

**TRANSPAC TAC MEETING NOTICE AND AGENDA**  
**THURSDAY, NOVEMBER 30, 2017**

**9:00 A.M. to 11:00 A.M.**

**in the LARGE COMMUNITY ROOM at City of Pleasant Hill City Hall**  
**100 GREGORY LANE**  
**PLEASANT HILL**

**1. Minutes of the October 26, 2017 Meeting**

**ACTION RECOMMENDATION: Approve Minutes**

Attachment: TAC minutes from the October 26, 2017 meeting.

- 2. Measure J Line 20a Funds Program for FY 2018/2019 and FY 2019/2020.** The Measure J Expenditure Plan includes a program, 15: Transportation for Seniors & People With Disabilities. The name generally self-describes the activities that the program funds. There is an additional program in Measure J, 20a: Additional Transportation Services for Seniors and People & Disabilities, which provides the TRANSPAC area an additional 0.5% for these types of services. TRANSPAC is responsible for recommendations on how the Line item 20a funds are to be used. TRANSPAC last issued a call for projects process and approved a program of projects in 2016 for the FY 2016/2017 and FY 2017/2018 period. TRANSPAC TAC is requested to review the draft call for projects and application material for the Measure J Line 20a Program for the upcoming two-year period (2018/2019 and 2019/2020.) The assumption is the Measure J Line 20a funds are expected to generate about \$880,000 over the two-year programming period. Additional information regarding the fund estimate will be available at the meeting. The funds are ultimately distributed by the Contra Costa Transportation Authority (CCTA) and all project sponsors will be required to meet the requirements of the CCTA Fund Reimbursement Agreement.

**ACTION RECOMMENDATION: Approval of the draft call for projects and application material for the Measure J Line 20a Program for FY 2018/2019 and 2019/2020.**

Attachments: Draft Measure J Line 20a Program CFP and application; Measure J Line 20a Program Fund Balance; Measure J Line 20a Schedule and Prior Program; and Measure J Transportation Sales Tax Expenditure Plan Descriptions for Programs 15 and 20a.

3. **Innovate 680 – Request for Nominations for Policy and Technical Advisory Committees.** Innovate 680 is a program of projects that promotes an integrated approach to redefining mobility and addressing the increasing congestion on Interstate 680 (I-680) through seven key strategies that range from completing the High Occupancy Vehicle (HOV) lanes to deploying a suite of technologies to improve traffic flow. At its October 2017 meeting, the Authority programmed \$40 million in Measure J funds to begin project development work on the four projects that constitute Innovate 680. CCTA staff is proposing the formation of a Policy Advisory Committee (PAC) and Technical Advisory Committee (TAC) to ensure close coordination and help guide Innovate 680.

Each jurisdiction along the corridor is proposed to be represented on the committees. The PAC will be made of elected officials while the TAC is proposed to be comprised of technical staff from the jurisdictions. In addition to local jurisdictions, it is also proposed the County Connection, Wheels, and BART each have a representative on both committees. The PAC and TAC will each have 10 members representing Martinez, Concord, Pleasant Hill, Walnut Creek, County, San Ramon, Danville, County Connection, Wheels, and BART. The committees are expected to meet at least quarterly to assess progress and provide input on the various projects that make up *Innovate 680*.

In addition to nominations to the PAC and TAC, CCTA is also requesting TRANSPAC to nominate one staff member to assist Authority staff in all procurement activities related to Innovate 680 program/projects. CCTA is also requesting a similar nomination from SWAT.

**ACTION RECOMMENDATION: Identify local agency representatives to serve on the TAC and to assist CCTA with procurement activities.**

4. **TRANSPAC Committee Appointments.** TRANSPAC has an appointed resident (i.e. non-agency staff) position on the CCTA Countywide Bicycle and Pedestrian Advisory Committee that will reach the end of the two-year term in December 2017. The current appointee, David Favello, has indicated he is not interested in continuing to serve on the CBPAC. Staff has contacted potential candidates and will provide a status on the outreach effort at the meeting. Additional information on potential appointees will be available at the meeting.

**ACTION RECOMMENDATION: Consider candidates to recommend for appointment to the CCTA CBPAC.**

5. **BART Station Access During Construction.** At the November TRANSPAC Board meeting, additional information was requested regarding access to the Walnut Creek and Concord BART stations, both with construction activity that impacts access. TRANSPAC is requested to review the material detailing the access during construction and after construction is complete. Additional information regarding the Concord BART station will be available at the meeting.

Attachments: Walnut Creek BART Access Information; Walnut Creek Transit Village Completed Project Traffic Flow

6. **I-680 / Treat Boulevard Bicycle and Pedestrian Improvements Project.** County staff will provide a status report on the progress of the study.
7. **CCTA Adoption of 2017 Action Plans for Routes of Regional Significance.** The CCTA adopted the 2017 Countywide Comprehensive Transportation Plan (CTP) and Final Environmental Impact Statement (FEIR) in September. The CTP included the Central County Action Plan (Action Plan) and therefore the Action Plan also received environmental clearance. The final plan is available on the web (<http://www.ccta.net/planning/view/158/4>). Local jurisdictions are required to implement the actions in their respective Action Plans to remain in compliance with the Measure J Growth Management Program. The CCTA will issue a 2017 Monitoring Report that will provide information related to regional route performance to evaluate Multimodal Transportation Service Objectives identified in the Action Plans.

Attachment: Adoption of 2017 Action Plans for Routes of Regional Significance (October 3, 2017 CCTA memo

8. **Grant Funding Opportunities.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities.

Attachment(s):

- CCTA Local Agency Funding Opportunities Summary – Updated 11/15/17
- Charge! is a grant program that helps offset a portion of the cost of purchasing and installing new publicly available charging stations at qualifying facilities within the BAAQMD's jurisdiction.

This grant program is funded by the BAAQMD's Transportation Fund for Clean Air (TFCA). The deadline for receiving applications for Charge! has been extended to March 9, 2018. Applications may be submitted online after attending at least one of the pre-application workshops. Additional information available at:

<http://www.baaqmd.gov/grant-funding/businesses-and-fleets/charge>

## 9. **Committee Updates:**

- a. **Technical Coordinating Committee (TCC):** The meeting scheduled for November 16, 2017 was cancelled; the next meeting is December 21, 2017.
- b. **Countywide Bicycle & Pedestrian Advisory Committee (CBPAC):** The meeting scheduled for November 27, 2017 was cancelled; a special CBPAC meeting is proposed on December 11, 2017.
- c. **Paratransit Coordinating Council (PCC):** There are no meetings in November and December.

**10. Future Agenda Items:**

- **The Contra Costa Transportation Authority's Meeting Schedule** for November 2017 to February 2018 may be downloaded at:  
[http://ccta.granicus.com/MetaViewer.php?view\\_id=1&clip\\_id=370&meta\\_id=33117](http://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=370&meta_id=33117)

**11. Next Meeting: January 25, 2018**

## ***TRANSPAC Technical Advisory Commission (TAC) Meeting Summary Minutes***

**MEETING DATE:** October 26, 2017

**MEMBERS PRESENT:** Nikki Foletta, BART; Ruby Horta, County Connection; Eric Hu, Pleasant Hill; Abhishek Parikh, Concord; Robert Sarmiento, Contra Costa County; Andy Smith, Walnut Creek; and Tim Tucker, Martinez

**STAFF:** Matt Todd, TRANSPAC Managing Director; and Anita Tucci-Smith, TRANSPAC Clerk

**GUESTS/PRESENTERS:** Bill Churchill, Assistant General Manager, County Connection

**MINUTES PREPARED BY:** Anita Tucci-Smith

The meeting convened at 9:02 A.M.

### **1. Review/Revise Accept/Minutes of the September 28, 2017 Meeting**

By consensus, the TAC accepted the minutes of the September 28, 2017 meeting, as presented.

- 2. Measure J Line 20a Funds Program for FY 2018/2019 and FY 2019/2020.** The Measure J Expenditure Plan includes a program, 15: Transportation for Seniors & People With Disabilities. The name generally self-describes the activities that the program funds. There is an additional program in Measure J, 20a: Additional Transportation Services for Seniors and People & Disabilities, which provides the TRANSPAC area an additional 0.5% for these types of services. TRANSPAC is responsible for recommendations on how the Line item 20a funds are to be used. TRANSPAC last issued a call for projects process and approved a program of projects in 2016 for the FY 2016/2017 and FY 2017/2018 period. TRANSPAC TAC is requested to review a program structure to identify a Measure J Program 20a Program for the upcoming two-year period (2018/2019 and 2019/2020.) The assumption is the Measure J Line 20a funds are expected to generate about \$860,000 over the programming period. The funds are ultimately distributed by the Contra Costa Transportation Authority (CCTA) and all project sponsors will be required to meet the requirements of the CCTA Fund Reimbursement Agreement.

Mr. Todd advised that Line 20a funds were in the range of \$430,000 annually, TRANSPAC selects the projects, and the projects are submitted to the CCTA Board for ultimate approval. The last programming cycle was in 2016 when two-year allocations had been approved. The 2018-19 to 2019-20 cycle was now under consideration. He asked the TAC to consider the amount of Line 20a funds to program and the amount to keep in reserve.

Mr. Todd explained that the matter would be brought to the TRANSPAC Board in November with the proposed schedule releasing a call for projects package in December. Applications would be submitted in late January, with a return to the TRANSPAC Board in April to consider a draft program, allowing a review of applications in February and March, with a final recommendation to the TRANSPAC Board in May after which a final recommendation would be made to the CCTA Board in June.

