

AMENDED AGENDA

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, APRIL 30, 2020
9:00 A.M. to 11:00 A.M.

COVID-19 SPECIAL NOTICE – PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCE

Consistent with Executive Orders N-25-20 and N-29-20 issued by the Executive Department of the State of California and Contra Costa County's Shelter in Place Order extended through May 3, 2020, meetings of the TRANSPAC Board and TAC will be held via phone/video conference. The public is invited to participate by Zoom telephone or video conference via the methods below:

Video Conference Access: Please click the link at the noticed meeting time:

<https://zoom.us/j/98019831122?pwd=bEJQT3NUOGhWdndIREIySVNUV3p2UT09>

Password cctranspac.

Phone Conference Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 980 1983 1122 and Password: 142603.

Public Comments: Public Comment may still be provided by submitting written comments to tiffany@graybowenscott.com by 3 p.m. on the day before the meeting, which will be read during Public Comment or on the related item when Public Comment is called and entered into the record.

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact TRANSPAC via email at tiffany@graybowenscott.com or (925) 937-0980 during regular business hours at least 48 hours prior to the time of the meeting.

1. VIRTUAL MEETING ACCESS GUIDELINES.

2. MINUTES OF THE FEBRUARY 27, 2020 MEETING.

ACTION RECOMMENDATION: Approve Minutes 🌀 **Page 5**

Attachment: TAC minutes from the February 27, 2020 meeting

3. **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. Measure J Line 20a funds are expected to generate about \$918,000 over the two-year programming period. Information regarding the COVID-19 Pandemic / shelter in place orders and the effect on the collection of Measure J revenues and the existing Line 20A projects will be available at the meeting as well as additional application information. Additional program and application information will be made available at the meeting.

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ACTION RECOMMENDATION: Consider a draft program recommendation, including revised revenue assumptions.

Attachment: Staff Report

4. **CONTRA COSTA TRANSPORTATION AUTHORITY GROWTH MANAGEMENT PLAN/SENATE BILL 743 IMPLEMENTATION.** The Contra Costa Transportation Authority (CCTA) Measure J program includes a Growth Management Program (GMP) element. Local agencies must comply with the GMP program to receive certain funds through the Measure J program. The GMP currently allows local agencies in Contra Costa County to evaluate new projects for traffic impacts using CEQA Level of Service measures. In the future public agencies evaluating the impact of development projects will be required to use vehicle miles traveled (VMT) to evaluate transportation impacts. CCTA has held a series of meetings to discuss the implementation of SB743 in the context of the CCTA Growth Management Program (GMP), including definition for a baseline VMT and thresholds to consider. (INFORMATION) 🌀 Page 23

Attachment: Staff Report

5. **IMPLEMENTATION OF TRANSPAC STRATEGIC PLANNING DISCUSSION TASKS.** TRANSPAC conducted a strategic planning discussion over the summer of 2019 to review the TRANSPAC scope and 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 29

Attachment: Summary of TRANSPAC Strategic Planning Discussion Action Items

6. **GRANT FUNDING OPPORTUNITIES.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities. Additional information will be available at the meeting. (INFORMATION) 🌀 Page 30
7. **COMMITTEE UPDATES:**

- a. Technical Coordinating Committee (TCC): The April 16, 2020 meeting was cancelled. The next meeting is scheduled for May 21, 2020.
- b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): There are no meetings currently scheduled.
- c. Paratransit Coordinating Council (PCC): The next meeting is scheduled for May 18, 2020

8. FUTURE AGENDA ITEMS:

The CCTA Calendar for April to July 2020, may be downloaded at:
<https://ccta.primegov.com/Portal/viewer?id=299&type=2>.

9. MEMBER COMMENTS

10. NEXT MEETING: MAY 28, 2020

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TRANSPAC TAC MEETING SUMMARY MINUTES

MEETING DATE: February 27, 2020

MEMBERS PRESENT: Abhishek Parikh, Concord; Eric Hu, Pleasant Hill; Robert Sarmiento, Contra Costa County; Andy Smith, Walnut Creek; Ruby Horta (County Connection), Lynne Filson (Clayton/Martinez), 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 9:05 A.M.

1. Minutes of the January 30, 2020 Meeting.

The minutes of the January 30, 2020 meeting were approved by consensus.

2. TRANSPAC Committee appointment – CCTA CBPAC Appointment for the Term January 1, 2020 to December 31, 2021.

Scott Alman offered to serve as the primary representative for CCTA CBPAC and Eric Hu will serve as the alternate representative. TAC Appointments for CCTA CBPAC will be brought to the March 12, 2020 TRANSPAC Board meeting for approval.

