

TRANSPAC Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County

TRANSPAC TAC MEETING NOTICE AND AGENDA

THURSDAY, JANUARY 30, 2020

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 December 10, 2019 Meeting

ACTION RECOMMENDATION: Approve Minutes 🌀 Page 4

Attachment: TAC minutes from the December 10, 2019 meeting

2. TRANSPAC COMMITTEE APPOINTMENT – CCTA CBPAC APPOINTMENT FOR THE TERM JANUARY 1, 2020 TO DECEMBER 31, 2021. TRANSPAC has an appointed resident (i.e. non-agency staff) position on the Contra Costa Transportation Authority (CCTA) Countywide Bicycle and Pedestrian Advisory Committee (CBPAC). 🌀 **Page 7**

ACTION RECOMMENDATION: Approve City of Walnut Creek resident David German to fill the CBPAC position.

Attachment: Staff Report

3. INNOVATE 680 – REQUEST FOR NOMINATIONS FOR POLICY AND TECHNICAL ADVISORY COMMITTEES. Interstate 680 (I-680) is ranked as the 8th most congested corridor in the San Francisco Bay Area. Commuters and travelers on I-680 experience significant delays and inconsistent flow of traffic in both directions. Innovate 680 is a program of projects that promotes an integrated approach to redefining mobility and addressing the increasing congestion on 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. CCTA staff proposed the formation of a Policy Advisory Committee (PAC) and Technical Advisory Committee (TAC) to ensure close coordination and help guide Innovate 680. TRANSPAC made initial appointments for these committees in 2017.

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ACTION RECOMMENDATION: Accept project status report from CCTA staff and confirm previously made appointments or identify other individuals for local agency representatives to serve on the CCTA Innovate 680 TAC (as a primary or alternate).

Attachment: Staff Report

- 4. MEASURE J LINE 20A FUNDS PROGRAM – FY 2020/2021 AND FY 2021/2022 PROGRAMMING CYCLE.** The CCTA Measure J line 20a program provides funds for Transportation Services for Seniors & People with Disabilities in the TRANSPAC area. TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used. The TRANSPAC Board approved the program guidelines and release of a call for projects in December. Measure J Line 20a funds are expected to generate about \$918,000 over the two-year programming period. Program applications were requested to be submitted by January 24, 2020 (after the release of this agenda packet). Application information will be available at the meeting to initiate discussion on the review and evaluation of the funding requests. (INFORMATION) 🌀 **Page 15**

Attachment: Staff Report

- 5. 2020 TRANSPAC MEETING CALENDAR.** The TRANSPAC Board requested revisions to the 2020 TRANSPAC meeting schedule, with alternate Board meeting dates be evaluated for April and May, with final dates to be confirmed based on TRANSPAC Board member availability. (INFORMATION) 🌀 **Page 24**

Attachment: Staff Report

- 6. IMPLEMENTATION OF TRANSPAC STRATEGIC PLANNING DISCUSSION TASKS.** TRANSPAC conducted a strategic planning discussion over the summer of 2019 to review the TRANSPAC scope of prioritization of work and how to advance that work. This standing item is being added to the agenda to provide opportunity for the TRANSPAC TAC to review and discuss implementation updates. (INFORMATION) 🌀 **Page 26**

Attachment: Summary of TRANSPAC Strategic Planning Discussion Action Items

- 7. GRANT FUNDING OPPORTUNITIES.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities. (INFORMATION) 🌀 **Page 28**

Attachment: CCTA Local Funding Opportunities Summary Update January 13, 2020

8. COMMITTEE UPDATES:

- a. Technical Coordinating Committee (TCC): The January 16, 2020 meeting was canceled. The next meeting is scheduled for February 20, 2020.

- b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): The January 27, 2020 meeting has been canceled. The next meeting is scheduled for March 23, 2020.
- c. Paratransit Coordinating Council (PCC): The January 27, 2020 meeting has been canceled. The next meeting is scheduled for March 16, 2020.

