

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

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, NOVEMBER 18, 2021
9:00 A.M. to 11:00 A.M.

**TELECONFERENCING 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 meetings of the TRANSPAC Board and TAC will be held utilizing video and teleconference as the State and County continue to recommend measures to promote social distancing. Options for observing the meeting and participating in public comment are provided below:

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

<https://us02web.zoom.us/j/89678481356?pwd=SCtxbWF0cGFmbmdUV3hBdDIHdGtHUT09>

Meeting ID: 896 7848 1356 and Password: 380731.

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 896 7848 1356 and Password: 380731.

Public Comments: Public comment may 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. To comment by video conference, click the “Raise Your Hand” button to request to speak when the Public Comment period is opened on an Agenda item. After the allotted time, you will then be requested to mute your microphone. To comment by phone, indicate the “Raise Your Hand” icon by pressing “*9” to request to speak when the public comment is opened on an Agenda item. After the allotted time, you will then be requested to mute your microphone.

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. Convene Meeting / Virtual Meeting Access Guidelines / Self-Introductions

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

2. **Public Comment:** Members of the public may address the Committee on any item not on the agenda.
3. **Minutes of the October 28, 2021 Meeting** 🌀 **Page 5**

ACTION RECOMMENDATION: Approve Minutes

Attachment: TAC minutes from the October 28, 2021 meeting

4. **MEASURE J LINE 20A FUNDS PROGRAM - FY 2022/2023 AND FY 2023/2024 PROGRAMMING CYCLE.** 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. Additional information on this item will be available at the meeting.
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ACTION RECOMMENDATION: Recommend revisions to the project application review process and approve the draft call for projects and application material for the Measure J Line 20a Program for FY 2022/2023 and 2023/2024.

Attachment: Staff Report

5. **TRANSPAC COMMITTEE APPOINTMENTS – CCTA CBPAC APPOINTMENTS FOR THE TERM JANUARY 1, 2022 TO DECEMBER 31, 2023.** TRANSPAC is represented on the Contra Costa Transportation Authority (CCTA) Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) through three appointed representatives. The current TRANSPAC appointments to the CCTA CBPAC are through the term of December 31, 2021.
(INFORMATION) 🌀 **Page 45**

ACTION RECOMMENDATION: Recommend appointments to the CBPAC.

Attachment: Staff Report

6. **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)

7. 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 47**

8. COMMITTEE UPDATES:

- a. Technical Coordinating Committee (TCC): The meeting scheduled for November 18, 2021 has been cancelled. The next meeting is scheduled for December 16, 2021.
- b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): The meeting scheduled for November 22, 2021 has been cancelled. The next meeting is scheduled for November 29, 2021.
- c. Paratransit Coordinating Council (PCC): The meeting scheduled for November 15, 2021 has been cancelled. The next meeting is scheduled for January 24, 2022.

9. UPCOMING CCTA MEETINGS:

The CCTA Calendar for October 2021 to January 2022, may be downloaded at:
https://ccta.primegov.com/meeting/attachment/18139.pdf?name=13A%20Meeting%20Schedule_Nov%202021

10. MEMBER COMMENTS

11. NEXT MEETING: JANUARY 27, 2022

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MEETING DATE: October 28, 2021

MEMBERS PRESENT: Andy Smith, Walnut Creek; Robert Sarmiento, Contra Costa County; Ananthan Kanagasundaram, Pleasant Hill; Ricki Wells, BART; Saravana Suthanthira, Concord; Abhishek Parikh, Concord;

STAFF PRESENT: Matt Todd, TRANSPAC Managing Director; and Margaret Strubel, TRANSPAC Clerk

GUESTS/PRESENTERS: Matt Kelly, CCTA; John Hoang, CCTA; Lindsey Klein, Placeworks; and David Early, Placeworks

MINUTES PREPARED BY: Margaret Strubel, TRANSPAC Clerk

Managing Director Matt Todd called the meeting to order at 9:01 A.M. Introductions followed.

1. VIRTUAL MEETING ACCESS GUIDELINES

Ms. Strubel presented the guidelines.

