



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING AGENDA

Monday, August 3, 2020

3:00 p.m.

Join Zoom Meeting

<https://cityofsanramon.zoom.us/j/3847747396>

Meeting ID: 384 774 7396

One tap mobile

+1 669 900 6833 - 3847747396# 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 3, 2020** to lbobadilla@sanramon.ca.gov. Please include "Public Comment 08/03/2020" 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 July 6, 2020

End of Consent Calendar

6. REGULAR AGENDA ITEMS

- 6.A Approve** 511 Contra Costa TDM FY 2020-2021 SWAT Transportation Demand Management Programs and Budget – by: Darlene Amaral, SWAT TDM Staff
(Attachment, Action Required)
- 6.B Discussion – Measure J Safe Transportation for Children Funding Category (SWAT) Lamorinda School Bus Program and TRAFFIX** – by: SWAT Members
(Information Only, No Action Required)
- 6.C Update – SWAT Records Retention** – by: Lisa Bobadilla, SWAT Administrator
(Information Only, No Action Required)

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

- Contra Costa Transportation Authority Meeting Summary – June 17, 2020
- WCCTAC Meeting Summary – June 26, 2020
- SWAT Meeting Summary – July 6, 2020
- Contra Costa Transportation Authority Meeting Summary – July 15, 2020

8. DISCUSSION: Next Agenda

9. ADJOURNMENT Monday, September 14, 2020 - 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

July 6, 2020 – 3:00 p.m.

Zoom Meeting

<https://cityofsanramon.zoom.us/j/3847747396>

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

Committee members absent: Teresa Gerringer (Vice Chair), City of Lafayette

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

Others present: Ruby Horta, County Connection; Ricki Wells, BART; Matt Kelly, CCTA; Linsey Willis, CCTA; Hisham Noeimi, CCTA; Tim Haile, CCTA; Julie Morgan, Fehr & Peers; Sal Akhter, Street Light Data; Jamar Stamps, Contra Costa County; Kristen Altbaum, Lafayette resident

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Andersen 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 4, 2020
 - 5.B **Approve** SWAT Administrative Services Memorandum of Understanding (MOU) with the City of San Ramon for FY 2020-2021
 - 5.C **Approve** appointment of Andrew Dillard, Town of Danville, to the CCTA Vision Zero Working Group
 - 5.D **Approve** appointment of Mike Moran, City of Lafayette, as the alternate staff member to the CCTA Technical Coordinating Committee (TCC)

ACTION: APPROVED – Stepper/Hudson/unanimous

6. REGULAR AGENDA ITEMS:

6.A Presentation – Proposed Interim Measures for COVID-19 impacts on Measure J Revenues

Hisham Noeimi, CCTA, presented this item. Mr. Noeimi provided an update on the proposed interim measures the Contra Costa Transportation Authority (CCTA) Board approved at the June 17, 2020 meeting.

Mr. Noeimi summarized Board action as follows:

- Suspend new Measure J appropriations to capital projects
- Retain all Measure J savings in reserve to soften the impact of revenue reductions
- Manage allocations per the Transportation Expenditure Plan for operating programs based on revised revenue estimates
- Delay programming next cycle of TLC and PBTF funding
- Increase frequency of reimbursement requests for State and Federal funds to help with cash flow.

Additional actions approved:

- Request Federal Highway Administration (FHWA) to waive and/or reduce the local match requirement
- Request pre-award costs be eligible for reimbursement
- Monitor opportunities to refinance issued bonds or obtain zero-interest loans to help with cash flow
- Identify grant opportunities to supplant Measure J funds programmed for projects and programs
- Advocate for Federal and State stimulus funding.

Mr. Noeimi stated that the Board also requested staff create an Allocation Plan and a Fund Exchange Plan. As a result, the next steps for CCTA staff, are as follows:

- Consult with local sponsors
- Temporarily suspend/reduce several contracts managed by Authority
- Prepare documents for upcoming Board meeting in September/October 2020, with an emphasis on:
 - Updated Funding Allocation Plan
 - Long Term Revenue Forecast
 - Fund Exchange Opportunities
 - Timeline for development of 2020 Strategic Plan

ACTION: Information item only – No action required.

6.B Receive Update on CCTA Growth Management Program (GMP) Task Force

Matt Kelly, CCTA and Julie Morgan, Fehr & Peers presented this item. Mr. Kelly provided SWAT with an update on changes to the GMP, which have been recommended by the GMP Task Force. Since October 2019, the Task Force has held seven meetings and has developed

a list of recommendations for consideration by CCTA. These changes are a result of new CEQA requirements included as part of SB 743, passed in 2013 and in effect beginning July 1, 2020. In summary, SB 743:

- Eliminates Level of Service (LOS) as a methodology to use when studying traffic impacts during CEQA phase of a development project; and
- Adds Vehicle Miles Traveled (VMT) as the preferred methodology when conducting review of significant impacts during the environmental phase of Study.

Julie Morgan from Fehr & Peers provided SWAT with an overview of CCTA VMT Policy.

- CCTA VMT Policy includes:
 - Definition of VMT Metrics, VMT Screening, VMT Significance, Mitigation Criteria, Mitigation of VMT Impacts and Continued Capacity and Operational Analysis mitigation.
- Jurisdictions will need to comply with the VMT policy to receive Return to Source funds.
- CCTA will revisit the Draft VMP Policy after two years, or sooner if requested by the Authority Board, to determine if adjustments are needed.

Next steps:

- RTPC review - June 2020
- CCTA Authority Review - July 2020
- Forthcoming documents:
 - Draft CCTA Technical Procedures
 - Substantial Evidence CEQA language
 - Draft CEQA VMT Analysis Procedures for local agency use

ACTION: Information item only – No action required.

6.C Presentation – Contra Costa Transportation Authority (CCTA) Development of Countywide Data Management Plan (CDMP)

Tim Haile, CCTA and Sal Akhter, Street Light Data presented this item. Mr. Haile provided SWAT with an update regarding the Authority's goals related to CDMP.

- Real-time trip planning
- Optimize the transportation system
- Improved transportation planning
- Improved cost efficiency and data quality
- Performance based decisions
- Data driven mobility
- Increased access and utility

The Authority distributed a survey to all 19 cities and Contra Costa County to gather information on what are their transportation data needs. Survey results indicated the following needs:

- Transportation related data from commercial vendors, such as Streetlight, AirSage, Inrix, Strava and others
- Annual traffic counts
- Origin-destination studies

- Traffic, bicycle and pedestrian data counts
- Speed surveys
- Access to transportation data related to:
 - Annual Average Daily Traffic
 - Intersection turning movements
 - Origin-destination
 - Bike counts
 - Freight activity
- Agency needs for other types of data that would be useful but not currently utilized due to cost, lack of staff resources, etc.