9. FUTURE AGENDA ITEMS:

- The CCTA Calendar for January 2020 to April 2020, may be downloaded at:
https://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=499&meta_id=48447

10. MEMBER COMMENTS

11. NEXT MEETING: FEBRUARY 27, 2020

TRANSPAC TAC Meeting Summary Minutes

MEETING DATE: December 10, 2019

MEMBERS PRESENT: Ruby Horta, County Connection; Eric Hu, Pleasant Hill; Andy Smith; Walnut Creek, Robert Sarmiento, Contra Costa County; Abishek Parikh, Concord; Scott Alman, Clayton/Martinez; Ricki Wells, BART

STAFF PRESENT: Matt Todd; TRANSPAC Managing Director; Tiffany Gephart, TRANSPAC Clerk

GUESTS/PRESENTERS:

MINUTES PREPARED BY: Tiffany Gephart

Managing Director Matt Todd called the meeting to order at 9:06A.M.; introductions followed. Matt Todd introduced Tiffany Gephart who will be the new Clerk of TRANSPAC.

1. Minutes of the October 31, 2019 Meeting

The minutes of the October 31, 2019 meeting were approved by consensus.

2. Measure J Line 20A Funds Program - FY 2020/21 and FY 2021/2022 Programming Cycle*

Matt Todd provided an overview of the Line 20a Program and funding available for the two - year period of 2019-20 and 2020-21. Full details are included in the staff report and attachments. The committee discussed a range of items regarding the program including: matching funds for programs, TNC programs, information to review and compare applicant requests, role of passenger fares or applicant match, administrative costs of programs, County Connection programs, marketing expenses, and software components of programs. The committee recommended that the operations and capital cash reserve budgets be combined. Suggested edits to the draft call for projects were to edit questions to ensure information relevant to TNCs is collected and add a local match requirement. The proposed timeline for the 2019-20 program is as follows: call for projects will be posted by the end of December and will be open until the end of January 2020, February/March initial application review (special meeting will be held if needed), and draft to TRANSPAC Board in April. The Board will approve the final program in May.

3. TRANSPAC Committee Appointment CCTA CBPAC Appointment for the term January 1, 2020 to December 31, 2021.

David German was proposed by Andy Smith of Walnut Creek and Abishek Parikh commented that he would follow-up with his candidate and forward the information to

Matt Todd. After the committee recommends a candidate, the appointment recommendation will be presented to the TRANSPAC Board for approval. The new appointee could be brought to the February 2020 TRANSPAC meeting.

4. 2020 TRANSPAC Meeting Calendar

TRANSPAC TAC meetings for 2020 will be held on the last Thursday of every month or as notified. The full meeting schedule is included in the staff report attachment.

5. Implementation of TRANSPAC Strategic Planning Discussion Tasks

Matt Todd provided a status update continuing from the September 26, 2019 strategic planning discussion and actions items.

6. Grant Funding Opportunities

See attached staff report.

7. Committee Updates

Relevant committee meeting dates were included in the agenda.

8. Future Agenda Items:

No items were mentioned.

9. Member Comments

Meetings will resume at the Community Room at Pleasant Hill City Hall unless otherwise notified. Matt Todd noted that Barbara Laurenson of MTC will make a presentation to the TRANSPAC Board on December 12th to discuss proposed changes to express lane policies including raising the minimum toll from \$.30 to \$.50 and charging a 50% reduced toll for clean air vehicles.

10. Next Meeting

The meeting was adjourned at 11:06am. The next meeting will be held January 30, 2020 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall.

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TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: January 30, 2020

Subject:	TRANSPAC COMMITTEE APPOINTMENT – CCTA CBPAC APPOINTMENT FOR THE TERM JANUARY 1, 2020 TO DECEMBER 31, 2021
Summary of Issues	TRANSPAC has an appointed resident (i.e. non-agency staff) position on the Contra Costa Transportation Authority (CCTA) Countywide Bicycle and Pedestrian Advisory Committee (CBPAC).
Recommendations	Approve City of Walnut Creek resident David German to fill the CBPAC position.
Financial Implications	None
Options	Perform additional outreach to identify other candidates
Attachments	None

Background

The two-year term of Tony Phillips, a resident of Walnut Creek, ended December 31, 2019. Mr. Phillips is a member of Bike Walnut Creek, Bike Concord and Bike East Bay and a user of active transportation modes. Mr. Phillips has expressed interest in continuing, but has also noted that he would step aside if another individual could provide better attendance.