2. MINUTES OF THE SEPTEMBER 30, 2021 MEETING.

The minutes of the September 30, 2021 meeting were approved by consensus.

3. CENTRAL COUNTY ACTION PLAN UPDATE – EVALUATION OF EXISTING PLAN.

Mr. Todd noted that there was much information to be presented and input needed and introduced David Early of Placeworks, the consultant secured to assist with the Action Plan Update.

Mr. Early presented the Existing Action Plan Review with a brief discussion about Land Use and Safety Data and Equity-Focused Communities. Mr. Early noted that it was hoped that the Action Plans would be adopted by the end of 2022 to be used to update the CTP. He also underscored that CCTA would like to have bold new ideas in the Action Plans focusing on creating an efficient, safe, and sustainable transportation system.

Ms. Suthanthira asked how this presentation is different from the last one presented to the TAC. Also, she was told by Placeworks that she was going to have a response to her previously submitted comments. Mr. Early said he went through comments and revised the scope of work and made changes to scope. Lindsey will send the red line responses to the comments to Ms. Suthanthira.

Mr. Early presented Land Use and Safety Data. He noted that land use data would be used for updated modeling using the CCTA transportation model. He said that the best data is from 2018; future land conditions will be based on data from Plan Bay Area 2050. He said that the Action Plans cannot deviate more than 1% countywide from this Plan Bay Area 2050 due to a legal

requirement. Mr. Early also presented Safety Data, which will focus on county-wide safety and collision data based on SWITRS and TIMS from U.C. Berkeley. He said that Placeworks sent data to each jurisdiction and will set up meetings with each TAC member to review this data before 11/12, to meet the schedule to start the modeling. Placeworks is requesting from the TAC members any further datasets needing to be incorporated.

Mr. Sarmiento asked who received this data; Mr. Early replied that John and Jamar received this data.

Mr. Smith said meeting to review the land use data is challenging due to staffing issues, and Mr. Early said the alternative is to move forward with ABAG data. Mr. Kelly said Mr. Smith's comments from 2017-2018 are reflected in this allocation.

Mr. Kanagasundaram said that there are changes for Pleasant Hill as they are working on a general plan amendment and he would like to go through the data for Pleasant Hill. Ms. Klein will work with Mr. Kanagasundaram to ensure staff members are aware of meeting.

Ms. Suthanthira said she is collecting data for safety and would like to understand the data from Placeworks. She also noted that the data for the existing year should have the City's input in the land use data. Mr. Early said this data has been modified in Plan Bay Area 2050, so each city should ensure that the data is correct. Ms. Suthanthira asked about modeling. Mr. Early stated that DKS will perform the modeling.

Mr. Early discussed Equity-Focused Communities including datasets used, Equity Priority Communities (EPCs, formerly Communities of Concern), and Sensitive Communities (using U.C. Berkeley's criteria in Affirmatively Further Fair Housing indicators). He noted that Placeworks has done further mapping to identify communities that are under threat of displacement. He asked about what the focus should be for the TRANSPAC area, whether on geography or regional/countywide (neighborhood or sub-region wide) considerations.

Mr. Smith said he would like input on the names for the communities to be consistent with the city nomenclature. Mr. Early was welcoming of this change. Mr. Smith also questioned some of the areas identified, such as Walnut Heights, which does not stand out as an area typically included in these evaluations. Mr. Early said this data is from U.C. Berkeley; feedback is needed from the TAC members to modify the data so that policies can be developed that reflect the situation accurately. Mr. Todd asked if zones were being highlighted that could be better labeled regarding the criteria used (e.g., housing vs. multi factor) by using different colors. Ms. Klein noted that this is based on data sets broken down by census tracks, which is causing the issue. Mr. Todd requested the indication of the nine EPCs is needed, also.

Ms. Suthanthira said that she will check internally for input.

Mr. Sarmiento asked about the criteria that are used to identify EPCs. Ms. Klein responded that there are seven criteria including median income, percent of population identified as a minority,

the number of English-speaking households. Mr. Todd requested criteria be sent to the TAC members for EPCs and Sensitive Communities. Mr. Early said that he would send the information as well as maps and would take about a week. Mr. Early would also like the TAC members to consider that there may be equity issues subregion wide.

