

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

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, OCTOBER 28, 2021
9:00 A.M. to 11:00 A.M.

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

Pursuant to the Ralph M. Brown Act provisions under Assembly Bill 361, which went into effect on October 1, 2021, this meeting will be conducted as a teleconference and a physical location will not be provided. 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/83552860629?pwd=Vk5hNzhUdFN6MEVKdJlJENVNVdFwZz09>
Meeting ID: 835 5286 0629 and Password: 105350.

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 835 5286 0629 and Password: 105350.

Public Comments: Public Comment may still be provided by submitting written comments to margaret@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 margaret@graybowenscott.com or (925) 937-0980 during regular business hours at least 48 hours prior to the time of the meeting.

1. Virtual Meeting Access Guidelines

2. Minutes of the September 30, 2021 Meeting 🌀 Page 5

ACTION RECOMMENDATION: Approve Minutes

Attachment: TAC minutes from the September 30, 2021 meeting

Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County
1211 Newell Avenue, Suite 200, Walnut Creek 94596
(925) 937-0980

- 3. CENTRAL COUNTY ACTION PLAN UPDATE – EVALUATION OF EXISTING PLAN.** The Central County Action Plan is intended to address the key transportation issues that Central County will face over the next long range period (i.e. about twenty five years). Action plans for each subregion of the county were developed through the cooperative, multi-jurisdictional planning process called for in Measure C (1988), and renewed and updated with Measure J (2004). The Contra Costa Transportation Authority has secured the services a team of consultants lead by Placeworks to assist TRANSPAC to update the Plan. The Placeworks team will lead the TRANSPAC TAC in a discussion to evaluate the existing Central County Action Plan.
(INFORMATION) 🌀 **Page 9**

Attachment: Staff Report

- 4. MEASURE J LINE 20A FUNDS PROGRAM POLICIES.** 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. Through the last program review and approval process, it was recommended to review the TRANSPAC Line 20A program policies and consider revisions in advance of the next funding cycle.
🌀 **Page 11**

ACTION RECOMMENDATION: Recommend Measure J Line20A program application review criteria for inclusion in the next call for projects process.

Attachment: Staff Report

- 5. TRANSPAC COMMITTEE APPOINTMENTS – CCTA CBPAC APPOINTMENT FOR THE TERM JANUARY 1, 2022 TO DECEMBER 31, 2023.** The current TRANSPAC appointments to the Contra Costa Transportation Authority (CCTA) Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) are through the term of December 31, 2021. TRANSPAC TAC is requested to review the existing appointments to the CBPAC and provide input to staff.
(INFORMATION) 🌀 **Page 31**

Attachment: Staff Report

- 6. 2022 TRANSPAC MEETING CALENDAR.** The TRANSPAC TAC is requested to review and comment on the proposed meeting schedule.
(INFORMATION) 🌀 **Page 33**

Attachment: Staff Report

7. COORDINATED PROJECT DELIVERY. The TRANSPAC Board approved a strategy to pursue coordinated project delivery in the TRANSPAC subregion, including monitoring the current jointly implemented pavement rehabilitation project, creating a coordinated project delivery master agreement, and identifying a pilot project to implement under a coordinated contract. This is a standing item to allow for updates on tasks related to this effort.
(INFORMATION)

8. 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)

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9. COMMITTEE UPDATES:

- a. Technical Coordinating Committee (TCC): The last meeting took place on October 21, 2021. The next meeting is scheduled for November 18, 2021.
- b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): The last meeting was held on September 27, 2021. The next meeting is scheduled for November 22, 2021.
- c. Paratransit Coordinating Council (PCC): The last meeting took place on July 19, 2021 and the meeting scheduled for September 20, 2021 was cancelled. The next meeting is scheduled for November 15, 2021.

10. FUTURE AGENDA ITEMS:

The CCTA Calendar for October 2021 to January 2022, may be downloaded at:
https://ccta.primegov.com/meeting/attachment/18044.pdf?name=13A%20Meeting%20Schedule_Oct%202021

11. MEMBER COMMENTS

12. NEXT MEETING: NOVEMBER 18, 2021

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MEETING DATE: September 30, 2021

MEMBERS PRESENT: Abhishek Parikh, Concord; Andy Smith, Walnut Creek; Edric Kwan, Martinez; Robert Sarmiento, Contra Costa County; Ananthan Kanagasundaram, Pleasant Hill; Ruby Horta, County Connection; Ricki Wells, BART; Saravana Suthanthira, Concord; John Hoang, CCTA; Kristin Riker, 511 Contra Costa;

STAFF PRESENT: Matt Todd, TRANSPAC Managing Director; and Mary Grinbergs, TRANSPAC Clerk

GUESTS/PRESENTERS: Ryan McClain, Fehr and Peers;

MINUTES PREPARED BY: Mary Grinbergs

Managing Director Matt Todd called the meeting to order at 9:05 A.M. Mr. Todd said that based on availability of certain staff members attending, that he would like to take agenda item 5 came before item 4. The committee concurred.

2. MINUTES OF THE JUNE 24, 2021 MEETING.

The minutes of the June 24, 2021 meeting were approved by consensus.