TRANSPAC TAC discussed this item on October 31, 2019 and December 10, 2019. TAC Members reached out to potential candidates and organizations that may have members interested in serving on the CBPAC.

David German has been proposed to replace Tony Phillips. Mr. German is recently retired from a position as a policy director for the local city government in the Bay Area and has indicated that he believes he can participate in the CBPAC. His history and experience include:

- Vice chair of Walnut Creek Transportation Commission - Charged with reviewing staff plans and budget for multimodal transportation in Walnut Creek,
- Member of several bicycle meet up groups,
- Well versed in local government policies and procedures,
- Avid road cyclist, with a recent illness, he has converted to recumbent tricycle bike, and
- ADA advocate.

No additional candidates were identified from outreach since the December 10, 2019 TRANSPAC TAC meeting.

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TRANSPAC TAC Meeting STAFF REPORT

Meeting Date: January 30, 2020

Subject:	Innovate 680 – Request for Nominations for Policy and Technical Advisory Committees
Summary of Issues	Interstate 680 (I-680) is ranked as the 8th most congested corridor in the San Francisco Bay Area. Commuters and travelers on I-680 experience significant delays and inconsistent flow of traffic in both directions. Innovate 680 is a program of projects that promotes an integrated approach to redefining mobility and addressing the increasing congestion on 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. CCTA staff proposed the formation of a Policy Advisory Committee (PAC) and Technical Advisory Committee (TAC) to ensure close coordination and help guide Innovate 680. TRANSPAC made initial appointments for these committees in 2017.
Recommendations	Accept project status report from CCTA staff and confirm previously made appointments or identify other individuals for local agency representatives to serve on the CCTA Innovate 680 TAC (as a primary or alternate).
Financial Implications	None
Options	TRANSPAC could identify alternates if appropriate
Attachments	A. TRANSPAC Appointments Transmitted to CCTA (December 2017) B. CCTA Innovate 680 Fact Sheet

Background

Interstate 680 (I-680) is ranked as the 8th most congested corridor in the San Francisco Bay Area. Commuters and travelers on I-680 experience significant delays and inconsistent flow of traffic in both directions. These delays are expected to continue in the foreseeable future. Expanding and widening I-680 or building a rail service in the corridor would be very costly.

Innovate 680 is a program of projects that promotes an integrated approach to redefining mobility and addressing the increasing congestion on 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. CCTA staff proposed 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. CCTA has also requested alternates be identified where appropriate. The PAC and TAC will each have 11 and 10 members representing Martinez, Concord, Pleasant Hill, Walnut Creek, Contra Costa 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 December 2017 TRANSPAC also nominated Abhishek Parikh to assist the CCTA staff in procurement activities related to Innovate 680 program/projects.

CCTA has provided the received the following appointment information to date.

Policy Advisory Committee (PAC) Appointments

Jurisdiction	Elected Representative	Alternate
City of Concord	Carolyn Obringer	
City of Martinez	Mark Ross	
City of Pleasant Hill	Sue Noack	
City of Walnut Creek	Loella Haskew	
Contra Costa County – District IV	Karen Mitchoff	
City of San Ramon	Scott Perkins	
Town of Danville	Renee Morgan	
Contra Costa County - District II	Candace Andersen	
County Connection	Robert Storer	Kevin Wilk
BART		
Wheels		

Note: CCTA quorum if more than five appointed members are on CCTA board as members or alternates. Currently there are six CCTA members or alternates identified on the Innovate 680 PAC.

Technical Advisory Committee (TAC) Appointments

Jurisdiction	Staff Representative	Alternate
City of Concord	Abhishek Parikh	
City of Martinez	Tim Tucker	
City of Pleasant Hill	Eric Hu	
City of Walnut Creek	Rafat Raie	
Contra Costa County – District II & IV	Monish Sen	
City of San Ramon	Lisa Bobadilla	
Town of Danville	Andy Dillard	
County Connection	Ruby Horta	
BART		
Wheels		

Note: CCTA TCC quorum if more than 11 appointed members are TCC members or alternates. Currently there are ten CCTA TCC members or alternates identified on the Innovate 680 TAC.