3. Measure J Line 20A Funds Program – FY 2020/2021 AND FY 2021/2022 Programming Cycle.

Matt Todd provided an overview of the projects received. He noted that the total requests amount to \$1,427,846 which is in excess of the \$918,000 target proposed over the two-year programming period. Applications were received from the Center for Elder's Independence (CEI), Mobility Matters, City of Pleasant Hill, Golden Rain Foundation, City of Walnut Creek, Choice in Aging, Central Contra Costa Transit Authority (CCCTA), City of Concord Senior Center, and a late application from Contra Costa ARC GMC- Concord Transportation Project. The group discussed the GMC – Concord Transportation Project and recommended it be considered a Tier

2 application to be reviewed upon availability of funding. The draft list of projects will be presented to the TRANSPAC Board for further review and consideration.

Comments were received about considering a local match requirement if funding does not cover 100% of the cost and to review how the money will be spent on operational costs vs. overhead. Matt will provide more data on projects that were awarded in the last cycle to provide a comparison.

4. TRANSPAC Meeting Calendar

The TRANSPAC Board approved the final meeting calendar on February 13, 2020. The TAC meetings are proposed to continue to be on the last Thursday of every month unless otherwise noted.

5. Implementation of TRANSPAC Strategic Planning Discussion Tasks.

Matt Todd discussed pending action items from the September 2019 Strategic planning discussion including sending a Letter to Tim Haile to request support from CCTA regarding Ygnacio Valley Road and Treat Corridor improvements. Matt Todd commented that he is drafting a letter and will forward to the Abhishek Parikh for review. Secondly, a joint meeting with TRANSPAC and SWAT is pending scheduling to discuss collective topics of interest outlined in the Discussion summary.

Abhishek commented that he met with the City manager and the Martinez school district staff and requested a letter of support from the board to address school/regional transportation issues. Abhishek requested that the TAC collaborate with MDUSD and invite MDUSD staff to attend TAC meetings as needed.

Abhishek requested that TAC discuss the potential central county Vehicle Miles Traveled (VMT) threshold levels that are being discussed for new CEQA analysis requirements. The TAC Request that the VMT threshold discussion be added as a formal agenda item for the next Board meeting.

6. Grant Funding Opportunities

No items were mentioned.

7. Committee Updates

No items were mentioned.

8. Future Agenda Items

No items were mentioned.

9. Member Comments

No comments were mentioned.

10. Next Meeting

The meeting was adjourned at 10:30 A.M. The next TAC meeting is scheduled for Thursday, March 26, 2020 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

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TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: April 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. Measure J Line 20a funds are expected to generate about \$918,000 over the two-year programming period. Information regarding the COVID-19 Pandemic / shelter in place orders and the effect on the collection of Measure J revenues and the existing Line 20A projects will be available at the meeting as well as additional application information. Additional program and application information will be made available at the meeting.
Recommendations	Consider a draft program recommendation, including revised revenue assumptions.
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 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 C. Measure J Line 20a Program - Fund Estimate D. Summary of Received Applications

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.

At the time of the release of the call for projects for the Measure J Line 20a program, funds were 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 and a summary of the applications received. The Contra Costa County Board of Supervisors, as well as the majority of Bay Area counties issued a coordinated shelter in place order on 3/16/19. Governor Newsom issued a statewide order on 3/19/20. The Shelter in place order is in effect through 5/3/20 (at the time of writing).

CCTA staff have notified TRANSPAC that revenue projections have been reduced for FY 2020/2021. The revenue projection for the coming year is now about \$380,000. Staff will provide additional information at the meeting on the impact of reduced revenue projections on the fund estimate and options to proceed.

Additional application information will be available at the TRANSPAC TAC meeting. TRANSPAC TAC will be requested to consider a Draft Program recommendation for the TRANSPAC Board to discuss in May.

The program schedule has also been impacted by the shelter in place orders. The initial schedule included approving the program in May 2020. The March TRANSPAC TAC and April TRANSPAC Board meetings were cancelled. The April TRANSPAC TAC meeting will be held via as a virtual meeting. With the cancelled meetings, the revised schedule is detailed below.

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

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 Disabilities*¹. 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.

Measure J Line 20a Program - Fund Estimate

TRANSPAC has \$869,457 of unallocated Measure J line 20a funds projected through June 30, 2020, and another \$918,000 of funds projected to become available in the following two fiscal years, resulting in a total of \$1,787,457.

It is proposed to identify the following levels of funding for the use of the projected Measure J Line 20a funds projected through June 30, 2020.

- \$918,000 of funds available for programs / projects in FY 20/21 and FY 21/22
 - Represents 2 years of new revenue
 - About \$1,168,370 of programming, including \$878,000 approved for the prior two year program and \$290,000 of amendments.
 - Assuming Measure J revenue collections are not reduced, provides for a sustainable level of programming

For the remaining funds, it is proposed:

- \$500,000 for Cash Flow Reserve (represents about 110% of annual revenue)
 - Will provide “cash flow” balance to approve 2 year program cycles
 - May need to adjust in future years based on annual revenue level
 - Upon exhaustion of fund balances below, could still be used in certain circumstances to provide programming for unforeseen off cycle requests
- \$370,000 for Operations / Capital Reserve (represents about 40% of new two year programming capacity)
 - Could be used to provide funds for program operations or capital needs
 - In the event of an economic downturn, a level of about \$270,000 of funds represents the amount of the additional Contra Costa transportation sales tax revenue that would have been devoted to the Line 20a program, but was not collected, due to the economic downturn starting in FY 2007/2008
 - Over the life of the program, capital requests have received less than 5% of overall Line 20a programming
 - Upon exhaustion of the funds, will need to evaluate, including strategy to address an economic downturn.