3. MINUTES OF THE AUGUST 26, 2021 MEETING.

The minutes of the August 26, 2021 meeting were approved by consensus

5. MONUMENT BOULEVARD/I-680 BICYCLE AND PEDESTRIAN IMPROVEMENTS FEASIBILITY STUDY.

Mr. Ryan McClain from Fehr and Peers gave a presentation of the Monument Boulevard/I-680 Bicycle and Pedestrian Improvements options explored for the Feasibility Study. The presentation consisted of an overview of existing conditions on Monument Boulevard versus multiple alternative concepts. Mr. McClain stated objectives of the project area review included to provide comfort, safety and convenience for bikers on Monument Blvd. Mr. McClain noted that a walking tour with project stakeholders ranging from Caltrans, the local agencies, and advocate groups. The study area included Monument starting at Contra Costa Blvd. up to the Iron Horse trail. Mr. McClain provided a summary of the current connectivity issues challenges for pedestrians and bicyclists and presented 3 alternative options.

Mr. Kanagasundaram noted his support of the alternative options, but would recommend the Class I option.

Mr. Smith conveyed his support for this study and was glad to see the inclusion of Lisa Lane. Mr. Smith asked if the mix use path would be problematic not separating the two modes. Mr. McClain

agreed that separation is the trend, but the corridor is still relatively sparse. The benefit of the Class I facility would be the larger buffer between automobile lanes.

Mr. Smith also noted that there are two bus stops that are used a fair amount.

Mr. Parikh said a big challenge will be to not have a bottleneck on the Concord side of Monument, but the City is in full support.

Mr. Hoang requested the connection at Iron Horse trail be made consistent with the County's requirements. Mr. McClain agreed.

Ms. Riker asked if the City would consider any facilities to get people from Pleasant Hill safely to BART by way of Cleveland. Mr. McClain responded that the scope of this effort did not cover that area but there are plans to study options to address pinch points that would be included in the report.

Mr. Kanagasundaram stated that Pleasant Hill wants the downtown and the new project at 85 Cleveland to have a direct connection and will be looking at other options to address this.

Ms. Horta commented that buses will be in the lane of traffic at the bus stop but confirmed this would be acceptable.

Mr. Todd said the next step is to bring to the TRANSPAC Board.

Mr. Smith asked if Pleasant Hill and Concord have been briefed and Mr. Todd confirmed yes.

Mr. Todd confirmed he would provide Mr. Parikh with a copy of the presentation slides.

4. MEASURE J LINE 19A FUNDING REQUESTS.

Mr. Todd presented his recommendation to continue funding for County Connection and Pacheco Park and Ride hub that is operated by the City of Martinez. Mr. Todd stated that County Connection and TRANSPAC are identified to jointly decide how to use these Measure J funds which total about 1.2% of measure J funds and currently provide about \$1.1 million a year. This item was last renewed on a five-year basis from 17/18 – 21/22. The first recommendation is for the first \$10,000 of the line 19A funds to go to Martinez to maintain the Pacheco Park and Ride lot with the remainder going to County Connection to maintain the two route locations; route 16 and 316. Consistent with the original agreement TRANSPAC has also provided up to \$10,000 to the City of Martinez to subsidize the maintenance costs for the park and ride facility.

Mr. Todd is proposing to continue this arrangement as a multi-year program to reduce administrative costs; similar to the action taken in 2017. Before going to the Board, Mr. Todd is working with Ms. Horta and the City of Martinez to procure memos of support. If this item is considered, Mr. Todd will add "upon receipt of support letter from the City of Martinez and

County Connection”. Mr. Todd stated that the letters may not come in time so Mr. Todd will carry over to the November meeting with all supporting documentation attached.

6. CONTRA COSTA ELECTRIC VEHICLE READINESS BLUEPRINT IMPLEMENTATION.

Mr. Brett Wiley, Customer Programs Manager, MCE provided a presentation of how to assistance available to obtain electric vehicle infrastructure. MCE is the consultant for the CC Electric Vehicle Readiness Blueprint Implementation (CCEVRBI). MCE is an electricity provider that procures the electricity for Contra Costa County. The weblinks and slide deck presented by Mr. Wiley will be emailed to the TAC members following the meeting.

Mr. Hoang asked Mr. Wiley to provide more MCE information on Low Carbon Fuel Standard (LCFS).

Mr. Todd asked Mr. Wiley to elaborate on CCE grants

Mr. Todd asked what the estimated cost of a new charging location. Mr. Wiley replied \$6,500 for a level 2 port facility.

Ms. Suthanthira asked that given not all communities have access or aware of this program, how will MCE plan for community engagement. Mr. Wiley replied that MCE has a team that will conduct community engagement events.

Ms. Suthanthira asked how long the program will run, how much it will cost and when will community engagement planning begin. Mr. Wiley responded that the program would run through March 2024 and community engagement kick-off is planned for October, 2021. The CC grant for the Electric Vehicle charging component is about \$2 million.

Mr. Todd stated that Brett will attend the next TRANSPAC Board meeting.

Ms. Riker provided information about a 511 Contra Costa EV program coming up later in the month.

7. COORDINATED PROJECT DELIVERY.

Mr. Todd gave a summary of last fall’s proposed pilot project with Clayton, Martinez and the Pittsburg/Mountain View Sanitation district. Mr. Todd noted that this is a standing item from last fall. Mr. Todd stated that the Clayton-Martinez street rehab program had been delayed as there have been staff turnover in Martinez. He further noted that there was talk of a potential master agreement so as to be ready to coordinate on future projects that would cover funding and scope. Mr. Todd said that the scope included work with similar project types and specs. Due to technical issues, Mr. Edric Kwan of Martinez was not able to provide an update on the current status. Mr. Todd carried this forward to the next meeting.

There were no comments on this item.

8. GRANT FUNDING OPPORTUNITIES.

There were no comments from the TAC.

