

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

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, MARCH 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/88114476752?pwd=MS9OcXI2LlpNeXVLakh4TnJpcHFUQT09>

Password: 599806.

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 881 1447 6752 and Password: 599806.

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 February 25, 2021 Meeting**

ACTION RECOMMENDATION: Approve Minutes 🌀 Page 5

Attachment: TAC minutes from the February 25, 2021 meeting

3. TRANSPAC COMMITTEE APPOINTMENTS. TRANSPAC is represented on the Contra Costa Transportation Authority's (CCTA) Technical Coordinating Committee (TCC) by three (3) primary members and one (1) alternate. The current terms will expire March 31, 2021. Appointment recommendations are requested for the two-year term April 1, 2021 – March 31, 2023. 🌀 **Page 11**

ACTION RECOMMENDATION: Recommend TRANSPAC staff members to serve on the TCC for the term April 1, 2021 – March 31, 2023.

Attachment: Staff Report

4. ACCESSIBLE TRANSPORTATION STRATEGIC PLAN (ATSP). The Contra Costa Transportation Authority's (CCTA's) 2017 Countywide Transportation Plan included direction to conduct the ATSP. In 2018, CCTA, with support from the County, initiated the ATSP Planning process using a Caltrans planning grant. The study examines ways to improve paratransit coordination and delivery for seniors, persons with disabilities and veterans. The outreach phase has been completed and the Draft Final ATSP is currently being routed for CCTA Board approval. (INFORMATION) 🌀 **Page 13**

Attachment: Staff Report

5. 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. (INFORMATION) 🌀 **Page 49**

Attachment: Staff Report

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 68**

7. COMMITTEE UPDATES:

- a. Technical Coordinating Committee (TCC): The last meeting was held on March 18, 2021 and the next meeting is scheduled for April 15, 2021.

- b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): The last meeting was held on March 22, 2021 and the next meeting is scheduled for May 24, 2021.
- c. Paratransit Coordinating Council (PCC): The last meeting was held on March 15, 2021 and the next meeting is scheduled for May 24, 2021.

8. FUTURE AGENDA ITEMS:

The CCTA Calendar for March to June 2021, may be downloaded at:
<https://ccta.primegov.com/Portal/viewer?id=10625&type=2>.

9. MEMBER COMMENTS

10. NEXT MEETING: APRIL 29, 2021

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TRANSPAC TAC MEETING SUMMARY MINUTES

MEETING DATE: February 25, 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; Lynne Filson, Clayton/Martinez; Melody Reeb, County Connection;

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

GUESTS/PRESENTERS: Bret Swain, Moraga; Mike Moran, Lafayette; Matt Kelly, CCTA; John Hoang, CCTA; Kristen Atibaum, Lafayette resident; Jenifer Paul, Pleasant Hill resident; Matthew Feske, City of 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 January 28, 2021 Meeting.

The minutes of the January 28, 2021 meeting were approved by consensus.

3. LAMORINDA ACTION PLAN AMENDMENT REQUEST.

Matt Todd provided an overview of the item and introduced Mike Moran from the City of Lafayette. Mr. Moran commented that the City of Lafayette has requested an amendment to the Lamorinda Action Plan and Gateway Restraint policy to allow for the addition of a short-length southbound lane (i.e., “trap lane”) on Pleasant Hill Road as a mitigation measure that is part of an application for the Terraces of Lafayette housing project at the corner of Deer Hill Road and Pleasant Hill Road. The trap lane is intended absorb additional traffic from the new development near the freeway onramp. The development is also near a school and is close to BART.

Mr. Moran noted that there has been public resistance to the project and there is a pending lawsuit to overturn the approval of the project. However, without an injunction, staff is required to proceed with the project.

Reasons for the trap lane include: a reduction in local traffic delays while still allowing for metering regional traffic with signal coordination; evacuation times will be decreased during an emergency; adding an extra lane width under the city's control to utilize for future use (such as a bus lane or multi-modal lane). Mr. Moran noted that if the developer does not build this upfront, it will not be available for future use and the addition of the lane will be at the developer's expense.

Reasons against the trap lane are that added capacity may attract more traffic; the roadway will be larger; and pedestrian crossing times will increase across a longer distance.

Mr. Todd asked what is the proposed language to be used for the action plan. Mr. Moran referenced the language in his presentation and commented that a sentence was changed in the action plan to allow for a short-length segment lane.

Andrew Smith asked about the fire departments responses to the egress issues. Mr. Moran noted that it is universally accepted that adding the extra lane will provide for faster egress.

Mr. Smith further asked if the mitigations are CEQA mitigations or city mitigations and if increased lane capacity increases VMT. Mr. Moran commented that the mitigations are CEQA mitigations, however he did not believe that VMT was examined. Mr. Smith asked what is the city recommendation. Mr. Moran commented that the city recommendation is to add the lane now.

Mr. Parikh commented that he agreed that this is the time to build the trap lane. Mr. Parikh asked if the traffic analysis clarified why the trap lane goes all the way to the freeway ramp and the receiving side is only one lane. Mr. Moran noted that several variations were examined during the traffic analysis and the prescribed solutions were deemed most efficient. Mr. Parikh further asked if Caltrans has looked at metering traffic and if that was evaluated as part of the traffic analysis. Mr. Moran commented that he was not sure of the status of the discussion on metering at Caltrans or CCTA but that it has been a long-term discussion.

Mr. Moreno asked if there is the potential for weaving in and out of the trap lane. Mr. Moran commented there is the potential for weaving in and out in the southbound direction and that the goal is to assist traffic flow at Deer Hill Road and Pleasant Hill Road. Mr. Moreno asked if vehicles could cut through the development to access the trap lane. Mr. Moreno commented that it would likely be slower to cut through development and that most traffic is headed straight but the lane will separate traffic continuing through and traffic turning right on Deer Hill Road. Mr. Moreno asked if the developer could pay for the improvement and the city use the money for something else. Mr. Moran commented that the funds could not be used for anything else.

Mr. Sarmiento commented that in the OPR guidelines, an auxiliary lane is deemed less significant for VMT impact. Mr. Moran commented that auxiliary lanes are the exception.

Mr. Smith asked if the location of the bike lane is set in stone and commented that it would be a challenging bike path. Mr. Moran commented that it is still being determined and there is a proposal for a multi-use path in the center of the road so that pedestrians could bypass on and off ramps.

Kristen Atlbaum, a Lafayette resident, commented that the 3-mile commute from her home to Spring Hill Elementary ranges from 6 minutes to 30 minutes and the trip from Stanley school in downtown Lafayette is upwards of 60 minutes. Ms. Atlbaum provided recommendations to the City of Lafayette and CCTA and did not feel that her suggestions were considered, and that the corridor is not up to current NACTO design standards or consistent with the goals of the Lamorinda Action Plan to equip the corridor to handle more traffic. Ms. Atlbaum offered to submit additional information if desired.

Mr. Smith asked Ms. Atlbaum what her position on the trap lane is. Ms. Atlbaum commented that she would prefer that no decisions are made until the court proceedings are finalized. Mr. Moreno commented that unless there is an injunction, the developer has the right to proceed with the project.

Jenifer Paul, Lafayette resident, commented that LPMC should have been notified and the discussion occurred prior to the approval of the development and a decision should be made after the legal proceedings have concluded. Ms. Paul commented that TJKM, a traffic engineering firm, completed a Pleasant Hill Road corridor study and concluded that the trap lane would not add a significant material benefit. Ms. Paul commented that the trap lane would block people from making the right turn to enter downtown Lafayette or Deer Hill Road. She concluded that the added lane is the wrong solution and the wrong situation.

Mr. Alman commented that he did not object to the Action Plan amendment.

Mr. Smith noted that he also did not object but that the amendment should be very narrowly worded. Mr. Moreno, Mr. Parikh, and Mr. Sarmiento commented that they did not object to the amendment.

Mr. Todd commented that there was no objection to the proposed language of the Lamorinda Action Plan amendment from the TAC and by consensus of the TAC, the item will be forwarded to the TRANSPAC Board for review and comment.

4. MEASURE J LINE 20A FUNDS PROGRAM - FY 2021-22 PROGRAM.

Mr. Todd commented that he is requesting approval from the TAC to approve the programming process for the 2021/22 Measure J Line 20a program. Mr. Todd noted that the Line20a program is for transportation services that assist seniors and people with disabilities in the TRANSPAC area and makes up .5% of Measure J funds. Mr. Todd noted that in 2020 TRANSPAC approved the call for projects and applicants submitted requests for a 2-year program. However, due to COVID-19, in March of 2020, the Board decided to fund 1-year of projects only. The CCTA Line

20a fund estimate was \$459,00 originally but due to COVID-19, the fund estimate decreased by 15-20% bringing the fund estimate into the high \$300,000's. Mr. Todd noted that he is collecting more information from CCTA staff on the current fund estimate amount.

Mr. Todd noted that the previous year's program was funded in the amount of \$537,000 and included a combination of new and rollover funds. Programs and projects cover a wide spectrum of needs including volunteer driver, non-volunteer driver, shuttles programs, door-to-door and door-through-door services, fixed route, taxi-scrip and subsidized on-demand driver programs (such as Uber and Lyft).

Programs continue to be affected in 2021. Staff are collecting information from all the current project awardees and will be presented at the March TAC meeting. Some programs are still not operating as expected due to COVID restrictions.

For the 2021-22 program, Mr. Todd listed the following programming assumptions: 1) FY 2021/22 programming will consider applications initially submitted for the two-year programming cycle and will not consider new applications; 2) TRANSPAC will collect information on the implementation of the programs funded for FY 2020/2021 and the level of programming required for FY 2021/22 and will consider the current program implementation status

The next steps are to have a draft program for review in May and approve a final program in June before 2021-22 fiscal year begins.

Melody Reeb asked if there were any modifications that drove up program costs due to COVID. Mr. Todd did not note any increased costs but commented that he anticipates rollover savings due to deferred or reduced service.

There were no objections to the programming process and schedule for the FY 2021/22 Measure J Line 20a program. Mr. Todd commented that he will bring the item to the next TRANSPAC Board meeting for review and approval.

5. GRANT FUNDING OPPORTUNITIES.

Mr. Todd asked Mr. Kelly or Mr. Hoang if the Quick Strike program would be available for new applications or will they be using an existing list. Mr. Kelly noted that CCTA is using an existing list. Mr. Hoang commented that bicycle and pedestrian projects will receive priority.

