

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

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, FEBRUARY 25, 2021
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, meetings of the TRANSPAC Board and TAC will utilize phone and video conferencing as a precaution to protect staff, officials and the general public. 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://us02web.zoom.us/j/89620582879?pwd=aWRPMzBKd0hhbU4rMWpDRGZ0NHZGZz09>
Password: 584082.

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 896 2058 2879 and Password: 584082.

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 or phone at tiffany@graybowenscott.com or (925) 937-0980 during regular business hours at least 48 hours prior to the time of the meeting.

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- 1. Virtual Meeting Access Guidelines**
 - 2. Minutes of the January 28, 2021 Meeting**

ACTION RECOMMENDATION: Approve Minutes 🌀 Page 5

Attachment: TAC minutes from the January 28, 2021 meeting

3. **LAMORINDA ACTION PLAN AMENDMENT REQUEST.** The Lamorinda Program Management Committee (LPMC) Regional Transportation Planning Committee is forwarding an amendment to the Lamorinda Action Plan to allow for the addition of a short-Link southbound lane on Pleasant Hill Road. The improvement project is proposed to be constructed as mitigation for the recently approved housing project at the southwest corner of Pleasant Hill Road and Deer Hill Road in the City of Lafayette. The LPMC have circulated the Lamorinda Action Plan amendment request to all the RTPCs in the County for the opportunity to review and comment. 🌀 **Page 11**

ACTION RECOMMENDATION: Review and consider comments regarding the proposed Lamorinda Action Plan amendment.

Attachment: Staff Report

4. **MEASURE J LINE 20A FUNDS PROGRAM - FY 2021-2022 PROGRAM.** The Contra Costa Transportation Authority 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 Measure J Line 20a funds are to be used in Central County. Due to the COVID-19 pandemic, we have seen various levels of shelter in place orders and restrictions on group gatherings and indoor activities as well as an impact on the economy in Contra Costa County since March 2020 that have affected this programs revenues and funded services. Based on these impacts, TRANSPAC approved programming for only one year of the Line 20a funds in June 2020 (for FY 2020/2021), and deferred programming FY 2021/2022 funding. This discussion will begin the process to consider Measure J Line 20a programming for FY 2021/2022 with a programming recommendation scheduled to occur in June 2021. 🌀 **Page 21**

ACTION RECOMMENDATION: Approve the programming process and schedule for the FY 2021/22 Measure J Line 20a program.

Attachment: Staff Report

5. **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 38**
6. **COMMITTEE UPDATES:**
 - a. Technical Coordinating Committee (TCC): The next meeting is scheduled for February 18, 2021.
 - b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): The next meeting is scheduled for March 22, 2021.

- c. Paratransit Coordinating Council (PCC): The next meeting is scheduled for March 15, 2021.

7. FUTURE AGENDA ITEMS:

The CCTA Calendar for February to May 2021, may be downloaded at:
<https://ccta.primegov.com/Portal/viewer?id=10459&type=2>.

8. MEMBER COMMENTS

9. NEXT MEETING: MARCH 25, 2021

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TRANSPAC TAC MEETING SUMMARY MINUTES

MEETING DATE:	January 28, 2020
MEMBERS PRESENT:	Abhishek Parikh, Concord; Mario Moreno, Pleasant Hill; Robert Sarmiento, Contra Costa County; Andy Smith, Walnut Creek; Ricki Wells, BART; Scott Alman, Clayton/Martinez
STAFF PRESENT:	Matt Todd, TRANSPAC Managing Director; and Tiffany Gephart, TRANSPAC Clerk
GUESTS/PRESENTERS:	Matt Kelly, CCTA; David Early, PlaceWorks; Ivan Ramirez, CCTA; Kirsten Riker, 511 Contra Costa; Matthew Feske, Clayton
MINUTES PREPARED BY:	Tiffany Gephart

Managing Director Matt Todd called the meeting to order at 9:03 A.M. Introductions followed.

2. Minutes of the November 19, 2020 Meeting.

The minutes of the November 19, 2020 meeting were approved by consensus.

3. PROPOSED REVISIONS TO THE CCTA GMP IMPLEMENTATION GUIDE.

David Early of PlaceWorks presented an overview of major updates to the GMP Implementation Guide. The updates were based on discussion from Planning Directors Seminars and GMP Task Force Input. Regional Transportation Objectives (RTO) will become the basis of the action plans. The implementation Guide expands the breadth of issues covered in the action plans from what was required in the past to only include regional roadways to include regional bicycle and pedestrian network and regional transit and further adds 3 non-modal sets of topics to include in action plans: safety, equity, and climate change.

RTPC's would still have discretion to prepare action plans and to establish the metrics, goals, and actions within the action plans but would now have to address the 6 identified topics. GMP objectives are no longer called Multi Modal Transportation Service Objectives (MTSO's) but are now Regional Transportation Objectives (RTO's) since several of the objectives are non-modal.

Mr. Early noted that the process for the modal topics (regional roadway network, bicycle and pedestrian network, and transit network) will essentially be the same. In the action plans routes of regional significances will be designated for each network. The routes of regional significance that leave a region and enter another region are to be discussed and mutually

agreed upon by each RTPC. RTPC's have the discretion to establish area wide goals, RTO's and actions within each of the identified facilities.

Mr. Early noted that the new non-modal topics are equity, safety, and climate change. The non-modal topics are not intended to apply to individual facilities but rather to determine regional or subregional goals. For example, a regional goal would be to meet a percentage of access to low-cost transportation in communities of concern, or safety goal to reduce the number of vehicle or pedestrian collisions.

The revised Action Plan Process (Chapter 3) reflects a broader range of RTOs and clarified the interactive consultation process among the RTPC's and there are several examples of non-roadway RTO's.