9. COMMITTEE UPDATES.

Mr. Robert Sarmiento gave an update on topics addressed at the Countywide BPAC meeting. The items included updates on the Bollinger Canyon overcrossing project in San Ramon, the Mokelumne Trail pedestrian overcrossing project near Brentwood, and the County's Active Transportation Plan. He also noted that CCTA staff RTBCS will provide an update on the pedestrian needs assessment.

Mr. Todd noted that CCTA staff will be bringing the Pedestrian Needs Assessment information to TRANSPAC as well.

Mr. Todd asked Mr. Sarmiento if the Mokelumne Trail Overcrossing contract had been awarded. Ms. Riker confirmed that there is a contract to start work next summer.

10. FUTURE AGENDA ITEMS.

Mr. Todd relayed that AB 361 bill recently passed. CCTA has scheduled a Special Board meeting that will include the details of the legislation and next steps. CCTA is proposing to take the action to continue virtual meetings and will have to renew that action every 30 days.

Mr. Smith said that Walnut Creek Staff and Council members will begin attending their meeting in-person. Mr. Parikh stated that Concord is also transitioning to in-person.

Ms. Riker asked if we couldn't maintain the virtual meetings to offset environmental impact of VMT generated by cars to attend meetings.

Mr. Todd informed the TAC of the joint meeting with TRANSPLAN on October 14th at 7:00 p.m..

11. ADJOURN/NEXT MEETING: The meeting adjourned at 10:46. The next regular meeting is scheduled for October 28, 2021.

TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: October 28, 2021

| | |
|--------------------------|---|
| Subject: | CENTRAL COUNTY ACTION PLAN UPDATE – EVALUATION OF EXISTING PLAN |
| Summary of Issues | The Central County Action Plan is intended to address the key transportation issues that Central County will face over the next long range period (i.e. about twenty five years). Action plans for each subregion of the county were developed through the cooperative, multi-jurisdictional planning process called for in Measure C (1988), and renewed and updated with Measure J (2004). The Contra Costa Transportation Authority has secured the services a team of consultants lead by Placeworks to assist TRANSPAC to update the Plan. The Placeworks team will lead the TRANSPAC TAC in a discussion to evaluate the existing Central County Action Plan. |
| Recommendation | None – this item is for information only |
| Attachment(s) | A. 2017 Central County Action Plan Link https://transpac.us/wp-content/uploads/2017/12/FINAL-Central-County-Action-Plan_20170920.pdf |

Background

The Contra Costa Transportation Authority (CCTA) is initiating the RTPC Action Plan Updates in FY 2021/2022. The Central County Action Plan is intended to address the key transportation issues that Central County will face over the next long range period (i.e. about twenty five years). The CCTA procured Placeworks consultant team will lead the TRANSPAC TAC in a discussion to evaluate aspects of the existing Central County Action Plan.

This initial discussion will include the following topics:

- Action Plan Update
 - Action Plan Update Overview and Goals
 - Project Schedule
 - Questions
- Land Use Data
- Equity-Focused Communities
- Existing Action Plan Review Discussion

- Goals
- Actions
- Projects
- MTSOs
- Regional Routes

TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: October 28, 2021

| | |
|-------------------------------|--|
| Subject: | MEASURE J LINE 20A FUNDS PROGRAM POLICIES |
| Summary of Issues | 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. Through the last program review and approval process, it was recommended to review the TRANSPAC Line 20A program policies and consider revisions in advance of the next funding cycle. |
| Recommendation | Recommend Measure J Line 20A program application review criteria for inclusion in the next call for projects process. |
| Financial Implications | No TRANSPAC financial implications |
| Options | Consider other criteria or options |
| Attachment(s) | A. Line 20a FY 2021/2022 Program B. Program Descriptions of Received Applications for the FY 2020/2021 and FY 2021/2022 Cycle C. Summary of Line 20A Program Operations Information D. TRANSPAC Measure 20A Program Guidelines E. 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.

TRANSPAC issued a call for projects at the beginning of 2020 for a two year cycle and approved a program of projects for FY 2020/2021 in June 2020 and for FY 2021/2022 in June 2021. In previous cycles, TRANSPAC has issued a call for projects for a two year cycle and approved two

years of programming in June of the even numbered year. The Line 20A program included about \$475,000 of new funds for FY 2021/2022.

In reviewing past programming cycles of the Line 20A program, TRANSPAC has been able to generally fund the requests received for past cycles. For FY 2021/2022, we had more requests than the annual new revenues and approved the programming of reserves (at a level of about 10%, or \$50,000) to fully fund the program requests. Taking into account the latest programming action, the operations reserve level is projected to be about \$355,000.

The TRANSPAC Line 20A Program guidance used for the prior cycle is included in the attached material. The current guidance includes:

- Defines eligible applicants,
 - TRANSPAC jurisdictions, public non-profit and private non-profit transportation service agencies,
- Evaluation Criteria,
 - 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, and
 - Specific services may be evaluated based on prior pilot program information (such as transportation network company (TNC) service).

Through the discussion for the 2021/2022 programming, it was agreed to review and discuss the Line 20A Program policies and evaluation criteria in advance of the next funding cycle. Additional criteria to rank and prioritize requests in the next programming cycle that have been raised for consideration include:

- service area,
- population,
- agency type,
- trip type,
- cost type,
- match requirements, and

- request limitations.