6. COMMITTEE UPDATES

Tiffany Gephart commented that TAC member profiles have been added to the Netfiler system for completion of form 700's, due April 1, 2021.

7. FUTURE AGENDA ITEMS.

There were no comments from the TAC.

8. MEMBER COMMENTS.

There were no comments from the TAC.

9. ADJOURN / NEXT MEETING: The meeting adjourned at 10:25. The next regular meeting is scheduled for March 25, 2021.

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TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: March 25, 2021

Subject:	TRANSPAC CCTA COMMITTEE APPOINTMENTS
Summary of Issues	TRANSPAC is represented on the Contra Costa Transportation Authority's (CCTA) Technical Coordinating Committee (TCC) by three (3) primary representatives and one (1) alternate. The current TRANSPAC TAC appointments are expiring March 31, 2021 and new appointments will need to be made for the two-year term of April 1, 2021-March 31, 2023.
Recommendations	Recommend TRANSPAC (3) staff members and (1) alternate to serve on the TCC for the term April 1, 2021 – March 31, 2023.
Financial Implications	No TRANSPAC financial implications
Options	Request additional recommendation(s) from TRANSPAC TAC

Background

TRANSPAC is represented on the CCTA Technical Coordinating Committee (TCC) by three staff representatives and one alternate from the planning and engineering disciplines. The TCC provides advice on technical matters that may come before the CCTA. Members also act as the primary technical liaison between the CCTA and the RTPCs. The TCC reviews and comments on items including project design, scope and schedule; provides advice on development of priority transportation improvement lists for submittal to the Metropolitan Transportation Commission (MTC) for projects proposed under certain federal transportation acts; reviews and comments on the Strategic Plan of the CCTA; reviews and comments on the CCTA Congestion Management Program; reviews RTPC Action Plans and the Countywide Transportation Plan; and reviews and comments on the CCTA Growth Management Plan Implementation Documents. The TCC may also form subcommittees for specific issues and is anticipated to meet about 10 times a year.

Scott Alman (Clayton), Andy Smith (Walnut Creek), and Abhishek Parikh (Concord) are currently serving as the primary TCC representatives with Mario Moreno (Pleasant Hill) serving as the alternate. The current term expires March 31, 2021. Appointment recommendations are requested from the TRANSPAC TAC to fill the (3) primary and (1) alternate positions for the two-year term April 1, 2021-March 31, 2023.

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TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: March 25, 2021

Subject:	CONTRA COSTA ACCESSIBLE TRANSPORTATION STRATEGIC PLAN
Summary of Issues	The Contra Costa Transportation Authority (CCTA) and the County are partnering on a planning effort to improve transportation options for older persons, those with disabilities, and veterans. The effort is called the Accessible Transportation Strategic Plan (ATSP). The Draft Final ATSP is completed and is pending CCTA Board approval. CCTA staff will provide additional information on this item at the meeting.
Recommendations	None – For information only.
Financial Implications	No TRANSPAC financial implications
Attachment(s)	A. March 3, 2021 CCTA Planning Committee Staff Report B. Draft Contra Costa ATSP Executive Summary C. Draft Contra Costa ATSP (weblink)

Background

The CCTA and the County are partnering on a planning effort to improve transportation options for older persons, those with disabilities, and veterans. The effort is called the Accessible Transportation Strategic Plan (ATSP). TRANSPAC received information about the ATSP in late Spring 2020 regarding outreach efforts associated the Plan. The Draft Final ATSP is being routed for CCTA Board approval and submission to the California Department of Transportation (Caltrans) to complete the Sustainable Communities Planning Grant requirements.

The ATSP is intended to address new as well as several unimplemented recommendations of previous studies which were similar in scope. The process incorporated into the ATSP resulted in a more collaborative and engaging discussion than was the case in previous studies. It is therefore anticipated that the recommended strategies will have greater community and agency support than previous efforts, and therefore have a greater likelihood of implementation.

Seniors and people with disabilities face challenges navigating a disparate transportation system. In addition, the proportion of seniors in the population is growing significantly leading to an increase in demand for ADA paratransit services and a continuing magnification of related transportation challenges including the need for greater transportation resources. The growing

challenges facing seniors, people with disabilities, and eligible veterans in accessing needed transportation have been integrated into the recommended strategies of the ATSP.

The study's three primary goals were to:

1. Evaluate the existing services and provide corresponding recommendations for improvements;
2. Identify alternative models for service delivery, present those alternatives to stakeholders, and select a final preferred model; and
3. Develop a detailed implementation plan for that model.

Upon approval of the ATSP, CCTA staff will create an Accessible Transportation Implementation Task Force (TF) and implement the ATSP with ongoing community input through the TF. Any study related to transportation for seniors and people with disabilities needs to address the issues of funding and demand. The TF is proposed to have three primary tasks:

1. Identify ATSP recommended strategies that can be delegated to existing agencies or non-profit organizations that do not require a Coordinated Entity (CE) for short-term implementation;
2. Define and establish a dedicated countywide CE for implementation of countywide strategies; and
3. Identify funding.

Upon approval of the Draft Final Contra Costa ATSP and implementation of the TF, CCTA staff will prepare a workplan, budget, funding opportunities and propose members for the TF in May or June 2021. A future phase of the implementation would include establishing a dedicated countywide coordinated entity.

TRANSPAC should continue to monitor the ATSP implementation as resources such as the TRANSPAC Line 20A funds will ultimately contribute to the efforts.

Planning Committee **STAFF REPORT**

Meeting Date: March 03, 2021

Subject	Request Authority Board Approval of the Draft Final Contra Costa Accessible Transportation Strategic Plan (ATSP) and to Submit the Final Report to the California Department of Transportation (Caltrans)
Summary of Issues	In 2019, the Authority received a Sustainable Communities Planning grant from Caltrans in the amount of \$400,000 to complete a countywide ATSP to address disparate transportation services in the county related to transportation for seniors and people with disabilities. The study was recommended in the 2017 Countywide Transportation Plan (CTP). The ATSP was prepared by Nelson\Nygaard Consulting Associates, Inc. (Nelson\Nygaard) with oversight provided in partnership between the Authority and Contra Costa County (County) and a Technical Advisory Committee (TAC) and a Policy Advisory Committee (PAC).
Recommendations	Staff seeks Authority Board approval of the attached Draft Final Contra Costa ATSP so that Authority staff may forward the final report to Caltrans to complete the Sustainable Communities Planning grant, authorize implementation of the recommended Coordinating Structure by creating an Accessible Transportation Implementation Task Force (TF) to address and implement the ATSP, and continue to collect input from the public and stakeholders to provide information to the TF.
Staff Contact	Peter Engel

Financial Implications	The ATSP was completed using a Caltrans Sustainable Communities Planning grant and within budget. Authority staff will return at a later meeting with a proposed budget to fund the ATSP TF.
Options	None
Attachments (<i>Revised Attachments A and B</i>)	<p>A. Draft Final Contra Costa ATSP Executive Summary – <i>Revised</i></p> <p>B. Draft Contra Costa ATSP – <i>Revised</i></p>
Changes from Committee	<i>Staff made minor revisions to Attachments A and B based on a final quality review.</i>

Background

The ATSP originated from the 2017 Contra Costa CTP. The CTP identified a need to address the challenges associated with: (1) different types of accessible transportation services for older adults and people with disabilities; (2) multiple transportation providers including cities/towns, transit operators, social services agencies, and non-profit organizations; and (3) diverse, and sometimes overlapping service areas.

The ATSP is also intended to address several unimplemented recommendations of three previous studies which were similar in scope. The 2016 and 2020 Transportation Expenditure Plans (TEP) was unsuccessful in assessing new sales tax measure funds; however, they did further set expectations for the ATSP to ultimately "implement a customer-focused, user-friendly, seamless coordinated system". The ATSP will also help fulfill a requirement by the Metropolitan Transportation Commission (MTC) in its Resolution 4321, that County Transportation Agencies (CTA)/Congestion Management Agencies (CMA) must meet the following mobility management requirement:

"Each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation." Mobility management in this context refers to a centralized point-of-contact that facilitates ease of use of a variety of transportation modes by people with disabilities, veterans, and older adults.

MTC uses the following description to define mobility management activities:

The region's Coordinated Public Transit-Human Services Transportation Plan directs counties to develop mobility management programs with three key components:

- Countywide travel training;
- In-person Americans with Disabilities Act (ADA) paratransit certification; and
- Coordination of information and referrals (I&R) through the provision of a mobility manager.

The Authority and the County jointly applied for the Caltrans Sustainable Communities Transportation Planning grant and agreed that the project would be managed by the Authority with assistance from the County's Department of Conservation and Development. As part of the preparation for the project, the Authority and the County met with each transit agency to ensure they were supportive of the study, consulted with the Authority's Bus Transit Coordinating Committee (BTCC), and had each transit agency review and comment on the Scope-of-Work (SOW) and proposed oversight structure before the study was initiated.

This ATSP effort was a partnership between the Authority and the County, funded by a Caltrans Sustainable Communities Transportation Planning grant. The Authority issued a Request for Proposals (RFP) and selected Nelson\Nygaard to complete the ATSP. The process of developing the plan was originally intended to involve multiple oversight committees. The project team eventually defined and set-up a TAC and a PAC.

Technical Advisory Committee (TAC)

The role of the TAC was to provide subject matter expertise and public policy implications on service concepts under review by the study team. The TAC first met in November 2019 and continued meeting approximately monthly throughout the Study.

Policy Advisory Committee (PAC)

The role of the PAC was to provide input on addressing policy barriers, communicate with stakeholders about the Study, liaise with elected or appointed Boards, and review and prioritize recommended strategies. The PAC first met in August 2020 and was originally

slated to meet three times. Given the online meeting format and the complicated nature of the County's transportation challenges, the PAC ended up meeting approximately monthly since October 2020.