Chapter 4 clarified the process for how General Plan amendments are evaluated for compliance with GMP and changed the language about the transportation impacts analysis to continue to address traffic congestion impacts but added information on how to conduct VMT analysis and how it will be looked at relative to the GMP overall.

Mr. Early noted that chapters 1,2,5,6,8 and 9 have been updated to reflect updated methodology of RTO's and the 6 topics. Chapter 7 was updated to add VMT as a transportation planning tool and removes references to CEQA as part of GMP compliance process.

Mr. Early noted implications for project CEQA evaluations. He noted that SB 743 replaces capacity and LOS analysis under CEQA on roadways with VMT analysis, none of the six action plan topics would need to be treated as CEQA topics or thresholds, and local jurisdictions would continue to comply with GMP and Action Plans in exchange for receiving return to source funds and access to other CCTA programs.

Matt Kelly presented the next steps. RTPC's are currently reviewing the proposed changes. In March, the CCTA Planning Committee and Board will review the updates for approval. In the Winter 2021, an update of Technical procedures (VMT technical guidance) will begin. In the Spring of 2021, CCTA will assemble a TAC to guide VMT Mitigation program development. This program (funded by Caltrans) will allow projects/developments that increase VMT to pay into a program bank or exchange and those fees would mitigate VMT increases by funding VMT decreasing projects in the county. The study will take place over two years. In mid to Late 2021 updated Action Plans will be submitted to include the six topics by RTPC. February 18th is the deadline for comments on the Implementation Guide updates.

Abhishek Parikh commented that he is having discussions with developers and City Council regarding VMT requirements for regional projects (such as fast-food restaurants with significant drive through facilities). Matt Kelly clarified that VMT standards are state requirements and not from CCTA. Abhishek asked to clarify how to define a project that has a "regional draw". David Early responded that the state legislature is in fact making it harder to execute a regional draw project that causes residents to travel a long way. If the council wants to approve a project for

economic development or other reasons it is allowable under CEQA. Mr. Early further commented that Mr. Parikh could additionally perform a more detailed traffic analysis to show the net benefit of residents driving to the proposed Concord development as opposed to a location in another city for example.

Mario Moreno asked if CCTA will develop standards that cities will adopt in their general plans. Mr. Early commented that the standards are developed, and cities can adopt them but are not explicitly required to. Mr. Early commented that he could speak to Mr. Moreno offline.

Mr. Moreno further asked if there have been any new requirements to be adopted by Cities to comply with the checklist. Mr. Moreno noted that they are currently drafting a general plan. Matt Kelly noted that the checklist does not have any new requirements and cities will be documenting information from 2018-2019 for their next update. Mr. Kelly noted he will contact Mr. Moreno and Mr. Parikh to talk in more detail about VMT and/or the checklist.

Robert Sarmiento asked if the new non-modal topics would need to be reported by individual jurisdictions in the checklist. Mr. Kelly noted that he did not imagine the city would need to report out on this but if the city completes a project that achieves the goals in the action plan then you would want to report that in the checklist.

4. INTERSTATE 680/STATE ROUTE 4 INTERCHANGE IMPROVEMENTS, PHASE 3 – PROJECT STATUS UPDATE.

Ivan Ramirez commented that the Express Lane project was started in late 2018. The project was slated to complete late in 2021, but they were able to complete the project in December 2020 ahead of schedule and saved 1.6 million dollars. The express lane should be operational by June of 2021.

In the Southbound directions, 17 signs were installed to help manage the express lane. The express lane is currently operating as an HOV 2 lane until the toll is installed.

On South Main street onramp, a second lane was added with space to accommodate a traffic light. Many trees were removed in the construction and therefore the project included a large tree planting component to replace them. Mr. Ramirez also noted that the road was resurfaced ahead of schedule leading to quiet roads and safer driving conditions during the rainy season which addressed safety concerns of the residents. This biggest benefit of the project Southbound on North Main was creating a through lane (on a lane that previously dropped) between North Main that 24 westbound lanes that will improve the flow of traffic.

Mario Moreno asked how the project saved money or offered incentives. Ivan commented that after the award was granted, staff reviewed the schedule and work and recognized time savings and negotiated with the contractor.

Matt Todd asked how the work was divided. Mr. Ramirez noted that the civil work was completed by CCTA and then MTC/BAIFA came in to install electronics, fiberoptics, etc., and are working to finish in time for the June opening.

Mario Moreno asked if any resurfacing was done near Pleasant Hill. Mr. Ramirez noted, north of Monument Caltrans did some paving and lighting but it was restricted to the Northbound direction.

5. INTERSTATE 680 HIGH OCCUPANCY VEHICLE LANE COMPLETION AND EXPRESS LANE CONVERSION – PROJECT STATUS UPDATE.

Ivan Ramirez commented that the project entailed relocating oil pipelines, extension of Eastbound HOV lanes by 2-miles, adding 6-miles of mixed flow lanes in both the Eastbound/Westbound directions, widening and retrofitting 5 bridges, raising and replacing the Grayson Creek Bridge and profile, and addressing Grayson and Walnut Creek flood channel restrictions.

Mr. Ramirez commented that the project has been divided into 5 project segments. The segments are not being delivered in the order of their numbering. The project under construction is identified as the Phase 3 component. The project was recently awarded an additional \$18 million from the CTC through the Trade Corridor Enhancement Program to begin designing the Phase 1 and 2A components of the project.

Mr. Ramirez commented that there have been speed and collision issues in the Westbound direction and asked CHP to maintain a presence at the site. There is also an issue of utilizing road tape as temporary striping to avoid confusing reconfiguration lines. The project team has had to address the road tape detaching from the roadway and have since used traditional painting methods. It was noted the road tape does not scar the asphalt, but also does not have the durability of the painted roadway markings.