Staff suggests re-evaluating these fund levels at the time funds are programmed from the reserves.

Projects Received: Measure J Line 20A Call for Projects

Project Name	Sponsor	Measure J Line 20A Request	
TIER 1			
Transportation Services for Concord PACE Center/Clinic	Center for Elders' Independence (CEI)	\$	135,774
Rides for Seniors / Rides for Veterans	Mobility Matters	\$	275,140
Senior Van Service - Van Purchase	City of Pleasant Hill	\$	55,000
Rossmoor Green Line & Subsidize Ridesharing Program	Golden Rain Foundation	\$	250,954
City of Walnut Creek Transportation Program for Seniors and Special Needs	City of Walnut Creek	\$	237,000
Mt. Diablo Mobilizer	Choice In Aging	\$	80,000
Midday Free Rides for MDUSD Bridge Program and RES Success	Central Contra Costa Transit Authority (CCCTA)	\$	80,000
Get Around Taxi Scrip Program	City of Concord Senior Center	\$	50,000
SUBTOTAL REQUESTED		\$	1,163,868
TIER 2			
Contra Costa ARC (dba VistAbility)	GMC-Concord Transportation Project	\$	91,978
SUBTOTAL REQUESTED		\$	91,978
TOTAL REQUESTED		\$	1,255,846
Withdrawn			
Commercial Shuttle and Wheelchair Vans (2) to support Dial a Bus and Paratransit Service	Golden Rain Foundation	\$	172,000

TRANSPAC 20A Program Summary of the 2020/2021 and 2021/2022 Cycle Program Applications		
VOLUNTEER DRIVER PROGRAMS		
City of Pleasant Hill		
	Senior Van Service (Vehicle only)	The City of Pleasant Hill Senior Van Service provides affordable, safe, reliable, and accessible door-to-door transportation for Pleasant Hill residents aged 55 and older, including seniors with limited mobility, in and around Pleasant Hill. The Senior Van Service is run by a volunteer coordinator, who hires and manages the service's volunteer dispatchers and volunteer drivers. The current vehicle is a 2012 lift van with 61,376 miles. A fare of \$1.50 is required.
TAXI SCRIP/TNC PROGRAMS		
City of Concord		
	Get Around Taxi Scrip	<p>The Get Around Taxi Scrip Program is a flexible, curb to curb, same day transportation option that allows Concord seniors to get taxi service at an affordable rate to neighboring cities, 24-hour access, 7 days a week. This service will allow seniors continue to be engaged with the community, get to medical and dental appointments, senior center, bank, shopping, church, hair appointments etc.</p> <p>Concord residents that are 65+ can are eligible to purchase up to 2 books for \$30, worth \$60 in rides at the senior center. The city has an agreement with DeSoto Cab Company to provide the taxi service that covers Clayton, Concord, Martinez, Pleasant Hill and Walnut Creek. The subsidy is proposed to increase to 75% in the second year of the program.</p>
POINT TO POINT SERVICE / SERVICE TO CENTRAL LOCATION		
Center for Elder Independence (CEI)		
	CEI Transportation Services for Central County	The Center for Elders' Independence (CEI) operates PACE, a long-term care alternative to nursing home residence for frail, low-income adults age 55 and over. The participants meet Medi-Cal income and health status criteria for nursing home admission but choose to remain at home or in the community to "age in place". CEI currently operates five centers in Alameda and Western Contra Costa County, and will open a PACE center/clinic in downtown Concord, CA in late 2020. This program is to provide wheelchair-accessible/lift-equipped "through-the-door" paratransit for frail, low-income senior participants to and from CEI's Concord PACE Center/clinic, other needed medical specialty appointments, and CEI-sponsored recreational and other outings.
SHUTTLE SERVICE (FIXED ROUTE)		
Golden Rain Foundation (Rossmoor)		
	Green Line Service	The Rossmoor Green Line bus provides hourly service Monday-Friday between 9:50am - 5:35pm to the greater Walnut Creek area, with a total of eight trips each weekday. The Green Line is a fixed route serving the senior population of Rossmoor. The Bus is equipped with a wheelchair lift allowing for mobility devices to use the route. The bus can hold eighteen seated passenger and two mobility devices.
TAXI SCRIP/TNC PROGRAMS		
Golden Rain Foundation (Rossmoor)		
	Subsidized Ridesharing Program	This Rossmoor program provides a transportation options for residents to receive a \$10.00 per ride subsidy (800 to 1800 hours) and a \$15.00 per ride (from 1800 to 2400), with a maximum of \$20.00 per day. The resident pays any additional cost after the subsidy is applied. The subsidized ride share program utilizes the Uber and Lyft systems. Seniors can access transportation outside the normal operating hours of the Rossmoor transit services and they can reach destinations outside the normal service area of the Rossmoor service. The service is contracted through GoGoGrandparents to provide the subsidized ride share service.