As noted above, previous paratransit-related studies have been completed. Four studies of note are the 1990 Contra Costa County Paratransit Plan, the 2004 Contra Costa County Paratransit Improvement Study, the 2013 Contra Costa County Mobility Management Plan, and the 2018 West Contra Costa Transportation Advisory Committee (WCCTAC) Transportation Needs Assessment. While many of the strategies recommended in those plans are considered to be best practices in other locations, a significant proportion have not been implemented in the County. There are a variety of reasons for the failure to implement these previous studies such as lack of political support, structural issues related to the existence of multiple agencies involved in service delivery, and the lack of funding. A primary factor in the Authority's design and development of this study was to uncover and address these previous barriers to ensure that recommendations from this study are more likely to be implemented. The process incorporated into the ATSP resulted in a more collaborative and engaging discussion than was the case in previous studies. It is therefore anticipated that the recommended strategies will have greater community and agency support than previous efforts, and therefore have a greater likelihood of implementation.

Seniors and people with disabilities face significant challenges navigating a disparate transportation system. In addition, the proportion of seniors in the population is growing significantly leading to an increase in demand for ADA paratransit services and a continuing magnification of related transportation challenges including the need for greater transportation resources. The growing challenges facing seniors, people with disabilities, and eligible veterans in accessing needed transportation have been integrated into the recommended strategies of the ATSP.

The study's three primary goals were to:

1. Evaluate the existing services and provide corresponding recommendations for improvements;
2. Identify alternative models for service delivery, present those alternatives to stakeholders, and select a final preferred model; and

3. Develop a detailed implementation plan for that model.

Any study related to transportation for seniors and people with disabilities needs to address the issues of funding and demand. The Authority and the County recognize that current funding for these areas is limited. Grants for planning (e.g. Caltrans) and mobility management pilots may be obtained (e.g. Federal Transit Administration 5310) but jurisdictions must still establish sustainable funding for ongoing operations. Significant portions of current funding, such as for ADA-mandated paratransit programs, are restricted on how and to whom they can provide service. Regulatory concerns also affect transportation to and from healthcare, and inter-jurisdictional travel. Although some organizations and jurisdictions have proposed legislative fixes to these issues, it is challenging to change State or Federal law.

Outreach

At the outset of this effort, a framework was developed for public outreach and engagement that would solicit input from key individuals and organizations, as well as a broad cross-section of the County's communities and stakeholder groups, particularly seniors and persons with disabilities. The outreach plan included five key goals to support a successful ATSP:

1. Educate community members about the Study and different transportation options in the County;
2. Engage with community members and learn about current transportation usage;
3. Identify strengths and challenges of existing services and unmet needs;
4. Gather and incorporate feedback on alternative models; and
5. Create support within the community for new models and identify potential barriers to implementation.

Outcomes from ATSP Outreach

- Presentations pre-COVID
 - Developmental Disabilities Council of Contra Costa County

- Pleasant Hill Commission on Aging
- Surveys – 1000+
 - English, Spanish and Mandarin
- Flyer/survey emailed and on paper with meal delivery
- Five Virtual Focus groups
 - Diablo Valley College Disability Support Services
 - Lighthouse for the Blind
 - San Pablo Senior Center (Spanish)
 - San Ramon Senior Center
 - El Cerrito Senior Center
- Eleven Stakeholder interviews
- Telephone Town Hall Meeting – Oct 27, 2020
 - Call available in English, Spanish, and Mandarin
 - 225 people pre-registered
 - 23,000 phone numbers dialed, 1,149 accepted.
 - 4 simple polls; 17 audience questions answered by staff
- Partner websites
- Social media
 - Instagram, Facebook, Nextdoor, and Twitter
- Public Strategy Input on Recommendations through the project website ([www.https://www.atspcontracosta.com/](https://www.atspcontracosta.com/))

The outreach effort provided significant input into the identification of transportation needs

and gaps, which are provided in Chapter 4 of the ATSP.

The final two chapters of the ATSP provide recommended mobility strategies to address the needs and gaps, as well as an implementation plan which includes a blueprint to implementation of these strategies.

The primary recommended strategy that is necessary to implement several of the mobility strategies is the implementation of a Coordinated Structure as defined in detail below.

Coordinated Structure

A coordinated structure will need to be in place to implement countywide and centralized mobility strategies. Due to the complexity of implementing a coordinated service, establishment of this structure is proposed to be an iterative, two-phase process. In the short-term, a TF should be established that will be responsible for identifying which mobility strategies require a dedicated entity to increase the likelihood of implementation of countywide study recommendations, and which strategies could be assigned to existing entities for implementation in the shorter term.

Phase 1: Establish a Task Force (TF)

The ATSP recommends that a TF be established to take the study recommendations to the next level of implementation. Following are some of the elements of this task that will need to be implemented:

Composition: The TF should include representatives of a broad variety of individuals representing agencies or user groups that have a stake in the project outcomes. This TF should include representatives of relevant human service agencies, transit agencies, elected officials, disabled and older adult advocates representing a range of segments of these communities, veterans, funding bodies, and other representatives.

To expedite the development of the TF, the ATSP recommends that it be composed of a modified version of the study's PAC, depending on interest, availability, and representation of a diversity of interests.

Mission: The TF is proposed to have three primary tasks:

1. Identify ATSP recommended strategies that can be delegated to existing agencies or non-profit organizations that do not require a Coordinated Entity (CE) for short-term implementation;
2. Define and establish a dedicated countywide CE for implementation of countywide strategies; and
3. Identify funding.

Activities should include prioritizing of the strategies presented in this study, and development of an incremental approach to strategy implementation. This would ensure that select study recommendations can be implemented in the short-term rather than waiting for the creation or designation of a unified entity for implementation of large-scale, longer term strategies.

Reporting Structure and Administrative Support: Authority staff is recommending that the responsibility of interim oversight of the TF be provided by the Authority to ensure continuity moving to the next phase from the ATSP.

The TF could be an advisory committee to the Authority Board and report regularly on activities. It would need to be determined how and when the TF would report to the County Board of Supervisors (BOS), and/or transit agency Boards.

Funding Sources: Potential overhead costs for this task should be relatively limited beyond the required staffing support. Authority staff will bring a recommendation of proposed funding for staffing support to a future Authority Board meeting.

Time Frame: Once the ATSP has been approved by the Authority Board and County BOS, the TF could begin operating within three to six months. If the PAC is used as the basis for the formulation of the TF, it will ease implementation of this recommendation. The TF would remain in place until it completed its mission and could be dissolved once a CE is in place.

Phase 2: Establish a Dedicated Countywide Coordinated Entity (CE)

A dedicated CE should either be created or designated to implement countywide study recommendations. The TF will be responsible for determining where this entity should be housed – it could be in an existing non-profit or public agency, or the TF could determine that

a new entity will need to be established.

Mission: The role of the CE would be to implement study recommendations. Examples of strategies to be implemented by the CE could include:

- Identify and pursue new funding sources.
- Administer a uniform countywide ADA paratransit eligibility certification.
- Expand mobility management function.
- Procure joint paratransit scheduling software.
- Present a unified voice regarding policy and funding at the local, state, and federal levels.
- Oversee a one-seat ride for inter-jurisdictional trips both within and outside the county.

Additional opportunities for countywide service could be considered in the future as appropriate.

Successful implementation of this recommendation will require political commitment at the highest levels of elected representatives in the County serving on the Authority Board, County BOS, and transit agencies.

Substantial effort will be required to set-up this organization (or to designate an existing organization to take on this role). Some of the considerations include potentially lengthy negotiations between stakeholders, resolution of legal issues, governance decisions, incorporating and otherwise incubating a non-profit, setting up joint powers agreements, etc.

The CE could have significant potential for implementing some of the longer term strategies proposed in the ATSP depending on the strength of leadership and the ability to secure dedicated funding.

The CE will need to seek funding through a variety of means, likely including funding dedicated through a sales tax measure. A non-profit could have access to funding not available to public entities, such as grant funding and Community Development Block Grants, foundation funding, donations, other public funding options, etc.

One role of the TF and CE will be to explore comprehensive funding opportunities outside of “transportation” dollars. State and federal agencies provide funding through social service

departments for transportation, outside of the traditional transportation silos.

Recommendations

Authority staff is recommending that the Authority take the following actions:

1. Approve the attached Draft Final Contra Costa ATSP and forward to Caltrans to close out the Sustainable Communities Planning grant by the end of March;
2. Authorize the implementation of the recommended Coordinating Structure by creating a TF to address and implement the ATSP recommendations; and
3. Continue to collect input from the public and stakeholders for informing and consideration by the TF.

Next Steps

If the creation of the TF is authorized, Authority staff will work with County staff to bring back to the Authority Board a work plan, budget, possible funding, schedule and proposed member roster for the TF in May or June 2021 to incorporate into the Fiscal Year 2021-22 workplan and budget.



CONTRA COSTA
COUNTY, CALIFORNIA



CONTRA COSTA
transportation
authority

ATTACHMENT A

CONTRA COSTA ACCESSIBLE TRANSPORTATION STRATEGIC PLAN EXECUTIVE SUMMARY

MARCH 2021



ACKNOWLEDGEMENTS

The Contra Costa Accessible Transportation Strategic Plan was funded by a Caltrans Sustainable Transportation Planning Grant.

Project Team

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Kevin Ottem





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Executive Summary

STUDY BACKGROUND

The Accessible Transportation Strategic (ATS) Plan provides a coordination structure with strategies to improve accessible transportation services, based on an examination of transportation challenges facing seniors, people with disabilities, and veterans in Contra Costa County.

Sponsored by a partnership between CCTA and the County, the ATS was funded by a Caltrans Sustainable Communities Transportation Planning grant.

Inclusive and equitable public engagement was a key focus of the Plan, with input from organizations, key stakeholders, and the broader Contra Costa community.

Project Oversight

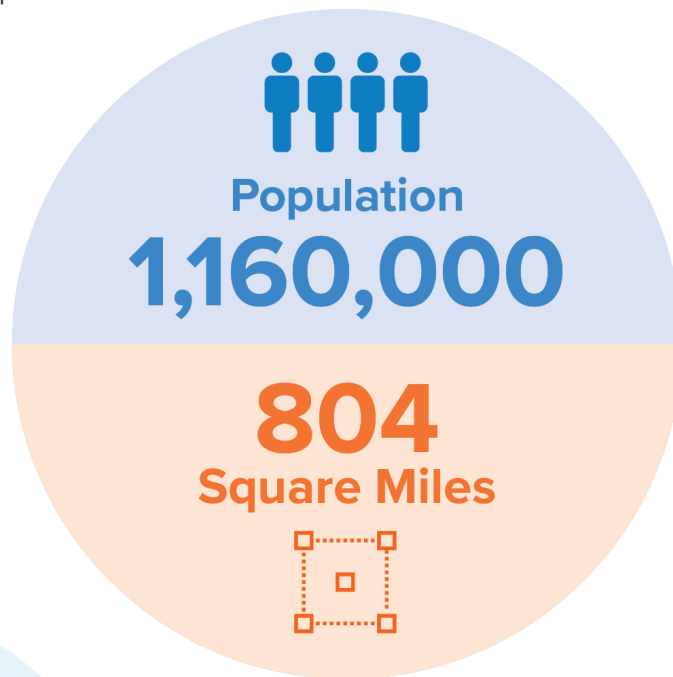
The ATS process was overseen by Technical Advisory and Policy Advisory Committees. In March 2020, due to the COVID-19 outbreak, the project team started working “virtually” to allow people to participate safely.