Mr. Ramirez commented that there have been several challenges with the project including plan and specification ambiguities/inconsistencies, construction quality issues, differing site conditions, covid-19 restrictions, large and impactful personnel turnover, wildfires, and riots. Mr. Ramirez commented that the project is on schedule and that critical work at the creeks was completed. Progress has been made safely with no recordables to OSHA.

Mario Moreno asked what the timeline is to complete the entire project or is this just phase one. Mr. Ramirez commented that they are looking to finish in the Phase 3 component this summer.

Robert Sarmiento asked if the flyover to Westbound Highway 4 offramp to Bloom Road will impact the existing park and ride. Mr. Ramirez commented yes, but it doesn't look like there will be permanent impacts.

Mr. Sarmiento further asked if there will be any active transportation improvements. Mr. Ramirez commented they were aware of the advocacy groups requests and that they are prepared to hear those requests and implement where possible.

6. GRANT FUNDING OPPORTUNITIES.

Matt Todd commented that MTC will be making federal CMAQ funds available for Bicycle and Pedestrian improvements. Robert commented that it was called the Quick Strike program and that the Measure J priority list was being reviewed for eligibility. Mr. Sarmiento commented that he would like to see if jurisdictions will be able to nominate their own projects but that remains to be seen.

7. COMMITTEE UPDATES.

Robert Sarmiento commented on the recent CBPAC meeting and noted that there was a presentation from the county on ATP Cycle 5 projects and that projects will be requested to go before the CBPAC for review and comment going forward.

8. FUTURE AGENDA ITEMS.

There were no comments from the TAC.

9. MEMBER COMMENTS.

Tiffany Gephart commented that Form 700's are due by April 1st, 2020. TRANSPAC is now listed in the Netfiler system and all members can complete the Form 700's electronically.

10. ADJOURN / NEXT MEETING: The meeting adjourned at 10:15. The next regular meeting is scheduled February 25, 2021.

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TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: February 25, 2021

Subject:	LAMORINDA ACTION PLAN AMENDMENT REQUEST
Summary of Issues	The Lamorinda Program Management Committee (LPMC) Regional Transportation Planning Committee is forwarding an amendment to the Lamorinda Action Plan to allow for the addition of a short-Link southbound lane on Pleasant Hill Road. The improvement project is proposed to be constructed as mitigation for the recently approved housing project at the southwest corner of Pleasant Hill Road and Deer Hill Road in the City of Lafayette. The LPMC have circulated the Lamorinda Action Plan amendment request to all the RTPCs in the County for the opportunity to review and comment.
Recommendations	Review and consider comments regarding the proposed Lamorinda Action Plan amendment.
Financial Implications	No TRANSPAC financial implications
Attachment(s)	A. LPMC Letter Regarding Action Plan Amendment (dated 2/1/21) B. Terraces of Lafayette Site Plan - Annotated C. CCTA GMP Action Plan Update Process Flowchart D. Additional information on this item is available for download at the TRANSPAC website (at transpac.us under the TRANSPAC TAC meeting materials) including information reviewed by the LPMC and public comment transmitted to TRANSPAC

Background

The Lamorinda Program Management Committee (LPMC) Regional Transportation Planning Committee (RTPC) is a subcommittee of the Southwest Area Transportation Committee (SWAT) RTPC. The LPMC is comprised of elected officials and staff members from the City of Lafayette, Town of Moraga, and City of Orinda.

SWAT is one of four Regional Transportation Planning Committees (RTPC) within Contra Costa County, and represents the overall South County sub-region. It is composed of elected

representatives and technical staff from the LPMC as well as the city of San Ramon; the Town of Danville; and the unincorporated area of Southern Contra Costa County.

Through the SWAT and CCTA, LPMC is responsible for developing the Lamorinda Action Plan (there is also a SWAT – Tri Valley subarea group that is responsible for the Action plan for the Danville, San Ramon, unincorporated area of Southern Contra Costa County).

The LPMC has considered a proposed amendment to one of the gateway constraint policies in the Lamorinda Action Plan (LAP) that pertains to Pleasant Hill Road, a Route of Regional Significance. Pleasant Hill Road is also identified in the Central County Action Plan as a Route of Regional Significance.

The City of Lafayette recently approved a 315-unit multi-family housing project at the southwest corner of Pleasant Hill Road and Deer Hill Road (the Terraces Project). Transportation improvements in the general vicinity of the project were submitted as part of the developer application including improvements to mitigate a.m. peak traffic generated from the Terraces Project. The mitigation improvements include a trap lane on Pleasant Hill Road, an additional lane that starts just north of the intersection with Deer Hill Road and continues southbound for more than 1,000 feet and that travels into the State Route 24 (SR-24) westbound onramp.

For the improvements under consideration, the LPMC has noted:

- Roadway width and capacity will increase,
 - Added roadway capacity is projected to attract more vehicle trips,
 - Pedestrian crossing distance and crossing times across Pleasant Hill Road will increase,
- Delay for local traffic is projected to be reduced (while maintaining the metering of regional traffic with signal coordination),
- Evacuation times are projected to be decreased during an emergency, and
- Project will provide an extra lane width on Pleasant Hill Road that will be available as transportation options are considered in the future.

The Lamorinda Action Plan approved by the LPMC (September 2017) includes a “Gateway Constraint Policy” that controls the physical width of regional routes that serve the Lamorinda area including SR-24, Pleasant Hill Road, and Camino Pablo/San Pablo Dam Road. The Lamorinda Action Plan further states: "The Gateway Constraint Policy would prohibit the addition of any through lanes, including short-link segments, on any portion of Pleasant Hill Road between SR-24 and the Lafayette city limits line north of the intersection with Taylor Boulevard."

An amendment to the Lamorinda Action Plan has been forwarded that removes the prohibition against short-link segments on Pleasant Hill Road and that would allow for the construction of the proposed trap lane improvement related to the Terraces Project mitigations. The LPMC has

noted that it did not take a support or oppose position on the Lamorinda Action Plan amendment.