Sal Akhter from StreetLight Data provided SWAT with information and innovative tools for Contra Costa County. StreetLight collects and processes location data, such as trip origins-destinations, routes, volume, speed, travel times, distance and purpose, from tens of millions of mobile devices across the US.

Mr. Akhter shared a proposed subscription cost for the StreetLight Data service for Contra Costa County.

Mr. Haile will continue to work with local agencies to determine if agencies are interested in subscribing to the Data.

Kristen Altbaum, Lafayette resident expressed her interest and desire that CCTA partner with StreetLight Data.

ACTION: Information item only – No action required.

6.D Presentation – Public Scoping Session for I-680 NB HOV Lane Project

Linsey Willis, CCTA presented this item. Ms. Willis provided SWAT with an update on the Bay Area Express Lanes Project and I-680 Express Lane Project Update in Contra Costa County.

- Express lanes are expanding in the Bay Area. Ultimately, there will be 200+ miles open by 2022
- I-680 Express Lanes
 - Aug 2020 – Martinez – Walnut Creek southbound HOV-2 lane opens
 - Marina Vista to Rudgear
 - Connects to existing northbound & southbound Rudgear – Alcosta Express Lane
 - Continuous 25-mile southbound lane – Marina Vista to Alcosta
 - Hours of Operation: 5 A.M. – 8 P.M.
 - Summer 2020 – BAIFA Toll Ordinance Amendments
 - Sept 2020 – Clean Air Vehicle half-price tolling starts on existing express lanes
 - Early 2021 – Tolling begins Martinez – Walnut Creek southbound
- Outreach to communities, include:
 - Social Media
 - On-corridor portable changeable message signs
 - Media information/Press Release
 - Stakeholder information

- 511 Website
- CCTA Website
- Public Scoping Session on-line until July 29, 2020.

ACTION: Information item only – No action required.

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

- SWAT Meeting Summary – May 4, 2020
- Correspondence-Emails to Lafayette City Council, Planning and Circulation Commissions – Response to The Terraces project – May 6, 2020 & May 18, 2020
- TRANSPLAN Meeting Summary – May 14, 2020
- Contra Costa Transportation Authority Meeting Summary – May 20, 2020
- WCCTAC Meeting Summary – May 22, 2020
- City of San Ramon – Notice of Availability for the City Walk Master Plan Draft EIR Report and Notice of Public Hearing on June 16, 2020 to Solicit Comments
- Contra Costa Transportation Authority Accessible Transportation Strategic (ATS) Plan

ACTION: Informational Items Only – No action required

8. DISCUSSION: Next Agenda

9. ADJOURNMENT: to Monday, August 3, 2020 at 3:00 p.m.– Zoom Teleconference

ACTION: Meeting adjourned by Chair Andersen at 4:48 p.m.

Staff Contact:

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AGENDA ITEM 6.A



SWAT

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

DATE: August 3, 2020

TO: Southwest Area Transportation Committee (SWAT)

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

SUBJECT: 511 Contra Costa FY 2020-21 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 2020-21 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.

FISCAL ANALYSIS

For FY 2020-2021, 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 Regional Transportation Planning Committees (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 2020-2021 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 as well.

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.

Due to the Coronavirus Pandemic (COVID-19), TDM activities are expected to be lower in fiscal year 2020-2021. Hence, the objective is to maintain a base-level of TDM funding for the countywide incentive programs; however, given the rapidly changing environment, 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.

Therefore, given the evolving changes taking place related to commute patterns, distance learning for school sites, and a significant increase in telecommuting, the 511 Contra Costa TDM staff will provide a review of the TDM budget at mid-year (January 2021). In the meantime, the proposed budget reflects 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 throughout the 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.
- Electric Bicycle (e-bikes) Rebate Program – To reduce greenhouse gas emissions and local traffic congestion by replacing vehicle miles traveled with bicycle miles traveled. The concept is that Contra Costa residents would apply for a cash rebate after purchasing a new e-bike, e-bike conversion kit, or electric moped. This program is in its infancy and 511 Contra Costa are currently developing marketing concepts.
- Countywide Student Transit Program
 - Work with the 511 Contra Costa group on a new Countywide Student Program, "Pass2Class". Pass2Class will provide students with free transit rides for one month (this program will be implemented when school resumes).
- Countywide vanpool passenger and driver incentive program
- 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: 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: Summer Bike Challenge, Summer Youth Pass, Discover & Go Program, and Bike Valet Parking at events.
- 511 Contra Costa website - Create a new format for incentive programs, for example:
 - New page for Work-from-Home (WFH) to provide employers with sample WFH policies and helpful toolkits.

With respect to the school bus programs (Lamorinda and TRAFFIX), the funding allocated for FY 2020-2021 for the Lamorinda School Bus Program will not be used for school bus operations, rather it will be applied to the program reserves. For TRAFFIX, the funding will be applied to maintain school bus operations and implementation of service when school bus service resumes.

The Program funds are available July 1, 2020. 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 2020-2021 is as follows:

FY 2020-2021	Amounts	FY 2019-2020
TFCA	\$339,099	\$324,761
Measure J	\$151,500	\$172,895
Total Program Revenues:	\$490,599	\$497,656

STEPS FOLLOWING APPROVAL

1. Forward 511 Contra Costa FY 2020-2021 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 2020-2021.

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5. Provide SWAT with a status update on programs and/or proposed changes - January 2021.