- **Technical Advisory Committee (TAC)**
Provided subject matter expertise and public policy implications on service concepts
- **Policy Advisory Committee (PAC)**
Provided input on addressing policy barriers, communicating with stakeholders about the Study, liaising with elected or appointed Boards, and reviewing and prioritizing recommended strategies

STUDY CONTEXT

Contra Costa County has a diverse population spread across a relatively large area.

3rd
largest
population and
area in Bay Area



Not including census-designated places and unincorporated areas

Related Planning Initiatives 2016-2020

2016 and 2020 Transportation Expenditure Plan

“CCTA will develop an Accessible Transportation Strategic Plan to implement a customer-focused, user-friendly, seamless coordinated system...”

2017 Countywide Comprehensive Transportation Plan

“Initiate the ATS Plan: Ensure services are delivered in a coordinated system...”

2019 Metropolitan Transportation Commission (MTC) Resolution 4321

“Each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.”

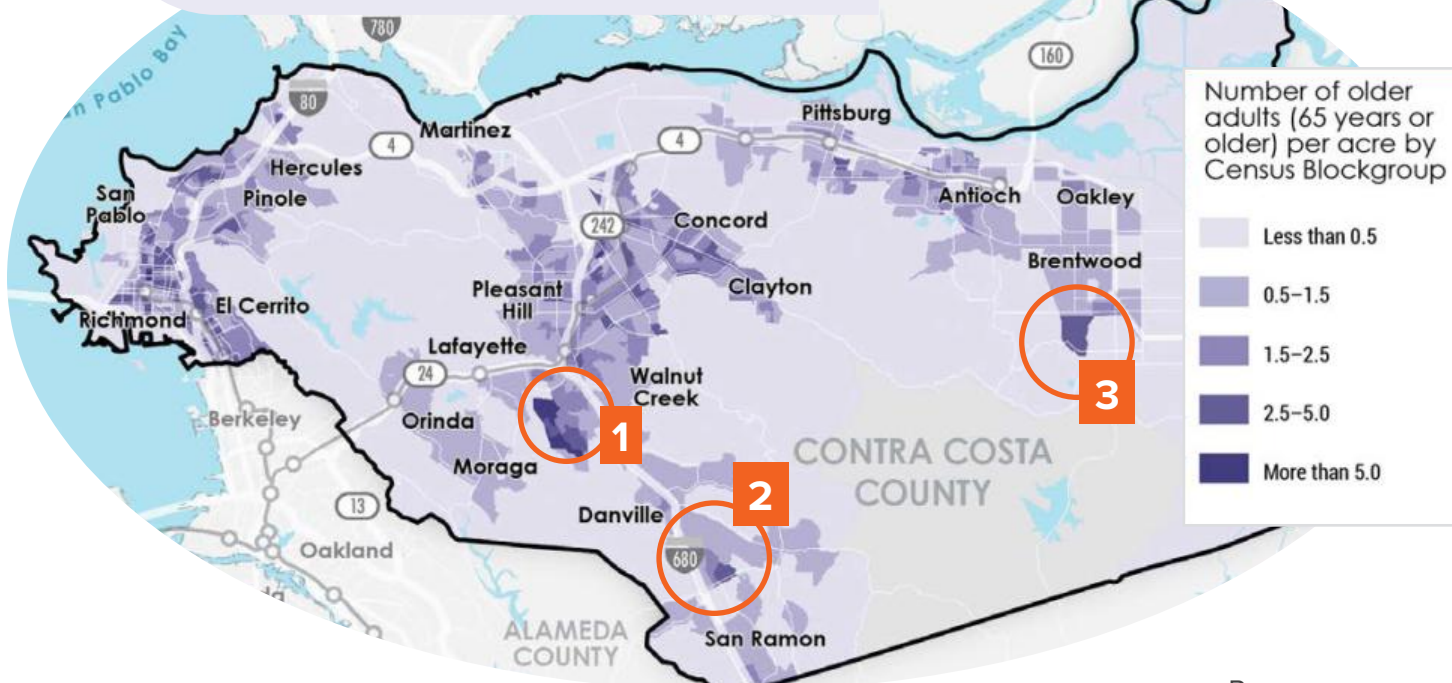
EXISTING CONDITIONS

Older Adults and Adults with Disabilities

The distribution of older adults and people with disabilities reflects the general population spread throughout the county, with a few areas of unusual concentration. Rossmoor has a higher population both of older adults and people with disabilities—countywide, those two groups constitute 23% of the population.

Older Adults

Three areas have a higher density of older adults:
1) Rossmoor (between Moraga and Walnut Creek),
2) Crow Canyon (north of San Ramon), and the
 area **3) South of Brentwood**.



23%

over 65 or disabled



County
Residents

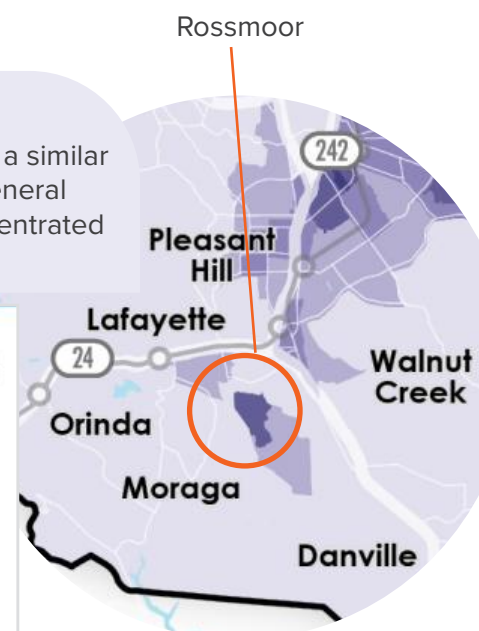
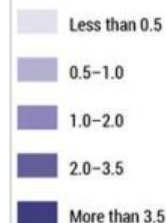
15%
over 65

8%
under
65, with
disability

People with Disabilities

People with disabilities have a similar geographic spread as the general population, except one concentrated area in **Rossmoor**.

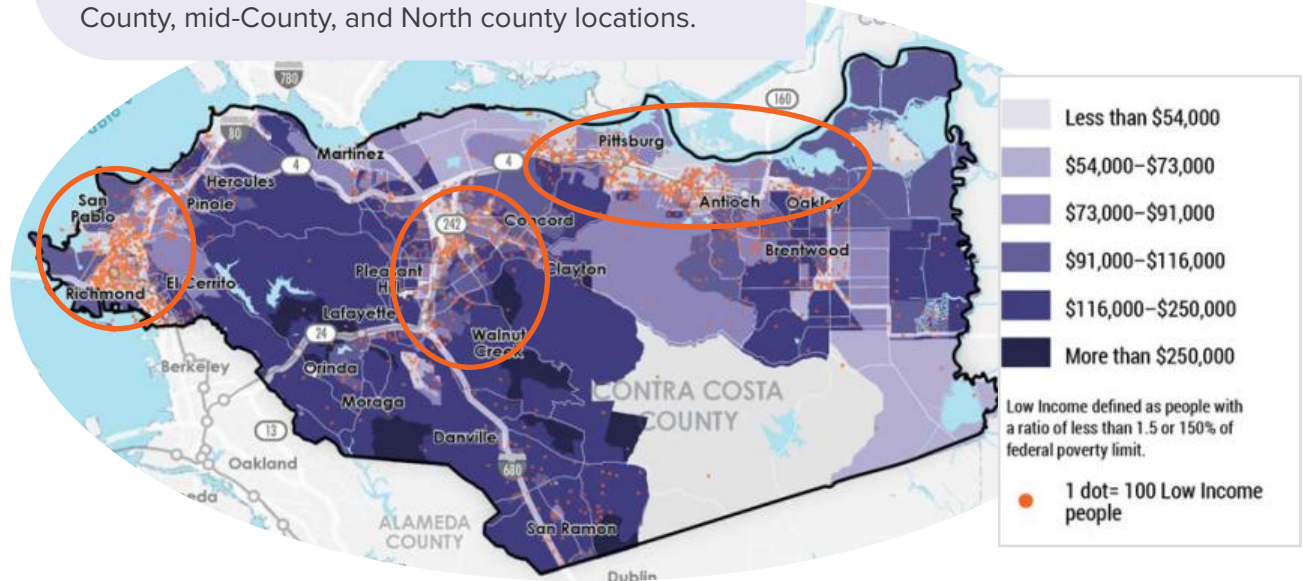
Number of people with disability per acre by Census Tract