Mr. Todd highlighted what had been approved in the last cycle, presented a one-page summary of program guidelines and strategies, noted that Measure J offered guidance as to what would be eligible, and referred to examples of the types of projects possible. Services and projects would have to benefit seniors and disabled residents with a focus on the TRANSPAC region. He summarized the evaluation criteria and noted that \$850,000 to \$900,000 would be the two-year funding range.

When asked, Mr. Todd explained that a funding match would not necessarily be required and flexibility had been discussed in the past. He sought feedback as to whether there were new projects as opposed to ongoing projects that might apply for the funding. He added that there was a healthy reserve and he asked the TAC if it preferred more definition on the reserve. He also verified that the City of Concord and County Connection's previous swap of Line 20a funds had been taken into account in the available allocations.

Andy Smith spoke to the issue of local match and noted that the City of Walnut Creek contributed to the Rossmoor Shuttle. In terms of whether to have a match, he suggested the purpose of having a match was that the funding was intended to be seed funding.

Tim Tucker stated the TAC had previously expressed a preference for public agency projects and had then looked at volunteer programs. He noted that a new program would not necessarily want to be started in the fear that the funding could run out. He did not want to get too many programs that could not be sustained for a long period of time.

Eric Hu commented that many of the applications were for ongoing programs that continued to rely on the funding for multiple cycles, and he would expect the same applications to be made in the next cycle.

With respect to mobility management, Mr. Todd spoke to the sustainability of the program and asked how County Connection was involved.

Ruby Horta suggested that mobility management should not just address seniors but address the broader need of people to move around, and she asked if Line 20a funding would still be involved, although Mr. Hu stated that based on previous discussions, the funding was intended and limited to seniors and people with disabilities.

Bill Churchill, Assistant General Manager, County Connection stated that mobility management was important for the population as a whole, but in this area a number of trips were being provided by social paratransit programs and he wanted to see mobility management work. He supported it but wanted some way to wrap some numbers around it to be sustainable. He noted a 50/50 split between Americans with Disabilities Act (ADA) and non-ADA trips in the County with many trips provided by others.

Mr. Churchill stated it was impossible to identify everything that existed to provide senior services and the volume of trips, in excess of 30,000 annually that were being provided by others. He noted the danger to the County Connection program in that it could not handle all those trips it would otherwise be legally obligated to provide. The senior/ADA need was growing and he suggested the solution was mobility management, although how that could be supported and be most economical was the challenge.

Mr. Hu explained that part of the requirement was the need to provide cost and expenditure reporting to understand the track record of the applicant, and Mr. Todd noted that the required reporting had not been provided and he was in the process of collecting progress reports from the six previously approved applicants.

Mr. Todd suggested a question could be added for returning applicants to identify what was happening and how the program had changed during the cycle. Next month he would revise the cover letter and application and return to the TAC for more discussion and refinement.

Mr. Todd described the \$1 million reserve, advised that he would add example projects, identify the available funding, and send the progress report requests to the recipients of the 2016/17 funding. A similar item would be included on the next TRANSPAC Board of Directors meeting agenda to discuss guidelines and strategies, after which an actual call for projects would be pursued.

3. **2017/2018 Workplan Plan/Study Project Scope.** The TRANSPAC Board approved the FY 2017/2018 Budget and Workplan that includes \$220,000 of funding for a plan/study with the purpose of supporting future project development in Central Contra Costa County. The TRANSPAC Board has requested that the TRANSPAC TAC provide a recommendation for a scope of a study/plan to pursue. Through discussion at the July TAC meeting, proposals to be considered include: 1) Feasibility study to provide information to support further improvements to gaps in the bicycle and pedestrian network focusing on the east west connections across I-680 (and including connections to the Iron Horse Trail). Candidate locations to consider include Monument Boulevard, Willow Pass Road, Concord Avenue, and the area around the I680/SR4 Interchange (and including a connection to the Pacheco Transit Hub Park and Ride Facility).

The routes that could be addressed would have to be prioritized, as an analysis of all the segments above would likely require additional funds. 2) Feasibility study of specific projects that will improve bicycle and pedestrian access for projects within an approximately ½ mile radius of BART stations, rail stations and major transit stops. Examples that were cited at the prior TAC meeting included a path to connect Pleasant Hill BART and Bancroft, and connections to the east of the North Concord BART station (connection to TRANSPLAN Subregion). The specific projects that could be addressed would have to be prioritized, as an analysis of all potential projects within this category would require additional funds. One of the key factors with the proposed funding is that these funds are a one-time opportunity that could be used to provide the background and foundation to support future funding requests in Central County. It should also be noted that the funding available is not enough to fund all the options discussed above. The proposal is envisioned to ultimately detail the plan/study concept and consider a scope, cost, and delivery strategy. The TAC is requested to review the above candidates and recommend a project scope to be funded with the proposed funding. Regarding topics previously discussed: 1) BART Curbside Access - BART continuously reviews and studies station access and how to facilitate and prioritize the various travel modes that access the BART station and staff proposes to continue to monitor ongoing BART efforts, studies, and policy revisions as the modes that people use to access BART stations continue to evolve. 2) Electric Vehicle Infrastructure - CCTA and 511 Contra Costa have an Electric Vehicle Charging Program underway that includes multiple components including mini grants for charging stations, a review of existing charging infrastructure, and review of new and upcoming scenarios for electric vehicle charging, and staff proposes to continue to monitor this ongoing effort. Additional information will be available at the meeting.

Mr. Todd advised that the item was based on the \$220,000 remaining in rollover funds in the TRANSPAC Budget; a one-time opportunity, with a concept to invest in a feasibility or project scope to develop project details and leverage additional funds to implement a project. A number of topics had been discussed and some would be eliminated from the discussion given other sources of funding, such as BART curbside access since BART was actively working on that issue, and electric vehicle infrastructure since the CCTA and 511 Contra Costa were looking at that this year. He proposed that the ongoing efforts for both topics be monitored but that neither be considered for this one-time opportunity.

The other items that had been discussed were bike/ped aspects and gaps in the system, and major barriers to access that he categorized as bike/ped east west connections across I-680, and bike/ped access to BART (within a half mile of BART stations). To address bike/ped east west connections across I-680, the TAC had discussed and proposed potential locations including Monument Boulevard (Contra Costa Boulevard to the Iron Horse Trail); Willow Pass Road (Contra Costa Boulevard to the Iron Horse Trail); Concord Boulevard (limits to be determined); and the I-680/SR-4 Interchanges (Iron Horse Trail to Pacheco Transit Hub Park and Ride). For bike/ped access to BART within a half mile, he referred to a new path from Pleasant Hill BART to Bancroft to parallel the BART line within the BART right of way; and connections to downtown Walnut Creek from the Walnut Creek BART station.



Mr. Smith suggested the connections to downtown Walnut Creek from the Walnut Creek BART station should also be eliminated from the discussion given the other funding resources that had been dedicated to that project.

TAC members discussed the addition of other possible projects such as Willow Pass Road up to Market Street, the west side of the North Concord BART station across Port Chicago Highway, or from the North Concord station to the north of Highway 4, although Mr. Todd stated the idea of the \$220,000 was to be able to fund a feasibility level study, and if other resources were already available, the funds should not be considered for those projects. The suggestions for I-680 had been raised due to the gaps in the system.

After discussion and by consensus, the TAC designated a Tier 1 project as the Monument Boulevard (Contra Costa Boulevard to Iron Horse Trail) segment.

- 4. Proposed Changes to the Road Mileage Methodology Affecting Measure J Local Street Maintenance and Improvement Fund Allocations.** Measure J 18 percent Local Street Maintenance and Improvement (LSM) funds (also referred to as “return-to-source” funds) are allocated annually to each jurisdiction based on a 50/50 population/road miles formula, and subject to compliance with the Growth Management Program (GMP). The CCTA uses Department of Finance reports for population, and California Department of Transportation (Caltrans) reports for road miles. From time-to-time, these reports are updated and incorporated in the Measure J allocation formula. A new federally required mileage reporting system recently adopted by Caltrans dramatically changes road mileage assignments, and if applied would result in significant fund allocation changes when compared to the current allocation formula. CCTA staff is recommending that funds continue to be allocated using existing reports until the significant changes in the new mileage system are assessed and approved by TCC, as well as defining the reasons for the reporting variances. CCTA staff is also proposing to work with the TCC to develop a strategy for future LSM allocations. This item is scheduled to be discussed at the October 19, 2017 TCC meeting.

Mr. Todd stated that Measure J Local Street Maintenance and Improvements fund allocations had been distributed to each jurisdiction annually based on a 50/50 population/road miles formula, although Caltrans was changing how the mileage was calculated which would result in a gain in some areas and a loss in others. CCTA staff wanted to find out why the change was taking place and a subcommittee was being commissioned to address that question.

Mr. Smith explained that the issue had been discussed at the Technical Coordinating Committee (TCC) and volunteers had been sought, preferably engineers, to figure out what was going on. He commented the cities that had more rural roads were the ones that seemed to gain mileage at the expense of the more urbanized cities.

Mr. Todd stated the situation would continue to be monitored.

5. **TRANSPAC TAC November Meeting.** Staff proposes to hold the next TRANSPAC TAC meeting on Thursday, November 30, 2017. The standard meeting date would occur on the Thanksgiving holiday. In years past, the TAC has also met the week prior to the Thanksgiving holiday.