ATTACHMENT

- A. FY 2020-21 SWAT TDM program expenditure plan and budget

511 CONTRA COSTA - SWAT SUBREGION
SUMMARY OF PROGRAMS & PROJECTS

FY 2020-2021

	SW Emissions/Trip Reduction (TFCA)	Measure J	Proposed Budget FY 2020-21	Approved FY 2019-20
Programs & Projects	21CCXX	21SRMJ20	TOTAL	TOTAL
Personnel	\$ 118,475	\$ 36,400	\$ 154,875	\$ 138,319
Professional Services				
<i>TRAFFIX Program</i>	\$ 69,031	\$ 20,969	\$ 90,000	\$ 75,000
<i>Lamorinda School Bus Program</i>	\$ 15,000	\$ 75,000	\$ 90,000	\$ 90,000
<i>Bike East Bay Bike Classes & Services</i>		\$ -	\$ -	\$ 3,126
Total Professional Services	\$ 84,031	\$ 95,969	\$ 180,000	\$ 168,126
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 Promotion</i>				
<i>Bicycle and EV Infrastructure</i>				
<i>Micromobility Coordination</i>				
Total TDM Program and Incentives	\$ 136,093	\$ 12,131	\$ 148,224	\$ 183,711
Travel & Training				
<i>TDM Administrative Oversight (mileage reimbursement & cost of training)</i>	\$ -	\$ 4,500	\$ 4,500	\$ 4,500
<i>Program-related services(chamber dues, membership renewals, etc.)</i>	\$ -	\$ 2,000	\$ 2,000	\$ 2,000
Total Travel/Training	\$ -	\$ 6,500	\$ 6,500	\$ 6,500
Office Expenses & Supplies				
<i>Postage</i>	\$ 500	\$ -	\$ 500	\$ 500
<i>Office Supplies</i>		\$ 500	\$ 500	\$ 500
Total Office Expenses & Supplies	\$ 500	\$ 500	\$ 1,000	\$ 1,000
Total Program Expenditures:	\$ 339,099	\$ 151,500	\$ 490,599	\$ 497,656

REVENUES FY20-21	Amounts	FY19-20	Difference
TFCA Funds	\$ 339,099	\$ 324,761	\$ 14,338
Measure J Funds	\$ 151,500	\$ 172,895	\$ (21,395)
CMAQ Funds	\$ -	\$ -	
Total Program Revenues:	\$ 490,599	\$ 497,656	\$ (7,057)

Notes:

Additional funding for Personnel cost due to expanded outreach and marketing efforts to SWAT employers, schools and communities once the COVID-19 Shelter in Place is lifted. Personnel is staff time only (office space, furniture, phone, cell phone, paper, and computer are not charged to program).

Green Commute Promotion - Decrease SOV and encourage alternative modes of transportation through incentives, commute challenges and on-site employer and community events. 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 - Provide incentives for participating worksites and jurisdictions in the form of bicycle racks, corrals, lockers, fix it stations equipment, and EV charging stations at locations available to the public.

Micromobility Coordination - Develop a strategy to coordinate micromobility (shared bikes, e-bikes, e-scooters, and docked bikes) planning and implementations around SWAT Region, in close partnership with cities, county, and CCTA.

AGENDA ITEM 7



COMMISSIONERS

Julie Pierce,
Chair

Teresa Gerringer,
Vice Chair

Newell Americh

Tom Butt

Federal Glover

Loella Haskew

David Hudson

Chris Kelley

Karen Mitchoff


Kevin Romick

Robert Taylor

Randell H. Iwasaki,
Executive Director

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MEMORANDUM

To: Matt Todd, TRANSPAC
Lisa Bobadilla, SWAT
Colin Piethe, TRANSPLAN
Cedric Novenario, TVTC
John Nemeth, WCCTAC
Mike Moran, LPMC 

From: Randell H. Iwasaki, Executive Director

Date: June 26, 2020

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

At its June 17, 2020 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

- 1. Approval to Adopt the Amended Conflict of Interest (COI) Code of the Contra Costa Transportation Authority.** Staff sought approval of Resolution 20-21-A to adopt the Authority's COI Code and direct that such COI Code be submitted to the Contra Costa County Board of Supervisors (CCCBOS) as the Authority's code-reviewing body (Government Code Section (§) 82011) requesting approval of the COI Code as required under Government Code § 8730. *The Authority Board approved Resolution 20-21-A, which adopted the Authority's COI Code and directed that such COI Code be submitted to the CCCBOS as the Authority's code-reviewing body (Government Code Section (§) 82011) requesting approval of the COI Code as required under Government Code § 8730. The COI Code was submitted by Authority staff to the CCCBOS for final approval.*
- 2. Senate Bill 1 (SB1) – Local Partnership Program (LPP).** Staff sought approval of Resolution 20-25-P to authorize staff to nominate the Automated Driving System (ADS) Demonstration program for the Authority's LPP third cycle formulaic share in the amount of \$6.546 million. *The Authority Board approved Resolution 20-25-*

P, which authorized staff to nominate the ADS Demonstration program for the Authority's LPP third cycle formulaic share in the amount of \$6.546 million.

3. **Execute Funding Agreement No. 21-CC with the Bay Area Air Quality Management District (BAAQMD) for Work to be Performed Using the Transportation Fund for Clean Air (TFCA) County Program Manager Funds for Fiscal Year (FY) 2020-21.** Staff sought authorization for the Executive Director to execute Agreement No. 21-CC with the BAAQMD in the amount of \$1,783,589 for transportation demand management (TDM) projects implemented by 511 Contra Costa, and to allow the Executive Director to make any non-substantive changes to the language. *The Authority Board authorized the Executive Director to execute Funding Agreement No. 21-CC with the BAAQMD in the amount of \$1,783,589 for TDM projects implemented by 511 Contra Costa, and to allow the Executive Director to make any non-substantive changes to the language.*
4. **Fiscal Year (FY) 2020-21 Proposed Budget for the Authority and Congestion Management Agency (CMA).** Staff sought approval of Resolution 20-17-A, which will adopt the Authority's FY 2020-21 budget following a public hearing. *Following a public hearing, the Authority Board approved Resolution 20-17-A to adopt the Authority's FY 2020-21 budget for the Authority and CMA.*
5. **Framework and Principles for Draft Allocation Plan.** Staff sought approval to temporarily reduce and/or suspend contracts managed by the Authority. In addition, staff also sought input on the proposed principles to guide the development of the Allocation Plan. *The Authority Board approved staff's recommendation to temporarily reduce and/or suspend contracts managed by the Authority as identified in Attachment A. A Memorandum from Authority staff to the local jurisdictions' City Engineers/Public Works Directors is also attached as Attachment B regarding the Suspension of Appropriation of Future Measure J Funds Due to COVID-19 and includes the List of Impacted Projects, as well as the staff report that went to the Authority Board. Staff anticipates presenting the Allocation Plan to the Authority Board for approval in September 2020.*