Equity Considerations

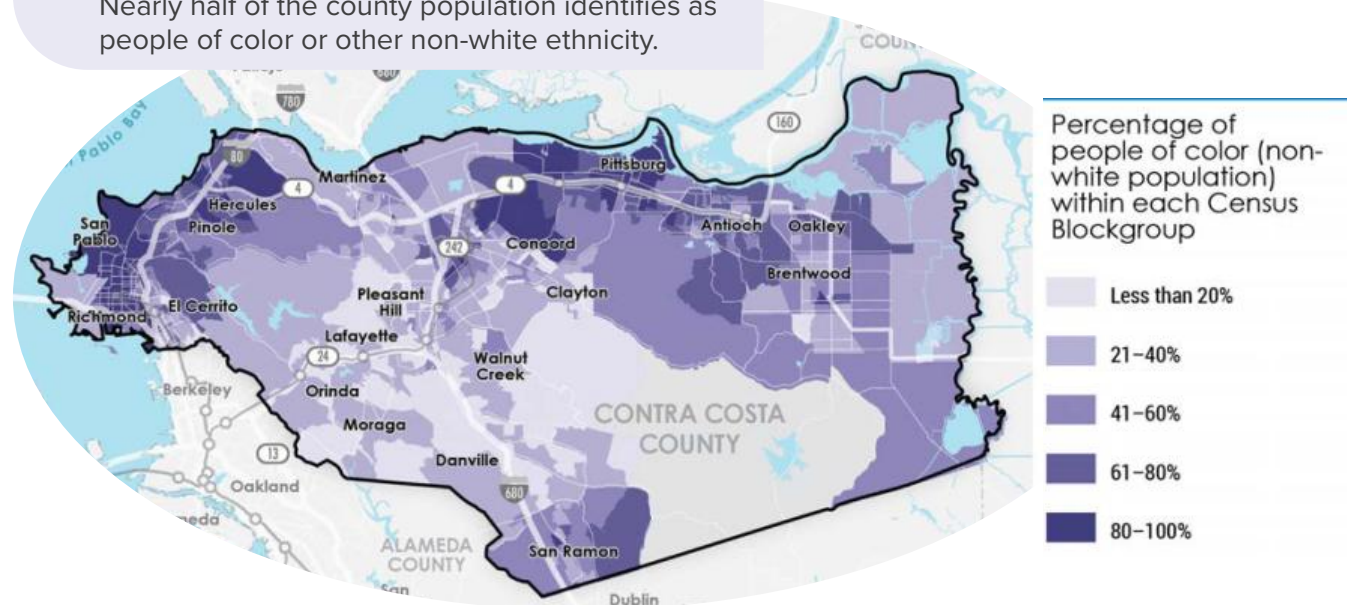
Household Income

Low income population concentrations include West County, mid-County, and North county locations.



People of Color

Nearly half of the county population identifies as people of color or other non-white ethnicity.



Countywide Ethnicity

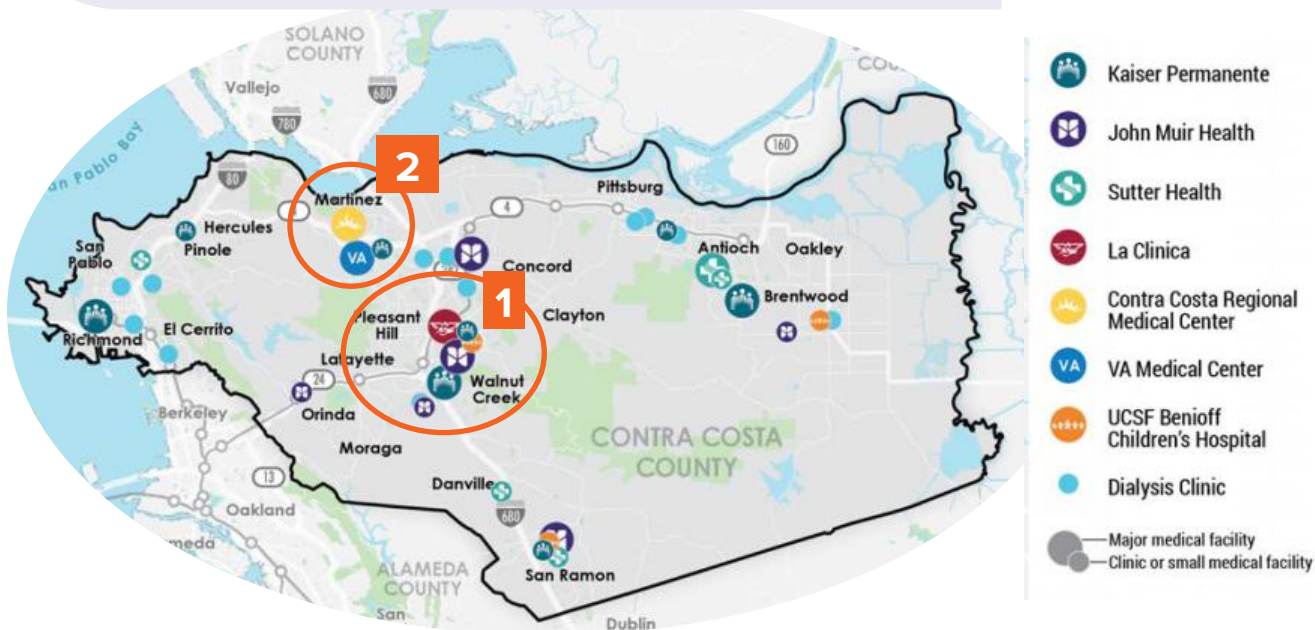
52% White

48% People of Color/Other

Transportation Need and Services

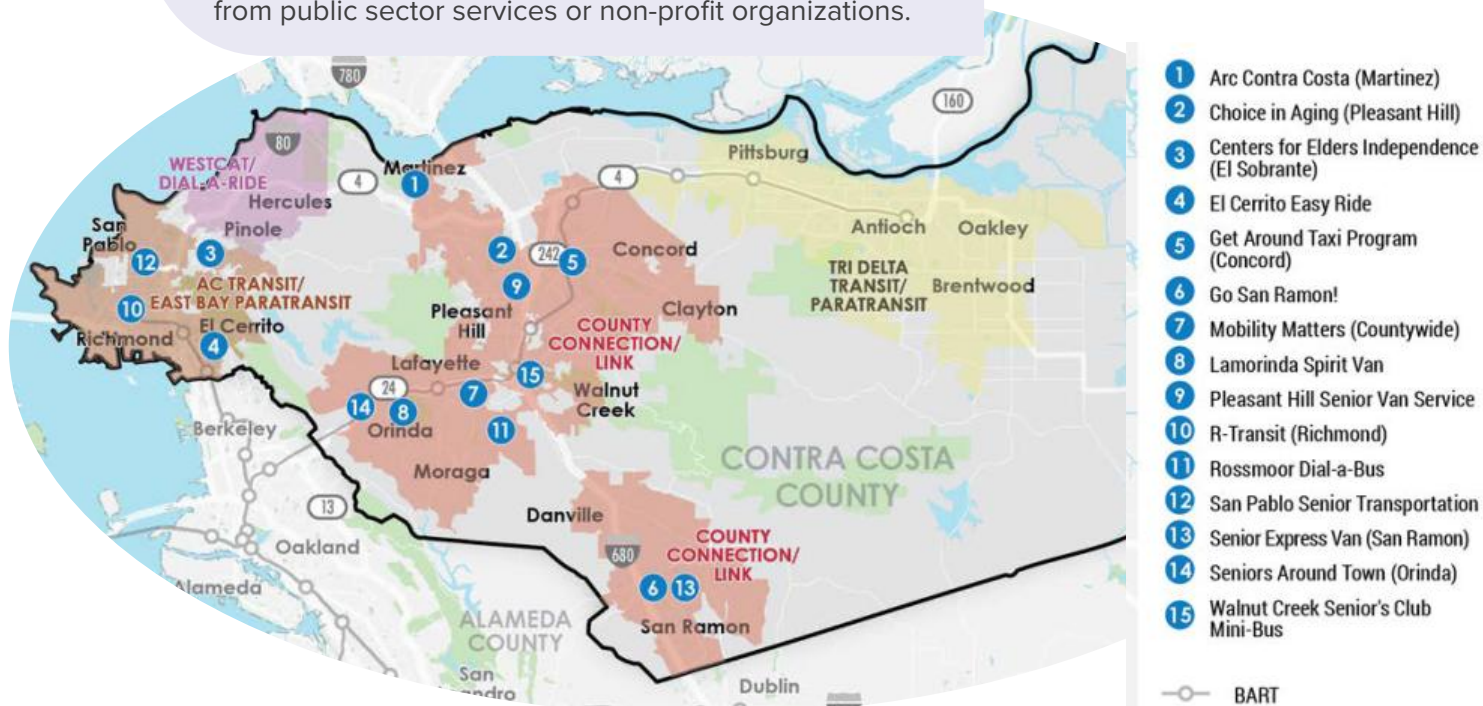
Access to Medical Facilities

Most medical facilities are clustered in the center of the County between Pleasant Hill and Walnut Creek (1). Two facilities needed by residents throughout the County are the **Contra Costa County Medical Center** and the **VA Medical Center**, both in Martinez (2).



Community-Based Transportation

Services areas don't always overlap areas of greatest demand, increasing the need for transit and paratransit services provided by community-transportation programs from public sector services or non-profit organizations.





OUTREACH

Outreach Toolkit

A virtual and paper flyer, along with tweets and postings on provider websites were distributed via social media, encouraging people to provide input through the online survey.

Contra Costa Accessible Transportation Strategic Plan

Let's make transportation convenient for older adults and people with disabilities

If you're an older adult, have a disability, or are a veteran, transportation in Contra Costa County can be challenging. We want to identify ways to make it easier for you to get around the county—whether you're going to an appointment, getting groceries, visiting family, or anything else.

You can participate from home!

Due to the shelter-in-place we are asking individuals to complete the survey online or participate in a short phone interview. Participants will be entered in a drawing for a \$25 gift card!

Take the survey on-line at www.surveymonkey.com/r/CCTA_Survey2 or in Spanish at www.surveymonkey.com/r/CCTA_SurveySPN



Call us at **857-305-8004**

Email us at info@atspcontracosta.com

Visit us at
atspcontracosta.com



Public Engagement Collateral

CONTRA COSTA COUNTY, CALIFORNIA

OUR COUNTY | DEPARTMENTS & OFFICES | SERVICES | GOING BUSINESS | HOW DO I?

UPDATE on Board of Supervisors Meeting
To save the spread of COVID-19, the Health Officer's Shelter Order of June 5, 2020, prevents public gatherings. In lieu of a public gathering, the Board of Supervisors meeting will be accessible via television and live-streaming. [Read more...](#)

Library Launching Front Door Service
Beginning Monday June 15, the Library will offer Front Door Service at 28 community libraries. The service will allow patrons to pick up books, DVDs, and audiobooks placed on hold through the Library's website at cclib.org. [Read more...](#)

Help Us Make Transportation More Convenient for Older Adults and People with Disabilities
We are gathering input from the community on ways to make transportation more convenient for older adults and people with disabilities. Participate in our survey. [Read more...](#)

OPEN FOR BUSINESS

We are Lafayette, California Strong
@LafayetteCABstrong

Home | About | Photo | Community | Reviews | Photo

[Create a Page](#)

We are Lafayette, California Strong
10 mins

Help Contra Costa Transportation Authority - CCTA make transportation more convenient for older adults and people with disabilities!

