

**TRANSPAC TAC MEETING NOTICE AND AGENDA**

**THURSDAY, NOVEMBER 29, 2018**

**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 25, 2018 Meeting**

**ACTION RECOMMENDATION: Approve Minutes**

Attachment: TAC minutes from the October 25, 2018 meeting.

- 2. MTC Safe Routes to School (SRTS) Program.** As part of the extension of the initial One Bay Area Grant (OBAG) for an additional year, MTC allocated an additional \$822,000 to Contra Costa in funding for Safe Routes to School (SRTS) projects and programs. These federal funds were not included in the OBAG 2 call for projects and they remain available to Contra Costa jurisdictions. The TRANSPAC share of the funds is projected to be \$217,000. The Contra Costa Transportation Authority (CCTA) has approved a process for RTPCs to recommend projects for the funding. The CCTA guidance includes programming the funds to projects that are already included in the MTC Transportation Improvement Program (TIP) document, which is an indicator the project has existing federal sources of funding and would already have to attain a NEPA environmental document, gain approval of funds through Caltrans, and have to follow federal contracting guidelines for project delivery. Through the discussion at the October TRANSPAC TAC meeting, we are collecting additional information on the Concord and Pleasant Hill projects, that both meet the CCTA programming requirements. Additional information will be available at the meeting.

**ACTION RECOMMENDATION: Consider the approval of additional SRTS funds to the City of Concord and Pleasant Hill projects, in a sum not to exceed \$217,000.**

Attachments: Summary of SRTS Candidate Project List; Process for Allocating Additional One Bay Area Grant 2 Safe Routes to School Funding (CCTA Memo, November 7, 2018)

- 3. School Based Traffic Congestion.** The TRANSPAC Board received a presentation on TRAFFIX School Bus in the Alamo / Danville / San Ramon area.

TRAFFIX is a traffic congestion relief program funded in part by Measure J. Its sole purpose is to reduce traffic congestion caused by parents driving their children to and from school through some of the San Ramon Valley's most congested intersections. At the conclusion of the information item, the TRANSPAC Board requested a future item to discuss this topic. The TRANSPAC TAC is requested to provide input into specific issues, information and resources to consider in preparing additional information for the Board to consider.

4. **Interstate 680 HOV Completion and Express Lanes Project Status.** Contra Costa Transportation Authority staff will provide an update on the project status.
5. **Evaluating Parking Requirements with Transform's GreenTRIP Program.** The City of Walnut Creek is considering the use of Transform's GreenTRIP program to analyze parking reductions for new developments, and to reevaluate the City's parking requirements in general. Walnut Creek staff is currently in discussions with Transform, in order to possibly fund additional field research in Walnut Creek that will build a more robust data model. City staff will provide additional information on the program, and is seeking input from other TRANSPAC jurisdictions to see if there is interest in a possible joint collaboration.

Attachment: <http://www.transformca.org/landing-page/greentrip> (link only)

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

Attachment: CCTA Local Funding Opportunities Summary Updated 11/14/18

7. **Committee Updates:**

- a. Technical Coordinating Committee (TCC): The next meeting is on December 20, 2018.
- b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): There is no meeting in December; the next meeting is January 28, 2019.
- c. Paratransit Coordinating Council (PCC): There is no meeting in December; the next meeting is January 28, 2019 (moved due to holiday).

8. **Future Agenda Items:**

- The CCTA Calendar for November 2018 to February 2019 may be downloaded at: [http://ccta.granicus.com/MetaViewer.php?view\\_id=1&event\\_id=774&meta\\_id=39531](http://ccta.granicus.com/MetaViewer.php?view_id=1&event_id=774&meta_id=39531)

9. **Next Meeting: January 31, 2019**

**MEETING DATE:** October 25, 2018

**MEMBERS PRESENT:** Scott Alman, Clayton; G. Aileen Hernandez, BART; Eric Hu, Pleasant Hill; Abhishek Parikh, Concord; Melody Reeb, County Connection; 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:** None

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

The meeting convened at 9:00 A.M.

**1. Minutes of the September 27, 2018 Meeting**

The minutes of the September 27, 2018 meeting were approved by consensus.