Action Plans

Action Plans are required to be completed by RTPCs as part of the Contra Costa Transportation Authority (CCTA) Growth Management Plan (GMP) policies. For TRANSPAC, the Central County Action Plan is intended to address the key transportation issues that Central County will face over a long range time period (i.e. 20-25 years). The last TRANSPAC action plan (approved in 2017) and was developed through a cooperative, multi-jurisdictional planning process addressing current and future transportation issues along the regional corridors serving Central County. Pleasant Hill Road is identified in the Central County Action Plan and the Lamorinda Action Plan as a Route of Regional Significance. Action plans are also completed for all the other areas of Contra Costa by the respective RTPC agencies.

Consistent with the CCTA guidance, the LPMC have circulated the Lamorinda Action Plan amendment to all the RTPCs in the County for the opportunity to review and comment.

The letter from the LPMC requesting TRANSPAC review of the request is included in the attached material. Through the LPMC correspondence, items to note include:

- CCTA has the ultimate decision to accept an Action Plan,
- The City of Lafayette has indicated the Terraces Project will proceed regardless of whether the amendment to the Lamorinda Action Plan is approved,
- The construction of the proposed improvement will not impact the ability to implement other Lamorinda Action Plan gateway polices (such as metering regional traffic with signal coordination) in the area to the north of the proposed improvements.

TRANSPAC TAC is requested to review and comment on the proposed Lamorinda Action Plan amendment. The SWAT RTPC and ultimately the CCTA will consider the Lamorinda Action Plan amendment request.

Additional information on this item is also available for download from the TRANSPAC [website](http://transpac.us) (at transpac.us under the TRANSPAC TAC meeting materials) including:

- Public Communications Received by TRANSPAC regarding this agenda item
- LPMC January 11, 2021 Meeting Agenda Package
- LPMC January 11, 2021 Meeting Package Attachment - copy of the Lamorinda Action Plan
- LPMC January 11, 2021 Meeting Package Attachment – copy of the Project Traffic Impact Study Report dated January 1, 2020
- LPMC January 11, 2021 Meeting Package Attachment – copy of the TIS Data Sets and Evacuation Modeling Report dated June 22, 2020
- LPMC January 11, 2021 Meeting Package Attachment – copy of additional public communications received by LPMC as of January 11, 2021

Lamorinda Program Management Committee

February 1, 2021

John Nemeth
WCCTAC
6333 Potrero Avenue, Suite 100
El Cerritos, CA 94530
Via email: jnemeth@wcctac.org

Mathew Todd, P.E.
TRANSPAC
1211 Newell Avenue, Suite 200
Walnut Creek, CA 94596
Via email: Matt@GrwayBowenScott.com

John Cunningham
TRANSPLAN
30 Muir Road
Martinez, CA 94553
Via email: john.cunningham@ded.cccounty.us

Subject: Consideration of Amending the Lamorinda Action Plan to Allow for the Addition of a Short-Link Southbound Lane on Pleasant Hill Road (Trap Lane) as Part of the Proposed Terraces of Lafayette Project

Dear RTPC Administrators,

At its January 11, 2021 meeting, the Lamorinda Program Management Committee (LPMC), considered and discussed a proposed amendment to one of the gateway constraints in the Lamorinda Action Plan (LAP) that pertains to Pleasant Hill Road, a Route of Regional Significance. Currently, the LAP states: "The Gateway Constraint Policy would prohibit the addition of any through lanes, including short-link segments, on any portion of Pleasant Hill Road between SR-24 and the Lafayette city limits line north of the intersection with Taylor Boulevard." The proposed amendment would remove the prohibition against short-link segments and would allow for the construction of a southbound short-link travel lane on Pleasant Hill Road starting just north of Deer Hill Road and terminating at the State Route 24 westbound on-ramp (trap lane). The request for this amendment arises from the City of Lafayette's recent approval of the Terraces project -- a 315-unit multi-family housing project to be built at the southwest corner of Pleasant Hill Road and Deer Hill Road. The trap lane on Pleasant Hill Road

Lamorinda Program Management Committee

was submitted as part of a developer application to mitigate a.m. peak traffic generated from the Terraces project.

During its consideration of the proposed amendment, the LPMC noted the following:

- The LPMC is an advisory committee to SWAT, which is in turn an advisory committee to CCTA. The decision whether to amend the LAP to allow for the construction of the proposed trap lane rests exclusively and solely with CCTA. Neither LPMC nor SWAT has any decision-making authority.
- The Terraces development will proceed regardless of whether an amendment to the LAP that allows for the trap lane is or is not approved.
- There are pros and cons to the construction of the trap lane. Specifically, the LPMC reviewed a slide in the staff presentation that listed the following pros and cons:

Reasons against the trap lane:

- Added capacity will attract more traffic
- Roadway will be even larger
- Pedestrian crossing times will increase across a longer distance

Reasons for the trap lane:

- Delay for local traffic can be reduced while still metering regional traffic with signal coordination
 - Evacuation times will be decreased during an emergency
 - Provides an extra lane width under the City's control to utilize for future use
- The proposed amendment to the LAP raises an important policy question – namely, whether it is appropriate to amend an action plan such as the LAP specifically in response to a particular development project or whether any amendment should be done as part of a larger amendment or update to the action plan.

After receiving public comment, asking questions of staff, and deliberating, the LPMC instructed staff as follows:

- That the LPMC takes no position and expresses no view on whether or not the amendment to the LAP should or should not be made.
- That proposed amendment to the LAP be shared with SWAT and the other regional transportation planning committees (RTPC) that serve as advisory bodies to CCTA for their review and comment, if any.
- That the pros and cons of the proposed trap lane that were presented to LPMC also be shared with SWAT and the other RTPCs.