If you're an older adult, have a disability, or are a veteran, transportation in Contra Costa County can be challenging. CCTA wants your input to identify ways to make it easier for you to get around the county—whether you're going to an appointment, getting groceries, visiting family, or anything else.

Due to the shelter-in-place we are asking individuals to complete the survey online or participate in a short phone interview.

Participants will be entered in a drawing for a \$25 gift card!

Take the survey online at www.surveymonkey.com/s/CCTA_Survey2 or in an Español at www.surveymonkey.com/s/CCTA_Survey2P

Call: 857-305-8004
Email: info@atspcontracosta.com
Web: www.atspcontracosta.com

[View on Nextdoor](#)

Principal Planner John Cunningham, Contra Costa County AGENCY

We are looking for older adults, people with disabilities, and veterans to participate in a short transportation survey that will gather information on ways to make transportation convenient in the community. Survey participants could win a \$25 gift card! Participate in the survey (English and... [See more](#)

Let's make transportation convenient for older adults and people with disabilities

If you're an older adult, have a disability, or are a veteran, transportation in Contra Costa County can be challenging. We want to identify ways to make it easier for you to get around the county—whether you're going to an appointment, getting groceries, visiting family, or anything else.

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Call us at 857-305-8004
Email us at info@atspcontracosta.com
Visit us at atspcontracosta.com

General - Jun 23 to subscribers of Contra Costa County

[Thank](#) [Private message](#)

[View or Reply](#)

Contra Costa Accessible Transportation Strategy Plan

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If you're an older adult, have a disability, or are a veteran, transportation in Contra Costa County can be challenging. We want to identify ways to make it easier for you to get around the county—whether you're going to an appointment, getting groceries, visiting family, or anything else.

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Call us at 857-305-8004
Email us at info@atspcontracosta.com
Visit us at atspcontracosta.com

Contra Costa Transportation Authority - CCTA
June 14 at 6:50 AM

Help us make transportation more convenient for older adults and people with disabilities!

If you're an older adult, have a disability, or are a veteran, transportation in Contra Costa County can be challenging. We want you to identify ways to make it easier for you to get around the county—whether you're going to an appointment, getting groceries, visiting family, or anything else.

You can participate from home!

This message is intended for robertscoe@gmail.com. [Unsub](#)
Stevenson Street, Suite 700, San Francisco, CA 94103

We are gathering input from the community on ways to make transportation convenient for older adults and people with disabilities.

Please visit atspcontracosta.com/participate as your input will help us better meet your transportation needs and be entered to win a \$25 gift card!

511 Contra Costa @511CC
USA • Jun 8 • 11:13 am

RT @CCTA: We are gathering input from the community on ways to make **transportation** convenient for older adults and people with disabilities. Please visit <https://t.co/1ChM8v78rV> as your input will help us better meet your **transportation** needs and be entered to win a \$25 gift car...

Keywords: @CCTA, transportation
Reach 4k Tag • Translate • Share

Instagram

mtc mtcdata Sponsored

TRANSPORTATION SURVEY!

Seniors and people with disabilities in Contra Costa County

[Learn More](#)

mtcdata We want to hear from you. Take our survey to help us better serve seniors and people with disabilities.

Contra Costa Accessible Transportation Strategy Plan

Let's make transportation convenient for older adults and people with disabilities

If you're an older adult, have a disability, or are a veteran, transportation in Contra Costa County can be challenging. We want to identify ways to make it easier for you to get around the county—whether you're going to an appointment, getting groceries, visiting family, or anything else.

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Due to the shelter-in-place we are asking individuals to complete the survey online or participate in a short phone interview. Participants will be entered in a drawing for a \$25 gift card!

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Call us at 857-305-8004
Email us at info@atspcontracosta.com
Visit us at atspcontracosta.com

10:55 AM • Jun 8, 2020 • 10xstudio Inc.

9 Comments • 12 Likes

Pre-COVID Outreach

Before the onset of the pandemic, surveys and engagement flyers were distributed and the project team made public presentations at the Developmental Disabilities Council of Contra Costa County and the Pleasant Hill Commission on Aging.



SURVEY

CONTRA COSTA ACCESSIBLE TRANSPORTATION STRATEGIC PLAN

The Contra Costa Transportation Authority (CCTA), in coordination with Contra Costa County, is conducting a study to find out how to improve transportation services for seniors, people with disabilities, and eligible veterans who live or travel in Contra Costa County.

Please take a few minutes to fill out this survey and return it to the person who gave it to you, or you can also take the survey on-line at: https://www.surveymonkey.com/r/CCTA_Survey.

If you have any questions or need assistance filling out this survey, please contact 510-506-7586 or info@atspcontracosta.com.

1. Which modes of transportation do you usually use?
(Check all that apply; answer any related follow-up questions for BUS, ADA PARATRANSIT and LYFT/UBER)

☐ ₁ BART
☐ ₂ Bus → Answer follow-up Q 2-4
☐ ₃ Bicycle
☐ ₄ Walk/Roll
☐ ₅ ADA Paratransit (East Bay Paratransit, WestCAT Dial-a-Ride, County Connection LINK, Tri Delta Paratransit) → Answer follow-up Q 5-7
☐ ₆ Drive myself
☐ ₇ Lyft/Uber → Answer follow-up Q 8-9
☐ ₈ Taxi
☐ ₉ Family, neighbor, or paid helper drives me
☐ ₁₀ Other (example: R-Transit, Rossmore Dial-a-Bus, Lamorinda Spirit Van, etc): _____

Q 2-4. BUS RIDER QUESTIONS
Skip questions 2-4 if you don't ride the bus.

2. If you use the BUS, what service(s) do you use?

☐ ₁ AC Transit
☐ ₂ WestCAT
☐ ₃ County Connection
☐ ₄ Tri Delta
☐ ₅ Other (please specify): _____

3. Please tell us about your BUS-riding experience and interactions with drivers:

☐ ₁ Excellent
☐ ₂ Satisfactory
☐ ₃ Poor
☐ ₄ Additional comments: _____

4. Please share any other comments about your BUS-riding experience, such as ease of use, maintenance issues, or vehicle cleanliness:

Q 5-7. ADA PARATRANSIT RIDER QUESTIONS
Skip questions 5-7 if you don't ride paratransit.

5. If you use ADA PARATRANSIT, what service(s) do you use?

☐ ₁ East Bay Paratransit
☐ ₂ WestCAT Dial-a-Ride
☐ ₃ County Connection LINK
☐ ₄ Tri Delta Paratransit
☐ ₅ Other (please specify): _____

6. Please tell us about your ADA PARATRANSIT-riding experience and interactions with drivers:

☐ ₁ Excellent
☐ ₂ Satisfactory
☐ ₃ Poor

7. Please share any of your PARATRANSIT-riding maintenance issues:

Q 8-9. LYFT/UBER RIDER QUESTIONS
Skip questions 8-9 if you don't use LYFT/UBER.

8. If you use LYFT/UBER, please tell us about your experience and interactions with drivers:

☐ ₁ Excellent
☐ ₂ Satisfactory
☐ ₃ Poor

9. Please share any of your LYFT/UBER-riding experience and interactions with drivers, maintenance issues, or vehicle cleanliness:

Q 10-16 GENERAL RIDER QUESTIONS

10. Where are you usually going? (Please select up to three)

I go to...

☐ ₁ Medical appointment
☐ ₂ Grocery shopping/drugstore
☐ ₃ Non-medical appointment
☐ ₄ See friends or family
☐ ₅ Attend a class
☐ ₆ The Senior Center
☐ ₇ Church
☐ ₈ Work or Volunteer position
☐ ₉ Other (please specify): _____

OVER ►

1,000+ Surveys

Distributed via e-mail and meal deliveries, available in English, Spanish, and Mandarin



Photo by John Schnobrich on Unsplash

Post-COVID Outreach

Once the pandemic set in, the project team moved all outreach activities to safe platforms, utilizing virtual focus groups, stakeholder interviews, an online survey, and virtual town hall to safely interact with participants.



5 Focus Groups

Focus Groups

Five virtual focus groups with seniors and persons with disabilities involved in-depth conversations with the project team, with an emphasis on reaching populations often overlooked through other forms of public engagement, such as adults with disabilities, people with Limited English Proficiency, and West County residents.

11 Interviews



Stakeholder Interviews

Interviews commencing in March of 2020 were put on hold in light of the onset of the COVID-19 pandemic. Interview questions were reevaluated to reflect the circumstances, and the interviews with public and nonprofit agencies, representing an array of stakeholder groups and interests, were completed between September and November.

1,149 participants

out of 23,000 invitations

3 languages

English, Spanish, Mandarin



Telephone Town Hall

Nelson\Nygaard hosted a live Telephone Town Hall on October 27, 2020 to outline the project and answer questions.



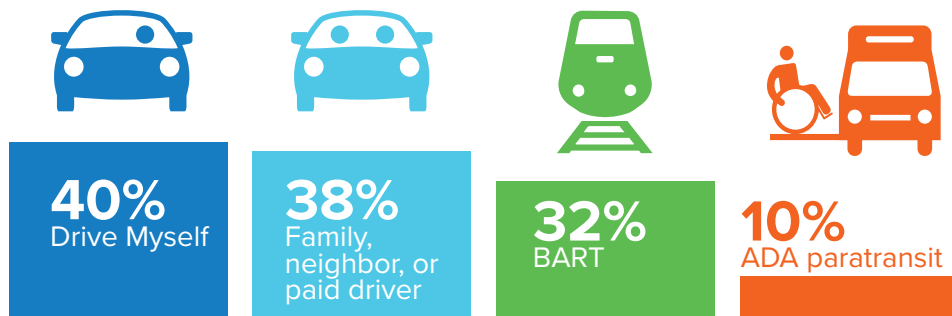
SURVEY RESULTS

Trip Destinations and Challenges

An online survey provided insight into how respondents get where they are going, where they go, and what factors complicate their trips.