Mr. Early discussed the Existing Action Plans. He has information in extensive slides about the existing Action Plan:

- Goals,
- Actions,
- Projects,
- MTSOs, and
- Regional Routes of Significance.

Of this information, he is interested in feedback on what needs to be preserved in the plans and what is no longer relevant.

Mr. Smith was concerned that these plans will be all about roads. Mr. Early recommended a count of the number of the plans that are solely focused on the roadway system vs. the number of multimodal plans to ensure a fair distribution of funding towards multimodal projects.

Mr. Kelly noted that one of the goals is how to mitigate the impacts of land use on the transportation system. He said that one of the main criticisms of the action plans is the focus on the freeway system, but CCTA doesn't manage the freeway system. Mr. Kelly asked if the plans should be focused on the improvements for local mobility, no matter what the mode. Mr. Kelly said reasonable methods are needed to manage freeway traffic as it relates to local jurisdictions.

Mr. Kanagasundaram agreed that whatever TRANSPAC has control over should be considered first. Mr. Early noted that this is a fine line and that all needs to be considered, even if TRANSPAC does not have control of some of the funding for some projects. Mr. Todd said that drivers make choices on what route to take depending on freeway conditions. He said freeways and local roads are tied together even though there is no TRANSPAC control. Mr. Early said that a focus should be on maintaining a comprehensive multi-modal transportation system which includes the freeway and arterials.

Mr. Smith would like focus on person throughput instead of VMT.

Mr. Hoang said it is necessary to look at mitigating traffic in the whole system of arterials and freeway countywide, even though focusing on subregions.

Mr. Sarmiento would like more robust language about VMT and managing arterial traffic flow as well as incorporating sustainability in first bullet point, adding something to the effect of "in consideration of climate change".

Ms. Suthanthira said that the goals need to be rebalanced with what is happening currently, comparing to the MTC plan, and considering policy. She said that technology and connecting the disadvantaged communities is missing.

Mr. Early summarized the slides for Actions, Projects, MTSOs, and Regional Routes of Significance. He said he will email the list and asked that the TAC members make comments.

Mr. Smith noted that there are a lot of roads in the project list and the bulk of the funds are steered to this.

Mr. Todd said an additional list for bike/transit corridors is needed. Mr. Smith and Ms. Suthanthira agreed. Mr. Sarmiento asked if the TAC member can nominate planned bike facilities. Mr. Early said yes but there may be some edits needed.

Mr. Early asked for feedback on the transit map which would include bus routes, railroad, and ferry. Mr. Smith noted that Ygnacio Valley Road needs bus routes and that most of the routes listed already have bus service. Mr. Todd said that first/last mile transportation around major transit hubs should be considered. Mr. Early asked Mr. Kelly if areas of regional significance could be considered. Mr. Kelly agreed that focus should be on walkable, dense areas served by transit.

Mr. Early said that MTSO is renamed Regional as non-modes such as safety and climate are going to be considered.

Ms. Suthanthira said this is taking nodes to the next level. Mr. Early said to look at PDAs. Mr. Sarmiento said TPAs, Transit Priority Areas, should be considered as well.

Mr. Early went over the next steps. He is requesting TAC member feedback on the following:

- The excel spreadsheet summarizing information in the existing action plans, and looking for feedback on items to keep, revise or delete.
- Land use data review request.
- Safety data review request.
- Equity information (geographic and broader issues) - will augment with additional information.

Mr. Early will send emails to follow up including about the meetings that need to be scheduled. He said that a draft would be ready in spring and in summer it should go to the RTPC board. Mr. Kelly thanked everyone as CCTA will be asking a lot of the members over the next year.

4. MEASURE J LINE 20A FUNDS PROGRAM POLICIES.

Mr. Todd introduced this item as a continuation from the item discussed over the summer and summarized the information about the program, which is about \$500k per year. He noted that more applications are received than are funded. TAC is requested to look at the policy before the next call for projects and to discuss possible amendments to the evaluation process. He is

assuming there will continue to be more project requests than funding available. Mr. Todd discussed existing CFP guidelines.