Mr. Todd advised of the desire to move the TAC meeting to the week after Thanksgiving on November 30 instead of the previously scheduled meeting one week prior to Thanksgiving. The TAC agreed to meet on November 30.

6. **TRANSPAC Committee Appointments.** TRANSPAC has a position on the CCTA Countywide Bicycle and Pedestrian Advisory Committee (CBPAD) that will reach the end of the two-year term in December.

Mr. Todd emphasized the need to consider a citizen representative to CBPAC.

7. **Grant Funding Opportunities.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities.

This was no discussion of this regular agenda item.

8. **Committee Updates:**

There were no Committee updates.

Ms. Foletta took this opportunity to distribute a promotional flyer to identify BART's partnership with Scoop to provide information on guaranteed parking at BART using a Scoop app, similar to Uber and Lyft. Noting that BART was rolling out two stations at a time, she reported that Concord and Pleasant Hill stations had been rolled out on October 23. The roll-out in Dublin/Pleasanton had been very successful in providing options to residents throughout the County. She explained that the CCTA had a partnership with Scoop and 511 Contra Costa to promote carpooling throughout Contra Costa County.

Responding to comments from the TAC, Ms. Foletta explained that BART would be evaluating the app. With respect to ADA concerns, BART wanted to incorporate some features into the app about wheelchair accessibility and other special needs. The app would not replace BART's current paratransit services.

9. **Adjournment**

The meeting adjourned at 10:21 A.M. to the next meeting scheduled for Thursday, November 30, 2017.

## 2018-2019 and 2019-2020

### Call for Projects

#### TRANSPAC Measure J Line 20a Funds

#### Additional Transportation Services for Seniors and People with Disabilities

1. **TRANSPAC, the Regional Transportation Planning Committee for Central Contra Costa** is issuing a Call for Projects for Measure J Line 20a funds "*Additional Transportation Services for Seniors & People with Disabilities*" funded through the Measure J Transportation Sales Tax Expenditure Plan approved by Contra Costa voters (in 2004) for the two year period of FY 2018-2019 and 2019-2020.
2. **Funds will generally be used** in support of transportation services and related capital expenditures for seniors and people with disabilities provided by TRANSPAC jurisdictions and public and private non-profit agencies operating in the TRANSPAC area (map attached). Funds must be spent in a manner consistent with the Contra Costa Transportation Authority's Measure J *Program 15 Transportation for Seniors & People With Disabilities*<sup>1</sup>. Examples of eligible expenditures include but are not necessarily limited to: vehicle purchase/lease/maintenance, mobility management activities, travel training, facilitation of countywide travel and integration with other public transit.
3. **According to Measure J**, in years when revenues have declined from the previous year, funds may be used for supplemental, existing, additional or modified service for seniors and people with disabilities; in years where funding allows for growth in service levels, these funds would be used for service enhancements for seniors and people with disabilities and if funding levels are restored to 2008 levels, these funds shall be used to enhance services for seniors and people with disabilities. TRANSPAC will determine if the use of funds proposed by operators meets these guidelines for the allocation of these funds.
4. **Eligible Applicants**: TRANSPAC jurisdictions, public non-profit and private non-profit transportation service agencies, duly designated by the State of California and operating in TRANSPAC area in Central Contra Costa may submit application(s) for operating funds for transportation services and/or capital funding projects necessary to continue and/or support existing services for twenty-four (24) months. Transportation services and projects must directly benefit seniors and disabled residents of Central Contra Costa (Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Unincorporated Central Contra Costa County). Please see attached map.

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<sup>1</sup> Full program description is available in the Measure J Sales Tax Expenditure Plan:  
<http://www.ccta.net/uploads/5297b121d5964.pdf>

5. **Funding Available:** The total funding available for this two-year grant/project period is estimated to be \$880,000 (\$440,000 annually).
6. **Evaluation Criteria:** Applications will be evaluated on the following criteria which should be addressed in the grant application:
  - Proposed service fills an identified gap in transportation/transit network.
  - Proposed service complements the transportation services provided by the County Connection LINK Americans with Disabilities Act paratransit service.
  - Does the proposal include any service coordination efforts with other accessible or fixed route transit operations, use of mobility management services, etc.
  - The costs of operations relative to the cost of the LINK Paratransit service
  - Is the service currently being funded by the 20a program
  - Demonstration of the capacity, commitment and funding strategy to continue service beyond the grant period.
  - Though matching funds are not required, providing matching funding and leveraging other fund sources will be viewed favorably.
  - Equity analysis of the transportation services provided in the TRANSPAC Subregion
7. **Applications:** Applicants are required to complete the attached application form and may attach additional information in support of the application. The TRANSPAC Board will request application review and a program recommendation from TRANSPAC TAC. The TRANSPAC Board will make funding recommendations to CCTA and request allocation action(s).
  - a. Applications should be mailed, hand delivered, or emailed (preferred, pdf format), to:  
Matt Todd, Managing Director  
1676 No. California Blvd., Suite 400  
Walnut Creek, CA 94596  
[matt@graybowenscott.com](mailto:matt@graybowenscott.com)
  - b. Applications must be received by 3:00 pm on Friday, January 19, 2018.
  - c. An electronic copy of the application is available by email. Please contact John Cunningham at [matt@graybowenscott.com](mailto:matt@graybowenscott.com) for the electronic version.
  - d. Faxed applications and late applications will not be accepted.

8. **Contra Costa Transportation Authority Allocation Process**

Successful applicants will be required to execute a Cooperative Funding Agreement with the CCTA and comply with all of its requirements, including, but not limited to, audits,

compliance with the Measure J Expenditure Plan as it pertains to the project, insurance, indemnification, and reporting. A sample Cooperative Agreement is attached to this application.

9. **Expenditure of Funds:**

- a. Pursuant to CCTA policies and procedures established in the Cooperative Funding Agreement referenced above, project sponsors will be reimbursed for eligible, documented expenses pursuant to the approved program/project budget and scope, schedule and/or project description.
- b. Approved funds may be expended as of the first day of the first month after the Cooperative Agreement is executed and must cease exactly one year later.
- c. Reimbursement for expended funds may be sought at any time during the two years after the Cooperative Agreement is executed but not more frequently than once a month.

9. **Reports to TRANSPAC and the Contra Costa Transportation Authority:** First and second year grantees will be required to report on a quarterly basis to TRANSPAC and/or the Contra Costa Transportation Authority on the transportation services and related capital projects funded through this Call for Projects. For grantees with two year years of 20a grant funding history, the reporting requirement is annual contingent upon no identified issues in prior reports.

**TRANSPAC**

Transportation Partnership and Cooperation

Applications must be received by

3:00 pm on Friday, January 19, 2018.

Applications may be emailed to:

[matt@graybowenscott.com](mailto:matt@graybowenscott.com)

**APPLICATION**

Call for Projects

TRANSPAC Measure J Line 20a Funds

Additional Transportation Services for

Seniors and People with Disabilities

-Additional information may be included as attachments

**APPLICATION INFORMATION**

**Contact Information**

Name of Agency

Primary Contact Name

Street Address

City, State, Zip

Phone

Email Address

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

Signature of Responsible Party <sup>2</sup> \_\_\_\_\_ Date \_\_\_\_\_

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<sup>2</sup> First and second year nongovernmental grantees must have their Board of Directors authorize or approve the grant application by February 15<sup>th</sup>. Authority for subsequent grant applications and reporting may be delegated to the agency executive officer.

## GENERAL INFORMATION

Project Name

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

If the answer is “yes”, please provide the  
date of first expenses reimbursed by Measure J

If the answer is “yes”, please provide the  
date of the last progress report submitted  
and the period reported on (and attach  
the progress report)

Service area boundaries

Days and hours of operation

## OPERATIONAL INFORMATION

Type of service

Purpose and need of service

Description of service(s) to be provided (include information regarding fleet description, staff training, and services the Line 20a funds will specifically provide for)

Describe:

- The benefit of the proposed services to the public and or the public transportation system;
- How the proposed service fills an identified gap in transportation/transit network; and / or
- How the service complements the County Connection LINK Americans with Disabilities Act paratransit service.

Describe any efforts to coordinate services or other resources with other transportation providers or mobility management organizations.

Description of types of destinations

Estimated Number of persons to be served

Estimated Number of persons served in Central Contra Costa (Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Unincorporated Central Contra Costa County)

Estimated number of trips provided (daily and monthly)

Estimated number of trips provided in Central County (daily and monthly)

Estimated number of shared trips (daily and monthly)

Cost per trip:

- Cost per revenue hour of service
- Cost per passenger trip

(For new service, provide forecasted information. For existing services, provide actual information.)

Describe the agency approach and strategy to continue the operation of the service beyond the Line 20a funding grant period.

Program Schedule, including expected initiation of service and expected duration of services to be provided. Add lines as needed.

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

Funding Sources for the Proposed Program. Please provide a year 1 / year 2 breakdown of funding sources if required. Add lines as needed.

Funding Source	Amount
_____ Line 20 a funds _____	\$ _____
_____	\$ _____
_____	\$ _____
TOTAL	\$ _____



Proposed expenditure budget: Detail the total expenses for the project period by budget line item detail and the amount of Line 20a funds that will be used for the budget line item. Please provide a year 1 / year 2 breakdown of budget line items if required. The Total of the Budget Line Items should match the Total Funding Sources detailed above. The Total Line 20a funds should match the grant request amount. Add lines as needed.