Mode to Destination

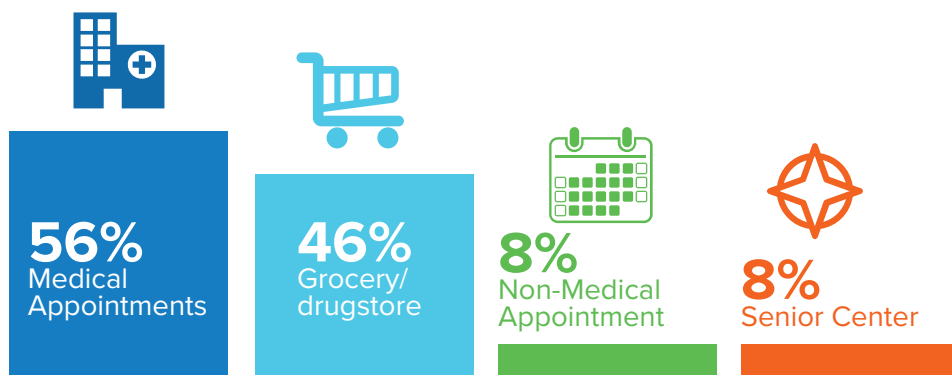
Trips were most commonly made by solo drivers, followed by those driven by a family, neighbor or paid helper. BART was used by about a third of respondents, with ADA paratransit utilized by 10% of the entire survey sample.



* Respondents could choose as many modes as they used. Percentages reflect total respondents (1,063) selecting a particular mode they used.

Destinations

The top destination was medical appointments, with grocery/drugstore shopping in second place. Senior Center trips and non-medical appointments each accounted for an 8% share of destinations.



* Respondents could choose up to three trips that they take most often. Percentages reflect total respondents (1,063) identifying each trip type.



Trip Difficulty

Mirroring the top destinations, respondents had the most difficulty with medical appointments and making grocery/drugstore trips. Seeing friends/family and getting to the Senior Center rounded up the top four types of difficult trips.



* Respondents could choose up to three trips that they take most often. Percentages reflect total respondents (1,063) for each trip type.

Trip Challenges

Almost one-third of respondents feel unsafe while traveling, with about a quarter unable to go where or when they want, or feeling their trip takes too long.



* Respondents could choose up to three challenges that they faced most often. Percentages reflect total respondents (1,063) identifying each trip type.

TRANSPORTATION NEEDS AND GAPS

The project team's review of existing conditions and survey data identified key needs and gaps in accessible transportation in Contra Costa County. These include:



New Funding – Grants are sometimes available for planning and pilots, but all recommendations will require new sustainable funding



Safety – Many respondents feel unsafe while traveling



Volunteer Driving Programs – Additional volunteers are needed, with more reliable funding to increase capacity



Medical Access – The Regional Medical Center and VA Medical Center in Martinez need reliable access throughout the county



Quality of Life Visits – Consumers have difficulty making quality-of-life essential trips to visit friends and family, the senior center, and church



Service Coordination – Accessible services need improved coordination because they are siloed between agencies, cities, and non-profit organizations



RECOMMENDATIONS

The Accessible Transportation Plan identified an urgent need for a coordinated structure to address transportation needs and gaps in Contra Costa County accessible transportation. A crucial first step would be the creation of an Accessible Transportation Task Force.



Accessible Transportation Task Force

The Task Force would:

- **Oversee Strategic Planning**, identifying coordinated strategies to be implemented by existing agencies/non-profits
- **Create a Countywide Coordination Entity** responsible for countywide strategy implementation
- **Investigate** funding opportunities



Countywide Coordinated Entity (CE)

- **The countywide CE Organization** could be an existing non-profit or public agency—or an entirely new entity
- **Strategy implementation** would be a key function of the CE, prioritizing projects to improve and expand countywide accessible transportation



Strategies and Implementation

A five-year timeline for strategy development and implementation was developed, with recommended strategies divided into tiered groups.

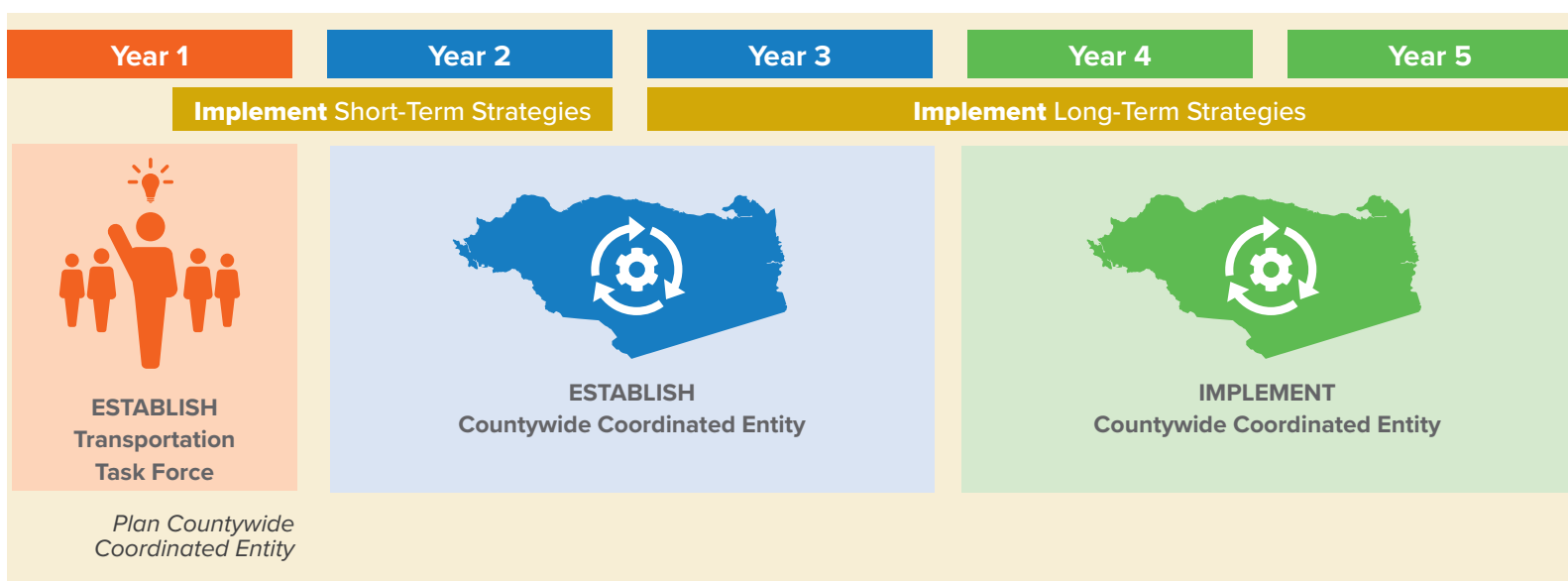
Tier I

- High transportation benefit
- Strong community support
- Leverages existing programs/resources
- Easy to implement (in stages or because of lower cost)

Tier II

High ranking strategies, sorted by:

- Service impact
- Cost
- Implementation challenges





Implementation Timeframes

Tiered Strategies will be implemented in phases, pending ATSP approval.



Implementation Agency

Recommended agencies for each strategy have been identified across three categories.



Public Agency

(e.g. Contra Costa Transportation Authority, County Administrator's Office, County Health Services)



Non-Profit

(e.g. Mobility Matters, Choice in Aging)



Transit Agency

(e.g. County Connection, Tri Delta Transit, WestCAT)



































































Implementation Workplan

 Tier I

 Tier II

 Short-Term

 Long Term

Strategy Description		Implementation Term	Implementation Agency		
			 Public Agency	 Non-Profit	 Transit Agency
Increase Local and Regional Mobility					
1	Improve connectivity between paratransit programs/eliminate transfer trips				
2	Same-day trip programs (including wheelchair-accessible service)		  		
3	Expand existing and add new Volunteer Driver programs		 		
4	Service beyond ADA service areas		 		
5	Early morning and late-night service		 		
6	On-demand subsidies		 		
Improve Coordination Among Providers and Community Stakeholders					
7	Shopping trips with package assistance		 		
8	Hospital discharge service		 		
9	Customized guaranteed ride home programs for people with disabilities		 		
10	Means-based car-share including accessible option		 		
11	One-call / one-click; information & referral (I&R)		 		
12	Programs for disabled/senior veterans				
13	Real-time transportation information (paratransit vehicle location, BART elevators, wheelchair spaces on buses)				
14	Travel training (including inter-operator trips)		  		
15	Mobility-as-a-Service (MaaS)		 		
Develop Partnerships for Supportive Infrastructure					
16	Administer a uniform countywide ADA paratransit eligibility certification program		 		
17	Fare integration				
18	Procure joint paratransit scheduling software				
19	Sidewalk improvements to enhance safety for older adults and wheelchair accessibility in high-priority locations				
20	Means-based fare subsidy		 		
21	Wheelchair breakdown service		  		
22	Accessible bikeshare program		 		



How

A Countywide Coordinated Entity Improves Accessible Transportation in Contra Costa County

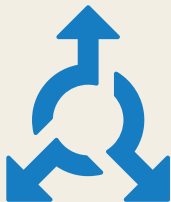
Functions of the Coordinated Entity



Identifies/pursues new funding



Develops and administers uniform countywide ADA paratransit eligibility certification



Expands mobility management



Implements joint paratransit scheduling software



Oversees seamless rides for inter-jurisdictional trips inside and outside the county



Supports service beyond ADA service areas and regular service times



Expands Travel Training



Advocates for Safe Routes for Seniors/
Safe Routes for All



Helps establish means-based fare subsidy



TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: March 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. The TRANSPAC TAC will be requested to consider a Draft Program in April. Additional information will be available at the meeting.</p>
Recommendation	None
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. Fund Estimate InformationC. Summary of Applications for the FY 2020/2021 and FY 2021/2022 CycleD. Measure 20A Program GuidelinesE. 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 2021/2022) 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 statewide 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.

Fund Estimate

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. The actual funds received for FY 2019/2020 came in much higher than anticipated, as well as the revenue for FY 2020/2021 and FY 2021/2022 now projected at levels similar to the initial projections from early 2020. The FY 2020/21 projection is now at \$475,000 (the initial programming target released in January 2020 was \$459,000). The new actual and projected revenue information allow for programming at previously discussed levels as well as reducing the impact on the level of the program Operations/Capital Reserve. Fund estimate information is included in the attached material.