The TRANSPAC TAC discussion over the summer raised different ways to evaluate the program. Concepts raised include:

- Identifying programming targets based on population to measure that programming is benefitting all. The discussion included the use of the targets as “loose structure” rather than hard caps,
- Programs that serve multiple cities be prioritized,
- Using a system with “extra points” in the evaluation process for meeting a particular need(s),
- Criteria to prioritize service to underserved populations, and
- Desire for matching funds, but at the same time, concern that match requirements could also disadvantage some agencies.

Future Program Evaluation

As we look ahead to options for evaluating the Line 20A program, we have multiple criteria detailed in our existing program, with many of the criteria difficult to score in a quantitative manner (i.e. type of trip, is a medical trip a higher priority than a grocery store trip or quality of complementary service benefits).

Information about the TRANSPAC community population characteristics include:

Population Statistics TRANSPAC Portion of County

| | Population | Percent of TRANSPAC Population | Percent of Population 65 and Older | Population 65 and Older | Percent of TRANSPAC Population 65 and Older |
|---|----------------|--------------------------------|------------------------------------|-------------------------|---|
| Clayton | 11,337 | 3.4% | 17.4% | 1,973 | 3.2% |
| Concord | 130,143 | 38.9% | 15.0% | 19,521 | 31.9% |
| Martinez | 37,106 | 11.1% | 16.2% | 6,011 | 9.8% |
| Pleasant Hill | 34,267 | 10.3% | 16.1% | 5,517 | 9.0% |
| Walnut Creek | 70,860 | 21.2% | 29.6% | 20,975 | 34.3% |
| TRANSPAC Portion of Unincorporated County -Walnut Creek SOI | 20,809 | 6.2% | 14.5% | 3,011 | 4.9% |
| TRANSPAC Portion of Unincorporated County -Other Unincorporated Areas | 29,675 | 8.9% | 13.9% | 4,120 | 6.7% |
| | 334,197 | 100% | | 61,128 | 100% |

Sources
CCTA LSM Projection Information
<https://data.census.gov/cedsci/>

TRANSPAC Household Incomes

| | Median Household Income | Median Household Income (by Householder 65 Years and Older) |
|---------------------|-------------------------|---|
| Clayton | \$157,768 | \$99,438 |
| Concord | \$89,564 | \$66,239 |
| Martinez | \$107,328 | \$83,186 |
| Pleasant Hill | \$118,947 | \$74,617 |
| Walnut Creek | \$105,948 | \$70,230 |
| Contra Costa County | \$99,716 | \$70,992 |

Source

www.incomebyzipcode.com

American Community Survey's 2019 5 year estimates

At a high level, the Line 20A program in the TRANSPAC region is about providing mobility for the senior and disabled that aren't able to use the other transportation options. In general, the population served by the Line 20A funded services can all be classified as underserved. The Line 20A funds should be supporting programs that:

- Provides good service options for senior and disabled individuals to get where they need to go when they need to go in the TRANSPAC subregion, and
- Provide trips that would otherwise use the LINK Paratransit service.

As we turn attention to the program review process, and that we are receiving more requests than available funding, additional program policy and review detail could include:

- Define a maximum request – Based on past cycles, we can expect to receive requests well over the amount of funds available in the program (estimate about 140% for next cycle). Including a maximum request amount (by agency) will reduce this variance. A maximum grant request of \$100,000 is proposed. A cap of this level would have reduced the 21/22 requests to about a \$500,000 program. Four of the Seven agencies that applied for funding in 21/22 requested more than \$100,000.
- Other factors to consider when considering full or partial funding
 - Financial Factors
 - Cost per trip
 - Based on total cost of service (not just Line 20A funding)
 - All services should be less than the cost of the LINKS per trip service
 - Match
 - Based on direct costs for the for the provision of the transportation service
 - Other Factors to Prioritize
 - Program includes mobility management service component
 - Program sharing resources with other agency programs
- Capital requests will still need to be addressed and may not fit neatly in operational review criteria.

Another option to consider related to various program eligibility and trip focus includes:

- Service Area – Line20A program funded services generally fall into two categories, programs that have a focus on riders from a specific subarea of TRANSPAC and programs that are open to all residents of TRANSPAC. To be clear, all the programs are providing trips and reducing the demand for LINKS trips. Programs with eligibility restrictions include areas with a large portion of the senior population in the TRANSPAC Region. Programs with eligibility restrictions may also provide trips outside the specific area of eligibility. This evaluation criteria could identify targets for a portion of overall funds for programs that provide service to the entire TRANSPAC area and a portion of the overall funds for programs that have eligibility requirements based on area of residence. TRANSPAC could maintain the ability to adjust the targets based on applications received (i.e. if applications received do not fully utilize one of the categories). Additional information on trips provided through the Line 20A program could be collected to gain additional insight on overall trip origin and destination for this topic (though that would also put a greater information collection burden on project sponsors and actual data would be past services provided).

TRANSPAC TAC is requested to discuss the program review options and recommend options, criteria, and additional detail to include in the next Line 20A program call for projects.

Other revisions that have been previously discussed and can be implemented in the next cycle include increasing the frequency of reporting requirements to semi-annually and closer coordination with CCTA (who hold the Line 20A funds and administer the grant contracts with the program/project sponsors).

Next Steps

Based upon the past programming cycle schedules, TRANSPAC would release a call for projects in December 2021 to solicit requests for funding for FY 2022/2023 and FY 2023/2024. Any additional criteria will need to be added into the CFP material.