SHUTTLE SERVICE (FIXED ROUTE)		
	City of Walnut Creek	
	Walnut Creek Senior Mini Bus Program	<p>The City of Walnut Creek Transportation Program provided door-to-door transportation for members of the Walnut Creek Seniors Club and participant with developmental disabilities. Rides are given anywhere within the City of Walnut Creek and the Rehabilitation Center in Pleasant Hill. Most common destinations are medical appointments, shopping center and to the Civic Park Community Center, which serves as the senior center for Walnut Creek.</p> <p>The current program utilizes a Chevy Bolt operated by volunteer drivers to transport seniors on weekdays throughout the year. During the summer, on evenings and weekends, a 15-passenger van is used to transport program participants with developmental disabilities. This bus is operated by a staff member with a Class B driver license.</p>
TAXI SCRIP/TNC PROGRAMS		
	City of Walnut Creek	
	Lyft / TNC component	The Minibus services is augmented by the expanded Lyft pilot program which allows for overflow rides (once the Minibus is full) during currently Minibus operating hours and for rides during evenings and on the weekend.
SHUTTLE SERVICE (FIXED ROUTE)		
	CCCTA / County Connection	
	Midday Free Ride Program for Bridge and RES Programs	This program would allow participants of the Mt. Diablo Unified School District's Bridge Program and RES Success to ride County Connection's fixed-route transit services for free between 10 AM and 2 PM on weekdays. These two programs provide individuals with the knowledge and skills they need in order to make a successful transition to an independent, adult life. A key part of this is learning how to navigate and use public transit, which also helps to reduce dependency on paratransit services. The program is limited to off-peak hours when capacity is available on existing fixed-route services, so no additional transit service would be provided as part of this program.
POINT TO POINT SERVICE / SERVICE TO CENTRAL LOCATION		
	Choice in Aging	
	Mt. Diablo Mobilizer	<p>Choice in Aging's mission is to create opportunities where people can learn, grow, and age independently with dignity and community. Choice in Aging (CiA) started in 1949 as a rehabilitation facility for children with polio. When polio was eradicated, CiA's services changed. Today CiA serves more than 600 people with disabilities, multiple health conditions, and Alzheimer's disease.</p> <p>The Mt. Diablo Mobilizer offers door-through-door transportation to frail, low-income adults and adults with disabilities. The service uses CiA's bus (a wheelchair accessible vehicle) to transport participants to and from our adult day health care program in Pleasant Hill. Mid-day, the Mt. Diablo Mobilizer provides a shopping shuttle to low-income seniors at two senior housing facilities in Concord.</p>
VOLUNTEER DRIVER PROGRAMS / MOBILITY MANAGEMENT PROGRAM		
	Mobility Matters	
	Rides for Seniors/ Rides for Veterans	Mobility Matters is a nonprofit organization that provides mobility management services throughout Contra Costa County by matching riders to transportation providers that meet their individual needs. In addition, we operate the only countywide volunteer driver programs that provide free, one-on-one, door-through-door rides for seniors and disabled veterans, including their service dogs, who cannot access other forms of transportation. The primary purposes of the rides we provide are for outpatient medically necessary care, dental care, psychiatric care, same day surgery, and shopping for basic necessities, like groceries. Clients may request rides for other purposes, but these can only be filled if all the priority rides are covered. Age 60 or older or disable veterans are eligible. In September 2019, Caring Hands closed its doors, and Mobility Matters was asked by John Muir to train and enroll the volunteer drivers from their Senior Rides Program and assess their clients for eligibility for one of our two volunteer driver programs.