Measure J Funded Authority Projects Subject to Suspend/Reduce

Project	Contract No.	Consultant/Vendor	Contract Amount	Recommended Action
State Route 4 Operational Improvement Project (6006)				
	CT499	Mark Thomas	\$1,603,529	Suspend
East County Infrastructure Investment Study (28007)				
	CT500	HDR	\$400,000	Suspend
Innovate 680 - Strategic Development (8009.01)				
	CT535	AMG	\$850,000	Reduce
	CT536	GPA	\$750,000	Reduce
	CT530	WSP	\$5,000,000	Reduce
Innovate 680 - Express Lane Completion (8009.02)				
	CT500	HDR	\$250,000	Suspend
Innovate 680 - Part Time Transit Lane (8009.03)				
	CT517	KHA	\$2,300,000	Reduce
Administration/Project Management				
	CT526	AMG	\$18,060,487	Reduce



Date: June 24, 2020

From: Timothy Haile, Deputy Executive Director, Projects

To: City Engineers/Public Works Directors

Subject: Suspension of Appropriation of Future Measure J Funds Due to COVID-19

On May 20, 2020, the Authority Board temporarily suspended new appropriations of Measure J funds to capital projects. This action was necessitated by COVID-19 potential negative long-term impact on sales tax revenues. The suspension affects many projects programmed in the *2019 Measure J Strategic Plan* and/or included in the programming documents for the Transportation for Livable Communities or Pedestrian, Bicycle and Trails Facilities programs (Programs 12 and 13), as shown in the attached list.

At the same meeting, the Authority Board directed staff to develop an "Allocation Plan" that will prioritize future appropriations of Measure J funds to impacted projects. The Allocation Plan will be developed based on principles that were approved by the Authority Board on June 17, 2020. The principles prioritize shovel-ready projects that leverage state/federal funds, as outlined in the attached staff report.

Authority staff is currently in the process of gathering up-to-date project status information from project sponsors to help develop the Allocation Plan. An initial draft of the prioritization of projects to be included in the Allocation Plan is scheduled to be presented to the Authority's Technical Coordinating Committee on August 20, 2020. The final prioritization of projects to be included in the Allocation Plan will be presented to the Authority Board in September 2020. The final Allocation Plan will be presented to the Authority Board after a long range-revenue forecast has been prepared and approved by the Authority Board. The Allocation Plan will serve as the Authority's priority for future funding from Measure J funds and other fund sources such as federal stimulus funds.

Project sponsors have the option to advance their projects if they wish to proceed at-risk using local funds. Sponsors would have to request Authority Board approval of a letter of no prejudice (LONP) prior to proceeding. If approved, the Authority would commit, by resolution, to reimburse for incurred costs with Measure J funds at a future date consistent with the approved project scope in the Strategic Plan and/or other programming documents. If the long-term revenue forecast does not support the future Measure J appropriation to the project, the project sponsor will not be reimbursed for incurred costs. Peer reviews of design plans are still required for projects with approved LONPs unless the project is exempt based on the Authority's Local Agency Coordination Guide.

Thank you for your understanding and cooperation. We kindly request your assistance in providing the requested information for your project(s) by July 3, 2020. Please do not hesitate to contact Jack Hall at (925) 256-4743 or Stephanie Hu at (925) 256-4740 if you have any questions.

Attachments: List of Impacted Projects; Allocation Plan Framework and Principles

List of Impacted Projects

Measure J Funded Projects Subject to Allocation Plan

ATTACHMENT A

(\$ x 1,000)

Index	Authority Grant No.	Sponsor	Project Title	Measure J (UnAppropriated) Balance	Programmed State/Federal (UnAllocated) Funds	Total Cost
1	100026	BART	Hercules Transit Center	\$ 200		\$ 275
2	100033/13022	BART/Lafayette	Lafayette Town Center Pathway and BART Bike Station	\$ 1,675		\$ 2,749
3	100018	BART	Walnut Creek BART TOD Access Improvements	\$ 2,000	\$ 5,300	\$ 11,050
4	24024	CC County	Danville Blvd/Orchard Court Complete Streets	\$ 910	\$ 2,233	\$ 4,208
5	120055	CC County	Fred Jackson Way First Mile/Last Mile Connection Project	\$ 244	\$ 3,137	\$ 4,693
6	24023	CC County	Norris Canyon Rd Safety Improvements	\$ 763		\$ 1,889
7	24003	CC County	Pacheco Blvd Widening	\$ 6,617		\$ 33,900
8	24032	Clayton	Clayton Major Streets Improvements	\$ 400		\$ 429
9	120040	Clayton	Clayton Town Center Pedestrian Safety Improvements	\$ 252		\$ 252
10	120049	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	\$ 1,846		\$ 2,817
11	120050	Concord	Willow Pass Road Repaving/Safe Routes to Transit Improvements	\$ 715	\$ 5,410	\$ 7,670
12	24034	Danville	Camino Ramon Improvements	\$ 696	\$ 1,357	\$ 5,413
13	24035	Danville	Diablo Road Trail	\$ 1,211		\$ 2,165
14	24033	Danville	San Ramon Valley Blvd (North) and Danville Blvd Improvements	\$ 1,336		\$ 1,336
15	24019	Danville	San Ramon Valley Blvd Lane Additions and Overlay (South)	\$ 987		\$ 1,032
16	120052	Danville	Sycamore Valley Park & Ride Expansion	\$ 1,500		\$ 2,036
17	120061	El Cerrito	El Cerrito del Norte TOD Complete Streets Improvement	\$ 2,312	\$ 4,840	\$ 8,733
18	120036	Hercules	Willow Avenue/Palm Avenue Pedestrian Improvements	\$ 1,058		\$ 1,196
19	24016	Moraga	Canyon Road Bridge Replacement	\$ 362		\$ 4,915
20	24014	Moraga	St. Mary's Road–Rheem Boulevard and Bollinger Canyon Road Roundabouts	\$ 27		\$ 6,983
21	120060	Orinda	Camino Pablo Bicycle Route Corridor Improvements	\$ 400		\$ 550
22	120033	Pinole	High Intensity Activated Crosswalk Beacon (HAWK)	\$ 120		\$ 125
23	130021	Pittsburg	BART Pedestrian Bicycle Connectivity Project	\$ 600	\$ 3,870	\$ 4,520
24	24025	Pittsburg	James Donlon Extension	\$ 6,709		\$ 95,610
25	120054/130026	Pleasant Hill	Contra Costa Boulevard Improvement Project (Viking Drive to Harriett Drive)	\$ 4,792		\$ 5,375
26	120059/250002	Richmond	13th Street Complete Streets	\$ 2,821		\$ 3,852
27	7003	Richmond	I-80/Central Avenue - Phase 2	\$ 1,442	\$ 7,773	\$ 14,593
28	120062	Richmond	Lincoln Elementary SRTS Pedestrian Enhancements	\$ 63		\$ 433
29	130027	San Pablo	Rumrill Boulevard Complete Streets (Phase II)	\$ 1,000	\$ 7,510	\$ 19,023
30	24037	Walnut Creek	Traffic Operations Center Communications Upgrade	\$ 239		\$ 734
31	120046	Walnut Creek	Walker Avenue Sidewalk Improvements	\$ 98		\$ 125
32	120034	Walnut Creek/CCCTA	Walnut Creek Bus Stop Access and Safety Improvements	\$ 852		\$ 1,022
Totals				\$ 44,247	\$ 41,430	\$ 249,703
Notes:						