- 2. Monument Boulevard / I-680 Bicycle and Pedestrian Improvements Feasibility Study.**  
 The TRANSPAC Board approved the scope of work for the Monument Boulevard / I-680 Bicycle and Pedestrian Improvements Feasibility Study (Study) scope of work in July 2018. The study is envisioned to detail improved bicycle and pedestrian related improvements in the study area and identify scope, cost, and delivery strategy material that could be used to pursue project funding. TRANSPAC TAC has been reviewing options for a procurement process as well as project / contract management (for work beyond the traditional TRANSPAC Managing Director tasks) options for the study. Staff reached out to Contra Costa Transportation Authority (CCTA) regarding options to utilize existing CCTA procurement / contract arrangements as well as CCTA staff to support the delivery (project / contract management) of the Study. CCTA staff provided information to the TAC in September regarding the use of existing CCTA consultants that could provide efficiencies (schedule acceleration and less staff resources) to the procurement aspect for the Study. The TRANSPAC TAC reviewed the inventory of the CCTA procured consultants (including on call design and planning, as well as the Countywide Bike and Pedestrian Plan resources) and the relevance of the firms expertise related to the scope of the TRANSPAC Study. Based on the TRANSPAC TAC discussion, the CCTA is expected to have additional information on this at the next TRANSPAC TAC meeting. How to manage the Study effort was also discussed. CCTA staff proposed providing support to TRANSPAC with contract administration and project management staff.

The TRANSPAC TAC discussion reviewed the Study project management needs including a contract administrator, project management, and the need for direct input from the local jurisdictions affected by proposed improvements. There was further discussion regarding the benefits of input and guidance from CCTA project manager and local agency staff, but also from TRANSPAC, resulting in discussion of a hybrid project management proposal, including CCTA staff as well as the TRANSPAC Managing Director acting in co-project manager roles. Additional information requested about the hybrid options is included in the material attached to the Agenda Packet. The benefits of the various procurement methods were also discussed, with the TAC acknowledging the relevant expertise of the CCTA Countywide Bike and Pedestrian Plan consultant team. In the aforementioned scenario, a TRANSPAC / CCTA agreement would also be required to define tasks, responsibilities, and financial commitments. As has been previously noted, the costs for the project / contract management tasks are proposed to be funded from the funds identified for the Study and that are included in the FY 2018/19 budget. Upon approval of the delivery administration structure, next steps would include seeking CCTA approval and contract negotiation.

Mr. Todd explained that the item had been discussed by the TAC at several meetings. Martin Engelmann, CCTA staff, had been present at the last meeting to offer some suggestions as to how the CCTA could help under its existing contracts and how the contract could fit into the scope, as well as contract management and other roles where the CCTA might be able to help. The TAC had recommended consideration of a hybrid option, which was being presented for discussion.

Mr. Todd reported that the CCTA consultant that appeared to be a good fit would be the CCTA's Countywide Bicycle and Pedestrian Plan Consultant, Fehr & Peers, and the CCTA Board would have to approve that recommendation. There would also have to be a cooperative agreement with the CCTA and TRANSPAC to address the work.

Mr. Todd noted the different roles that had been discussed such as project management, contract administrator, and technical manager, with the recommendation that the contract be administered by Martin Engelmann of the CCTA, co-project managers be the CCTA and the TRANSPAC Managing Director, and the technical managers be the City of Pleasant Hill and the City of Concord given that while the right-of-way improvements were in Pleasant Hill, trips through the corridor were Concord-based so there was a key role for both cities.

Mr. Todd explained that his role as co-project manager would be to attend the estimated 21 meetings, along with reviewing the 8 deliverables. All this would be on a time and materials basis. He referred to the summary of tasks for project management, project meetings, and deliverable review.

Mr. Todd also explained that the CCTA staff liaison would most likely be Matt Kelly.

Eric Hu referenced Mr. Engelmann's presentation at the last meeting and his understanding that CCTA's service as contract administrator would assume most of the "busy work" to minimize the TRANSPAC Managing Director's costs, and while Mr. Hu wanted to be involved given the Pleasant Hill location and the TRANSPAC project, he supported CCTA's role and the hybrid option that had been proposed.