Anticipated Programming Schedule For Next Programming Cycle

| | |
|------------------------------|--|
| December 2021 | Release Call for Projects (for 2022/2023 and 2023/2024) |
| January 2022 | Applications Due |
| February – April 2022 | Review Project Applications |
| May 2022 | Review Draft Program |
| June 2022 | Approve Final Program |

ATTACHMENT A
Line 20A Grants
FY 2021 - 2022 Program
Approved June 10, 2021

| ref. # | | | Line 20A \$ Requested for FY 21-22 | Line 20a \$ Unused from FY 20-21 | New Line 20A \$ Programming FY 21-22 | Total Line 20A Program \$ for FY 21-22 |
|-----------|-----------------------------------|---|--|---|---|---|
| 1 | Choice in Aging | Mt. Diablo Mobilizer | \$ 40,000 | \$ 40,000 | \$ - | \$ 40,000 |
| 2 | Walnut Creek | Senior Mini Bus / Lyft TNC Support Costs | \$ 78,500 | \$ - | \$ 78,500 | \$ 78,500 |
| 3 | Walnut Creek | Lyft / TNC Rides (Direct Cost) | \$ 40,000 | \$ - | \$ 40,000 | \$ 40,000 |
| 4 | Mobility Matters | Rides for Seniors/Rides for Veterans | \$ 137,570 | \$ - | \$ 137,570 | \$ 137,570 |
| 5 | Concord | Get Around Taxi Scrip | \$ 28,800 | \$ 15,900 | \$ 7,200 | \$ 23,100 |
| 6 | Golden Rain Foundation (Rossmoor) | Green Line Service | \$ 116,034 | \$ - | \$ 116,034 | \$ 116,034 |
| 7 | Golden Rain Foundation (Rossmoor) | Subsidized Ridesharing Program | \$ 10,000 | \$ - | \$ 10,000 | \$ 10,000 |
| 8 | County Connection | Midday Free Ride Program For Bridge and RES Programs | \$ 40,000 | \$ 40,000 | \$ - | \$ 40,000 |
| 9 | Center for Elder Independence | Transportation Services for Central County | \$ 135,774 | \$ - | \$ 135,774 | \$ 135,774 |
| | | | \$ 626,678 | \$ 95,900 | \$ 525,078 | \$ 620,978 |

| 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. |

| SUMMARY OF PROJECT / PROGRAM USERS AND TRIPS | | | | | | | | | | | | |
|---|--|--|---|--|---|--|---|---|--|---|--------------------------------|----------------------------|
| TRANSPAC 20A Program | | | | | | | | | | | | |
| Summary of the 2020/2021 and 2021/2022 Cycle Program Applications | | | | | | | | | | | | |
| ref # | | | INDIVIDUAL USERS | | | | TRIPS | | | | BUDGET INFO | |
| | | | Prior Period | | Projected for App. Period | | Prior Period | | Projected for App. Period | | Projected for App. Period | |
| | | | Last Actual TOTAL Number of Individual Users | Last Actual TRANSPAC Number of Individual Users | Number of Individual Users (TRANSPAC and Beyond) | Number of Individual Users (TRANSPAC Subregion) | Last Actual TOTAL TRIPS (TRANSPAC and Beyond) | Trips Provided (TRANSPAC and Beyond) | Trips Provided (TRANSPAC Subregion) | Estimate of ADA Eligible Trips | Estimate of Shared Trips | Annual Agency Budget |
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | City of Pleasant Hill | | | | | | | | | | |
| 1 | | Senior Van Program (Vehicle Purchase) | 485 | 485 | 490 | 490 | 1,662 | 1,954 | 1,954 | | 1% | \$ 30,600,000 |
| | | City of Concord | | | | | | | | | | \$ 3,058 |
| 2 | | Get Around Taxi Scrip | 65 | 65 | 100 | 100 | NA | 2,000 | 2,000 | | 0% | \$ 1,025,000 |
| | | Center for Elder Independence | | | | | | | | | | \$ 32,700 |
| 3 | | CEI Transportation Services for Central County | NA | NA | 200 | 100 | NA | 20,000 | 10,000 | 100% | 90% | \$ 82,473,000 |
| | | Golden Rain Foundation (Rossmoor) | | | | | | | | | | \$ 543,000 |
| 4 | | Green Line | 3503 | 3503 | 4,000 | 4000 | 16,304 | 20,400 | 20,400 | 4% | 100% | \$ 115,500 |
| 5 | | Subsidized Ridesharing Program | | | | | 123 (Partial year) | 576 | 576 | | 0% | \$ 10,000 |
| | | | | | | | | | | | | \$ 18,107,000 |
| | | City of Walnut Creek | | | | | | | | | | \$ 1,104,000 |
| 6 | | Senior Mini Bus Program | 320 | 320 | 400 | 400 | 3,872 | 5,420 | 5,420 | | 20% | \$ 78,500 |
| 7 | | TNC / Lyft Program | 242 | 242 | 400 | 400 | 3,188 | 4,463 | 4,463 | | 20% | \$ 40,000 |
| | | | | | | | | | | | | \$ 1,989,000 |
| | | CCCTA / County Connection | | | | | | | | | | \$ 141,500 |
| 8 | | Midday Free Ride Program for Bridge and RES Programs | 326 | 326 | 408 | 408 | 14,253 | 36,000 | 36,000 | 90% | 100% | \$ 42,264,000 |
| | | Choice in Aging | | | | | | | | | | \$ 42,264,000 |
| 9 | | Mt. Diablo Mobilizer | 104 | 104 | 108 | 108 | 5,517 | 5,525 | 5,525 | 50% | 100% | \$ 40,000 |
| | | Mobility Matters | | | | | | | | | | |
| 10 | | Rides for Seniors/ Rides for Veterans | 528 | 270 | 600 | 300 | 6,100 | 8,000 | 4,000 | 90% | 0% | \$ 600,000 |
| | | | | | | | | | | | | \$ 275,000 |
| | | | | | | | | | | | | \$ 137,570 |