TRANSPAC
Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
1676 North California Boulevard, Suite 400
Walnut Creek, CA 94596
(925) 937-0980

December 26, 2017

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

Re: Nominations for Innovate 680 Policy Advisory Commission

Dear Mr. Iwasaki:

At its regular meeting on December 14, 2017, the TRANSPAC Board of Directors nominated the following to serve on the Innovate 680 Policy Advisory Commission (PAC).

City of Concord	Carlyn Obringer
City of Martinez	Mark Ross
City of Pleasant Hill	Sue Noack
City of Walnut Creek	Loella Haskew
Contra Costa County	Karen Mitchoff

The staff members identified to participate on the Innovate 680 Technical Advisory Committee (TAC) are also detailed below.

City of Concord	Abhishek Parikh (To also assist CCTA in procurement activities)
City of Martinez	Tim Tucker
City of Pleasant Hill	Eric Hu
City of Walnut Creek	Rafat Raie
Contra Costa County	Monish Sen
County Connection	Ruby Horta
BART	Nikki Foletta

Please contact me if you have any questions or need additional information.

Sincerely,

A handwritten signature in blue ink that reads "Matt Todd". The signature is written in a cursive, slightly slanted style.

Matthew Todd
TRANSPAC Managing Director

cc: Carlyn Obringer, City of Concord
Mark Ross, City of Martinez
Sue Noack, City of Pleasant Hill
Loella Haskew, City of Walnut Creek
Karen Mitchoff, Contra Costa County, TRANSPAC Chair

Project Innovate 680 (# 8009)
Sponsor Contra Costa Transportation Authority
Subregion Central and Southwest County

Scope

Implement the following strategies:

Strategy No. 1: Complete HOV/Express Lanes

Eliminate the gap in existing carpool lanes in the NB direction and convert to an express lane to increase efficiency.

Strategy No. 2: Cool Corridor "Hot Spots"

Improve congestion "hot spots" caused by high-volume weaving areas around N. Main Street, Lawrence Way, Treat Blvd, and other locations south of SR 24 (Livorna Road, etc.). This strategy will be completed with Strategy 1 since they are interdependent.

Strategy No. 3: Increase Efficiency of Bus Service

Increase bus service efficiency by improving express bus service, implementing bus operations on shoulder (BOS), and increasing technology-based intermodal transit centers/managed park & ride lots.

Strategy No. 4: Enhance TDM Strategies

Provide enhanced 511 mobile app providing options to make informed decisions about mode choice, travel time, and cost per trip.

Strategy No. 5: Provide First Mile/Last Mile Connections

Implement Shared Autonomous Vehicles (SAVs) to improve transit connectivity and to shift travelers from Single Occupant Vehicles (SOVs).

Strategy No. 6: Innovative Operational Strategies

Deploy a suite of technology-based solutions to maximize the efficiency of the roadway system integrating adaptive ramp metering, integrated corridor management, incident management, and decision support systems.

Strategy No. 7: Prepare Corridor for the Future

Prepare corridor to accommodate the evolution of CV applications and AV technologies for improved traffic flow by building new and upgraded vehicle-to-infrastructure and vehicle-to-vehicle communications.

Status

- The Project Study Report/Project Development Study (PSR/PDS) for the I-680 NB Express Lane project (Strategies 1 & 2) was approved in January 2019. Environmental Clearance work started in July 2019.
- PSR/PR work on BOS project started in April 2019.

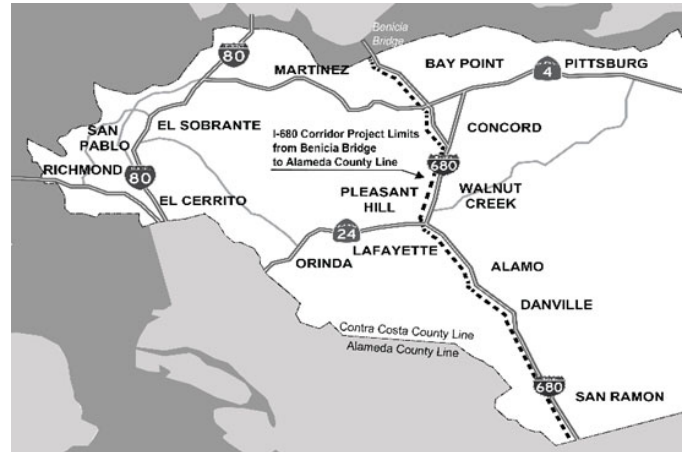
Issues/Areas of Concern

- Significant funding is needed to complete project.
- BOS may require special legislation and will need CHP approval.