The TAC as a whole supported the hybrid option and a recommendation to the TRANSPAC Board that the structure be approved.

- 3. MTC Safe Routes to School (SRTS) Program.** As part of the extension of the initial One Bay Area Grant (OBAG) for an additional year, MTC allocated an additional \$822,000 to Contra Costa in funding for Safe Routes to School (SRTS) projects and programs. These federal funds were not included in the OBAG 2 call for projects and they remain available to Contra Costa jurisdictions. The TRANSPAC share of the funds is projected to be \$217,000. Contra Costa Transportation Authority (CCTA) staff has material that outlines the staff recommendation for projects that can be considered to allocate the funds, with the additional information being discussed at the October 18 Technical Coordinating Committee (TCC). The CCTA staff recommendation includes projects that are already in the TIP and that will be processed through the federal aid process. It is recommended to continue discussion on this item, with the CCTA expecting to request the TRANSPAC recommendation for the additional funds expected in late 2018 or early 2019.

Mr. Todd explained that SRTS candidates had been collected from all agencies with a set of seven different projects. Through the discussion at the TCC, guidance for the CCTA approach had been recommended. Two projects met the criteria that had been established. He identified the two candidates as Concord's intersection safety improvement project at Ashdale Drive and Willow Pass Road intersection; and Pleasant Hill's Pleasant Hill Road improvements between Gregory Lane and Taylor Boulevard. He explained that nothing would need to be submitted to the CCTA until December or January. A final recommendation for how the \$217,000 would be split between the two projects would be submitted for consideration at the next TAC meeting.

As to the timeline for the availability of funding, Mr. Todd suggested the SRTS funds could be matched up with other federal funds, noted the desire to be in the first TIP amendment for 2019, and any project scheduled for construction next year could still meet the timeline.

Mr. Hu explained that Pleasant Hill was currently in design and looking at a fall 2019 or winter 2020 need for the funding.

Abhishek Parikh stated that Concord was on the same timeline.

4. **Contra Costa County Department of Conservation and Development's application to the Caltrans Sustainable Communities Grant program.** The Caltrans Sustainable Communities Planning Grant Program provides funding to support regional sustainable communities strategies intended to achieve the State's greenhouse gas reductions targets. This cycle is expected to include approximately \$25 million in Senate Bill ("SB") 1 statewide competitive funding. The County is proposing the "Short-term Active Transportation Infrastructure Plan;" a study that will inventory the County's roadway network and identify opportunities to quickly re-stripe or repave streets to build new or enhanced bikeways and sidewalks. The Plan will develop a project list ranked by location in disadvantaged unincorporated communities, ease of implementation, and overlap with the County's travel demand model, and will create a web map tool to track project status. The County has requested a TRANSPAC letter of support for the project.

Mr. Todd reported that no action was needed on this item. The County was pursuing a grant through Caltrans' Sustainable Communities Grant program, an SB1 funded pot of money with \$25 million of competitive grants across the state. Applications were due by November 30, 2018. The County was asking for support from TRANSPAC. He had drafted a support letter and had cited TRANSPAC's Action Plan that supported the type of project that had been proposed.

Robert Sarmiento responded to comments from the TAC as to how the project differed from the Countywide Bicycle & Pedestrian Plan and the focus of the project. He explained that the focus was not only on communities of concern but specifically for the unincorporated areas of the County to see where Complete Streets could be implemented and to identify how much it would cost and the future demand. The project had been considered by a subcommittee of the Board of Supervisors and would be submitted to the full Board of Supervisors in November.

5. **2019 Meeting Schedule.** The Committee is requested to review and comment on the meeting schedule.

Mr. Todd presented the 2019 Meeting Schedule and asked for comments prior to submitting the schedule to the Board.

Given that the schedule for 2019 had included several fifth Thursdays of the month, the TAC recommended that instead of TAC meetings being designated as the fourth Thursday of the month, TAC meetings should be designated for the last Thursday of each month, with the exception of the month of November because of Thanksgiving.

Mr. Todd advised that he would make that change and submit the schedule to the Board for approval.

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

Mr. Todd presented the CCTA Local Agency Funding Opportunities report updated October 9, 2018.

**7. Committee Updates**

There were no updates to report other than the SRTS discussion at the last TCC meeting.