TRANSPAC 20A Program Summary of the 2020/2021 and 2021/2022 Cycle Program Applications			
POINT TO POINT SERVICE / SERVICE TO CENTRAL LOCATION		Operating Request	Capital Request
	Center for Elder Independence (CEI)		
	CEI Transportation Services for Central County	\$ 135,774	
	Choice in Aging		
	Mt. Diablo Mobilizer	\$ 80,000	
	Subtotal	\$ 215,774	\$ -
POINT TO POINT SERVICE / SERVICE TO CENTRAL LOCATION Volunteer Driver based service			
	City of Walnut Creek		
	Walnut Creek Senior Mini Bus Program	\$ 157,000	
	Mobility Matters		
	Rides for Seniors/ Rides for Veterans	\$ 275,140	
	City of Pleasant Hill		
	Senior Van Service (Vehicle only)		\$ 55,000
	Subtotal	\$ 432,140	\$ 55,000
TAXI SCRIP/TNC PROGRAMS			
	City of Concord		
	Get Around Taxi Scrip	\$ 50,000	
	Golden Rain Foundation (Rossmoor)		
	Subsidized Ridesharing Program	\$ 20,000	
	City of Walnut Creek		
	Lyft / TNC component	\$ 80,000	
	Subtotal	\$ 150,000	\$ -
SHUTTLE SERVICE (FIXED ROUTE)			
	CCCTA / County Connection		
	Midday Free Ride Program for Bridge and RES Programs	\$ 80,000	
	Golden Rain Foundation (Rossmoor)		
	Green Line Service	\$ 230,954	
	Subtotal	\$ 310,954	\$ -
	TOTALS	\$ 1,108,868	\$ 55,000
		\$1,163,868	