Budget Line Item	Amount	Line 20a
<hr/>	<hr/>	<hr/>
<hr/>	<hr/>	<hr/>
<hr/>	<hr/>	<hr/>
TOTALs	<hr/>	<hr/>

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

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

Purpose /Goal of Capital Project

Project Description: type, location, service life

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

Schedule of capital procurement milestones. Add lines as needed.

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

Funding Sources for the Proposed Capital Project. Add lines as needed.

Funding Source	Amount
_____ Line 20a Funds _____	\$ _____
_____	\$ _____
_____	\$ _____
TOTAL	\$ _____

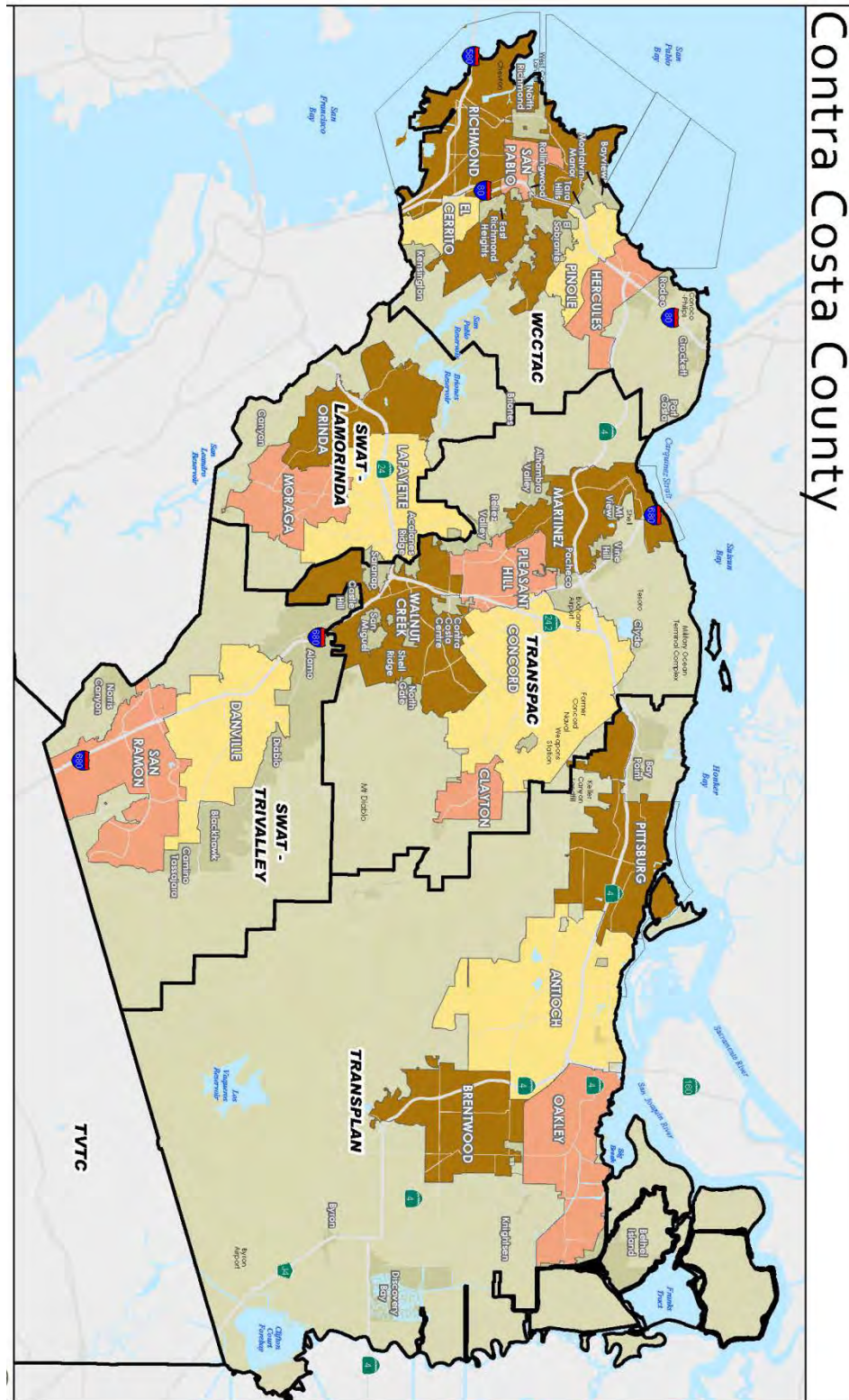
Proposed expenditure budget: Detail the total expenses for the Capital Project by budget line item detail and the amount of Line 20a funds that will be used for the budget line item. The Total of the Budget Line Items should match the Total Funding Sources detailed above. The Total Line 20a funds should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

Budget Line Item	Amount	Line 20a
_____	\$ _____	\$ _____
_____	\$ _____	\$ _____
_____	\$ _____	\$ _____
TOTALs	\$ _____	\$ _____

**MAP OF SERVICE AREA**

Describe AND attach a map of your service area. Services must be provided in Central Contra Costa (Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, Unincorporated Central Contra Costa County)

## TRANSPAC Area Map



**TRANSPAC 20A Program Grant Progress Report<sup>3</sup>**

**Page 1 of 2**

This reporting template is for information only in this grant application. If you receive a grant you will be required to file this progress report per the grant requirements.

Name of Agency:

Primary Contact Name:

Street Address, City, State, Zip:

Phone:

Email:

Project Funded:

Date of Grant:

Amount of Grant:

Progress Report Period:

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

Signature of Responsible Party \_

Date

\_\_\_\_\_

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<sup>3</sup> To be filed as follows: First and Second Year Grantees must file quarterly. Subsequent year grantees to file annually contingent upon prior reports having no identified issues.

**TRANSPAC 20A Program Grant Progress Report**  
**Reporting Data and Backup Documentation**

**Page 2 of 2**

1. Summary of activities/services/impact made possible by grant funds.
2. Cost Per Trip / Cost Per Revenue Hour (as applicable).
3. Estimated Cost Savings per Trip Relative to LINK (as applicable).
4. Trip Characteristics:
  - a. Describe the provision of any services above and beyond ADA requirements?
  - b. Are trips eligible for ADA paratransit? Provide documentation
  - c. # of shared trips
  - d. Common Destinations
  - e. Day/Time trip breakdown: Mon-Friday? AM? PM? Weekends?
  - f. Trip Geography: Do trips cross transit service areas? RTPC boundaries?
5. Program Characteristics:
  - a. Current capacity
  - b. Waitlist status and/or other program needs, barriers, etc.
  - c. Fleet description
  - d. Driver training description
6. First and Second Year Grantees, please attach drivers log or other substantiation of trips/routes. Subsequent year grantees must retain records for 3 years.
7. Please attach documentation of capital purchases.
8. Please describe any coordination activities with other transportation providers or mobility management function.

Measure J Line 20a Program					
Summary		Program Funding	Allocation	AVAILABLE	Cumulative
FY 2008-09 available	actual	\$ 70,430		\$ 70,430	\$ 70,430
FY 2009-10 available	actual	\$ 307,636		\$ 307,636	\$ 378,066
FY 2010-11 available	actual	\$ 325,301		\$ 325,301	\$ 703,367
Allocation Reso 11-02-G			\$ (65,144)	\$ (65,144)	\$ 638,223
FY 2011-12 available	actual	\$ 343,641		\$ 343,641	\$ 981,864
FY 2012-13 available	actual	\$ 373,989		\$ 373,989	\$ 1,355,853
Allocation Reso 12-57-G			\$ (356,943)	\$ (356,943)	\$ 998,910
FY 2013-14 available	actual	\$ 379,493		\$ 379,493	\$ 1,378,403
Allocation Reso 13-34-G			\$ (160,138)	\$ (160,138)	\$ 1,218,265
Allocation Reso 13-39-G			\$ (249,943)	\$ (249,943)	\$ 968,322
FY 2014-15 available	actual	\$ 397,273		\$ 397,273	\$ 1,365,595
Allocation Reso 14-37-G			\$ (249,943)	\$ (249,943)	\$ 1,115,652
FY 2015-16 Revenue	actual	\$ 417,339		\$ 417,339	\$ 1,532,991
Allocation Reso 15-34-G			\$ (49,000)	\$ (49,000)	\$ 1,483,991
Allocation Reso 15-44-G			\$ (292,943)	\$ (292,943)	\$ 1,191,048
FY 2016-17 Revenue	est	\$ 424,360		\$ 424,360	\$ 1,615,408
Allocation Reso 16-48-G			\$ (725,106)	\$ (725,106)	\$ 890,302
2017-18 Revenue	proj	\$ 432,500		\$ 432,500	\$ 1,322,802
July 2017 Programming - Monument Shuttle			\$ (250,000)	\$ (250,000)	\$ 1,072,802
Projection of 2018-2019 Revenue		\$ 440,000			\$ 1,512,802
Projection of 2019-2020 Revenue		\$ 440,000			\$ 1,952,802

## Proposed Measure J Line 20a Programming Schedule

November 2017	TRANSPAC Board Initiate Review of the Upcoming Program
December 2017	TRANSPAC Board Approve Program Guidelines / Estimate / Schedule Release Request for Applications
January 19, 2018	Applications Due to TRANSPAC
April 2018	TRANSPAC Board Review Draft Program
May 2018	TRANSPAC Board Approve Final Program

## Measure J Line 20a FY 2016/2017 / FY 2017/2018 Program

City of Walnut Creek	Senior Bus Operations	\$137,000
Senior Helpline Services / Mobility Matters	Volunteer Driver Program	\$190,000
Golden Rain Foundation (Rossmoor)	Bus Operations	\$125,766
John Muir Medical Foundation (Caring Hands)	Volunteer Driver Program	\$100,000
Rehabilitation Services of Northern California Choices in Aging	Bus Operations	\$ 90,000
Contra Costa ARC	Van Operations	\$ 82,340
<b>TOTAL</b>		<b>\$725,106</b>



**15 Transportation for Seniors & People With Disabilities..... 5% (\$100 million)**

Transportation for Seniors & People With Disabilities or “Paratransit” services can be broadly divided into two categories: (1) services required to be provided by transit operators under the Americans with Disabilities Act (ADA) to people with disabilities; and (2) services not required by law but desired by community interests, either for those with disabilities beyond the requirements of the ADA (for example, extra hours of service or greater geographic coverage), or for non-ADA seniors.