Mr. Kanagasundaram asked about the average number of apps. Mr. Todd said there were 11-12 applications in the last cycle.

Mr. Parikh said that match requirements can be complicated; he suggested we could require match if more than 10% total program was being requested. Mr. Parikh also added that more stringent requirements will discourage applications, but said there could be parameters that will maximize the funding.

Mr. Todd said that the trip types are challenging to prioritize; and all trips are important. Mr. Smith is concerned about any sort of match as this can be a disadvantage against less well-funded agencies who are able to apply using match funds. Mr. Smith said that the high level goal of this fund (disability and seniors) should be discussed; but perhaps income data could be considered. Mr. Parikh said a flexible, case-by-case situation should be considered, such as employing a match if there are many applications, with a focus on doing the most good. Mr. Todd noted that median household income data for the TRANSPAC region is included in the agenda packet material.

No action on this item was taken and the item will be carried forward to the next meeting.

5. TRANSPAC COMMITTEE APPOINTMENTS CCTA CBPAC APPOINTMENT FOR THE TERM JANUARY 1, 2022 TO DECEMBER 31, 2023.

Mr. Todd noted that this is in the package.

6. 2022 TRANSPAC MEETING CALENDAR.

Mr. Todd noted potential impacts of running the meetings virtually under AB 361. He said that meetings need to occur within 30 days and the AB 361 resolution reaffirmed. Not all TRANSPAC meetings occur within these timeframes and will raise this issue at the Board.

7. COORDINATED PROJECT DELIVERY.

Mr. Todd noted that this is in the package.

8. GRANT FUNDING OPPORTUNITIES.

Mr. Todd noted that these are in the package.

9. COMMITTEE UPDATES.

Mr. Todd said that since the TAC members have dropped off the meeting, this will continue to next month's meeting.

10. FUTURE AGENDA ITEMS.

Mr. Todd said the CCTA calendar for next few months is in the package.

11. MEMBER COMMENTS.

There were not comments.

12. ADJOURN/NEXT MEETING: The meeting adjourned at 11:05 A.M. The next regular meeting is scheduled for November 18, 2021.

TRANSPAC Board Meeting **STAFF REPORT**

Meeting Date: November 10, 2021

Subject:	MEASURE J LINE 20A FUNDS PROGRAM – FY 2022/2023 AND FY 2023/2024 PROGRAMMING CYCLE
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. 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. Additional information on this item will be available at the meeting.</p>
Recommendation	<p>Recommend revisions to the project application review process and approve the draft call for projects and application material for the Measure J Line 20a Program for FY 2022/2023 and 2023/2024.</p>
Financial Implications	<p>TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used in Central County. The program resulting from the above process will commit Measure J funding dedicated to projects that support transportation for seniors and people with disabilities for the two year period in Central Contra Costa County.</p>
Attachment(s)	<ul style="list-style-type: none">A. Line 20a FY 2021/2022 ProgramB. Program Descriptions of Received Applications for the FY 2020/2021 and FY 2021/2022 CycleC. Summary of Line 20A Program Operations InformationD. Measure J Line 20A Fund EstimateE. DRAFT Measure 20A Program Guidelines and Application for FY 2022/2023 and FY 2023/2024 CycleF. Measure J TEP Program Description

Background

The Measure J Expenditure Plan includes a program, line 15: Transportation for Seniors & People with Disabilities. 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, ultimately approving two one year programs, for FY 2020/2021 in June 2020 and for FY 2021/2022 in June 2021, based on COVID related impacts. 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 process, 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.

Future Program Evaluation

The TRANSPAC TAC is reviewing options for evaluating the next Line 20A program applications, starting with the criteria detailed in our existing program guidance.