TRANSPAC TAC Meeting *STAFF REPORT*

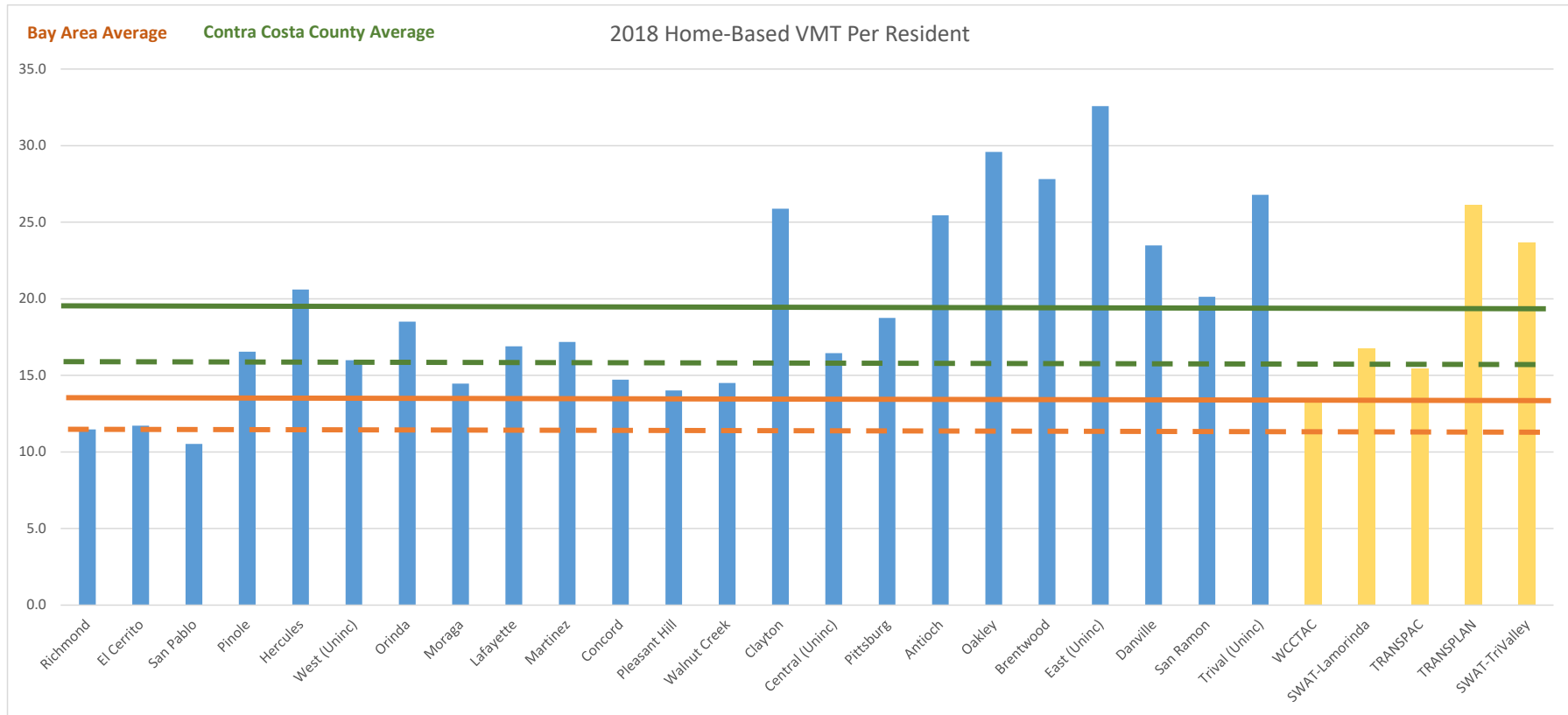
Meeting Date: April 30, 2020

Subject:	CONTRA COSTA TRANSPORTATION AUTHORITY GROWTH MANAGEMENT PLAN/SENATE BILL 743 IMPLEMENTATION
Summary of Issues	The Contra Costa Transportation Authority (CCTA) Measure J program includes a Growth Management Program (GMP) element. Local agencies must comply with the GMP program to receive certain funds through the Measure J program. The GMP currently allows local agencies in Contra Costa County to evaluate new projects for traffic impacts using CEQA Level of Service measures. In the future public agencies evaluating the impact of development projects will be required to use vehicle miles traveled (VMT) to evaluate transportation impacts. CCTA has held a series of meetings to discuss the implementation of SB743 in the context of the CCTA Growth Management Program (GMP), including definition for a baseline VMT and thresholds to consider. David Early, who has been leading the CCTA meetings is scheduled to attend the meeting
Recommendations	None - For information only.
Financial Implications	No TRANSPAC financial implications
Attachment(s)	A. VMT Model and Threshold Information

Background

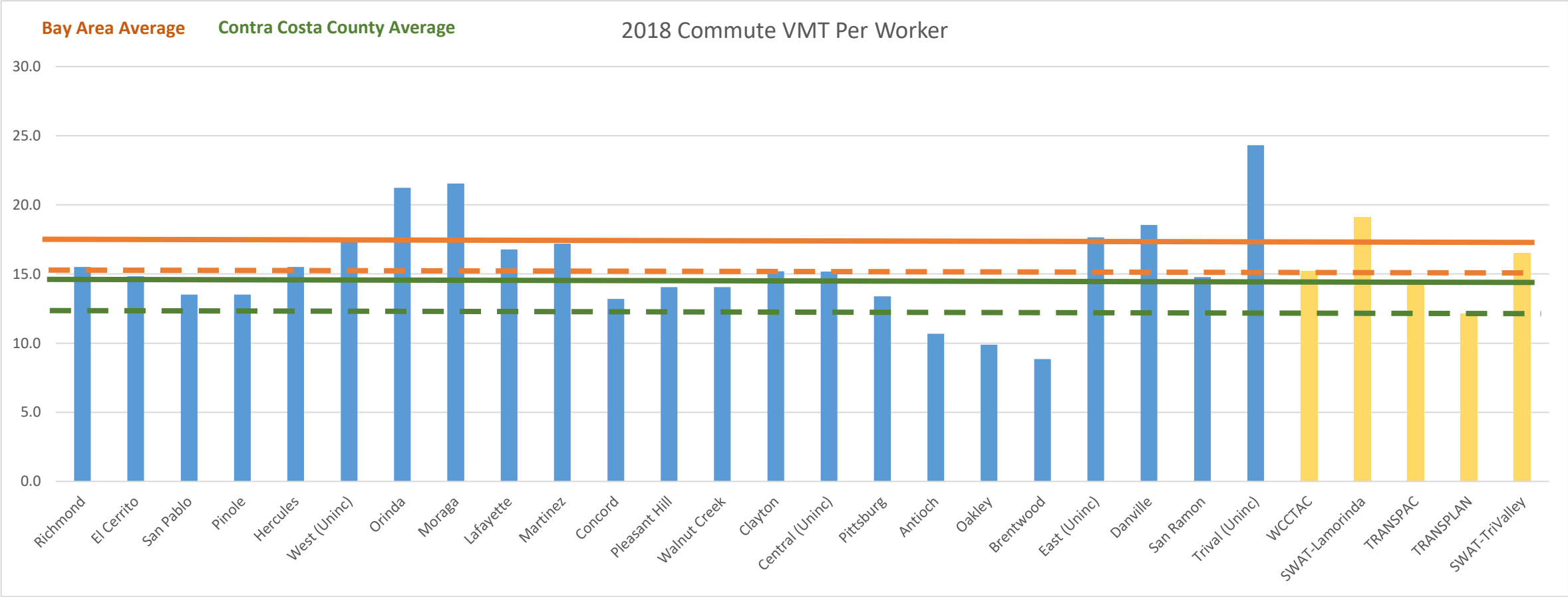
Senate Bill (SB) 743, was signed in 2013 and incorporated into the California Environmental Quality Act (CEQA) Guidelines in 2018. SB743 better aligns CEQA with the State's climate and air quality goals and will change CEQA analysis of transportation impacts associated with both land development and infrastructure projects. SB 743 requires changes in CEQA review of transportation analysis of local land use projects. For land use projects, SB 743 prohibits identification of automobile delay as a significant impact on the environment within CEQA transportation analysis. By July 1, 2020, public agencies evaluating the impact of development projects are required to use vehicle miles traveled (VMT) to evaluate transportation impacts. Contra Costa Transportation Authority (CCTA) has held a series of meetings to discuss the implementation of SB743 in the context of the CCTA Growth Management Program (GMP), including definition for a baseline VMT and thresholds to consider. Multiple cities in the TRANSPAC area have been considering how to implement SB743 in their local jurisdictions.