All current recipients of Measure C funds will continue to receive their FY 2008–09 share of the “base” Measure C allocation to continue existing programs if desired, subject to Authority confirmation that services are consistent with the relevant policies and procedures adopted by the Authority. Revenue growth above the base allocations will be utilized to expand paratransit services and providers eligible to receive these funds.

Paratransit funding will be increased from the current 2.97% to 3.5% of annual sales tax revenues for the first year of the new program, FY 2009–10. Thereafter, the percentage of annual sales tax revenues will increase by 0.10 % each year, to 5.9% in 2034 (based on a 25-year program). In 2003 dollars, this averages to 4.7% over the life of the program, which has been rounded to 5% to provide some flexibility and an opportunity to maintain a small reserve to offset the potential impact of economic cycles. The distribution of funding will be as follows:

- West County paratransit program allocations will start at 1.225% of annual sales tax revenues in FY 2009–10, and grow by 0.035% of annual revenues each year thereafter to 2.065% of annual revenues in FY 2033–34. (An additional increment of 0.65% of annual revenues is available for West County under its subregional program category.) In addition to the current providers, paratransit service provided by AC Transit and BART (East Bay Paratransit Consortium) in West County is an eligible recipient of program funds.
- Central County paratransit program allocations will start at 0.875% of annual sales tax revenues in FY 2009–10 and grow by 0.025% of annual revenues each year thereafter to 1.475% of annual revenues in FY 2033–34. (An additional increment of 0.5% of annual revenues is available for Central County under its subregional program category.)
- Southwest County paratransit program allocations will start at 0.595% of annual sales tax revenues in FY 2009–10 and grow by 0.017% of annual revenues each year thereafter to 1.003% of annual revenues in FY 2033–34.

## MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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- East County paratransit program allocations will start at 0.805% of annual sales tax revenues, and increase by 0.023% of annual revenues thereafter to 1.357% of annual revenues in FY 2033–34.

Transportation for Seniors & People with Disabilities funds shall be available for (a) managing the program, (b) retention of a mobility manager, (c) coordination with non-profit services, (d) establishment and/or maintenance of a comprehensive paratransit technology implementation plan, and (e) facilitation of countywide travel and integration with fixed route and BART specifically, as deemed feasible.

Additional funding to address non-ADA services, or increased demand beyond that anticipated, can be drawn from the “Subregional Transportation Needs Funds” category, based on the recommendations of individual subregions and a demonstration of the financial viability and stability of the programs proposed by prospective operator(s).

**16 Express Bus..... 4.3% (\$86 million)**

Provide express bus service and Bus Rapid Transit (BRT) service to transport commuters to and from residential areas, park & ride lots, BART stations/transit centers and key employment centers. Funds may be used for bus purchases, service operations and/or construction/management/operation of park & ride lots and other bus transit facilities. Reserves shall be accumulated for periodic replacement of vehicles consistent with standard replacement policies.

**17 Commute Alternatives ..... 1% (\$20 million)**

This program will provide and promote alternatives to commuting in single occupant vehicles, including carpools, vanpools and transit.

Eligible types of projects may include but are not limited to: parking facilities, carpooling, vanpooling, transit, bicycle and pedestrian facilities (including sidewalks, lockers, racks, etc.), Guaranteed Ride Home, congestion mitigation programs, SchoolPool, and clean fuel vehicle projects. Program and project recommendations shall be made by each subregion for consideration and funding by the Authority.

**18 Congestion Management, Transportation Planning, Facilities and Services..... 3% (\$60 million)**

Implementation of the Authority’s GMP and countywide transportation planning program; the estimated incremental costs of performing the Congestion Management Agency (CMA) function currently billed to local jurisdictions; costs for programming federal and state funds; project monitoring; and the facilities and services needed to support the Authority and CMA functions.

## Subregional Projects and Programs

The objective of the Subregional Projects and Programs category is to recognize the diversity of the county by allowing each subregion to propose projects and programs critical to addressing its local transportation needs. There are four subregions within Contra Costa: Central, West, Southwest and East County, each represented by a Regional Transportation Planning Committee (RTPC). Central County (the TRANSPAC subregion) includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and the unincorporated portions of Central County. West County (the WCCTAC subregion) includes El Cerrito, Hercules, Pinole, Richmond, San Pablo and the unincorporated portions of West County. Southwest County (the SWAT subregion) includes Danville, Lafayette, Moraga, Orinda, San Ramon and the unincorporated portions of Southwest County. East County (the TRANSPLAN subregion) includes Antioch, Brentwood, Oakley, Pittsburg and the unincorporated portions of East County.

Each subregion has identified specific projects and programs which include: school bus programs, safe routes to school activities, pedestrian and bicycle facilities, incremental transit services over the base program, incremental transportation services for seniors and people with disabilities over the base program, incremental local street and roads maintenance using the population and road-miles formula, major streets traffic flow, safety, and capacity improvements, and ferry services.

With respect to the Additional Bus Service Enhancements and Additional Transportation Services for Seniors and People with Disabilities Programs, the Authority will allocate funds on an annual basis. The relevant RTPC, in cooperation with the Authority, will establish subregional guidelines so that the additional revenues will fund additional service in Contra Costa. The guidelines may require reporting requirements and provisions such as maintenance of effort, operational efficiencies including greater coordination promoting and developing a seamless service, a specified minimum allowable farebox return on sales tax extension funded services, and reserves for capital replacement, etc. The relevant RTPC will determine if the operators meet the guidelines for allocation of the funds.

For an allocation to be made by the Authority for a subregional project and program, it must be included in the Authority's Strategic Plan.

## CENTRAL COUNTY (TRANSPAC)

### *19a Additional Bus Service Enhancements..... 1.2% (\$24 million)*

Funds will be used to enhance bus service in Central County, with services to be jointly identified by TRANSPAC and County Connection.

In years when revenues have declined from the previous year, funds may be used for enhanced, existing, additional and/or modified bus service; in years when funding allows for growth in service levels, these funds would be used

## MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

for bus service enhancements; and if County Connection's funding levels are restored to 2008 levels, these funds shall be used to enhance bus service. TRANSPAC will determine if the use of funds by County Connection or other operators meets these guidelines for the allocation of these funds.

**20a Additional Transportation Services for Seniors and People & Disabilities..... 0.5% (\$10 million)**

Funds will be used to supplement the services provided by the countywide transportation program for seniors & people with disabilities and may include provision of transit services to programs and activities. Funds shall be allocated annually as a percentage of total sales tax revenues, and are in addition to funds provided under the base program as described above.

In years when revenues have declined from the previous year, funds may be used for supplemental, existing, additional or modified service for seniors and people with disabilities; in years where funding allows for growth in service levels, these funds would be used for service enhancements for seniors and people with disabilities; and if funding levels are restored to 2008 levels, these funds shall be used to enhance services for seniors and people with disabilities. TRANSPAC will determine if the use of funds proposed by operators meets these guidelines for the allocation of these funds.

**21a Safe Transportation for Children..... 0.5% (\$10 million)**

TRANSPAC will identify specific projects which may include the SchoolPool and Transit Incentive Programs, pedestrian and bicycle facilities, sidewalk construction and signage, and other projects and activities to provide transportation to schools.

**23a Additional Local Streets Maintenance and Improvements..... 1% (\$20 million)**

These funds will be used to supplement the annual allocation of the 18% "Local Streets Maintenance & Improvements" program funds for jurisdictions in Central County. Allocations will be made to jurisdictions in TRANSPAC on an annual basis in June of each fiscal year for that ending fiscal year, without regard to compliance with the GMP. Each Jurisdiction shall receive an allocation using a formula of 50% based on population and 50% based on road miles.

**24a Major Streets: Traffic Flow, Safety and Capacity Improvements..... 2.4% (\$48 million)**

Improvements to major thoroughfares including but not limited to installation of bike facilities, traffic signals, widening, traffic calming and pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, bus transit facility enhancements such as bus turnouts and passenger amenities, etc.

# PROJECT INFO

Walnut Creek Transit Village is a new mixed-use, multipurpose development that will contain a new 900+ stall parking garage for BART patrons plus apartments, shops, restaurants, public plazas, views of Mt. Diablo, and improved access to the BART station.