| TRANSPAC 20A Program Summary of the 2020/2021 and 2021/2022 Cycle Program Applications | | | | | | | | | | | | | |
|---|---|---|--|---|---|------|--------------------------------|---|--|-------------------------------------|-----------------------------------|------------------------|----------------------------|
| ref. # | | | Annual Transporation Program Cost (TRANSPAC and Beyond) | Annual Transporation Program Cost (TRANSPAC Subregion) | Annual Measure J Cost of Transportation Service | | 2 Year Measure J Request | Trips Provided (TRANSPAC and Beyond) | Trips Provided (TRANSPAC Subregion) | Est. Vehicle Service Hours | Hours Per Trip (Average) | Total \$'s Per Trip | Measure J \$'s Per Trip |
| 1 | POINT TO POINT SERVICE / SERVICE TO CENTRAL LOCATION | | | | | | | | | | | | |
| 2 | Center for Elder Independence | | | | | | | | | | | | |
| | | CEI Transportation Services for Central County (funding for FY 21/22) | \$ 543,091 | \$ 543,091 | \$ 135,774 | 25% | \$ 135,774 | 20,000 | 10,000 | 1,764 | 0.18 | \$ 54.31 | \$ 13.58 |
| | Choice in Aging | | | | | | | | | | | | |
| 3 | | Mt. Diablo Mobilizer | \$ 90,000 | \$ 90,000 | \$ 40,000 | 44% | \$ 80,000 | 5,525 | 5,525 | 1550 | 0.28 | \$ 16.29 | \$ 7.24 |
| 4 | POINT TO POINT SERVICE / SERVICE TO CENTRAL LOCATION - Volunteer Driver based service | | | | | | | | | | | | |
| 5 | City of Walnut Creek | | | | | | | | | | | | |
| 6 | | Walnut Creek Senior Mini Bus Program | \$ 101,500 | \$ 101,500 | \$ 78,500 | 77% | \$ 157,000 | 5,420 | 5,420 | 1,680 | 0.31 | \$ 18.73 | \$ 14.48 |
| 7 | Mobility Matters | | | | | | | | | | | | |
| 8 | | Rides for Seniors/ Rides for Veterans | \$ 275,140 | \$ 137,570 | \$ 137,570 | 100% | \$ 275,140 | 8,000 | 4,000 | | | \$ 34.39 | \$ 34.39 |
| 9 | City of Pleasant Hill | | | | | | | | | | | | |
| 10 | | Senior Van Program (Vehicle Purchase) | \$ 3,058 | \$ 3,058 | \$ - | 0% | \$ - | 1,954 | 1,954 | 651 | 0.33 | \$ 1.56 | \$ - |
| 11 | TAXI SCRIP/TNC PROGRAMS | | | | | | | | | | | | |
| 12 | City of Concord | | | | | | | | | | | | |
| 13 | | Get Around Taxi Scrip (yr 1) | \$ 32,700 | \$ 32,700 | \$ 21,200 | 65% | | 2,000 | 2,000 | | | \$ 16.35 | \$ 10.60 |
| 14 | | Get Around Taxi Scrip (yr 2) | \$ 42,800 | \$ 42,800 | \$ 28,800 | 67% | | 2,300 | 2,300 | | | \$ 18.61 | \$ 12.52 |
| 15 | | Get Around Taxi Scrip (2 yr program) | \$ 75,500 | \$ 75,500 | \$ 50,000 | 66% | \$ 50,000 | 4,300 | 4,300 | | | \$ 17.56 | \$ 11.63 |
| 16 | Golden Rain Foundation (Rossmoor) | | | | | | | | | | | | |
| 17 | | Subsidized Ridesharing Program | \$ 10,000 | \$ 10,000 | \$ 10,000 | 100% | \$ 20,000 | 576 | 576 | | | \$ 17.36 | \$ 17.36 |
| 18 | City of Walnut Creek | | | | | | | | | | | | |
| 19 | | TNC / Lyft Program | \$ 40,000 | \$ 40,000 | \$ 40,000 | 100% | \$ 80,000 | 4,463 | 4,463 | | | \$ 8.96 | \$ 8.96 |
| 20 | SHUTTLE SERVICE (FIXED ROUTE) | | | | | | | | | | | | |
| 21 | CCCTA / County Connection | | | | | | | | | | | | |
| 22 | | Midday Free Ride Program for Bridge and RES Programs | \$ 40,000 | \$ 40,000 | \$ 40,000 | 100% | \$ 80,000 | 36,000 | 36,000 | | | \$ 1.11 | \$ 1.11 |
| 23 | Golden Rain Foundation (Rossmoor) | | | | | | | | | | | | |
| 24 | | Green Line | \$ 153,650 | \$ 153,650 | \$ 115,500 | 75% | \$ 230,954 | 20,400 | 20,400 | 2,465 | 0.12 | \$ 7.53 | \$ 5.66 |