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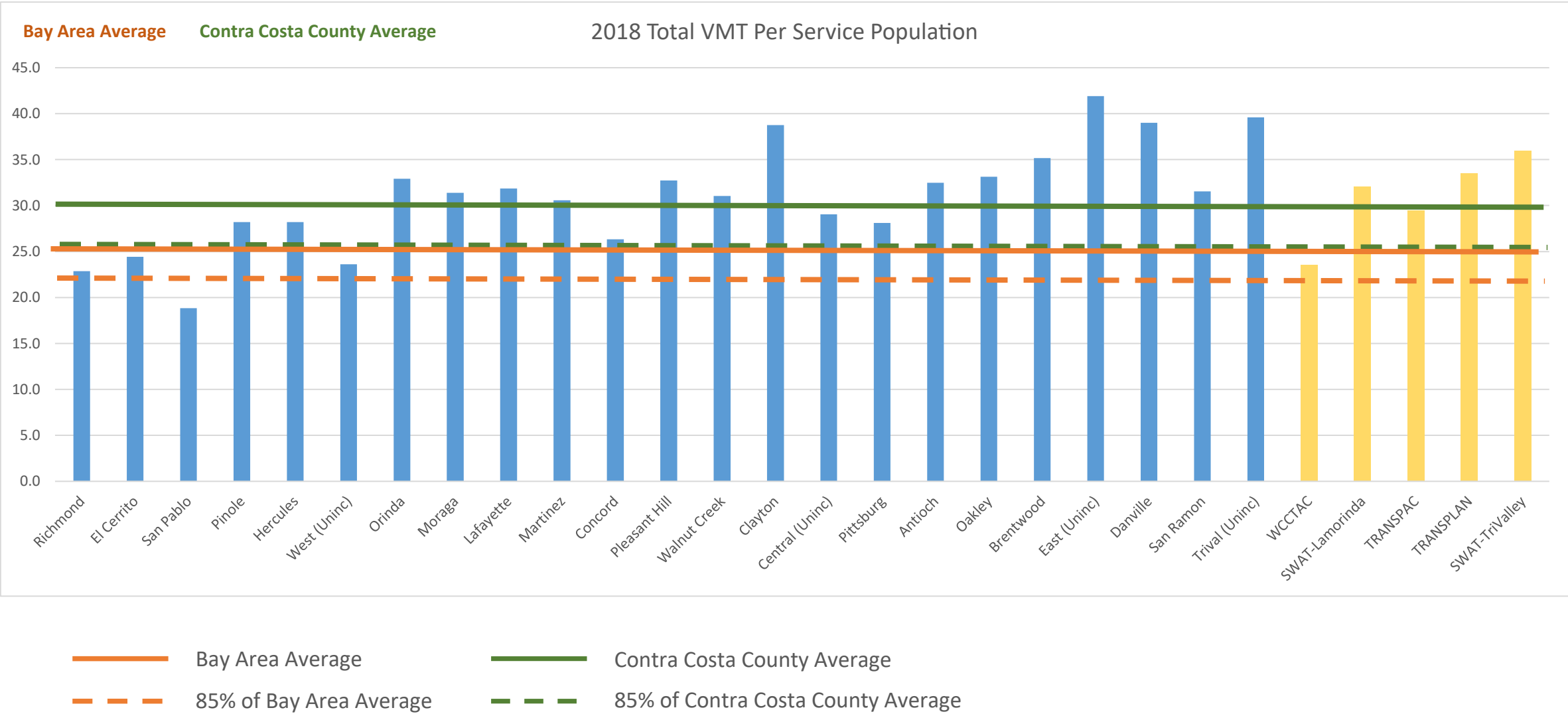
——— Bay Area Average ——— Contra Costa County Average
- - - - 85% of Bay Area Average - - - - 85% of Contra Costa County Average

Draft – For Discussion Purposes Only



Bay Area Average Contra Costa County Average
85% of Bay Area Average 85% of Contra Costa County Average

Draft – For Discussion Purposes Only





Adopted VMT Thresholds

Jurisdiction	Threshold	LOS Maintained?
City/County of San Francisco	<u>Residential</u> : 15% below regional VMT per capita <u>Office</u> : 15% below regional VMT per employee <u>Retail</u> : 15% below regional VMT per retail employee <u>Mixed-Use</u> : Evaluate each land use independently	No
City of Oakland	<u>Residential</u> : 15% below regional VMT per capita <u>Office</u> : 15% below regional VMT per employee <u>Retail</u> : 15% below regional VMT per retail employee	Yes
City of Elk Grove	<u>All Land Use Types</u> : 15% below city's 2015 baseline VMT of similar land uses	Yes
City of Los Angeles	Project VMT should be no higher than the existing average VMT in the relevant Planning Area. Existing VMT ranges from 6.0 to 9.4 VMT per capita, and from 7.6 to 15.0 VMT per employee, depending on the Planning Area.	Yes
City of San Jose	<u>Residential</u> : More stringent of: 1) 15% below citywide VMT per resident or 2) 15% below regional VMT per resident <u>General Employment</u> : 15% below existing regional VMT per employee <u>Industrial Employment Uses</u> : No higher than existing regional VMT per employee <u>Retail Uses</u> : Net increase in the total regional VMT <u>Mixed-Use</u> : Each land use component to be analyzed independently	Yes
City of Woodland	10% reduction in VMT per capita or VMT per service population compared to the General Plan 2035 VMT performance, or a 10% reduction compared to similar land uses	Yes
CSU System: All 23 Campuses	15% below regionwide average VMT	No
San Bernardino County	4% below existing average VMT per service population in unincorporated county (based on maximum achievable TDM reduction)	Yes