Construction of the new parking garage at BART will begin in September 2017 featuring:

- 900+ parking stalls- 100 more than current capacity
- Upgraded bus facility
- New BART police station
- New passenger drop-off area
- Enhanced bike and pedestrian paths
- Artwork by Dan Corson

Prior to building the new garage, access adjustments will be made to the existing BART parking garage and the North parking lot. During this time, there will be temporary closures of access roads and entrances to the existing garage and parking lots.

The project will add 100 additional parking spaces and improve access and safety for pedestrians, cyclists and buses. There will be no loss of parking during construction.

Attendant assisted parking will be used to limit impacts to the public. Construction activities and closures are posted below.

# CURRENT ACCESS MAP

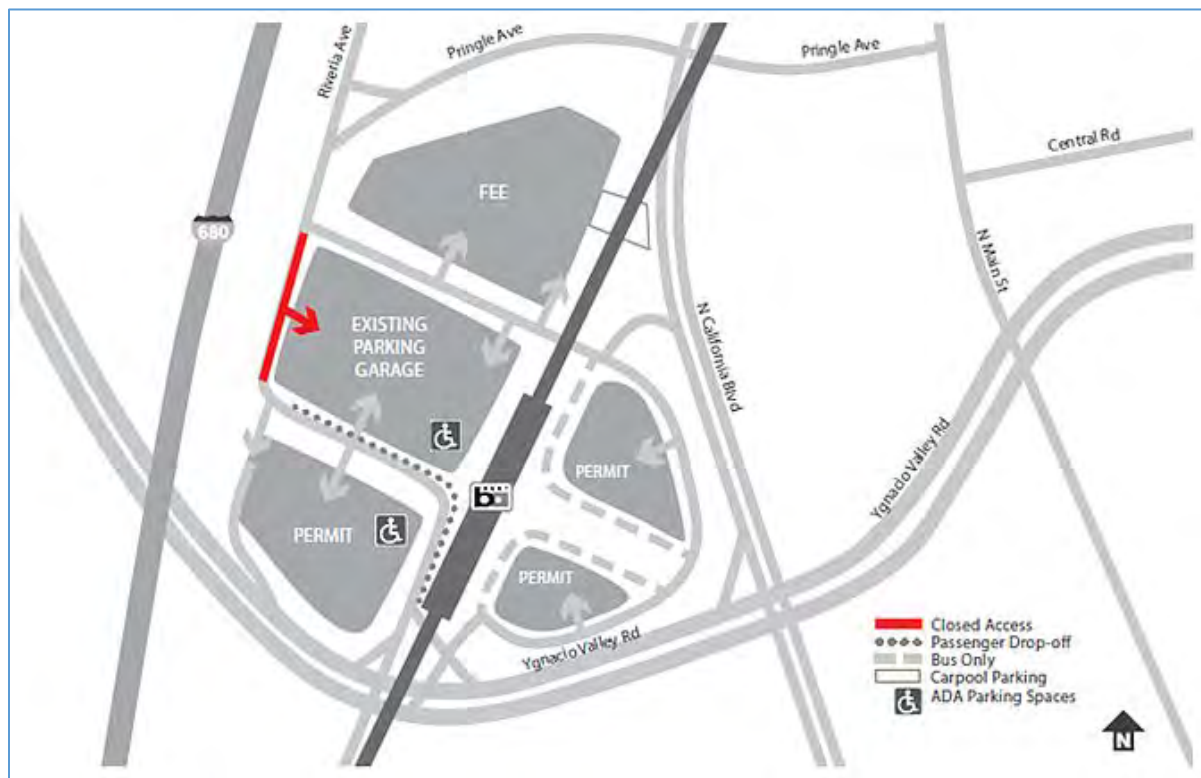
The West Entrance to the Existing Garage will be closed starting September 2017. Other entrances to the garage will remain open. Please follow signage for alternate routes.

There will be no interruption in BART service, and the same amount of existing parking will be available.

Please be aware of other temporary closures around the station, follow instructions from work crews, BART employees, and comply with signs and fencing around work areas.

## Step 1: Access Adjustments to the Existing Garage

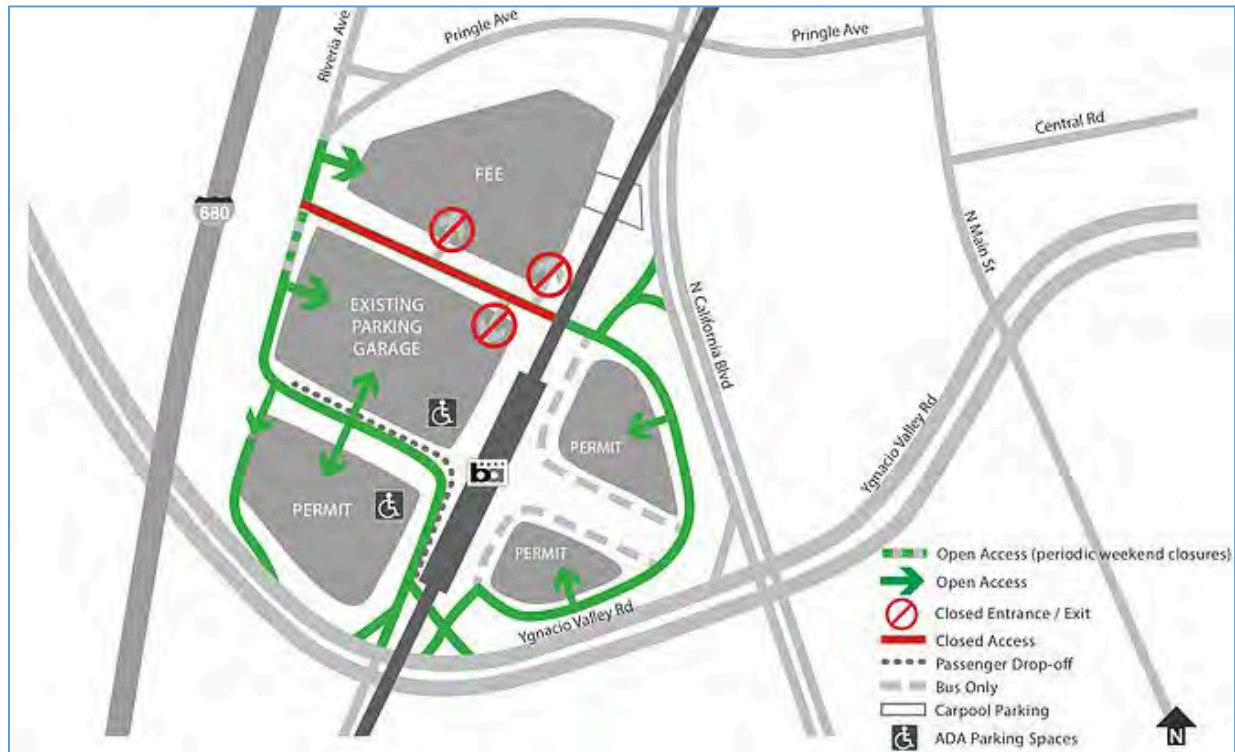
*The West Entrance will be expanded.*



## Step 2: New Passenger Drop Off

*A new passenger drop off area will be constructed on the North side of the Existing Garage.*

(Scheduled to begin in early November)





# ATTENDANT ASSISTED PARKING

Attendant assisted parking will only apply for fee parkers in the existing garage. If you park using a permit on the South Lot, you will park in a regular marked permit space on the lower floors of the existing garage.

Attendant assisted parking is simple:

- An attendant will direct you to a parking space in the aisle of the garage.
- Leave your keys with the parking attendant and receive a claim ticket.
- Pay for parking as usual using the machines inside the station and the number on your claim ticket
- When you return, the parking attendant will return your keys and direct you to your vehicle.

**There is no additional charge for attendant assisted parking.**

If you use attendant assisted parking, you must retrieve your keys from the attendant prior to 10pm. Vehicles that are left after 10pm can be claimed from the parking attendant on the following business day with no additional fee other than the regular daily parking fee.

Parking will be available as usual in the North and East surface parking lots at the station during construction.



Attendant Assisted Parking is provided by Impark. If you require assistance, please contact: 415-227-0114



WALNUT CREEK, CALIFORNIA

WALNUT CREEK TRANSIT LIFESTYLES ASSOCIATES

### Completed Project Traffic Flow

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OCT 9 REC'D

## MEMORANDUM

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**Date:** October 3, 2017

**To:** Matt Todd, TRANSPAC

**From:** Martin R. Engelmann, Deputy Executive Director, Planning

A handwritten signature in blue ink, appearing to be 'MRE', is written over the 'From:' line.

**RE:** Adoption of 2017 Action Plans for Routes of Regional Significance

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At its September 20, 2017 meeting, the CCTA Board adopted the 2017 County-wide Comprehensive Transportation Plan (CTP) and Final Environmental Impact Report (FEIR). Adoption of the CTP includes the five subregional Action Plans for Routes of Regional Significance ("Action Plans"), which were developed and approved by the RTPCs between 2013 and 2017. Because the FEIR prepared for the 2017 CTP included the proposed actions in each Action Plan in its analysis, the Action Plans are fully environmentally cleared for moving forward with implementation.

Each local jurisdiction is required to implement the actions in their respective Action Plans in order to remain in compliance with the Measure J Growth Management Program.

The Final Action Plans can be downloaded at <http://www.ccta.net/planning/view/158/4>, and we are attaching a copy for your use.