Update from Previous Quarterly Report

- The selected Corridor Manager is now under contract and developing the Corridor Management Plan to guide implementation of the program.
- I-680 NB Express Lane (Strategy 1 & 2) –
 - Traffic data collection has taken place through the Traffic Discipline consultant.
- Bus on Shoulder (Strategy 3a) – Meetings with stakeholders are ongoing. KHA is preparing the Concept of Operations Report.
- Transit Improvements (Strategy 3b) – The Authority approved Contract 532 with KHA to prepare the feasibility study for the Shared Mobility Hub, part of Strategy 4 of the project.
- Advanced Technologies (Strategy 4-7) – Caltrans completed the Project Initiation Document for ramp metering on June 28, 2019. Discussions are ongoing related to potential future SHOPP funding for project.

Location



Schedule

	NB HOV Strategy 1-2	BOS Strategy 3a	Technology Strategy 4-7	Bus Service Strategy 3b
Planning	2017-2018	2017-2019	2017-2019	2017-2019
Env. Clearance	2019-2021	2019-2020	2019-2020	2019-2020
Design	2020-2022	2020-2021	2020-2021	2019-2020
Right of Way/Utilities	2021-2022	2020-2021	2020-2021	2020-2021
Construction	2023-2025	2021-2022	2021-2022	2021-2022
Post Construction	—	—	—	—

Estimated Cost by Phase (\$ 000s)

	NB HOV Strategy 1-2	BOS Strategy 3a	Technology Strategy 4-7	Bus Service Strategy 3b
Project Management	\$4,500	\$200	\$900	\$600
Planning	600	750	1,000	600
Env. Clearance	10,000	567	2,900	1,000
Design	34,000	1,438	5,400	1,500
Right of Way/Utilities	5,000	—	—	12,000
Construction Mgmt.	43,000	1,145	6,500	3,500
Construction	292,900	5,000	36,000	39,000
Total	\$390,000	\$9,100	\$52,700	\$58,200

**operations costs estimated at \$18 million/year not included

Funding by Source (\$ 000s)

	NB HOV Strategy 1-2	BOS Strategy 3a	Technology Strategy 4-7	Bus Service Strategy 3b
Measure J ¹	\$6,584	\$4,100	\$2,316	\$2,000
STMP (TVTD)	—	—	2,000	—
MTC (STP)	14,205	—	—	—
Measure J (TLC)	—	—	—	1,500
SB1-LPP Formulaic	2,286	—	—	—
Regional Measure 3	75,000	5,000	1,800	3,200
TBD (shortfall)	291,925	—	46,584	51,500
Total	\$390,000	\$9,100	\$52,700	\$58,200

¹\$4 million in Measure J funds was exchanged for STP funds.

TRANSPAC TAC Meeting STAFF REPORT

Meeting Date: January 30, 2020

Subject:	MEASURE J LINE 20A FUNDS PROGRAM – FY 2020/2021 AND FY 2021/2022 PROGRAMMING CYCLE
Summary of Issues	The CCTA Measure J line 20a program provides funds for Transportation Services for Seniors & People with Disabilities in the TRANSPAC area. TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used. The TRANSPAC Board approved the program guidelines and release of a call for projects in December. Measure J Line 20a funds are expected to generate about \$918,000 over the two-year programming period. Program applications were requested to be submitted by January 24, 2020 (after the release of this agenda packet). Application information will be available at the meeting to initiate discussion on the review and evaluation of the funding requests, including considering a stand alone meeting to review applications in further detail.
Recommendations	None - For information only. Staff will provide an update on application submittals and schedule at the meeting.
Financial Implications	TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used in Central County. The program resulting from the above process will commit some combination of existing and future Measure J revenue dedicated to projects that support transportation for seniors and people with disabilities for the two year period in Central Contra Costa County.
Attachment(s)	A. Measure J TEP Program Description B. Measure 20A Program Guidelines

Background

The Measure J Expenditure Plan includes a program, line 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, line 20a: Additional Transportation Services for Seniors & People with Disabilities, which provides the TRANSPAC area an additional 0.5% for

these types of services (approximately \$459,000 per year). TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used.