Additional information has been collected for the discussion. The TRANSPAC subregion has a senior population (65 and older) representing about 18% of the overall population. Additional 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 to provide mobility for seniors and disabled individuals 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 support programs that:

- Provide 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 TRANSPAC is expecting to receive more requests than available funding, additional program policy and review detail could assist the application evaluation. Through the discussion, it is apparent that all the Line 20A funded programs are providing needed trips and reducing the demand for LINKS trips. Many of the criteria are 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 (relative to LINK service) provided by any trip). The programs Line 20A funds provide trips for individuals with a wide range of mobility assistance needs, ranging from those able to board a bus with no assistance to those that need lifts and / or assistance to get back into their home; and for those that need service multiple times a week to only on an occasional basis.

The TAC discussed a range of factors to consider to revise the program evaluation including:

- Information to effectively evaluate/compare relative level of the need of the trips a program provides is not readily available.
- Priority to continue to fund the wide range services that accommodate the services / trip types for the TRANSPAC area.
- Recognition that the services funded by Line 20a provide services are often beyond the minimum ADA requirements of the LINK services and are needed.
- Setting a maximum funding request for the program. This could assist in ensuring more programs can be funded. On the other hand, this type of criteria does not account for a program's overall need in the community and the funding level needed for a viable program.

- Setting a matching requirement. This type of criteria would have the benefit of increasing funding for services overall but could have negative impacts for smaller programs. Sliding scale option was also discussed.
- Continue to focus on trips that are below the cost of LINKS service but recognizing that individual trip cost can vary greatly within this range.
- 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.

The TRANSPAC Board reviewed this material at their November meeting. A Board member comment included considering services that support Equity Priority Areas (previously Communities of Concern). The TAC carried forward the discussion on this item to November and is requested to provide a recommendation for the December TRANSPAC Board meeting regarding the upcoming call for projects material. Additional information will be available at the meeting.

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).

FY 2022/2023 AND FY 2023/2024 Programming Cycle

TRANSPAC last issued a call for projects and approved a program of projects in December 2019 for the FY 2020/2021 and FY 2021/2022 period of program/project operations. Staff is proposing to release a call for projects for the next 2 year programming cycle. Measure J Line 20a funds are expected to generate about \$950,000 over the two-year programming period. The attached material includes program guidelines and application material. The attached material also includes a fund estimate projecting the revenues and expenses over the proposed two year period of the program, and includes reserves for cash flow and an “operations/capital” reserve. The Measure J Line 20A funds are ultimately distributed by the CCTA and all project sponsors will be required to meet the requirements of the CCTA Fund Reimbursement Agreement.

Schedule

The proposed schedule includes approving the programming in June 2022, and allow for services to be funded starting July 1, 2022.

December 2021	Board approve CFP material Release Call for Projects (For FY 2022/2023 and FY 2023/2024)
January 21, 2022	Applications Due
February – April 2022	Review Project Applications
May 2022	Board Review Draft Program
June 2022	Board 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		

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		

ATTACHMENT D**TRANSPAC Line 20A Program****FUND ESTIMATE**

(updated November 10, 2021)

<i>INITIAL FUND BALANCE</i>		
Carryover Balance	\$	855,550
	<i>TOTAL</i>	<u>\$ 855,550</u>
<i>APPROVED PROGRAMMING</i>		
	\$	<u>-</u>
	<i>Program Balance</i>	<u>\$ 855,550</u>

<i>NEW REVENUE</i>		
2022/2023 - Projected Revenue	\$	475,000
2023/2024 - Projected Revenue	\$	<u>475,000</u>
	<i>TOTAL</i>	<u>\$ 950,000</u>
	<i>Projected Program Balance (6/30/22)</i>	<u>\$ 1,805,550</u>

<i>NEW PROGRAMMING</i>		
2022/2023 - PROPOSED New programming	\$	475,000
2023/2024 - PROPOSED New programming	\$	<u>475,000</u>
	<i>TOTAL</i>	<u>\$ 950,000</u>

<i>PROPOSED FUND BALANCE - AFTER PROGRAMMING</i>		
Cash Flow Reserve	\$	500,000
Operations/Capital Reserve *	\$	<u>355,550</u>
* Prior analysis indicated \$270,000 reduction of funds collected as a result of the 2008 economic downturn		
	<i>TOTAL</i>	<u>\$ 855,550</u>