As you know, each Action Plan includes performance measures called Multimodal Transportation Service Objectives (MTSOs). To keep you apprised of how your regional routes are performing, we will issue a 2017 Monitoring Report later this

*Matt Todd*

*October 3, 2017*

*Page 2*

year. This will allow the RTPCs to track the performance of their regional routes and set priorities for Action Plan implementation.

Please contact me or Matt Kelly of my staff if you have any questions or concerns at [mkelly@ccta.net](mailto:mkelly@ccta.net) or 925-256-4730.

Attachments:

Final TRANSPAC Action Plan for Routes of Regional Significance  
2017 CTP Adoption Planning Committee Staff Report  
Resolution 17-45-G

Cc: Ron Leone, TRANSPAC Chair  
Mindy Gentry, City of Clayton, TRANSPAC TAC Member  
Vacant c/o Ray Kuzbari, City of Concord, TRANSPAC TAC Member  
Robert Sarmineto, Contra Costa County, TRANSPAC TAC Member  
Tim Tucker, City of Martinez, TRANSPAC TAC Member  
Eric Hu, City of Pleasant Hill, TRANSPAC TAC Member  
Andrew Smith, City of Walnut Creek, TRANSPAC TAC Member

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**Planning Committee STAFF REPORT****Meeting Date: September 6, 2017**

<b>Subject</b>	Approval of Revisions to the Draft 2017 CTP, Approval of "Finding, Facts in Support of Findings, and Statement of Overriding Considerations," Adoption of the Mitigation Monitoring and Reporting Program, and Adoption of the 2017 Countywide Comprehensive Transportation Plan by approval of Resolution 17-45-G.
<b>Summary of Issues</b>	<p>Following certification of the EIR and Addendum, adoption of the Final 2017 CTP Update requires Authority action as follows:</p> <ol style="list-style-type: none"><li>1. Approval of Revisions to the Draft 2017 Countywide Comprehensive Transportation Plan (CTP). In response to comments received, staff has prepared revisions to the Draft 2017 CTP for adoption by the Authority. The revisions are shown in <u>underline</u>/<del>striketrough</del> format. These revisions, when incorporated in the May 24, 2017 Public Review Draft will constitute the Final 2017 CTP. Members of the public may download the Draft CTP from our website, at <a href="http://www.2017ctupdate.net">www.2017ctupdate.net</a>. (Copies are also available at any public library in Contra Costa, or may be obtained from the Authority office upon request.)</li><li>2. Additional Revisions to the Draft 2017 Countywide Comprehensive Transportation Plan. If necessary, additional revisions to the Draft 2017 CTP will be distributed to the Authority.</li><li>3. Approval of Findings, Facts in Support of Findings, and Statement of Overriding Consideration. These documents state the Authority's conclusions and findings regarding the significance of the 2017 CTP's potential environmental impacts and explain the reasons for approving the 2017 CTP despite its significant environmental impacts.</li><li>4. Adoption of Mitigation Monitoring and Reporting Program. As required by state environmental regulations, staff has prepared a program to monitor and report on the mitigation measures identified in the Draft EIR for the 2017 CTP.</li></ol>

	<p>5. Adoption of Resolution 17-45-G. Authority adoption of Resolution 17-45-G constitutes adoption of the Final 2017 Countywide Comprehensive Transportation Plan and other necessary actions. (Note: Exhibits A-E included herein or attached by reference as noted)</p>
<b>Recommendations</b>	Staff recommends that the Authority take the necessary actions to adopt the Final 2017 CTP.
<b>Financial Implications</b>	N/A
<b>Options</b>	Delay action until October 4, 2017
<b>Attachments (See PC Packet dated 9/6/17 for A, C, and D)</b>	<p>A. Proposed revisions to the Draft 2017 CTP including comments and responses</p> <p>B. Additional Revisions to the Draft 2017 CTP (<i>if necessary</i>)</p> <p>C. Findings and Facts in Support of Findings, and Statement of Overriding Consideration</p> <p>D. Mitigation Monitoring and Reporting Program</p> <p>E. Resolution 17-45-G</p>
<b>Changes from Committee</b>	<p><i>The Planning Committee recommended that the Authority adopt the Final 2017 CTP. The Committee discussed the proposed revisions to the Draft Plan. One of those revisions, requested by the Contra Costa Board of Supervisors, included the addition of an implementation task to prepare an Accessible Transportation Service Strategic Plan. Commissioner Abelson requested that staff expand upon the definition of the proposed Accessible Transportation Service Strategic Plan (see below).</i></p>

### **Background**

Resolution 17-45-G is the proposed vehicle for adoption of the Final 2017 Countywide Comprehensive Transportation Plan. It would first adopt the required "Findings, Facts in Support of Findings, and Statement of Overriding Significance" required by CEQA, as well as the "Mitigation Monitoring and Reporting Program" similarly required by CEQA.

Approval of the 2017 CTP also incorporates by reference the Action Plans for Routes of Regional Significance as updated by the RTPCs.

The Authority may adopt resolution 17-45-G only after adoption of Resolutions 17-44-G, which together would certify the Final EIR for the 2017 CTP and the Action Plans for Routes of Regional Significance.

Following the September 20<sup>th</sup> Authority meeting, staff will prepare the Final 2017 CTP for publication, will post it on the Authority website, and will issue notification of its availability to all interested parties.

#### **Staff-Proposed Changes**

The following summarizes the proposed changes that staff will make to the Draft 2017 CTP in response to comments received from public agencies, organizations and individuals; details are in the attachment, Response to Comments and Proposed Revisions:

- In response to comments submitted by the East Bay Regional Park District, proposed revisions underscore the CTP's commitment to providing trail improvements and supporting opportunities for walking and biking. No additions to the 10-year and 20-year project lists were made as a number of representative trail projects were already included in the Draft 2017 CTP along with bundled line-item entries.
- In response to a letter from the Contra Costa County Board of Supervisors, additional detail is provided to (1) integrate the Northern Waterfront Economic Development Initiative into the Vision, Goals and Strategies and the CTP's Implementation Program and explain what the funding for this initiative would be, and (2) add a program to initiate an Accessible Transportation Service Strategic Plan. "Accessible transportation" is not a formal designation, it is used here as a simple way to refer to a broad range of transportation related services typically provided to persons with disabilities and elderly individuals. Although services for these two populations can be separately administered and operated, they are combined here for simplicity. For the purposes of the proposed strategic plan, accessible transportation is defined as a range of transportation/transit and supportive services such as; Americans with Disabilities Act (ADA) mandated public paratransit service, city/community programs, transportation provided by private non-profits, mobility management programs, volunteer based transportation programs, etc.
- Following up on direction from the Authority, as well as comments from the Board of Supervisors and stakeholders, the proposed expansion of the Regional

Transportation Mitigation Program (RTMP) to have a portion of fees collected cover ongoing maintenance was specifically deleted. The revisions clarify that the Authority intends to continue to use the RTMP to ensure that new development pays the costs attributable to the increased demand for transportation facilities that is reasonably related to that development to prevent a degradation of existing level of service or to meet the multi-modal transportation service objectives in the Action Plans. This requirement comes from Measure J and is authorized by State law.

- To reflect passage of SB 1, the Road Repair and Accountability Act of 2017, a new implementation task will address how the Authority could take best advantage of the funding that will be available. Text revisions also clarify the potential for SB 1 to help meet identified needs.
- Responding to stakeholders' questions about the CTP's commitment to multi-modal transportation, text revisions were made to describe the opportunities for transit service expansion, biking and walking that are supported by the Vision, Goals and Strategies and the Long-Range Transportation Investment Program. With these clarifications, no further additions to the 10-year and 20-year project lists were deemed necessary.
- To ensure broader understanding of the CTP and what it will offer Contra Costans, a new strategy for Education and Outreach (#5.5) is now included.
- The San Francisco Bay Conservation and Development Commission and East Bay Regional Park District have been added to the list of partners in the Introduction.
- Technical corrections have been made to some of the labeling on the maps illustrating the 2013 RTP and the Proposed Investment Program to reflect more precisely which projects have been completed and to align these maps more exactly with the 10-year and 20-year project lists.
- In the 10-year and 20-year Project Lists, included in the Appendix to Volume 2 of the Draft 2017 CTP, certain descriptions were expanded to convey more clearly what the project would entail.
- A minor clarification was made in the discussion of the MTC Performance Targets presented in Volume 2; this did not have any effect on the findings and conclusions presented.
- Certain trail name references were corrected, and some terms have been added to the Glossary.

Some commenters requested project-specific changes that were not incorporated as explained in the attachment, Response to Comments and Proposed Revisions. Others requested additional detail on the methodology used and how the project lists support economic development objectives. The attachment fully addresses these questions, and no changes to the Draft 2017 CTP are being recommended as a consequence.



## OVERALL SCHEDULE

The comment period for the Draft 2017 CTP closed on August 1, 2017. Following is the tentative schedule for adoption of the Final 2017 CTP.