Enclosed for further background are the materials that were provided to the LPMC and made available to the public in advance of the January 11, 2021 meeting.

Lamorinda Program Management Committee

The LPMC Administrator duties are rotated among the three Lamorinda agencies annually and we are in the process of transitioning from the City of Orinda to the Town of Moraga. Please provide your RTPC comments to Bret Swain, Senior Engineer of the Town of Moraga, at bswain@moraga.ca.us Thank you.

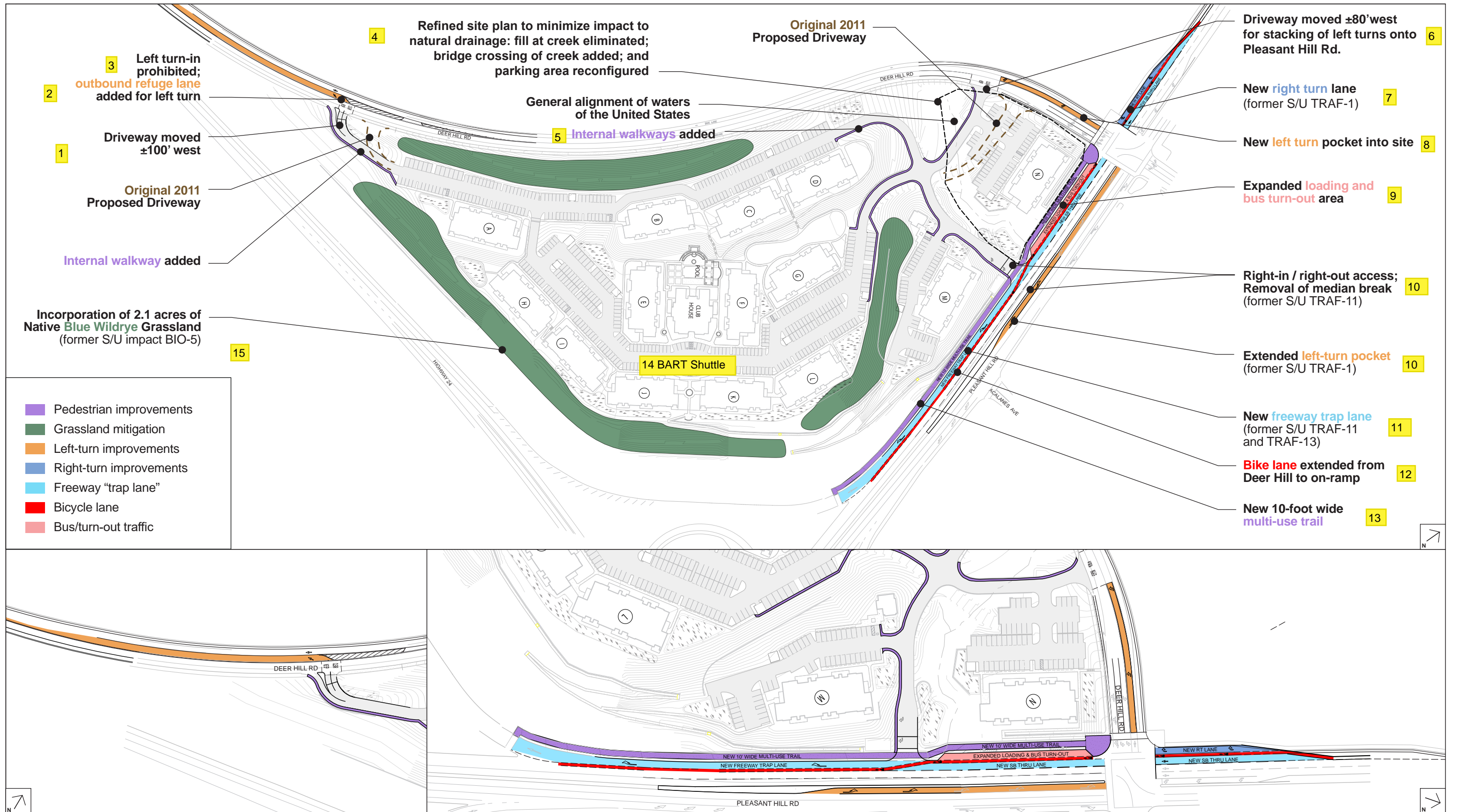
Sincerely,



Jason Chen, LPMC Administrator

Enclosures: LPMC January 11, 2021 Agenda Package
Public Communication Received as of 01-11-2021 8 a.m.

cc: Bret Swain, Moraga via email bswain@moraga.ca.us
Shawn Knapp, Moraga via email sknapp@moraga.ca.us
Mike Moran, Lafayette via email MMoran@ci.lafayette.ca.us
Lisa Bobadilla, SWAT via email lbobadilla@sanramon.ca.gov
John Hoang, CCTA via email jhoang@ccta.net
Matt Kelly, CCTA via email mkelly@ccta.net