2022-2023 and 2023-2024

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 2022-2023 and 2023-2024.
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. 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 \$950,000 (\$475,000 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) getting updated information
 - \$45.38 per passenger (FY 2018/2019) getting updated information
 - 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 Contra Costa Transportation Authority (CCTA) and request allocation action(s).
 - a. Applications should be mailed, 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 21, 2022.
 - c. Electronic copies of the application will be available by download or 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 CCTA 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 CCTA 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 semi-annually contingent upon no issues identified by TRANSPAC or CCTA.

TRANSPAC

Transportation Partnership and Cooperation

Applications must be received by

3:00 pm on Friday, January 21, 2022.

Applications may be emailed to

Matt Todd, Managing Director at:

matt@graybowenscott.com

APPLICATION

Call for Projects

TRANSPAC Measure J Line 20a Funds
Additional Transportation Services for
Seniors and People with Disabilities

-Additional information may be included as attachments

-Please provide clear and concise responses that address the application question

-Fiscal Year (FY) is defined as July 1 to June 30

APPLICATION INFORMATION

Contact Information

Project Title

Name of Agency

Primary Contact Name

Street Address

City, State, Zip

Phone

Email Address

I certify that the information contained in this application is true and complete to the best of my knowledge.

Signature of Responsible Party ² _____ Date_____

² First and second year nongovernmental grantees must have their Board of Directors authorize or approve the grant application by February 11th. Authority for subsequent grant applications and reporting may be delegated to the agency executive officer.

Project Title _____

**Please provide clear and concise responses that address the application question.
If your organization provides more than one transportation program, please provide responses for each program component as needed.**

1. Overall Program
(Provide an overview of your agency, mission, and overall services provided)
2. Transportation Program/Project/Service
 - a. Name of the Program, Project or Service
(specific component of the funding request)
 - b. Eligibility requirements to use Program, Project, or Service
 - c. Service area boundaries and common trip origins and/or destinations
 - d. Days and hours of operation
(include frequency if applicable)
3. Is this a request for continuing or expanding existing service funded by Line 20a funding?
If the answer is “yes”, please provide:
 - The date of first expenses reimbursed by Measure J, and
 - The date of the last progress report submitted and the period reported on (and attach the progress report)
4. Please review the minimum insurance requirements required to enter into a grant agreement with the Contra Costa Transportation Authority (page 15 of the call for projects package). Is the agency able to meet the minimum insurance requirements of the granting agency?

OPERATIONAL INFORMATION

(information regarding service requesting funding for)

5. Type of service

6. Purpose and need of service

7. Description of service to be provided

8. Description of service to be provided

Please provide a version of the Description of Service that is less than 125 words that can be used to summarize the program (if the description in the previous section is more than 125 words)

9. Describe:

- a. Eligibility requirements as well as who uses the program and relevant policies and guidelines for the service
- b. The benefit of the proposed services to the public;
- c. How the proposed service fills an identified gap in transportation/transit network; and / or
- d. How the service complements the County Connection LINK Americans with Disabilities Act paratransit service.
- e. Do the users of the program also use the LINK service (i.e. eligible and use the service, are eligible but do not use the service, are not eligible for the LINK service)
- f. Describe the provision of any components of the Line 20a Grant funded service that would be above and beyond a trip provided by the LINK service?

10. Describe any efforts to coordinate services or other resources with other transportation providers or mobility management organizations (including software programs).
11. Provide information regarding fleet description, driver training, and other support provisions for the service (i.e. maintenance, dispatch)
12. Provide a breakdown of expected trip origins and destinations (by community) and types of destinations. Include information about trips and if they are within the TRANSPAC RTPC or involve another RTPC area(or other transit service areas). Trip origin/destination information by city/zip code is also requested. Include the basis of the assumption (i.e. based on past period of service or other).
13. Provide information about the capacity of the service and if there are any constraints to providing service (i.e. such as waitlists)
14. Describe impacts COVID-19 and the resulting guidance and limitations on group gatherings and public distancing has had on the existing service as well as how it is expected to impact you program in the future, and how it will be accounted for in the proposed funding period.
15. Describe the agency approach and strategy to continue the operation of the service beyond the Line 20a funding grant period.