TRANSPAC last issued a call for projects and approved a program of projects in FY 2017/2018 for the FY 2018/2019 and FY 2019/2020 period of program/project operations.

Measure J Line 20a funds are expected to generate about \$918,000 over the two-year programming period. Program applications were requested to be submitted by January 24, 2020. The attached material includes program guidelines.

Application information, not due until after the release of this agenda packet, will be available at the meeting to initiate discussion on the review and evaluation of the funding requests, including considering a stand alone meeting to review applications in further detail.

Schedule

The schedule is proposed to approve the programming in May 2020, and allow for services to be funded starting July 1, 2020.

December 2019	Board Approve CFP Material
	Release CFP Material to Potential Applicants
January 24, 2020	Applications Due
February – March 2020	Application Review
April 2020	Board Review Draft Program
May 2020	Board Approve Final Program

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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

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

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

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

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

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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

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

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

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

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

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

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

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

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

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

Subregional Projects and Programs

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

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

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

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

CENTRAL COUNTY (TRANSPAC)

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

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

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

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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

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

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

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

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

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

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

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

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

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

2020-2021 and 2021-2022

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 2020-2021 and 2021-2022.
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 Disabilities¹. 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.

¹ Full program description is available in the Measure J Sales Tax Expenditure Plan:
<https://ccta.net/wp-content/uploads/2018/10/5297b121d5964.pdf>

5. **Funding Available:** The total funding available for this two-year grant/project period is estimated to be \$918,000 (\$459,000 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
 - \$79.13 per revenue hour (FY 2018/2019)
 - \$45.38 per passenger (FY 2018/2019)
 - Is the service currently being funded by the 20a program
 - Demonstration of the capacity, commitment and funding strategy to continue service beyond the grant period.
 - Though matching funds are not required, providing matching funding and leveraging other fund sources will be viewed favorably.
 - Equity analysis of the transportation services provided in the TRANSPAC Subregion
 - Specific services may be evaluated based on prior pilot program information (such as transportation network company (TNC) service)
7. **Applications:** Applicants are required to complete the attached application form and may attach additional information in support of the application. The TRANSPAC Board will request application review and a program recommendation from TRANSPAC TAC. The TRANSPAC Board will make funding recommendations to CCTA and request allocation action(s).
 - a. Applications should be mailed, hand delivered, or emailed (preferred, pdf format), to:
Matt Todd, Managing Director
1211 Newell Avenue, Suite 200
Walnut Creek, CA 94596
matt@graybowenscott.com
 - b. **Applications must be received by 3:00 pm on Friday, January 24, 2020.**
 - c. An electronic copy of the application is available by email. Please contact Matt Todd, Managing Director, at matt@graybowenscott.com for the electronic version.
 - d. Faxed applications and late applications will not be accepted.

8. **Contra Costa Transportation Authority Allocation Process:** Successful applicants will be required to execute a Cooperative Funding Agreement with the CCTA and comply with all of its requirements, including, but not limited to, audits, compliance with the Measure J Expenditure Plan as it pertains to the project, insurance (see attachment Sample Contra Costa Transportation Authority Grant Insurance Requirements on page 15 of the Call for Projects package) , indemnification, and reporting. Pursuant to CCTA policies and procedures established in the Cooperative Funding Agreement referenced above, project sponsors will be reimbursed for eligible, documented expenses pursuant to the approved program/project budget and scope, schedule and/or project description.
9. **Reports to TRANSPAC and the Contra Costa Transportation Authority:** First and second year grantees will be required to report on a quarterly basis to TRANSPAC and/or the Contra Costa Transportation Authority on the transportation services and related capital projects funded through this Call for Projects. For grantees with two years of 20a grant funding history, the reporting requirement is annual contingent upon no issues identified by TRANSPAC or CCTA.