ATTACHMENT C-3

TRANSPAC 20A Program
Summary of the 2019/2020 Progress Reports

| ref. # | | TRIP INFORMATION | | | | | COST INFORMATION | | | | | | |
|-----------|--|---------------------------|-------------------------------------|---|--------------------------------|--------------------|---|---|------------------------|----------------------------|---|---|-----------------------------------|
| | | TRANSPAC Area Trips | Est. Vehicle Service Hours | Trips per Vehicle Hour (Average) | Individual Trip Provided | Shuttle Vehicle | Total Cost of TRANSPAC Transportation Service | Measure J Cost of Transportation Service | Total \$'s Per Trip | Measure J \$'s Per Trip | Total \$'s per Vehicle Service Hour | Measure J \$'s per Vehicle Service Hour | |
| 1 | Rides 4 Seniors Program / Rides 4 Veterans Mobility Matters | 2,689 | 2,855 | 0.94 | X | | \$ 95,000 | \$ 95,000 | \$ 35.33 | \$ 35.33 | \$ 33.27 | \$ 33.27 | Trips provided impacted by COVID |
| 2 | On Demand Micro Transit - Golden Rain Foundation (Rossmoor) | 16,209 | 3,918 | 4.14 | X | | \$ 55,000 | \$ 40,990 | \$ 3.39 | \$ 2.53 | \$ 14.04 | \$ 10.46 | Trips provided impacted by COVID |
| 3 | Green Line - Golden Rain Foundation (Rossmoor) | 17,211 | 2,128 | 8.09 | | X | \$ 103,959 | \$ 91,808 | \$ 6.04 | \$ 5.33 | \$ 48.85 | \$ 43.14 | Trips provided impacted by COVID |
| 4 | Mt. Diablo Mobilizer - Choice in Aging | 4,138 | 3656 | 1.13 | | X | \$ 134,727 | \$ 11,339 | \$ 32.56 | \$ 2.74 | \$ 36.85 | \$ 3.10 | Trips provided impacted by COVID |
| 5 | Senior Mini Bus Program /TNC Component Admin City of Walnut Creek | 1,971 | 1,327 | 1.49 | X | X | \$ 49,028 | \$ 48,452 | \$ 24.87 | \$ 24.58 | \$ 36.95 | \$ 36.51 | Trips provided impacted by COVID |
| 6 | Senior Mini Bus TNC Component City of Walnut Creek | 4,024 | 816 | 4.93 | X | | \$ 50,644 | \$ 50,048 | \$ 12.59 | \$ 12.44 | \$ 62.06 | \$ 61.33 | Trips provided impacted by COVID |
| 7 | Contra Costa ARC | 4,635 | 948 | 4.89 | | X | \$ 32,602 | \$ 22,543 | \$ 7.03 | \$ 4.86 | \$ 34.39 | \$ 23.78 | No trips from March 17 to June 30 |
| 8 | TOTAL TRIPS | 50,877 | | | | | | | | | | | |
| 9 | ADA LINK Service (2018/19 Data) | | | | | | | | \$ 45.38 | | \$ 79.13 | | |

ATTACHMENT C-4

TRANSPAC 20A Program

Summary of the 2020-2021 (July-Dec) Mid Year Program Status

| ref # | grant amount | TRIP INFORMATION | | | COST INFORMATION | | | | | | Notes | |
|----------|--|---------------------------|-------------------------------------|---|---|---|------------------------|----------------------------|---|---|----------|--|
| | | TRANSPAC Area Trips | Est. Vehicle Service Hours | Trips per Vehicle Hour (Average) | Total Cost of TRANSPAC Transportation Service | Measure J Cost of Transportation Service | Total \$'s Per Trip | Measure J \$'s Per Trip | Total \$'s per Vehicle Service Hour | Measure J \$'s per Vehicle Service Hour | | |
| 1 | Rides 4 Seniors Program / Rides 4 Veterans Mobility Matters | \$ 137,570 | 1,180 | 1,277 | 0.92 | \$ 57,322 | \$ 57,322 | \$ 48.58 | \$ 48.58 | | | |
| 2 | Subsidized Ridesharing Program - Golden Rain Foundation (Rossmoor) | \$ 10,000 | 479 | 210 | 2.28 | \$ 7,800 | \$ 5,000 | \$ 16.28 | \$ 10.44 | | | |
| 3 | Green Line - Golden Rain Foundation (Rossmoor) | \$ 114,920 | 11,539 | 3,890 | 2.97 | \$ 103,959 | \$ 61,041 | \$ 9.01 | \$ 5.29 | \$ 26.72 | \$ 15.69 | |
| 4 | Mt. Diablo Mobilizer - Choice in Aging | \$ 40,000 | - | - | | \$ - | \$ - | | | | | |
| 5 | Senior Mini Bus Program / TNC Component Support City of Walnut Creek | \$ 78,500 | - | - | | \$ 35,687 | \$ 29,182 | \$ 30.48 | \$ 24.92 | | | -Senior Mini Bus Program on hold from July to December 2020 |
| 6 | Senior Mini Bus TNC Component City of Walnut Creek | \$ 40,000 | 1,171 | - | - | \$ 10,068 | \$ 10,068 | \$ 8.60 | \$ 8.60 | | | -Overhead expenses impacted by COVID |
| 7 | Concord Get Around Taxi Scrip | \$ 21,200 | | | | | | | | | | -No response to RFP to taxi providers -City working to initiate program with Go Go Grandparents in April 2021 |
| 8 | Midday Free Ride Program For Bridge and RES Programs County Connection | \$ 40,000 | | | | | | | | | | -Program on Hold -County Connection proposing to initiate program in Late Summer /Fall of 2021 |
| 9 | TOTAL TRIPS | | 14,369 | | | | | | | | | |