Please provide the information requested below. If your organization provides more than one transportation program, provide the information in tables for each program component.

	Last 12 Month Period (Assume Calendar Year 2021; or specify other time period below)		Projected for FY 2022/2023 (7/1 to 6/30)	
	Monthly Avg	Annual	Monthly Avg	Annual
Number of individuals served by the transportation program				
Number of unique individuals served over the period	N/A		N/A	
Number of unique individuals in TRANSPAC area of Contra Costa County	N/A		N/A	

* Please only include unique individuals served by the funded project/program.

** For example, if your program provided 10 people a total of 100 trips over the reporting period, the program has 10 unique individuals served over the period. If 2 of the people reside in Lafayette, 4 in Walnut Creek, and 4 in Concord, then there are 8 unique individuals in the TRANSPAC area.

*** TRANSPAC area of Contra Costa County includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and the unincorporated areas within Central County (see map at <https://transpac.us/>).

	Last 12 Month Period		Projected for	
	(Assume Calendar Year 2021; or		FY 2022/2023	
	specify other time period below)		(7/1 to 6/30)	
	Monthly Avg	Annual	Monthly Avg	Annual
Trips provided (one way trips)				
Number of total one way passenger trips provided by the program				
Number of one way passenger trips provided by the program entirely in Central County (i.e. origin and destination within Central County)				
Number of one way passenger trips provided by the program with either the origin or destination in Central County				
Number of one way passenger trips provided by the program with neither the origin or destination in Central County				
Number of vehicle trips provided by the program that included more than one passenger being transported				

* For example, if your program has provided 10 people a total of 40 round trips and 20 one way trips, a total of 100 one way trips should be reported for the reporting period.

** One way trips provided entirely within TRANSPAC area of Contra Costa County (see map at <https://transpac.us/>) regardless of the residence of the individual can be included in the second row of the table.

*** Number of vehicle trips information example – Passenger A is picked up at a location 1, Passenger B is picked up at location 2, Passenger A and B are dropped of at location 3. This is an example of a share vehicle trip.

	Last 12 Month Period (Assume Calendar Year 2021; or specify other time period below)		Projected for FY 2022/2023 (7/1 to 6/30)	
	Monthly Avg	Annual	Monthly Avg	Annual
Vehicle Hours of service provided				
Number of total vehicle hours of service provided				
Number of vehicle hours of service provided in TRANSPAC area of Contra Costa County				

See map at <https://transpac.us/> for TRANSPAC area of Contra Costa County.

- Please describe how a vehicle service hour is defined
(i.e. leave garage / return to garage, first pick up / last drop off, if includes wait times)

Expenses

- Cost of Line 20a Grant funded transportation program in (include direct costs of the service including (but not limited to) maintenance, administrative, and dispatching):
 - Last 12 Month Period: Calendar Year 2021
- Projection for FY 2022/23

	Last 12 Month Period (Assume Calendar Year 2021; or specify other time period below)		Projected for FY 2022/2023 (7/1 to 6/30)	
	Annual Avg		Annual Avg	
Cost				
Per hour of service	N/A		N/A	
Per passenger trip	N/A		N/A	

* Cost of Line 20a Grant funded Transportation Program divided by the Number of total vehicle service hours of service provided

** Cost of Line 20a Grant funded Transportation Program divided by the Number of total one way passenger trips provided

- Other information - Please provide additional information if projected service has a substantial variance from past operations

Program Schedule

- Include expected initiation of service and duration of services to be provided
 - Please note this is different information requested from the service days and hours of operation
- Include milestones needed to be achieved to initiate new programs (applications for new services are anticipated to require more detail in this section of the application, with detail about milestones needed to prepare and implement the new service)
- If your organization provides more than one transportation program, provide the information segregated for each program component.
- All programs should at minimum includes service starts and service ends for the period of the grant funded service.
- Add lines as needed