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TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: January 30, 2020

Subject:	2020 TRANSPAC MEETING CALENDAR
Summary of Issues	The TRANSPAC Board requested revisions to the 2020 TRANSPAC meeting schedule, with alternate Board meeting dates be evaluated for April and May, with final dates to be confirmed based on TRANSPAC Board member availability.
Recommendations	None - For information only. Staff will provide an update on the schedule at the meeting
Financial Implications	None
Attachments	None

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Summary of TRANSPAC TAC Strategic Planning Discussion

Action Items

From September 26, 2019 Meeting

- Corridors
 - Identify regionally significant priorities through a CIP process
 - Identify actions for short, medium and long term
 - Include review of potential funding sources
 - Ygnacio Valley / Treat Corridor will be a priority
 - Request support from CCTA for items including but not limited to funding, project development / delivery, data, analysis, inclusion in the Innovate 680 Project
 - Initiate a multi-jurisdictional process to discuss and define “vision” of corridor improvements
 - City of Concord planning to submit a grant application for the Program for Arterial System Synchronization (PASS)
- Schools
 - Identify regionally significant priorities through a CIP process
 - Prioritize improvements that benefit the regional transportation system
 - May include capital and operational (including TDM) improvements
 - Include review of potential funding sources
- Regional Coordination
 - School District(s)
 - Request School district participation at TRANSPAC
 - Initial items of interest could include improving relations, understanding of needs, and trip patterns
 - RTPCs – Joint meetings / coordination
 - TRANSPLAN
 - Initial items of interest could include Concord Naval Weapon Station information, Highway 4 Corridor (including parallel arterial routes),
 - SWAT
 - Initial items of interest could include 680 Corridor, Taylor/Pleasant Hill Road Corridor, Iron Horse Trail Corridor, bus pass programs

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CCTA Local Agency Funding Opportunities Summary – 1/13/2020

Upcoming Funding Opportunities

Funding Program	Fund Source	Application Deadlines	Program and Contact Info
Tire-Derived Aggregate (TDA) Grant FY 19-20	S	January 30, 2020	The Department of Resources Recycling and Recovery (CalRecycle) administers the TDA program to provide opportunities to divert waste tires from landfill disposal, prevent illegal tire dumping, and promote markets for recycled-content tire products. 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 FY19-20. \$350,000 is the maximum available for individual grant awards, except for Very Large Projects (VLP, see guidelines for definition). VLPs are each eligible for grant awards up to \$750,000, subject to funding availability, with a limit of one per applicant. https://www.calrecycle.ca.gov/Tires/Grants/TDA/FY201920
California Resilience Challenge (CRC)	S	February 7, 2020	The CRC is a new statewide initiative led by the Bay Area Council with more than \$2 million in grants available for eligible applicants; individual grants will average between \$100,000 and \$200,000. California Resilience Challenge (CRC) is pleased to invite eligible local California public entities to respond to their Request for Proposals (RFP) for grants in support of climate resilience planning projects, with a preference for projects that will lead to implementation of resiliency infrastructure. Eligible projects will consist of planning projects that are targeted at improving local or regional resilience to one or more of the following four climate challenges: Drought; Flooding, including from sea level rise; Extreme Heat; and Wildfire. http://documents.bayareacouncil.org/11.27.19_crc_rfp.pdf
Affordable Housing and Sustainable Communities (AHSC) Program (Round 5)	S	February 11, 2020	\$550M available. Administered by the Strategic Growth Council (SCC) and implemented by the Department of Housing and Community Development (HCD), the AHSC Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas ("GHG") emissions. Funding for the AHSC Program is provided from the Greenhouse Gas Reduction Fund (GGRF), an account established to receive Cap-and-Trade auction proceeds. Eligible activities include: Affordable Housing Developments, Housing-Related Infrastructure, Sustainable Transportation Infrastructure, Transportation-

			<p>Related Amenities, Program Costs (including active transportation, transit ridership, or criteria air pollutant reduction programs) http://sgc.ca.gov/programs/ahsc/resources/</p>
<p>Transformative Climate Communities (TCC) Program (Round 3)</p>	<p>S</p>	<p>February 28, 2020</p>	<p>\$56.4M Available. The TCC Program will provide funding for projects that reduce greenhouse gas (GHG) emissions through the development and implementation of neighborhood-level transformative climate community plans that include multiple coordinated GHG emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities. Funding for the TCC Program is provided by the Greenhouse Gas Reduction Fund (GGRF), an account established to receive Cap-and-Trade auction proceeds. http://sgc.ca.gov/programs/tcc/resources/application.html</p>