**8. Future Agenda Items**

Mr. Todd reported that the TRANSPAC Board meeting scheduled for October 11 had been cancelled and all items scheduled for that meeting, and others, would be on the next meeting agenda.

Mr. Todd advised for the TAC's information that he had received a phone call from an elected official on SWAT that the official had received a complaint from a resident that too many people were using Reliez Valley Road through Lafayette instead of Taylor Boulevard and Pleasant Hill Road. Given the unincorporated area involved, he explained that he would contact the County and others.

Andy Smith requested an update on the I-680 Gap Closure, Express Lane Southbound.

**9. Adjournment**

The meeting adjourned at 9:37 A.M. to the next meeting on November 29, 2018.

## Safe Routes to School Project Candidates That Meet CCTA Guidelines

Reference	Sponsor	Project Title / Location	Project Scope	Safe Route to School Eligible Scope	Does Project already have federal funds? (Y/N)	Fund Sources	Amount	Schedule			Other Information (i.e. CCTA Coordinated program project, new funds or funds that SRTS would replace, match percentage with requested SRTS funds)	
									Begin (Month/Year)	End (Month/Year)		
1	Concord	Willow Pass Rd @ Ashdale Dr  Intersection safety improvement project at Ashdale Dr/Willow Pass Road intersection.	Installing two double-sided rapid flashing beacon, curb ramps and (possibly) a small concrete center median island for an additional solar powered flashing beacon in the center	Ashdale Dr, provides access to Monte Garden Elementary School, Mt Diablo School District and Sunrise School and sees significant pedestrian activity  Installing two double-sided rapid flashing beacon, curb ramps and (possibly) a small concrete center median island for an additional solar powered flashing beacon in the center	Y	TBD	\$ 180,000	Env.			Within 1,000 feet of existing OBAG 2 project ( CC-170037)  Given the 4 lane Willow Pass Corridor with high speeds, it is a high priority improvement that would fit in with our existing Willow Pass Road safe route to school project that improves traffic safety for pedestrians in the nearby San Vicente neighborhood	
							\$ -	Design				
							\$ -	CON				
							\$ -					
							\$ -					
						Total		\$ 180,000				
2	Pleasant Hill	Pleasant Hill Road Improvements (Taylor Boulevard to Gregory Lane) - Phase 2  Within the City of Pleasant Hill, on Pleasant Hill Road between Gregory Lane and Taylor Boulevard	Overall project split into two project phases. The Locally funded project (phase 1) consists of traffic signal upgrades, median reconstruction, ADA curb ramp upgrades, street lighting, irrigation, and landscaping. Local project will be completed before federally funded project begins. Federally funded project (phase 2) includes pavement rehabilitation; installation of pavement markers, striping, and signage; and installation of bicycle lanes.	Project corridor approximately 1000 feet from Strandwood Elementary School and will provide Class II bike and ped. facilities to the school. SRTS funds will be used specifically for striping work and pavement rehabilitation for the Class II bike lanes area only along the project limit.	Y	Sales Tax - Measure J - CC	\$ 98,000	Env.	Aug-18	Feb-19	SRTS funds will reduce other local funds that would be used for the construction of the Federal phase of the project.  In MTC TIP CC-170044	
							STP - T5 - OBAG2 - CO	\$ 920,000	Design	Mar-18		Nov-19
							Proposed SR2S Funds	\$ 217,000	CON	Mar-20		Oct-20
							Other Local Funds	\$ 133,000				
							\$ -					
						Total		\$ 1,368,000				