Date – 2017	Action
August	Authority staff prepares responses to comments received.
August 30	TCC reviews detailed response to comments and approves the proposed revisions to the Draft 2017 CTP for incorporation into the final 2017 CTP (Note: The TCC approved the proposed changes at its meeting on August 30, 2017.)
September 6	PC reviews 2017 Final EIR and CTP, including all proposed text changes for incorporation into the final documents.
September 8	Authority staff transmits response to comment on the Draft EIR and notifies commentors of the Authority's CTP adoption schedule. (Note: the complete set of comment letters and responses to the Draft EIR are found in the previous agenda item regarding the Authority's certification of the Final EIR.)
September 20	Authority Board certifies the Final EIR and adopts the Final 2017 CTP.
October	Staff Publishes Final 2017 CTP.
Nov-Dec	RTPCs adopt Final Action Plans (following Authority certification of the FEIR).x



RESOLUTION 17-45-G

**RE: ADOPTION OF ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ADOPTION OF A STATEMENT OF OVERRIDING CONSIDERATIONS, ADOPTION OF A MITIGATION MONITORING AND REPORTING PROGRAM, AND ADOPTION OF THE 2017 CONTRA COSTA COUNTYWIDE COMPREHENSIVE TRANSPORTATION PLAN (SCH # 2017022054)**

1. **WHEREAS**, the Measure J Growth Management Program, as described in the Contra Costa County's Transportation Sales Tax Expenditure Plan, requires the Contra Costa Transportation Authority ("CCTA" or "Authority") to support countywide and sub-regional planning efforts, including the Action Plans for Routes of Regional Significance, and prepare a countywide transportation plan (the CTP); and
2. **WHEREAS**, the Measure J Growth Management Program requires local jurisdictional participation in the ongoing countywide comprehensive transportation planning process through the preparation of Action Plans for Routes of Regional; and
3. **WHEREAS**, the Authority's Growth Management Implementation Documents specify that the goals, objectives, and actions delineated in the Actions Plans will form the basis of the countywide CTP; and
4. **WHEREAS**, the Authority adopted the first CTP on July 19, 1995; and
5. **WHEREAS**, the Authority adopted the first major Update to the CTP in July of 2000, which incorporated certain revisions to the Action Plans; and
6. **WHEREAS**, the Authority adopted the second major update in 2004, to update the visions, goals, policies, and strategies of the CTP and to develop the Measure J Expenditure Plan; and
7. **WHEREAS**, the Authority adopted the third major update in 2009 to incorporate new programs and projects included in the Measure J Expenditure Plan and reflect the 2009 Regional Transportation Plan adopted by the Metropolitan Transportation Commission ("MTC"); and
8. **WHEREAS**, the 2017 CTP (the "Project") establishes the blueprint for improving Contra Costa County's transportation system over the coming decades; and
9. **WHEREAS**, the 2017 CTP provides a long-range vision for transportation, identifying the projects, programs, and policies that the Authority Board hopes to pursue; and

10. **WHEREAS**, the 2017 CTP identifies the vision, goals, and strategies for bringing together all modes of travel, networks, and operators, to meet the diverse needs of Contra Costa County and to support Plan Bay Area; and
11. **WHEREAS**, the Authority has reviewed comments received on the Draft 2017 CTP, and believes those comments to have been duly addressed and, where appropriate, incorporated; and
12. **WHEREAS**, the Draft 2017 CTP was subject to full and complete environmental review in a Final Environmental Impact Report ("EIR") prepared in accordance with the California Environmental Quality Act ("CEQA"), as described more particularly in Resolution 17-44-G; and
13. **WHEREAS**, the EIR for the Draft 2017 CTP, consisting of the Final EIR and the Addendum, has been considered and certified as complying fully with CEQA; and
14. **WHEREAS**, the Authority has determined that the benefits of the 2017 CTP outweigh its potential significant environmental impact, and the basis for that determination is set forth in a Statement of Overriding Considerations; and
15. **WHEREAS**, a Mitigation Monitoring and Reporting Program setting forth the mitigation measures to which the Authority shall bind itself in connection with the 2017 CTP; and
16. **WHEREAS**, all other legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE BE IT RESOLVED**, that the Authority hereby finds that the recitals set forth above are true and correct and are incorporated herein as substantive findings of this Resolution; and


1. **BE IT FURTHER RESOLVED**, that the Authority hereby adopts *Findings*, which are attached hereto as Exhibit "A", that the environmental impacts associated with the Project are either: (1) less than significant and do not require mitigation; or (2) potentially significant but will be avoided or reduced to a level of insignificance through the identified Mitigation Measures; or (3) significant and cannot be fully mitigated to a level of less than significant but will be substantially lessened to the extent feasible by the identified Mitigation Measures; and
2. **BE IT FURTHER RESOLVED**, that pursuant to State CEQA Guidelines Section 15093, the Authority adopts the *Statement of Overriding Considerations*, which is attached hereto as Exhibit "B"; and
3. **BE IT FURTHER RESOLVED**, that pursuant to Public Resources Code section 21081.6, the Authority adopts the *Mitigation Monitoring and Reporting Program for the 2017 Update to*

the *Countywide Comprehensive Transportation Plan* and all of the mitigation measures set forth therein, which is attached hereto as Exhibit "C." Implementation of the Mitigation Measures contained in the Mitigation Monitoring and Reporting Program is hereby made a condition of approval of the Project. In the event of any inconsistencies between the Mitigation Measures set forth herein and the Mitigation Monitoring and Reporting Program, the Mitigation Monitoring and Reporting Program shall control; and

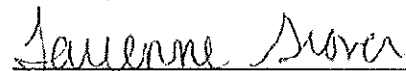
4. **BE IT FURTHER RESOLVED**, that the Authority hereby adopts by reference the goals, objectives, and actions delineated in the Action Plans for Routes of Regional Significance, which is attached hereto as Exhibit "D"; and
5. **BE IT FURTHER RESOLVED**, that the Authority hereby adopts the Final 2017 *Countywide Comprehensive Transportation Plan*, which is attached hereto as Exhibit "E"; and
6. **BE IT FURTHER RESOLVED**, that the documents and materials associated with the 2017 CTP that constitute the record of proceedings on which these findings are based are located at 2999 Oak Road, Suite 100, Walnut Creek, CA 94597. The Custodian of Record is Brad Beck.

This RESOLUTION was entered into at a meeting of the Contra Costa Transportation Authority held September 20, 2017 in Walnut Creek, California by the following vote:

AYES:	Chair Butt, Vice Chair Glover, and Commissioners Abelson, Arnerich, Haskew, Hudson, Mitchoff, Pierce, Romick, Taylor and Trotter
NOES:	None
ABSENT:	None
ABSTAIN:	None

  
\_\_\_\_\_  
Tom Butt, Chair

Attest:

  
\_\_\_\_\_  
Tarien Grover, Clerk of the Board

## CCTA Local Agency Funding Opportunities Summary - Updated 11/15/17

### Upcoming Funding Opportunities

Funding Program	Fund Source	Application Deadlines	Program and Contact Info
CalRecycle Tire-Derived (TDA) Grant Program (FY17/18)	S	<ul style="list-style-type: none"> <li>February 1, 2018</li> </ul>	The TDA Grant Program provides assistance to civil engineers in solving a variety of engineering challenges. TDA, which is produced from shredded tires, is lightweight, free-draining, and a less expensive alternative to conventional lightweight aggregates. Eligible applicants include cities, counties, special districts, state agencies (including offices, departments, bureaus, and boards), qualifying Indian Tribes, and private for-profit entities that fund public works projects located in California. \$850,000 is available for this grant cycle, subject to funding availability. \$350,000 is the maximum available for individual grant awards. <a href="http://www.calrecycle.ca.gov/tires/Grants/TDA/FY201718/default.htm">http://www.calrecycle.ca.gov/tires/Grants/TDA/FY201718/default.htm</a>
FY18/19 Transportation Planning Grants (TBD)	S	<ul style="list-style-type: none"> <li>February 23, 2018</li> </ul>	Planning grants providing funding to support regional sustainable communities strategies and ultimately achieve the State's greenhouse gas reductions targets of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively. <a href="http://www.dot.ca.gov/hq/tpb/grants.html">http://www.dot.ca.gov/hq/tpb/grants.html</a>
Bay Area Air Quality Management District (BAAQMD) 2018 Charge! Program	R	<ul style="list-style-type: none"> <li>March 9, 2018 by 4 pm</li> </ul>	Funding to help offset a portion of the cost of purchasing, installing, and operating new publicly available charging stations at qualifying facilities within the Air District's jurisdiction. The program is funded through the Air District's Transportation Fund for Clean Air (TFCA) Regional Fund, which provides grants to improve air quality within the nine-county Bay Area by reducing emissions of criteria pollutants from on-road vehicles. An initial allocation of \$5 million is available, on a first-come, first-served basis. Applicants to the Charge! Program are required to attend a pre-application workshop prior to submitting an application. Please see link below for webinar dates/times. <a href="http://www.baaqmd.gov/grant-funding/businesses-and-fleets/charge">http://www.baaqmd.gov/grant-funding/businesses-and-fleets/charge</a>

Lifeline Transportation Program Cycle 5 (TBD)	F	<ul style="list-style-type: none"> <li>Late 2017/Early 2018</li> </ul>	<p>Program for projects that improve mobility for low-income communities. Cycle 5 will cover FY16/17 and FY17/18, with a total of \$20 million available. The program consists of State Transit Assistance (STA) funds and FTA Section 5307 Urbanized Area Formula funds.</p> <p><a href="http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/transit-21st-century/lifeline">http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/transit-21st-century/lifeline</a></p>
2019 ATP Cycle 4	S	<ul style="list-style-type: none"> <li>May 2018</li> </ul>	<p><a href="http://www.catc.ca.gov/programs/ATP.htm">http://www.catc.ca.gov/programs/ATP.htm</a></p>