After reviewing multiple programming strategies and information from the 2008 economic downturn, the TRANSPAC Board approved a program that included funds for projects and programs requiring funding for 2020/2021 (the first year of the 2-year call for project period) at 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 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 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 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 provide 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

TRANSPAC will now consider the FY 2021/2022 program moving forward with the following assumptions:

- FY 2021/22 programming will be considered from the applications initially submitted for the two-year programming cycle and will not consider new applications.
- The level of programming required for FY 2021/22 will consider the current program implementation status (i.e. are there cost savings)

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). Additional information will be available at the meeting.

The attached material includes program guidelines and a summary of the applications received (through the initial call for projects).

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

TRANSPAC Line 20A Program

FUND ESTIMATE

(updated March 18, 2021)

<i>INITIAL FUND BALANCE</i>	
Carryover Balance	\$ 812,957
Adjustment for Actual Funding Received through FY 19/20	\$ 64,861
FY 2020/2021 - projected *	\$ 475,000
* Prior projected revenue assumption was \$459,000 per year	
TOTAL	\$ 1,352,818
<i>APPROVED PROGRAMMING</i>	
2020/2021 - 1 year of new funds programmed (approved 6/11/20)	\$ 447,190
Program Balance	\$ 905,628

<i>NEW REVENUE</i>	
2021/2022 - Projected Revenue **	\$ 475,000
** Previous assumption (from last year) was \$459,000 per year	
TOTAL	\$ 475,000
Projected Program Balance (6/30/22)	\$ 1,380,628

<i>NEW PROGRAMMING</i>	
2021/2022 - PROPOSED New programming ***	\$ 459,000
***Previously assumed to program \$459,000 per year	
TOTAL	\$ 459,000

<i>PROPOSED FUND BALANCE - AFTER 2021/2022 PROGRAMMING</i>	
Cash Flow Reserve	\$ 500,000
Operations/Capital Reserve ****	\$ 421,628
**** Increase of reserve from \$370,000 based on higher than projected revenues	
***** Prior analysis indicated \$270,000 reduction of funds collected as a result of the 2008 economic downturn	
TOTAL	\$ 921,628

OPTION B

Program 1 Year of Funds, Maintain Prior Programming Level For the Year
TRANSPAC Line 20A Program**FUND ESTIMATE**

(updated April 28, 2020)

<i>INITIAL ASSUMPTIONS</i> <i>(based on December 2017 Fund Estimate)</i>	
Cash Flow Reserve	\$ 500,000
Operations Programming Reserve	\$ 270,000
Capital Fund	\$ 300,000
<i>Subtotal</i>	<i>\$ 1,070,000</i>
<i>REVENUE ADJUSTMENTS</i>	
Adjustment for Actual Funding Received in FY 17/18	\$ 26,313
Adjustment for Actual Funding Received in FY 18/19 *	\$ 43,042
Adjustment for Proposed Funding for FY 19/20 *	\$ (37,500)
*Line 20a Funds over or under \$440,000 Received	
<i>Subtotal</i>	<i>\$ 31,855</i>
<i>PROGRAMMING ACTIONS</i>	
Concord - Monument Shuttle (approved July 2018)	\$ 250,000
Walnut Creek - Senior Mini Bus Program (approved November 2019)	\$ 40,000
<i>Subtotal</i>	<i>\$ 290,000</i>
<i>TOTAL</i>	<i>\$ 811,855</i>

<i>PROJECTED REVENUE</i>	
Carryover Balance	\$ 811,855
FY 2020/2021	\$ 382,500
FY 2021/2022	
** Prior projected revenue assumption was \$459,000 per year (\$918,000 for 2 years)	
<i>TOTAL</i>	<i>\$ 1,194,355</i>

<i>NEW PROGRAMMING</i>	
2020/2021 - PROPOSED New programming - 1 year of funds - maintain level	\$ 459,000
2021/2022 - PROPOSED New programming	
*** Currently assumed to program \$459,000 per year, or \$918,000 for 2 years	
<i>TOTAL</i>	<i>\$ 459,000</i>

<i>REVISED FUND ESTIMATE BALANCES - AFTER PROGRAMMING</i>	
Cash Flow Reserve	\$ 500,000
Operations/Capital Reserve	\$ 370,000
Reduction of Reserve ****	\$ (134,645)
<i>Subtotal ****</i>	<i>\$ 235,355</i>
**** Combination of: 1)variances from past revenue projections, 2)programming at a higher level than future fund projections	
***** Prior analysis indicated \$270,000 reduction of funds collected as a result of the 2008 economic downturn	
<i>TOTAL</i>	<i>\$ 735,355</i>

June 11, 2020

Measure J Line 20a Program - Fund Estimate

TRANSPAC has approximately \$~~811,855,905,628~~ of unallocated Measure J line 20a funds projected through June 30, ~~2020~~2021, and another \$~~382,500,475,000~~ of funds projected to become available in the following fiscal year, resulting in a total of \$~~1,194,355,1,380,628~~.

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, ~~2021~~2022.

- \$459,000 of funds available for programs / projects in FY ~~2021/2122~~
 - Represents 1 year of programming, with the amount based on an ~~initial~~ revenue projection ~~that accounts for data collected through the end of 2020, with the revised revenue projection, due to the COVID-19 / shelter in place orders reducing the level of new funding projected to be received by 15-20%. A combination of project cost savings and funding from reserves is proposed to be used for the FY 20/21 program.~~
 - About \$~~1,168,370~~ of programming, including \$~~878,000~~447,190 approved for the prior ~~two-one~~ year program ~~and \$290,000 of amendments.~~
 - ~~Assuming use of Measure J Line 20A reserves to maintain the program level in FY 20/21.~~
 - Assuming a combination of the use of about \$~~438~~459,000 of new funding and project cost savings programming for the FY ~~2021/21-22~~ program.

For the remaining funds, it is proposed:

- \$500,000 for Cash Flow Reserve (represents about 110% of FY ~~1819/1920~~ actual annual revenue)
 - Will provide “cash flow” balance to approve future 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
- ~~\$251~~421,000 for Operations / Capital Reserve
 - 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
 - Upon exhaustion of the funds, will need to evaluate, including strategy to address ~~an~~ further economic downturn impacts.

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

Redline / Strikeout comments relative to the June 11, 2020 version

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

r e f #	SUMMARY OF FUNDING REQUEST BY OPERATING / CAPITAL CATEGORY		
	TRANSPAC 20A Program		
	2020/2021 and 2021/2022 Cycle Program Applications		
	"POINT TO POINT SERVICE" or "SERVICE TO CENTRAL LOCATION"		Operating Request
			Capital Request
	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	SUMMARY OF FUNDING REQUEST BY YEAR OF PROGRAMMING REQUEST					
e	TRANSPAC 20A Program					
f	2020/2021 and 2021/2022 Cycle Program Applications					
#						
	"POINT TO POINT SERVICE" or "SERVICE TO CENTRAL LOCATION"			Year 1	Year 2	Total Request
	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	<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.

2020-2021 and 2021-2022

Call for Projects

TRANSPAC Measure J Line 20a Funds

Additional Transportation Services for Seniors and People with Disabilities

1. **TRANSPAC, the Regional Transportation Planning Committee for Central Contra Costa** is issuing a Call for Projects for Measure J Line 20a funds "*Additional Transportation Services for Seniors & People with Disabilities*" funded through the Measure J Transportation Sales Tax Expenditure Plan approved by Contra Costa voters (in 2004) for the two year period of FY 2020-2021 and 2021-2022.
2. **Funds will generally be used** in support of transportation services and related capital expenditures for seniors and people with disabilities provided by TRANSPAC jurisdictions and public and private non-profit agencies operating in the TRANSPAC area (map attached). Funds must be spent in a manner consistent with the Contra Costa Transportation Authority's Measure J Program 15 Transportation for Seniors & People With Disabilities¹. Examples of eligible expenditures include but are not necessarily limited to: vehicle purchase/lease/maintenance, mobility management activities, travel training, facilitation of countywide travel and integration with other public transit.
3. **According to Measure J**, in years when revenues have declined from the previous year, funds may be used for supplemental, existing, additional or modified service for seniors and people with disabilities; in years where funding allows for growth in service levels, these funds would be used for service enhancements for seniors and people with disabilities and if funding levels are restored to 2008 levels, these funds shall be used to enhance services for seniors and people with disabilities. TRANSPAC will determine if the use of funds proposed by operators meets these guidelines for the allocation of these funds.
4. **Eligible Applicants**: TRANSPAC jurisdictions, public non-profit and private non-profit transportation service agencies, duly designated by the State of California and operating in TRANSPAC area in Central Contra Costa may submit application(s) for operating funds for transportation services and/or capital funding projects necessary to continue and/or support existing services for twenty-four (24) months. Transportation services and projects must directly benefit seniors and disabled residents of Central Contra Costa (Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Unincorporated Central Contra Costa County). Please see attached map.

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

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

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

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

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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.

Funding Opportunities Summary – 3/2/2021

Upcoming Funding Opportunities

Funding Program	Fund Source	Application Deadlines	Program and Contact Info
Affordable Housing and Sustainable Communities (AHSC) Program (Round 6)	S	6/8/2021	<p>The purpose of the AHSC Program is to reduce Greenhouse Gas (GHG) emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives. The California Department of Housing and Community Development (HCD) has released the Notice of Funding Availability for approximately \$405 million.</p> <p>https://hcd.ca.gov/grants-funding/active-funding/ahsc.shtml#funding</p> <p>https://sgc.ca.gov/meetings/council/2021/docs/20210224-AHSC_Round_6_Guidelines.pdf</p>
Fiscal Year (FY) 2020-21 Program for Arterial System Synchronization (PASS)	F	4/16/2021 at 4:00 PM	<p>The Metropolitan Transportation Commission (MTC) invites Bay Area public agencies to submit applications for PASS FY 2021-22 cycle. Up to \$2.7 million in Federal funds are currently available to fund projects that improve arterial operations through the coordination of traffic signals and related services. There are some changes to the program from the previous FY 2019-20 PASS cycle. These include lower match requirements, new incentives for safety and transit related strategies, data contribution incentives, and language regarding COVID-19 impacts.</p> <p>https://mtc.ca.gov/our-work/operate-coordinate/arterial-operations/program-arterial-system-synchronization-pass</p> <p>Robert Rich, PASS Project Manager, MTC rrich@mtc.ca.gov (415) 778-6621</p>