## Other Project Candidates Considered

Reference	Sponsor	Project Title / Location	Project Scope	Safe Route to School Eligible Scope	Does Project already have federal funds? (Y/N)	Fund Sources	Amount	Schedule			Other Information (i.e. CCTA Coordinated program project, new funds or funds that SRTS would replace, match percentage with requested SRTS funds)
									Begin (Month/Year)	End (Month/Year)	
1	Clayton	Signalization Improvements for Mt. Diablo Elementary School  Clayton Road at Mitchell Canyon Road (600.0 feet West of Mt. Diablo Elementary School)	-Intersection and signal study to determine ultimate needs of the intersection, -Environmental review and document (CEQA), -Purchase and installation of additional signal and signal support equipment as determined by the study, -Striping and pavement marking revisions and enhancements as necessary to facilitate the pedestrian scramble cycle, -Advance warning signage, -Enhanced, lighted and interactive crossing warning signage.	This is a skewed four-legged intersection that is the nearest signalized opportunity to cross Clayton Road from the elementary school. Improvements are needed to the existing signal to enhance crossing safety for parents and students. The signal is capable of operating in an all-pedestrian "scramble" mode but not all of the required supporting signal equipment is present.	N	TBD	\$ 150,000	Env.			
							\$ -	Design			
							\$ -	CON			
							\$ -				
							\$ -				
							<b>Total \$ 150,000</b>				
2	Clayton	Signalization Improvements for Diablo View Middle School  Marsh Creek Road at Clayton Road (Diablo View Middle School)	-Intersection and signal study to determine ultimate needs of the intersection, -Environmental review and document (CEQA), -Purchase and installation of additional signal and signal support equipment as determined by the study, -Striping and pavement marking revisions and enhancements as necessary to facilitate the pedestrian scramble cycle, -Advance warning signage, -Enhanced, lighted and interactive crossing warning signage.	This is a four-legged intersection with the fourth leg being the school entrance. Improvements are needed to the existing signal to enhance crossing safety for the students. Currently students attempt to cross two legs of the intersection to get to parents parked across Marsh Creek Road from the school. The signal is capable of operating in an all-pedestrian "scramble" mode but not all of the required supporting signal equipment is present.	N	TBD	\$ 150,000	Env.			
							\$ -	Design			
							\$ -	CON			
							\$ -				
							\$ -				
							<b>Total \$ 150,000</b>				
3	Martinez	Center Ave at Redwood Dr Pedestrian Crossing Flashers  Center Avenue at Redwood Dr. This crossing is within 200 feet of Hidden Valley Elementary School property.	Install solar powered Rectangular Rapid Flashing Beacons (RRFB), crossing signs, poles and controller along with advance warning crossing signs and poles.	Install solar powered Rectangular Rapid Flashing Beacons (RRFB), crossing signs, poles and controller along with advance warning crossing signs and poles.	N	Local	\$ 10,000	Env.			
							\$ 20,000	Design			
							\$ 100,000	CON			
							\$ -				
							\$ -				
							<b>Total \$ 130,000</b>				
4	Walnut Creek	Walnut Boulevard Sidewalk at Walnut Heights Elementary  Walnut Boulevard from View Lane to Walnut Heights Elementary	This project would construct a sidewalk along Walnut Boulevard in front of Walnut Heights Elementary School and close a sidewalk gap from the school to View Lane. This project will complement a Contra Costa County project to construct a pedestrian path on Walnut Boulevard east of the school.	This project would construct a sidewalk along Walnut Boulevard in front of Walnut Heights Elementary School and close a sidewalk gap from the school to View Lane. The project would provide pedestrian facilities within 1/2 mile of an elementary school along a known walking route for the school's students.	N	MTC	\$ 200,000	Env.	Mar-19	Sep-19	
							\$ 200,000	Design	Sep-19	Mar-20	
							\$ -	CON	Jun-20	Sep-20	
							\$ -				
							\$ -				
							<b>Total \$ 400,000</b>				

## Other Project Candidates Considered

Reference	Sponsor	Project Title / Location	Project Scope	Safe Route to School Eligible Scope	Does Project already have federal funds? (Y/N)	Fund Sources	Amount	Schedule			Other Information (i.e. CCTA Coordinated program project, new funds or funds that SRTS would replace, match percentage with requested SRTS funds)
								Begin (Month/Year)	End (Month/Year)		
5	Walnut Creek	Parkside Sidewalk Gap Closure  Parkside Drive from Overlook to 250 feet east of Buena Vista Ave	Project would construct sidewalk along Parkside from the intersection of Overlook drive along the county border with Walnut Creek and connect to existing sidewalk and curb ramps leading to Buena Vista Elementary and Walnut Creek Intermediate Schools.	This project would construct a sidewalk along Parkside Drive connecting to Buena Vista Avenue for Buena Vista Elementary School and close sidewalk gap a to North Broadway which is adjacent to Walnut Creek Intermediate. The project would provide pedestrian facilities within 1/2 mile of an elementary school along a known walking route for the school's students.	N	MTC	\$ 200,000	Env.	Mar-19	Sep-19	
						City	\$ 400,000	Design	Sep-19	Mar-20	
							\$ -	CON	Jun-20	Sep-20	
							\$ -				
							\$ -				
						Total	\$ 600,000				