TABLE 2

Milestone	Date (month/year)
_____	_____
_____	_____
_____	_____
_____	_____

Funding Sources for the Proposed Program

- If your organization provides more than one transportation program, provide the information segregated for each program component.
- Add lines as needed

TABLE 3

Funding Source	(\$)			Percent of Funding
	FY 20/21	FY 21/22	TOTAL	
Line 20a funds				
Fare Revenue (if applicable)				
Others				
TOTAL				

Expenditure budget for the Proposed Program

- Detail the total expenses for the project period by budget line item detail and the amount of Line 20a funds that will be used for the budget line item
- The Total of the Budget Line Items should match the Total Funding Sources detailed above
- The Total Line 20a funds should match the grant request amount
- If your organization provides more than one transportation program, it may be appropriate to provide the information segregated for each program component.
- Add lines as needed.

TABLE 4

Budget Line Item Description	(\$)			Amount of Line 20a Funds
	FY 22/23	FY 23/24	TOTAL	
TOTAL				

Total Program Budget (i.e. of the Overall Agency)

Percentage of Budget Agency Transportation Program Represents

Percentage of Budget this Specific Grant Funded Program Represents

Provide additional information if the projected expenditure of the line 20a funds over FY 2022/23 and FY 2023/24 are not proposed to be balanced over the two year period.

Capital Projects: Description of related capital project(s) for which funding is sought

(Capital project funding requests will be considered as stand alone requests. Capital project funding requests require the General and Operational project information to also be completed)

16. Purpose /Goal of Capital Project

17. Project Description: type, location, service life

18. Describe the benefits of the proposed capital project to the general public and/or the public transportation system

Schedule of Capital Procurement milestones

- Include milestones needed to be achieved in advance of purchase
- Include milestone when equipment would begin service
- Add lines as needed

Milestone	Date (month/year)
_____	_____
_____	_____
_____	_____

Funding Sources for the Capital Project

- Add lines as needed

TABLE 5

Funding Source	(\$)			Percent of Funding
	FY 20/21	FY 21/22	TOTAL	
Line 20a funds				
TOTAL				

Expenditure budget for Capital Project

- Detail the total expenses for the Capital Project by budget line item detail and the amount of Line 20a funds that will be used for the budget line item
- The Total of the Budget Line Items should match the Total Funding Sources detailed above
- The Total Line 20a funds should match the grant request amount
- Add lines as needed.

TABLE 6

Budget Line Item Description	(\$)			Amount of Line 20a Funds
	FY 20/21	FY 21/22	TOTAL	
TOTAL				

INSERT

- **TRANSPAC AREA MAP**
- **CCTA Insurance Requirements**
- **Sample of Progress Report**

DRAFT

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

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.

TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: November 18, 2021

Subject:	TRANSPAC COMMITTEE APPOINTMENTS – CCTA CBPAC APPOINTMENTS FOR THE TERM JANUARY 1, 2022 TO DECEMBER 31, 2023
Summary of Issues	TRANSPAC is represented on the Contra Costa Transportation Authority (CCTA) Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) through three appointed representatives. The current TRANSPAC appointments to the CCTA CBPAC are through the term of December 31, 2021.
Recommendation	Recommend appointments to the CBPAC.
Financial Implications	No TRANSPAC financial implications.
Option(s)	Not recommend appointments.

Background

TRANSPAC is represented on the Contra Costa Transportation Authority (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.

All the current appointments are through the term of December 31, 2021. TRANSPAC is represented by Ozzy Arce (Walnut Creek staff) as the primary representative and Lynne Filson (Martinez) as the alternate representative. Both have indicated an interest in continuing to serve on the committee. TRANSPAC is represented by David German for the citizen representative position. Staff has reached out to Mr. German and will provide additional information on his continued interest at the meeting.

TRANSPAC TAC is requested to recommend appointments to the CBPAC.

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Funding Opportunities Summary – 10/06/2021

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	<p>Call for Projects: December 2021</p> <p>Application Deadline: February 2022</p>	<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>