Authority Board **STAFF REPORT**

Meeting Date: June 17, 2020

Subject	Framework and Principles for Draft Allocation Plan
Summary of Issues	<p>Due to the projected declining sales tax revenue caused by COVID-19, the Authority Board approved Resolution 20-09-P temporarily suspending new appropriations of Measure J funds to capital projects. The suspension impacts projects included in the <i>2019 Measure J Strategic Plan</i> and/or the programming documents for the Transportation for Livable Communities (TLC)/Pedestrian, Bicycle and Trails Facilities (PBTF) programs. In addition, the Authority Board authorized staff to develop an Allocation Plan to guide future Measure J appropriations to capital projects once a long-range revenue forecast is developed. Staff has developed the framework and principles for the development of the Allocation Plan. In addition, a list of Authority-managed contracts has been identified for contract reduction or suspension.</p>
Recommendations	<p>Staff seeks approval to temporarily reduce and/or suspend contracts managed by the Authority identified in Attachment A. In addition, staff seeks input on the proposed principles to guide the development of the Allocation Plan.</p>
Financial Implications	<p>Due to COVID-19, projected sales tax revenue is expected to decline by approximately 14% in Fiscal Year (FY) 2019-20 and another 5% in FY 2020-21, compared to original budgeted amounts.</p>
Options	<p>The Authority could provide other direction.</p>
Attachments	<p>A. List of contracts managed by the Authority proposed to be suspended and/or reduced.</p> <p>B. List of Locally Sponsored Projects Subject to the Allocation Plan</p>
Changes from Committee	<p>N/A</p>

Background

Due to projected declining sales tax revenue caused by COVID-19, at the May 2020 Authority Board meeting, the Authority Board approved Resolution 20-09-P, which temporarily suspends new appropriations of Measure J funds for capital projects. The suspension impacts projects included in the *2019 Measure J Strategic Plan* and/or programming documents for the TLC/PBTF programs (Program 12 and 13, respectively). In addition, the Authority Board authorized staff to develop an Allocation Plan to guide future Measure J appropriations to capital projects once a long-range revenue forecast is developed and approved by the Authority Board.

Per the Authority Board's direction on May 20, 2020, staff has developed the framework and principles for the preparation of the Allocation Plan. The long-range forecast will determine whether the Authority will be able to make future Measure J appropriations for capital projects based on the Allocation Plan. It will also determine whether COVID-19 will impact future allocations to Measure J programs.

Allocation Plan Principles and Framework

The Allocation Plan will prioritize future appropriations of Measure J funds to capital projects based on a detailed assessment of each project status, funding, percent complete, and schedule. Staff has developed the following principles to guide the development of the Allocation Plan. These principles were presented to the Authority's Technical Coordinating Committee (TCC) on May 21, 2020 and the Citizen Advisory Committee on May 27, 2020.

Proposed Principles to Prioritize Measure J Projects in the Allocation Plan

The following four principles were developed around three primary objectives: timely use of funds, leveraging, and readiness/deliverability. Projects that meet one or more of the principles below will receive higher priority for Measure J appropriations in the future if the updated long-range Measure J forecast supports it.

- a. Projects that will leverage State or Federal funds that may be lost due to timely use of fund requirements.
- b. Projects where Measure J funds are required to match State/Federal funds.
- c. Projects that are shovel ready and can start construction before July 2021.
- d. Projects that are a component of larger projects where the larger project would be at risk if Measure J funds are not allocated.

Authority-Sponsored Projects

Based on a screening of existing contracts managed by the Authority, staff is recommending the temporary suspension and/or reduction of contracts identified in Attachment A. The list was developed based on examination of contract status, fund sources, and ability to compete for other fund sources such as Senate Bill 1. Higher priority was placed on projects/contracts that leverage other funding sources, such as Federal and State funding and require Measure J to meet matching fund requirements. In addition, deadlines to use secured funds were considered in developing the recommendations.

Due to limited available Measure J funding, the Authority will primarily rely on other revenues from Federal, State, and regional fund sources to advance these projects in the future. Priority will be given to projects that are expected to compete well and can meet the match requirements.

To provide required matching funds, staff is working on developing a fund exchange program that may involve reprogramming of State Transportation Improvement Program (STIP) funds or entering into loan agreements with other entities. Staff will seek authorization from the Authority Board for any fund exchange agreements prior to proceeding.

Locally Sponsored Projects

Staff has reviewed locally sponsored projects included in the *2019 Measure J Strategic Plan* and/or the TLC/PBTF programming documents that are expected to seek Measure J appropriations in the future (See Attachment B). These projects will be subject to the Allocation Plan and will be prioritized based on the principles highlighted above. Staff is in the process of contacting local jurisdictions to determine how each project meets these principles. Although exceptions can be made on a case by case basis to prevent loss of other fund sources, the Authority is not expected to make any new Measure J appropriations until the Allocation Plan is developed and the new long-term revenue forecast is approved.

Projects that can be federalized and are good candidates for potential future stimulus funding will be identified in the process to determine if Measure J funds can be replaced by other future funds programmed by the Authority. Authority staff will coordinate with local jurisdictions to identify opportunities where the Authority can support the delivery of future capital projects to potentially reduce costs.

Should the long-range revenue forecast not support any future appropriation of Measure J funds for capital projects, staff will recommend using the Allocation Plan as its priority list to fund the projects using other future fund sources programmed by the Authority.

