regional West County Additional Bus Services (Program 19b)

Recommendation: Staff sought Authority Board approval of Resolution 21-25-G to allocate Measure J Program 19b funds for FY 2021-22 in the amount of \$2,152,918, which includes a reconciliation amount of \$36,118 from FY 2019-20.

Action: *The Authority Board approved Resolution 21-25-G to allocate Measure J Program 19b funds for FY 2021-22 in the amount of \$2,152,918, which includes a reconciliation amount of \$36,118 from FY 2019-20.*

6. Sub-Regional Central County Additional Transportation Services for Seniors and People with Disabilities (Program 20a)

Recommendation: Staff sought Authority Board approval of Resolution 21-27-G to allocate Measure J Program 20a funds for FY 2021-22 in the amount of \$525,078 and authorization for the Chair to enter into cooperative agreements and amendments as necessary with agencies identified to receive funds listed in Resolution 21-27-G Exhibit 1.

Action: The Authority Board approved Resolution 21-27-G to allocate Measure J Program 20a funds for FY 2021-22 in the amount of \$525,078 and authorized the Chair to enter into cooperative agreements and amendments as necessary with agencies identified to receive funds listed in Resolution 21-27-G Exhibit 1.

7. Sub-Regional Southwest County Safe Transportation for Children – School Bus (Program 21c)

Recommendation: Staff sought Authority Board approval of Resolution 21-24-G, which will allocate \$3,309,114 in Measure J Program 21c funds for FY 2021-22, which includes a reconciliation amount of \$55,514 from FY 2019-20.

Action: The Authority Board approved Resolution 21-24-G, which will allocate \$3,309,114 in Measure J Program 21c funds for FY 2021-22, which includes a reconciliation amount of \$55,514 from FY 2019-20.

8. Sub-Regional West County Ferry Service (Program 22b)

Recommendation: Staff sought Authority Board approval of Resolution 21-31-G to allocate Measure J Program 22b funds for FY 2021-22 in the amount of \$3,651,300.

Action: The Authority Board approved Resolution 21-31-G to allocate Measure J Program 22b funds for FY 2021-22 in the amount of \$3,651,300.

9. Sub-Regional West County Transportation Needs (Program 28b) – Travel Training Program Support

Recommendation: Staff sought Authority Board approval of Resolution 21-32-G to allocate Measure J Program 28b funds for FY 2021-22 in the amount of \$48,000.

Action: The Authority Board approved Resolution 21-32-G to allocate Measure J Program 28b funds for FY 2021-22 in the amount of \$48,000.

H. Safe and Seamless Mobility Quick-Strike Program – Authorization to Program Additional Federal Funds

Recommendation: Staff sought approval to program \$1.605 million in One Bay Area Grant (OBAG) savings to the San Ramon Valley Boulevard (South) Slurry Seal and Striping project and the San Ramon Valley Boulevard (North) Improvements project, and \$350,000 to the Pedestrian and Bicycle Safety Improvements project at Appian Way and Marlesta Road.

Action: The Authority Board approved staff to program \$1.605 million in OBAG savings to the San Ramon Valley Boulevard (South) Slurry Seal and Striping project and the San Ramon Valley Boulevard (North) Improvements project, and \$350,000 to the Pedestrian and Bicycle Safety Improvements project at Appian Way and Marlesta Road.

I. Authorization to Execute Agreement No. 569 with StreetLight Data, Inc. (StreetLight) for a Countywide Multimode Regional License (Multi-Domain License) and Enter into a Memorandum of Understanding (MOU) with Cities/Town Participating in the Cost Share for the License

Recommendation: Staff sought authorization for the Chair to execute Agreement No. 569 with StreetLight, in an amount not-to-exceed \$502,500, for a Multi-Domain License, including Vehicle Miles Traveled (VMT) monitoring services with monthly updates and application support package services for 100 hours, and allow the Executive Director or designee to make any non-substantive changes to the language. Staff also sought authorization for the Chair to enter into an MOU with the eight cities/town participating in the Cost Share for the Countywide License and authorize the Executive Director or designee to negotiate the final scope and terms of the MOU prior to its execution by all parties, subject to Legal Counsel approval.

Action: The Authority Board authorized the Chair to execute Agreement No. 569 with StreetLight, in an amount not-to-exceed \$502,500, for a Multi-Domain License, including Vehicle Miles Traveled (VMT) monitoring services with monthly updates and application support package services for 100 hours, allowed the Executive Director or designee to make any non-substantive changes to the language, authorized the Chair to enter into an MOU with the eight cities/town participating in the Cost Share for the Countywide License, and authorized the Executive Director or designee to negotiate the final scope and terms of the MOU prior to its execution by all parties, subject to Legal Counsel approval.

J. Release of the Draft 2021 Congestion Management Program (CMP)

Recommendation: Staff sought approval to forward the Draft 2021 CMP to the Authority Board for release to the Regional Transportation Planning Committees (RTPCs) and other interested parties for review and comment.

Action: The Authority Board approved staff to forward the Draft 2021 CMP to the RTPCs and other interested parties for review and comment.

K. Update on the Implementation of the Contra Costa Accessible Transportation Strategic Plan (ATSP) and Selection of Authority Board Representation on the ATSP Task Force (TF)

Recommendation: Staff recommended that the Authority Board authorize the Chair to execute a letter requesting priority funding from Contra Costa County's Measure X Community Advisory Board, appoint one Authority Board Member to represent the Authority on the ATSP TF, and direct staff to engage the necessary agencies and organizations to fill the remaining seats.

Action: The Authority Board authorized the Chair to execute a letter requesting priority funding from Contra Costa County's Measure X Community Advisory Board, appointed Chair Teresa Gerringer to serve as the Authority Board Member to represent the Authority on the ATSP TF, and directed staff to engage the necessary agencies and organizations to fill the remaining seats.