Sample of VMT Threshold Options Currently Under Consideration

Jurisdiction	Potential Threshold
Santa Barbara County	<u>Option 1</u> : Daily VMT is no higher than the baseline regional average VMT <u>Option 2</u> : Daily VMT is at least 16.8% below baseline conditions (refers to ARB target)
City of South San Francisco	15% below regional VMT per capita
City of San Bruno	14.3% below existing VMT per service population (based on CARB assessment)
Nevada County	<u>Option 1</u> : Total weekday VMT per service population is less than or equal to the baseline subarea average <u>Option 2</u> : Consistent with the jurisdiction's general plan and the Nevada County Regional Transportation Plan

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

CCTA Local Agency Funding Opportunities Summary – 4/14/2020

Upcoming Funding Opportunities

Funding Program	Fund Source	Application Deadlines	Program and Contact Info
California Natural Resources Agency's (CNRA's) Urban Flood Protection Grant Program	S	Original Deadline: April 8, 2020. (Has been postponed due to COVID-19. New due date TBD)	\$87.5 million in awards will be funded by this program in two funding cycles. Applicants submitting the most competitive proposals will be invited to participate in the next level of the competitive process, estimated to begin mid-June 2020. Projects must be completed by March 2024 (based on current appropriation information). Projects must address flooding in urbanized areas and provide multiple benefits. Eligible projects shall include, but are not limited to, storm water capture and reuse, planning and implementation of low-impact development, restoration of urban streams and watersheds, and increasing permeable surfaces to help reduce flooding. https://resources.ca.gov/grants/ufp
CNRA's Urban Greening Program (Round 4)	S	Original Deadline: May 1, 2020 (Has been postponed due to COVID-19. New due date TBD)	Funded by Cap-and-Trade revenues, the grant supports projects that aim to reduce Green House Gases (GHGs) by sequestering carbon, decreasing energy consumption and reducing Vehicle Miles Traveled (VMT). The program seeks projects that reduce greenhouse gas emissions and provide multiple benefits. \$28.5 million in awards will be funded by this program. Applicants submitting the most competitive proposals will be invited to participate in the next level of the competitive process, estimated to begin Summer 2020. https://resources.ca.gov/grants/urban-greening/
Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant	F	May 18, 2020 at 2 pm PST	The USDOT has announced \$1 billion available for BUILD (formerly TIGER) discretionary grants. The maximum award is \$25 million, and no more than \$100 million can be awarded to a single state. The USDOT intends to award half of the BUILD funding to rural areas (defined as anything not in a Large Urbanized Area). A minimum of \$15 million is set aside to be awarded for planning, preparation, or design of eligible projects. MTC has an opportunity to provide letters of support for projects that support the region's priorities. Eligible applicants considering applying for BUILD funding may request a letter of support for projects by emailing the following to Anne Spevack (aspevack@bayareametro.gov) by April 20, 2020 https://www.transportation.gov/BUILDgrants

*Fund Source (F=Federal, S=State, R=Regional, L=Local, O=Other)

Funding Opportunities Summary April 2020

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Active Transportation Program (ATP) Cycle 5	S/F	June 15, 2020 (May be postponed due to COVID-19)	The California Transportation Commission (CTC) announced the ATP Cycle 5 Call for Projects on March 25, 2020. \$220 million is available for programming in the Statewide program, and \$37 million is available in MTC's Regional program. The funding/programming years include FY 21/22 through FY 24/25. https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5 https://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation
Short-Line Railroad Improvement Program (SLRIP)	S	Tentatively October 1, 2020 (Call for Projects: June 24, 2020)	A one-time appropriation of \$7,200,000 will be available to the SLRIP. The CTC intends to program the \$7,200,000, in fiscal years 2020-21 and 2021-22, following a single call for projects nominated for program funding. The primary objective of the SLRIP is to fund infrastructure improvement projects that will enable Class III/short-line railroads to meet critical freight volume thresholds. The projects to be funded under this program are intended to allow for Class III Rail to become more compatible in supporting modern rail freight traffic and the communities and industries they serve throughout California. All projects nominated for the SLRIP must be consistent with the goals and objectives of the 2018 California State Rail Plan with regards to short-line railroad infrastructure investment. https://catc.ca.gov/programs/short-line-railroad-improvement-program