Consistent with Policy 15 in the *2019 Measure J Strategic Plan*, project sponsors have the option to advance their projects at risk with their own local funds. Sponsors would have to request Authority Board approval prior to proceeding. If approved, the Authority would commit, by resolution, to reimburse the local jurisdiction at a future date consistent with project programming in future strategic plans and other applicable policies (e.g. completion of peer reviews, etc.). If the long-term revenue forecast does not support future Measure J appropriations to the project, the project sponsor will not be reimbursed for their costs.

Measure J Programs

Consistent with Resolution 20-09-P, future programming of next cycles for the TLC/PBTF programs will continue to be suspended until the new revenue forecast is developed and the next strategic plan has been adopted.

The impact of COVID-19 on Measure J allocations to other Measure J programs in the Expenditure Plan will be determined after a new long-range revenue forecast is developed. The development of the Allocation Plan will help minimize impacts to these programs. Staff will continue to identify any opportunities to leverage any grant funds to replace Measure J funding on any of the Measure J programs in the near future.

Schedule

Staff anticipates bringing back the Allocation Plan to the Authority Board in September 2020. The schedule allows time to coordinate with local jurisdictions and the TCC. It also allows for gathering more data to develop a more reliable long-term revenue forecast.

El Cerrito

Hercules

June 29, 2020

Pinole

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

RE: June 2020 WCCTAC Board Meeting Summary

Richmond

Dear Randy:

The WCCTAC Board, at its meeting on June 26, 2020 took the following actions that may be of interest to CCTA:

San Pablo

1. Approved the WCCTAC Fiscal Year 2021 Work Program, Budget, and Dues for review by the member agencies.
2. Approved FY 20-21 Measure J 19b allocations for WestCAT and AC Transit.

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

Sincerely,



John Nemeth
Executive Director

AC Transit

cc: Tarienne Grover, CCTA; John Cunningham, TRANSPAC; Colin Piethe, TRANSPLAN; Lisa Bobadilla, SWAT; Matt Todd, CCTA

BART

WestCAT



SWAT

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

July 9, 2020

Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: **SWAT Meeting Summary Report for July 2020**

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met Monday, July 6, 2020. 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 FY 2020-2021.
2. Approved appointment of Andrew Dillard, Town of Danville, to the CCTA Vision Zero Working Group.
3. Approved appointment of Mike Moran, City of Lafayette, as the alternate staff member to the CCTA Technical Coordinating Committee (TCC).
4. Received Presentation on Proposed Interim Measures for COVID-19 impacts on Measure J Revenues.
5. Received update on Contra Costa Transportation Authority (CCTA) Growth Management Program (GMP) Task Force.
6. Received presentation on Development of Countywide Data Management Plan for CCTA.
7. Received status update on the Public Scoping Session for I-680 NB HOV Lane Project.

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

All the best,

A handwritten signature in black ink, appearing to read 'Lisa', with a stylized flourish at the end.

Lisa Bobadilla
SWAT Administrator

Cc: SWAT; SWAT TAC; Hisham Noeimi, CCTA; Matt Kelly, CCTA, Matt Todd, TRANSPAC;
John Nemeth, WCCTAC; Colin Piethe, TRANSPLAN



COMMISSIONERS

Julie Pierce,
Chair

Teresa Gerringer,
Vice Chair

Newell Americh

Tom Butt

Federal Glover

Loella Haskew

David Hudson


Chris Kelley

Karen Mitchoff

Kevin Romick

Robert Taylor

MEMORANDUM

To: Matt Todd, TRANSPAC
Lisa Bobadilla, SWAT
Colin Piethe, TRANSPLAN
Cedric Novenario, TVTC
John Nemeth, WCCTAC
Mike Moran, LPMC 

From: Randell H. Iwasaki, Executive Director

Date: July 23, 2020

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

Randell H. Iwasaki,
Executive Director

At its July 15, 2020 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

1. **Quarterly Project Status Report (QPSR).** This report outlined the status of current Measure projects and listed all completed projects. *The Authority Board received an informational report on the status of the current Measure projects.*
2. **State Route 4 (SR4) Mokelumne Bike Trail/Pedestrian Overcrossing (POC) (Project 5002b) – Authorization to Execute Joint Exercise of Powers Agreement (JEPA) No. 05E.15 with the State Route 4 Bypass Authority (SR4BA), East Contra Costa Regional Fee and Financing Authority (ECCRFFA), and City of Brentwood (City) for Project Roles and Responsibilities.** Staff sought authorization for the Chair to execute JEPA No. 05E.15 with the SR4BA, ECCRFFA, and City for project roles and responsibilities, and allow the Executive Director or designee to make any non- substantive changes to the language. *The Authority Board*

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approved authorization for the Chair to execute JEPA No. 05E.15 with the SR4BA, ECCRFFA, and the City for project roles and responsibilities, and allow the Executive Director or designee to make any non-substantive changes to the language.

3. **Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the Countywide Bus Services Program (Program 14).** Staff sought Authority Board approval of Resolution 20-10-G to allocate Measure J Program 14 funds for the first six months of FY 2020-21 in the amount of \$2,177,516. *The Authority Board approved Resolution 20-10-G to allocate Measure J Program 14 funds for the first six months of FY 2020-21 in the amount of \$2,177,516.*
4. **Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the Countywide Transportation for Seniors and People with Disabilities Program (Program 15).** Staff sought Authority Board approval of Resolution 20-11-G to allocate Measure J Program 15 funds for the first six months of FY 2020-21 in the amount of \$1,999,653. *The Authority Board approved Resolution 20-11-G to allocate Measure J Program 15 funds for the first six months of FY 2020-21 in the amount of \$1,999,653.*
5. **Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the Countywide Express Bus Program (Program 16).** Staff sought Authority Board approval of Resolution 20-12-G to allocate Measure J Program 16 funds for the first six months of FY 2020-21 in the amount of \$1,858,736. *The Authority Board approved Resolution 20-12-G to allocate Measure J Program 16 funds for the first six months of FY 2020-21 in the amount of \$1,858,736.*
6. **Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the Sub-Regional Southwest County Safe Transportation for Children: School Bus Program (Program 21c).** Staff sought Authority Board approval of Resolution 20-16-G to allocate Measure J Sub-Regional Southwest County Safe Transportation for Children: School Bus Program funds for FY 2020-21 in the amount of \$1,451,119. *The Authority Board approved*

Resolution 20-16-G to allocate Measure J Sub-Regional Southwest County Safe Transportation for Children: School Bus Program funds for FY 2020-21 in the amount of \$1,451,119.