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## Planning Committee **STAFF REPORT**

**Meeting Date:** November 7, 2018

<b>Subject</b>	<b>Process for Allocating Additional One Bay Area Grant (OBAG) 2 Safe Routes to School (SRTS) Funding</b>
<b>Summary of Issues</b>	As part of the extension to the first cycle of OBAG for an additional year, the Metropolitan Transportation Commission (MTC) allocated an additional \$822,000 in funding to Contra Costa for SRTS projects and programs. These federal funds, however, were not included in the OBAG 2 call for projects. Authority staff reviewed options for allocating this funding with the Regional Transportation Planning Committee (RTPC), Technical Advisory Committees (TACs) and members of the SRTS Task Force, and identified a recommended process for allocating those funds, based on the comments received.
<b>Recommendations</b>	Staff recommends the Authority approve the proposed process for allocating the additional \$822,000 in funding to Contra Costa for SRTS projects and programs.
<b>Financial Implications</b>	The additional \$822,000 is available to augment previous OBAG 2 SRTS funding available through the Coordinated Call for Projects.
<b>Options</b>	Modify the proposed process
<b>Attachments</b>	None
<b>Changes from Committee</b>	<i>None</i>

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### Background

As part of the extension to the first cycle of OBAG for an additional year, MTC allocated an additional \$822,000 in funding to Contra Costa for SRTS projects and programs. While these federal funds were not included in the OBAG 2 call for projects, they do remain available to Contra Costa. Authority staff prepared a memo outlining potential options for allocating these funds which they reviewed by the four RTPC, TACs and members of the SRTS Task Force.

The consensus that Authority staff heard at these meetings was that the Authority should:

1. Allocate the funds to the RTPCs using the same formula used previously in the Coordinated Call for Projects.
2. Ask the RTPCs to recommend how to apply that funding to projects already programmed in the Transportation Improvement Program (TIP).

**RTPC Allocations** Based on the formula used in OBAG 2, the \$822,000 in funding would be allocated among the RTPC as follows:

<i>Region</i>	<i>Share</i>
West	\$177,000
Central	\$217,000
East	\$246,000
Southwest	\$182,000
TOTAL	\$822,000

**TIP Projects** The following six SRTS projects have federal Congestion Mitigation and Air Quality (CMAQ) funds programmed to them in the TIP:

<i>Project</i>	<i>Sponsor</i>	<i>SRTS Funding</i>
Willow Pass Road Repaving and 6 <sup>th</sup> Street SRTS *	Concord	\$1,077,000
Moraga Way and Canyon/Camino Pablo Improvements **	Moraga	\$607,000
L Street Pathway to Transit-Bike Ped Improvements	Antioch	\$1,223,000
Lincoln Elementary SRTS Ped Enhancements	Richmond	\$320,000
Street Smarts San Ramon Valley	San Ramon	\$300,000
West Contra Costa Walk and Bike Leaders	Contra Costa County	\$561,000
<b>TOTAL</b>		<b>\$4,088,000</b>

\* This project combines components from two projects that were originally separate

\*\* Originally named "Strategic Bicycle, Pedestrian and SRTS Improvements"

As long as enough local funds remain to provide the 11.47 percent minimum match, project sponsors can use the additional SRTS funds to either:

- Add to the total funds programmed to the project to expand its scope, or
- Replace some of the local match with additional SRTS funds where the local funds currently exceed 11.47 percent of the total project cost.

Where an RTPC has more than one SRTS project in the TIP, it would be up to the RTPC to decide how to allocate its share of the funding to those projects. The range of eligible projects and programs remains the same as described in the original call for projects.

A proposal to the Authority consistent with these recommendations would allocate the additional SRTS funds to the RTPCs for allocation to SRTS projects currently programmed in the TIP, either to expand the project scope or to replace local matching funds.