New Program for 2021-2022 (application information)

| | | | | | | | | | | | | |
|----|--|------------|--------|-------|------|------------|------------|----------|----------|----------|--|--|
| 10 | CEI Transportation Services for Central County | \$ 135,774 | 10,000 | 1,764 | 5.67 | \$ 543,091 | \$ 135,774 | \$ 54.31 | \$ 13.58 | | | |
| 11 | ADA LINK Service (2018/19 Data) | | | | | | | \$ 45.38 | | \$ 79.13 | | |

2020-2021 and 2021-2022

Call for Projects

TRANSPAC Measure J Line 20a Funds

Additional Transportation Services for Seniors and People with Disabilities

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

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

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

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

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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

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

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

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

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

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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

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

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

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

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

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

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

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

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

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

Subregional Projects and Programs

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

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

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

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

CENTRAL COUNTY (TRANSPAC)

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

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

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

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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

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

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

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

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

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

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

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

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

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

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TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: October 28, 2021

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|--------------------------|---|
| Subject: | TRANSPAC COMMITTEE APPOINTMENTS – CCTA CBPAC APPOINTMENTS FOR THE TERM JANUARY 1, 2022 TO DECEMBER 31, 2023 |
| Summary of Issues | The current TRANSPAC appointments to the Contra Costa Transportation Authority (CCTA) Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) are through the term of December 31, 2021. TRANSPAC TAC is requested to review the existing appointments to the CBPAC and provide input to staff. Additional information and an appointment recommendation is proposed to be brought to the November TRANSPAC TAC meeting. |
| Recommendation | None – this item is for information only |

Background

TRANSPAC is represented on the CCTA Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) by one TRANSPAC staff representative (and alternate) and one citizen representative. The purpose of the CBPAC is to advise the CCTA on bicycle and pedestrian issues and to help the CCTA carry out its responsibilities as a sales tax and congestion management agency. The CBPAC responsibilities include overseeing updates to the countywide bicycle and pedestrian Plan and other CCTA policy documents as well as helping to implement policies, to review and provide recommendations on applications for funding for bicycle and pedestrian projects and programs, and to address other bicycle or pedestrian issues facing the CCTA, Contra Costa and the region. The committee is expected to meet 5-6 times a year.

At the February 13, 2020 TRANSPAC Board meeting, David German was appointed as the citizen representative through the December 31, 2021 term. At its regular meeting on March 12, 2020, the TRANSPAC Board appointed Scott Alman (Clayton) as the primary representative and Eric Hu to serve as the alternate to CBPAC for the remainder of the two-year term that expires on December 31, 2021.

TRANSPAC is represented by Ozzy Arce (Walnut Creek staff) as the primary representative and Lynne Filson (Martinez) as the alternate representative. For the citizen representative position. TRANSPAC is represented by David German as the citizen representative. Both are appointed through the term of December 31, 2021.

TRANSPAC TAC is requested to provide input to staff in preparation for an item to consider position appointments at the November TRANSPAC TAC meeting.

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TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: October 28, 2021

| | |
|--------------------------|---|
| Subject: | 2022 TRANSPAC MEETING CALENDAR |
| Summary of Issues | The TRANSPAC TAC is requested to review and comment on the proposed meeting schedule for the upcoming year. |
| Recommendations | None – This item is for information only |
| Attachment(s) | A. Draft 2022 Meeting Schedule |

TRANSPAC Transportation Partnership and Cooperation

DRAFT 2022 MEETING SCHEDULE

(updated October 21, 2021)

Pursuant to the Ralph M. Brown Act provisions under Assembly Bill 361, which went into effect on October 1, 2021, TRANSPAC meetings are currently being conducted as a teleconference and a physical location is not provided. In the event in person meetings are resumed, meetings are held at 9:00 A.M. at Pleasant Hill City Hall, Community Room (100 Gregory Lane, Pleasant Hill, California) unless otherwise specified.

TRANSPAC Meetings

Regular meetings are on second Thursday of every month or as notified. Other meetings as scheduled.

January (No meeting)
February 10
March 10
April 14
May 12
June 9

July 14
August (No meeting)
September 8
October 13
November 10
December 8

TAC Meetings

Regular meetings are on the last Thursday of every month or as notified.

January 27
February 24
March 31 *
April 28
May 26
June 30 *

July (No Meeting)
August 25
September 29 *
October 27
November 17 **
December (No meeting)

* 5th Thursday of the Month

** 3rd Thursday of the Month

Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
1211 Newell Avenue, Suite 200, Walnut Creek 94596
(925) 937-0980

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| Funding Opportunities Summary – 10/06/2021 |
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Upcoming Funding Opportunities

| Funding Program | Fund Source | Application Deadlines | Program and Contact Info |
|---|-------------|---|---|
| California Department of Transportation (Caltrans) Transportation Planning Grants (Fiscal Year (FY) 2022-23): Sustainable Communities, Strategic Partnerships, and Adaptation Planning | S | October 27, 2021 | <p>The Sustainable Transportation Planning Grant Program includes:</p> <p>Sustainable Communities Grants (\$29.5 million) to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission (CTC).</p> <p>Strategic Partnerships Grants (\$4.5 million) to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.</p> <p>https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants</p> |
| Caltrans Clean California Local Grant Program | S | Call for Projects: December 2021 Application Deadline: February 2022 | <p>The Clean California Local Grant Program is a part of a two-year program through which approximately \$296 million in funds will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces. Through the combination of adding beautification measures and art in public spaces along with the removal of litter and debris, this effort will enhance communities and improve spaces for walking and recreation.</p> <p>https://cleancalifornia.dot.ca.gov/local-grants/workshops-milestones</p> |