- 7. Approval of Fiscal Year (FY) 2020-21 Transportation Demand Management (TDM) Program Funding – Measure J Commute Alternatives Program Allocation (Program 17) and Transportation Fund for Clean Air (TFCA).** Staff sought Authority Board approval of Resolution 20-13-G to allocate TFCA and Measure J Program 17 funds for FY 2020-21 in the amount of \$2,533,589, as well as authorize the Authority’s Executive Director to execute Cooperative Agreements with the City of San Ramon and the West Contra Costa Transportation Advisory Committee (WCCTAC) for the Measure J funding approved under Resolution 20-13-G. *The Authority Board approved Resolution 20-13-G to allocate TFCA and Measure J Program 17 funds for FY 2020-21 in the amount of \$2,533,589, as well as authorize the Authority’s Executive Director to execute Cooperative Agreements with the City of San Ramon and WCCTAC for the Measure J funding approved under Resolution 20-13-G.*
- 8. Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the Central County Additional Bus Service Enhancements Program (Sub-Regional Program 19a).** Staff sought Authority Board approval of Resolution 20-14-G to allocate Program 19a funds for the first six months of FY 2020-21 in the amount of \$544,000. *The Authority Board approved Resolution 20-14-G to allocate Program 19a funds for the first six months of FY 2020-21 in the amount of \$544,000.*
- 9. Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the West County Additional Bus Service Enhancements Program (Sub-Regional Program 19b).** Staff sought Authority Board approval of Resolution 20-18-G to allocate Measure J Program 19b funds for FY 2020-21 in the amount of \$944,102. *The Authority Board approved Resolution 20-18-G to allocate Measure J Program 19b funds for FY 2020-21 in the amount of \$944,102.*

10. **Quarterly Project Status Report (QPSR) for Transportation for Livable Communities (TLC) and Pedestrian, Bicycle, and Trail Facilities (PBTF) Projects.** This report outlined the status of current Measure projects and listed all completed projects. *The Authority Board received an informational report on the status of the current Measure projects.*
11. **Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the West County Ferry Service Program (Sub-Regional Program 22b) to the Water Emergency Transportation Authority (WETA) for Richmond – San Francisco Ferry Service.** Staff sought Authority Board approval of Resolution 20-20-G to allocate Measure J Program 22b funds for FY 2020-21 in the amount of \$3,588,500 to the WETA for Richmond to San Francisco Ferry Service. *The Authority Board approved Resolution 20-20-G to allocate Measure J Program 22b funds for FY 2020-21 in the amount of \$3,588,500 to the WETA for Richmond to San Francisco Ferry Service.*
12. **Approval of Fiscal Year (FY) 2020-21 Measure J Funding Allocation from Sub- Regional Central County Additional Transportation Services for Seniors and People with Disabilities Program (Program 20a).** Staff sought Authority Board approval of Resolution 20-15-G to allocate Program 20a funds in the amount of \$447,190 and to authorize the Chair to enter into cooperative agreements and amendments as necessary with agencies identified to receive funds listed in Exhibit 1 of Resolution 20-15-G. *The Authority Board approved Resolution 20-15-G to allocate Program 20a funds in the amount of \$447,190 and to authorize the Chair to enter into cooperative agreements and amendments as necessary with agencies identified to receive funds listed in Exhibit 1 of Resolution 20-15-G.*
13. **Interstate 680 (I-680) Contra Costa Managed Lanes.** Additional High Occupancy Vehicle (HOV)-2 lane capacity will open on I-680 in late August. When the new lane opens, it will create a continuous 25-mile facility for carpoolers on southbound (SB) 680 from Marina Vista Avenue to Alcosta Boulevard. From Marina Vista Avenue to Rudgear

Road, the lane will function as a 2-person HOV lane. From Rudgear Road to Alcosta Blvd, the lane is an express lane that is free for carpoolers and offers solo drivers the option to pay tolls to use the lanes. Tolling will begin on the northern section in early 2021. Staff from the Authority and Metropolitan Transportation Commission (MTC) explained how the HOV-2 portion will function and how it will transition to an express lane. Staff also explained public information plans for the new lane and changes to Clean Air Vehicle toll policy on the express lanes between Rudgear Road/Livorna Road to Alcosta Boulevard (northbound and SB) that will go into effect in September 2020. *The Authority Board heard an informational report from Authority and MTC staff on the Interstate 680 Contra Costa Managed Lanes.*

14. **Plan Bay Area 2050 Project Performance Assessment Findings for the Regional Express Lanes Network.** Staff recommended supporting actions outlined in the proposed “commitment letter” to overcome performance shortcomings of the Regional Express Lane Network. *The Authority Board approved staff’s recommendation to support the actions outlined in the proposed “commitment letter” to overcome performance shortcomings of the Regional Express Lane Network. The “commitment letter” is attached to this Memorandum as Attachment A.*
15. **Approval of Letter of No Prejudice (LONP) to Advance Two Measure J Projects in the City of Walnut Creek (City) Using Other Funds.** Staff sought Authority Board approval of Resolution 20-26-P, which will allow the City to advance two Measure J projects using other funds and preserving the City’s ability to be reimbursed at a later date based on the availability of Measure J funds, as determined in the Allocation Plan and future Strategic Plans. *The Authority Board approved Resolution 20-26-P, which will allow the City to advance two Measure J projects using other funds and preserving the City’s ability to be reimbursed at a later date based on the availability of Measure J funds, as determined in the Allocation Plan and future Strategic Plans.*

16. Approval of the Vehicle Miles Traveled (VMT) Analysis Methodology for Land Use Projects in the Growth Management Program (GMP).

Staff sought approval of proposed changes to the GMP to address the transition from LOS to VMT as the required metric for transportation analysis in the California Environmental Quality Act (CEQA). *The Authority Board approved the proposed changes to the GMP to address the transition from LOS to VMT as the required metric for transportation analysis in CEQA.*

August 1, 2020

Therese W. McMillan
 Executive Director
 Metropolitan Transportation Commission
 375 Beale Street Suite 700
 San Francisco, CA 94105

RE: Bay Area Express Lanes Project Performance in Plan Bay Area 2050

Dear Ms. McMillan:

This letter is in response to the Plan Bay Area 2050 Project Performance Assessment (PPA) findings for the Regional Express Lanes Network. The PPA indicated a few performance shortcomings for the Regional Express Lanes Network, including underperforming benefit-cost ratios, equity and GHG scores. We are writing to convey the regional plan to address these underperformance issues.