**TCC Comments**

Authority staff presented the proposed process to the TCC on October 18, 2018 and, after a number of clarifying questions, approved the proposed process unanimously.

## CCTA Local Agency Funding Opportunities Summary - Updated 11/14/18

### Upcoming Funding Opportunities

Funding Program	Fund Source	Application Deadlines	Program and Contact Info
Tire-Derived Aggregate (TDA) Grant Program FY 2018-19	S	1/31/2019	The Department of Resources Recycling and Recovery (CalRecycle) administers the program to provide opportunities to divert waste tires from landfill disposal, prevent illegal tire dumping, and promote markets for recycled-content tire products. 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. \$850,000 is available for FY 2018-19. <a href="https://www.calrecycle.ca.gov/Tires/Grants/TDA/">https://www.calrecycle.ca.gov/Tires/Grants/TDA/</a>
2019/2020 Transportation Development Act (TDA) Article 3	S/R	11/29/2018 by 5:00 pm (Preliminary application due to County if need CBAC review)  1/24/2019 - Final Application to County	TDA Article 3 provides funding annually for bicycle and pedestrian projects. Each City may submit one project for consideration, and the County may submit one application from West, Central and East County. Submit application to County by 11/29/18 if the sponsor elects to have the Countywide Bicycle Advisory Committee (CBAC) review project. Last year's allocation for the County was \$850,000. <a href="http://www.mtc.ca.gov/funding/STA-TDA">http://www.mtc.ca.gov/funding/STA-TDA</a> Contra Costa County - Jerry Fahy, <a href="mailto:jerry.fahy@pw.cccounty.us">jerry.fahy@pw.cccounty.us</a> , 925-313-2276, MTC - Cheryl Chi, TDA Program Manager, <a href="mailto:cchi@bayareametro.gov">cchi@bayareametro.gov</a> , 415-778-5339
Caltrans Transportation Planning Grants (FY 2019-20): Sustainable Communities, Strategic Partnerships, and Adaptation Planning	S	11/30/2018 by 5:00 pm	\$29.5 million for Sustainable Communities Grants to encourage local and regional planning that further state goals, including, but not limited to, the goals and best practices cited in the regional transportation plan guidelines. Strategic Partnerships Grants (\$4.5 million) to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with the California Department of Transportation (Caltrans). \$6 million for Adaptation Planning Grants to local and regional agencies for climate change adaptation planning. <a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a> <a href="http://www.dot.ca.gov/hq/tpp/grant_files/FY_19-20/FiscalYear2019-20TransportationPlanningGrants.pdf">http://www.dot.ca.gov/hq/tpp/grant_files/FY_19-20/FiscalYear2019-20TransportationPlanningGrants.pdf</a>
Affordable Housing and Sustainable Communities (AHSC) Round 4	S	2/11/2019 by 11:59 pm in FAAST system; and hardcopy received by 2/12/2019 by 5pm	Approximately \$395 million available in funding for the AHSC Program administered by the Strategic Growth Council (SGC) and California Department of Housing and Community Development (Department). The California Air Resources Board (CARB) provides the quantification methodology for

			<p>determining the greenhouse gas (GHG) emissions reductions for the AHSC Program. These AHSC Program funds will be used for loans or grants, or a combination thereof, to projects that will achieve GHG emissions reductions to benefit all California communities, particularly through increasing accessibility to affordable housing, and key destinations via low-carbon transportation resulting in fewer vehicle miles traveled (VMT) through shortened or reduced trip length or mode shift from Single Occupancy Vehicle (SOV) use to transit, bicycling or walking. Examples of eligible projects include affordable housing developments, housing-related infrastructure, sustainable transportation infrastructure (Transit Oriented Development (TOD)), transportation-related amenities, program costs (active transportation, transit ridership, etc.). The maximum AHSC Program loan or grant award or combination thereof is \$20 million with a minimum award of at least \$1 million in TOD Project Areas and \$500,000 in Integrated Connectivity Project (ICP) project areas and Rural Innovation Project Areas (RIPA).</p> <p><a href="http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml#guidelines">http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml#guidelines</a></p>
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