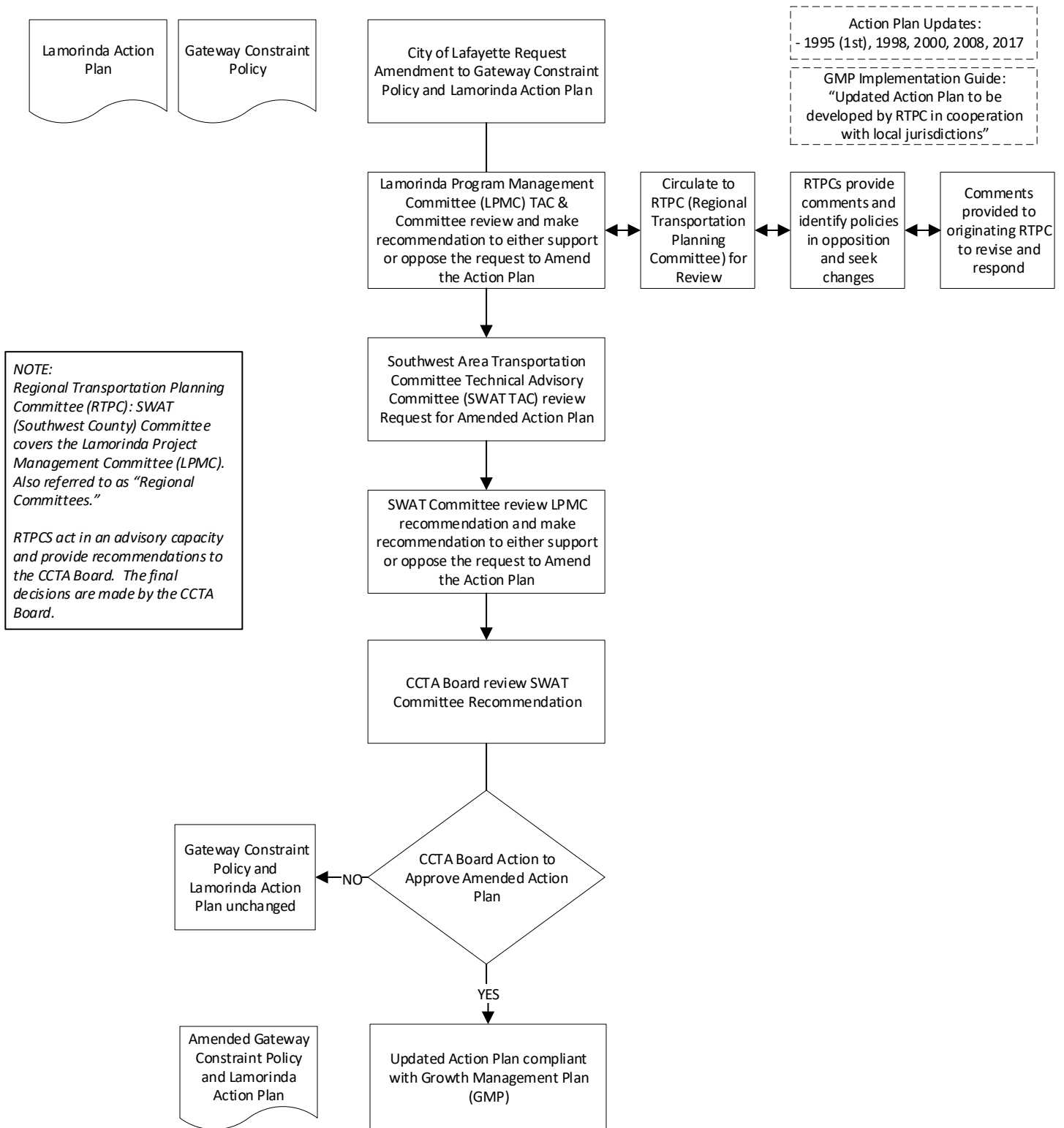
Source: O'Brien Homes 2019

Changes to the Terraces as Shown on the Annotated Refined Plan

1. The western entrance on Deer Hill Road was moved 100 feet to the west per the TRAF-3 mitigation of the certified 2013 Final EIR and the 2018 Addendum to the EIR in order to provide adequate sight-distance for westbound traffic.
2. Per the recommendation of the city engineer, a refuge lane was added at the western entrance on Deer Hill Road for outbound traffic turning left.
3. The left turn into the western entrance on Deer Hill Road was removed per the TRAF-4 mitigation of the certified 2013 Final EIR and the Addendum in order to address design and operational concerns.
4. Pursuant to mitigation BIO-6 and the Applicant Refined Alternative of the certified 2013 Final EIR and the Addendum, the parking lot for building N was reconfigured and a bridge crossing introduced to eliminate the filling of 295 linear feet of the creek.
5. Internal walkways were added per the updated 2018 traffic analysis and refinement measure (c) of the Addendum.
6. Pursuant to concerns raised by the city engineer regarding stacking for westbound cars turning left into the eastern entrance on Deer Hill Road, the Addendum included refinement measure (e) whereby the entrance was moved to the east and aligned with the driveway into the Kim property.
7. A dedicated right turn only lane was added on southbound Pleasant Hill Road for westbound Deer Hill Road traffic as mitigation for TRAF-1 impacts identified in the certified 2013 Final EIR.
8. At the request of the city engineer, the Addendum included refinement measure (e) to provide a protected left turn pocket for the eastern entrance for westbound Deer Hill Road traffic.
9. A bus turnout was added per the TRAF-15 mitigation of the certified 2013 Final EIR and subsequently expanded pursuant to TRAF-8 and TRAF-10 of the certified 2015 SEIR and further expanded per the recommendation of the city engineer (see attached exhibit) and included as measure (j) of the Addendum.
10. The previously proposed left turn into the entrance on Pleasant Hill Road was removed per the 2015 SEIR and the protected left turn pocket on northbound Pleasant Hill Road onto Deer Hill Road was lengthened to address TRAF-1, TRAF-11 and TRAF-12 of the certified 2013 Final EIR and included as refinement measure (n) of the Addendum.
11. A dedicated right turn “trap” lane for westbound Highway 24 was added to southbound Pleasant Hill Road as part of the mitigation for TRAF-1 impacts defined in the certified 2013 Final EIR and included as measure (o) of the Addendum.

12. The existing bike lane on southbound Pleasant Hill Road was extended from Deer Hill Road to the Highway 24 on-ramp pursuant to the TRAF-18 and TRAF-19 mitigation of the certified 2013 Final EIR and included as measure (l) of the Addendum.
13. The multi-use trail was added pursuant to the TRAF-16 mitigation of the certified 2013 Final EIR and included as measure (k) of the Addendum.
14. A BART shuttle was added pursuant to the TRAF-14 mitigation of the certified 2013 Final EIR.
15. The 2.1 acres of planting area for the Native Blue Wildrye was established in the Addendum to address BIO-5 of the certified 2013 Final EIR and to follow up on the harvesting of the grass, which was done in accordance of BIO-3 of the certified 2015 SEIR. The grass is currently being maintained in an off-site nursery.

CCTA Growth Management Program (GMP) Action Plan Update Process



TRANSPAC TAC Meeting STAFF REPORT

Meeting Date: February 25, 2021

Subject:	MEASURE J LINE20A FUNDS PROGRAM – FY 2021-2022 PROGRAM
Summary of Issues	<p>The Contra Costa Transportation Authority (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 Measure J Line 20a funds are to be used in Central County. Due to the COVID-19 pandemic, we have seen various levels of shelter in place orders and restrictions on group gatherings and indoor activities as well as an impact on the economy in Contra Costa County since March 2020 that have affected this programs revenues and funded services. Based on these impacts, TRANSPAC approved programming for only one year of the Line 20a funds in June 2020 (for FY 2020/2021), and deferred programming FY 2021/2022 funding. This discussion will begin the process to consider Measure J Line 20a programming for FY 2021/2022 with a programming recommendation scheduled to occur in June 2021.</p>
Recommendations	<p>Approve the programming process and schedule for the FY 2021/22 Measure J Line 20a program.</p>
Financial Implications	<p>TRANSPAC is responsible for recommendations on how the Measure J Line 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 in Central Contra Costa County.</p>
Attachment(s)	<ul style="list-style-type: none">A. Line 20a FY 2020/2021 Approved ProgramB. Summary of Applications for the FY 2020/2021 and FY 2021/2022 CycleC. Measure 20A Program GuidelinesD. Measure J TEP Program Description

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. TRANSPAC is responsible for recommendations on how the Line 20a funds are to be used. The COVID-19 pandemic and resulting shelter in place orders has affected the economy and the level of funds expected to be available for this program.

TRANSPAC last issued a call for projects at the beginning of 2020 and approved a program of projects for FY 2020/2021. The initial call for projects was intended to be a two year program (through FY 2021/22), but was reduced to one year based on uncertainty related to the COVID-19 pandemic that began to impact Contra Costa in March 2020 with an initial local and ultimately a state wide shelter in place order. Through the remainder of 2020 and into 2021, we have seen various levels of shelter in place orders and restrictions on group gatherings and indoor activities in Contra Costa County.

At the time of the release of the call for projects for the Measure J Line 20a program in early 2020, revenues were expected to provide about \$918,000 of new funds over the two-year programming period (\$459,000 per year). CCTA notified TRANSPAC that Measure J revenue projections were being reduced and to expect a 15-20% lower revenue, or about \$380,000 per year. Additional fund estimate information will be available at the meeting.

After reviewing multiple programming strategies and information from the 2008 economic downturn, the TRANSPAC Board approved a program that included programming funds for projects and programs requiring funding for 2020/2021 (the first year of the 2 year call for project period) and a funding level of about \$450,000 (similar to the original projection). This included utilizing reserve funds to supplement the new revenue projected to be collected in FY 2020/2021. With the COVID-19 pandemic impacting existing Line 20A funded program operations in the last months of FY 2019/2020, we were also able to identify some cost savings, rollover those funds to FY 2020/2021, and reduce the level of new programming funds required for those projects and fully fund the FY 2020/2021 program. TRANSPAC deferred action for the year two (2021/2022) funding requests, deferring to later in FY 2020/2021 when additional information about COVID-19 and the impact on existing program operations and Measure J revenues are available.

The Programs and Projects

Measure J Line 20a applicants provide a wide range of services and trip types, which is further reflected in the range of operating and cost metrics for the various services funded, with all the projects funded in FY 2020/2021 within the range of TRANSPAC Line 20a guidance. The overall program includes volunteer based and non volunteer provided services, high level of assistance door thru door service as well as utilizing fixed route service. In recent years, we have also seen the addition of Taxi Scrip and Transportation Network Companies (TNC) services that provides flexibility beyond traditional service hours. The FY 2020/2021 program funded services that have been previously supported with the Line 20A funds, with the addition of the Concord Get

Around Taxi Scrip program and the County Connection Midday Free Ride Program for the Bridge and RES programs. The programs currently funded with Measure J Line 20a funds all continue to be impacted by the COVID-19 and the various levels of shelter in place orders and restrictions on group gatherings and indoor activities in Contra Costa County. Some programs have continued to be on hold, not operating, or providing alternative services to assist the individuals that used the programs (i.e. bringing meals to the individuals rather than bringing the individual to a center for activities and a meal).

2021/2022 Program

Based on the June 2020 action, TRANSPAC will now consider the FY 2021/2022 program. We are proposing to move forward on this programming with the following assumptions:

- FY 2021/22 programming to considered from the applications initially submitted for the two year programming cycle and will not consider new applications.
- We will collect information on the implementation of the programs funded for FY 2020/2021 and the level of programming required for FY 2021/22 will consider the current program implementation status

Staff is currently working with project sponsors to collect information about the programs that received funds for FY 2020/2021 as well as updated application information for the one project applicant that did not request funds for the first year (Center for Elder Independence (CEI) Transportation Services for Central County) and will have additional information available for future discussion. The attached material includes program guidelines and a summary of the applications received (through the initial call for projects). Through the discussion that occurred related to the prior programming action, it was also suggested to continue to refine the Measure J Line 20a guidelines, including further identification for types of agencies, size and clients served.

Schedule

February 2021	TAC Review FY 2021/2022 Programming Process
March 2021	Board Approve FY 2021/2022 Programming Process
	TAC Review Programming Information
April 2021	TAC Review Draft Program
May 2021	Board Review Draft Program
	TAC Review Final Program
June 2021	Board Approve Final Program

TRANSPAC 20A Program 2020/2021 Cycle APPROVED BY TRANSPAC BOARD JUNE 11, 2020				
		Rollover Programming From Prior Grant	2020/2021 Programming - New 20A Funds	TOTAL PROPOSED 20a BUDGET FUNDING FOR 20/21 OPERATIONS
Choice in Aging (CiA)				
Mt. Diablo Mobilizer	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.	\$ 40,000	\$ -	\$ 40,000
City of Walnut Creek				
Walnut Creek Senior Mini Bus Program	The Program provides door-to-door transportation for members of the Walnut Creek Seniors Club and participants 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. The program utilizes volunteer and city drivers.	\$ 35,000	\$ 43,500	\$ 78,500
Lyft / TNC component	The Minibus services is augmented by the Lyft component of the program which allows for overflow rides (once the Minibus is full) during regular operating hours and for rides during evenings and on the weekend.	\$ -	\$ 40,000	\$ 40,000
Mobility Matters				
Rides for Seniors/ Rides for Veterans	Mobility Matters(MM) 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, MM operates the only countywide volunteer driver program that provides free, one-on-one, door-through-door rides for seniors and disabled veterans, including their service animals, 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. Age 60 or older or disable veterans are eligible.	\$ -	\$ 137,570	\$ 137,570
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 volunteers.	\$ -	\$ 55,000	\$ 55,000
City of Concord				
Get Around Taxi Scrip	The Get Around Taxi Scrip Program is a flexible, curb to curb, same day transportation option that allows Concord seniors to get subsidized taxi service at an affordable rate to neighboring cities, 24-hour access, 7 days a week. This service will allow seniors to continue to be engaged with the community, get to medical and dental appointments, senior center, bank, shopping, church, hair appointments etc. Concord residents that are 65+ are eligible.	\$ -	\$ 21,200	\$ 21,200
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.	\$ 15,000	\$ 99,920	\$ 114,920
Subsidized Ridesharing Program	This Rossmoor program provides this transportation option for residents to receive a subsidized TNC trip. 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 other Rossmoor service.	\$ -	\$ 10,000	\$ 10,000
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 through learning to use non paratransit travel options.	\$ -	\$ 40,000	\$ 40,000
TOTALS		\$ 90,000	\$ 447,190	\$ 537,190

Projects Received: Measure J Line 20A Call for Projects

<i>Project Name</i>	<i>Sponsor</i>	<i>Measure J Line 20A Request</i>
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

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

r e f # SUMMARY OF FUNDING REQUEST BY YEAR OF PROGRAMMING REQUEST TRANSPAC 20A Program 2020/2021 and 2021/2022 Cycle Program Applications					
			Year 1	Year 2	Total Request
	"POINT TO POINT SERVICE" or "SERVICE TO CENTRAL LOCATION"				
	Center for Elder Independence (CEI)				
1		CEI Transportation Services for Central County	\$ -	\$ 135,774	\$ 135,774
	Choice in Aging				
2		Mt. Diablo Mobilizer	\$ 40,000	\$ 40,000	\$ 80,000
		Subtotal	\$ 40,000	\$ 175,774	\$ 215,774
	"POINT TO POINT SERVICE" or "SERVICE TO CENTRAL LOCATION"				
	Volunteer Driver based service				
	City of Walnut Creek				
3		Walnut Creek Senior Mini Bus Program	\$ 78,500	\$ 78,500	\$ 157,000
	Mobility Matters				
4		Rides for Seniors/ Rides for Veterans	\$ 137,570	\$ 137,570	\$ 275,140
	City of Pleasant Hill				
5		Senior Van Service (Vehicle only)	\$ 55,000	\$ -	\$ 55,000
		Subtotal	\$ 271,070	\$ 216,070	\$ 487,140
	TAXI SCRIP/TNC PROGRAMS				
	City of Concord				
6		Get Around Taxi Scrip	\$ 21,200	\$ 28,800	\$ 50,000
	Golden Rain Foundation (Rossmoor)				
7		Subsidized Ridesharing Program	\$ 10,000	\$ 10,000	\$ 20,000
	City of Walnut Creek				
8		Lyft / TNC component	\$ 40,000	\$ 40,000	\$ 80,000
		Subtotal	\$ 71,200	\$ 78,800	\$ 150,000
	SHUTTLE SERVICE / FIXED ROUTE				
	CCCTA / County Connection				
9		Midday Free Ride Program for Bridge and RES Programs	\$ 40,000	\$ 40,000	\$ 80,000
	Golden Rain Foundation (Rossmoor)				
10		Green Line Service	\$ 114,920	\$ 116,034	\$ 230,954
		Subtotal	\$ 154,920	\$ 156,034	\$ 310,954
		TOTALS	\$ 537,190	\$ 626,678	\$ 1,163,868

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	The Get Around Taxi Scrip Program is a flexible, curbside to curbside, 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. Concord residents that are 65+ can be 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.
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.

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.

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.

Previous Funding Opportunities

<i>Roadway Maintenance</i>					
Pavement Management Technical Assistance Program (P-TAP) Cycle 22	F	TBD	TBD	11/16/2020	Approximately \$1.5 million is available for Round 22. The minimum grant amount awarded will be \$15,000 and the maximum grant amount is \$100,000. http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/fix-it-first/local-streets-roads/p-tap/p-tap
Tire-Derived Aggregate (T-DA) Grant FY 2019-20	S	None	None	1/30/2020	The Department of Resources Recycling and Recovery administers the T-DA program to provide opportunities to divert waste tires from landfill disposal, prevent illegal tire dumping, and promote markets for recycled-content tire products. \$850,000 is available for FY 2019-20. \$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