For the last year, a working group consisting of Bay Area Express Lanes partners has met to develop an Express Lanes Strategic Plan. This group is collaborating to shape the future of the Express Lanes Network, consistent with the vision and goals of Plan Bay Area 2050. We believe it shows promising benefits if integrated cost-effectively with transit, affordability, and other Plan Bay Area programs. The working group recently developed network scenarios that integrate Plan Bay Area goals and presented them to the MTC Operations Committee in May for Commissioner feedback. Having implemented the recommended changes and presented to the MTC Operations Committee in June, the working group will soon submit a revised Regional Express Lane Network for inclusion into Plan Bay Area 2050.

This letter demonstrates the working group's commitment to improving the network's cost effectiveness, equity and GHG reduction performance while meeting Federal and State operational requirements by: prioritizing segments that support transit/carpooling and provide seamless travel, incorporating projects that utilize conversion of existing right of way over expansion where possible, committing to a means-based toll discount pilot, and implementing public engagement best practices. In addition to revising the Network for Plan Bay Area 2050, the group plans to develop a series of white papers over the summer of 2020 to inform policies and future project development. The outcomes of these white papers along with the revised Regional Express Lanes Network will be documented in a final Regional Express Lanes Strategic Plan at the end of 2020. Some highlights of work to date and upcoming work include:

Increasing Benefits; Decreasing Costs

The working group is revising the Regional Express Lanes Network to reflect:

- Segments that can more realistically be built in the next 15 years as well as the next 30 years based on available funds, including local funding commitments to project development and construction, and financing. For example, the costly 580/680 and 680/80 direct connectors most likely will not fit within the funding envelope for this period.
- Segments that support existing and potential future public transit services that advance the equity and GHG goals outlined in the Strategic Plan.

- Prioritization of HOV lane and general-purpose lane conversions (pending changes in legislation and traffic impact analysis) over construction of new lanes to reduce per-mile capital cost and the risk of induced demand/GHG. For example, Ala-580, SF-101/280, SCL 680/280 and SM-101 will evaluate take-a-lane and/or shoulder lane strategies as potential alternatives during the environmental process to evaluate impacts on GHG emissions and operations. Where new lanes are added, it may be possible to use paved right of way to reduce costs.

Local Funding

Express lanes bring considerable resources to the table to fund their construction, operations and maintenance. This sets them apart from other transportation management strategies.

- The express lanes operating and maintenance costs are covered by express lanes toll revenue and require no regional funds to keep the express lanes in a state of good repair.
- There is \$300 million in capital funding set aside for the express lanes network in Regional Measure 3. MTC is proposing a framework for local RM3 express lane funding to leverage state and federal funding to the greatest extent possible.
- The county transportation agencies plan to leverage over \$80 million in local funds to build the Regional Express Lanes Network.
- Express lane toll revenue can be used to finance the buildout of the network. The financial analysis used in Plan Bay Area 2040 demonstrated the ability to finance up to 60% of the total capital cost. In addition, several projects already in operation and under construction have financed a share of their capital costs with future toll revenue.

Green House Gas

To decrease GHG emissions, the working group is focusing on projects and programs that increase mode shift and average vehicle occupancy, including:

- Focusing on early delivery of projects with a high potential for express bus ridership and identifying policies that support future express bus service.
- Exploring the use of express lane revenues to support investments in express buses, mobility hubs and other investments to increase bus ridership and carpooling.
- Prioritizing projects that convert existing travel lanes (general-purpose and HOV lanes) to mitigate induced vehicles miles traveled and achieve GHG reduction goals. A white paper will be developed that looks in more detail on the impacts of interregional express lanes segments and dual express lane segments on VMT/GHG.

Equity

The working group recognizes that equity is a key objective for the Express Lanes Network and is supportive of means-based tolling as one of various strategies in Plan Bay Area 2050 that could address equity. In the near-term, the working group supports a BAIFA-led pilot of means-based tolling on BAIFA's express lanes. At the same time, San Mateo and SFCTA are undertaking studies to better understand and advance equity. These studies may result in additional pilots that complement BAIFA's pilot.

Plan Bay Area Concepts

In addition, the express lane partner agencies support high-performing policies and projects in the Plan Bay Area 2050 Draft Blueprint:

- Eventual transition to congestion pricing on all freeway lanes in corridors with robust transit options. Express lanes can be a stepping stone to more extensive congestion pricing strategies. Prior to such implementation, further investigation is needed to better understand how congestion pricing on freeways may be implemented and the potential impacts on express lane operations as well as local roadways and transit.
- Lowering the speed limit to 55 miles per hour on freeways to improve safety. During congested periods the general-purpose lanes typically flow well below that speed, and so the express lanes could still offer a travel time and reliability advantage.
- Expansion of local bus services and non-motorized modes that serve shorter trips of all types and thus complement express lanes and express bus service, which tend to serve longer, largely commute trips.
- Integrated transit fares and payment platforms, which can help implement affordability policies and provide incentives for using transit, ridesharing and first and last mile services.

As a region, we are committed to implementing an Express Lane Network that serves the community and the surrounding environment equitably, cost-effectively and sustainably in order to advance the goals of Plan Bay Area 2050. We look forward to hearing your thoughts and discussing this further. If you have any questions about this format, please contact Jim Macrae at jmacrae@bayareametro.gov.

Sincerely,

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

BAY AREA INFRASTRUCTURE FINANCE AUTHORITY

Tess Lengyel, Executive Director

Andrew B. Fremier, Deputy Executive Director,
Operations

Date:

Date:

SAN FRANCISCO COUNTY TRANSPORTATION
AUTHORITY

SAN MATEO COUNTY EXPRESS LANES JOINT
POWERS AUTHORITY (SMCEL-JPA)

Tilly Chang, Executive Director

Sandy Wong, Executive Council

Date:

Date:

SAN MATEO COUNTY EXPRESS LANES JOINT
POWERS AUTHORITY (SMCEL-JPA)

SANTA CLARA VALLEY TRANSPORTATION
AUTHORITY (VTA)

Jim Hartnett, Executive Council

Deborah Dagang, Director of Planning and
Programming

Date:

Date: