

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

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, FEBRUARY 24, 2022
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/86853139099?pwd=NGNtNHFhVkJDTHVYekxzQ0dvR2Fqdz09>

Meeting ID: 868 5313 9099 and Password: 287359.

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 868 5313 9099 and Password: 287359.

Public Comments: Public comment may be provided by submitting written comments to tiffany@graybowenscott.com by 3 p.m. on the day before the meeting, which will be read during Public Comment or on the related item when Public Comment is called and entered into the record. 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. Please begin by stating your name and indicate whether you are speaking for yourself or an organization.

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

1. CONVENE MEETING / VIRTUAL MEETING ACCESS GUIDELINES / SELF-INTRODUCTIONS.

2. PUBLIC COMMENT. Members of the public may address the Committee on any item not on the agenda.

3. Minutes of the January 27, 2022 Meeting 🌀 Page 5

ACTION RECOMMENDATION: Approve Minutes.

Attachments: TAC minutes from the January 27, 2022 meeting.

4. TRANSPAC COMMITTEE APPOINTMENTS – CCTA TCC APPOINTMENT FOR THE TERM ENDING DECEMBER 31, 2023. TRANSPAC is represented on the Contra Costa Transportation Authority's (CCTA) Technical Coordinating Committee (TCC) by three (3) primary representatives and one (1) alternate. At the April 8, 2021, TRANSPAC Board meeting, appointments for all available TCC positions were approved for the term ending March 31, 2023. However, due to staffing changes there is a vacant primary position on the TCC.

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ACTION RECOMMENDATION: Recommend a TRANSPAC representative to fill the vacant primary position on the TCC for the term ending March 31, 2023.

Attachment: Staff Report

5. TRANSPAC COMMITTEE APPOINTMENTS – CCTA CBPAC APPOINTMENT 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. Due to recent staff changes, there is a vacant primary staff position on the CBPAC (for the term ending March 31, 2023).

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ACTION RECOMMENDATION: Recommend a TRANSPAC representative to fill the vacant primary staff position on the CBPAC for the term ending December 31, 2023.

Attachment: Staff Report

6. MEASURE J LINE 20A FUNDS PROGRAM – FY 2022/2023 AND FY 2023/2024 PROGRAMMING CYCLE. The CCTA Measure J line 20a program provides funds for Transportation Services for Seniors & People with Disabilities in the TRANSPAC area. TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used. The TRANSPAC Board approved the program guidelines and release of a call for projects in December. Measure J Line 20a funds are expected to generate about \$950,000 over

the two-year programming period. Applications were received for 11 programs totalling 1.557 million in fund requests. Applicant program/project summary information will be available for review and discussion. (INFORMATION). 🌀 **Page 15**

Attachment: Staff Report

- 7. CENTRAL COUNTY ACTION PLAN UPDATE – REGIONAL TRANSPORTATION SERVICE OBJECTIVES, PLAN GOALS AND REGIONAL ROUTES.** (INFORMATION). 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 included with Measure J. The Contra Costa Transportation Authority (CCTA) has secured the services a team of consultants lead by PlaceWorks to assist TRANSPAC to update the Plan. PlaceWorks, on behalf of CCTA, will solicit feedback on Regional Transportation Objectives (RTOs) for inclusion in the Action Plan. (INFORMATION). 🌀 **Page 25**

Attachment: Staff Report

- 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). 🌀 **Page 33**

9. COMMITTEE UPDATES:

- a. Technical Coordinating Committee (TCC): The February 17, 2022 meeting was canceled. The next regular meeting is scheduled for March 17, 2022.
- b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): There is no February meeting of the CBPAC. The next regular meeting will be held on March 28, 2022.
- c. Paratransit Coordinating Council (PCC): There is no February meeting of the PCC. The next regular meeting will be held on March 21, 2022.

10. CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) MEETING CALENDAR:

The CCTA Calendar for February 2022 to May 2022, may be downloaded at:

<https://ccta.primegov.com/Portal/viewer?id=18317&type=2>

11. MEMBER COMMENTS

12. NEXT MEETING: MARCH 31, 2022

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MEETING DATE: January 27, 2022

MEMBERS PRESENT: Andy Smith, Walnut Creek; John Cunningham, Contra Costa County; Lynne Filson, Martinez; Ananthan Kanagasundaram, Pleasant Hill; Melody Reeb, County Connection; Kirsten Riker, 511 Contra Costa, Saravana Suthanthira, Concord; Kamala Parks, BART

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

GUESTS/PRESENTERS: John Hoang, CCTA; Colin Clarke, CCTA

MINUTES PREPARED BY: Tiffany Gephart, TRANSPAC Clerk

1. CONVENE MEETING / VIRTUAL MEETING ACCESS GUIDELINES / SELF-INTRODUCTIONS.

Managing Director Matt Todd called the meeting to order at 9:05 A.M. Introductions followed.

2. PUBLIC COMMENT.

There were no public comments.

3. MINUTES OF THE NOVEMBER 18, 2021, DECEMBER 16, 2021 AND JANUARY 13, 2022 MEETINGS.

Ms. Suthanthira noted that she was not present at December 16th meeting and abstained from approving the minutes on that date.

Ms. Suthanthira requested to amend the language on the January 13th, 2022 minutes on page 16, paragraph 3 (of the packet) to read that she would further discuss the Willow Pass Road routes applicability to the Routes of Regional Significance network with her colleagues regarding its addition into the Action Plan.

The minutes with the above noted comments and revisions were approved by consensus.

4. TRANSPAC COMMITTEE APPOINTMENTS – CCTA TCC APPOINTMENT FOR THE TERM ENDING DECEMBER 31, 2023.

Mr. Todd commented that there was an error in the staff report and that Zach Seal is currently this CCTA TCC alternate. Mr. Todd noted that the City of Concord has requested that Saravana be the primary representative on TRANSPAC instead of Abhishek and therefore would also replace Abhishek on the TCC. The recommendation to forward Ms. Suthanthira's TCC appointment recommendation to the Board for approval was approved by consensus.

Matt Todd noted that Mario Moreno is no longer attending meetings of TRANSPAC and that he has a seat on the TCC as well and asked the TAC to consider filling that seat. Mr. Kanagasundaram noted that there will be staffing availability in the next couple of weeks to replace Mario Moreno as the primary.

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

Matt Todd presented the item and noted that the current CBPAC representative, David German, notified TRANSPAC staff that he would not be able to continue to serve on the CBPAC. Mr. Todd commented that Scott Simmons, Walnut Creek, provided a letter of interest to apply for the vacancy.

Andy Smith asked if Mr. Simmons was a recreational or commuter cyclist. Mr. Smith further commented that there is a difference between recreation riding and utilizing the network for transportation. Mr. Cunningham noted that there is new category of riders that are younger parents that are concerned about getting their kids to school and around the community and are advocating for improved facilities. He further noted that he is interested in reaching out to emerging users to participate in the future.

Mr. Smith noted that he had a potential candidate in mind that uses a bicycle as the primary source of transportation and asked if the TAC could consider postponing the appointment in order to reach out to more candidates. Ms. Ryker suggested that the cities outreach to Bicycle and Pedestrian Advisory Committees to seek candidates.

Ms. Suthanthira requested to keep Mr. Simmons as a potential candidate but to also recruit other additional applicants for consideration.

Mr. Todd commented that he would bring this recommendation to the Board to perform further outreach. Mr. Todd further noted that Ozzy Arce will no longer be on staff in Walnut Creek and Mr. Todd requested that the TAC consider a new appointment to replace him on the CBPAC.

6. MEASURE J LINE 20A FUNDS PROGRAM – FY 2022/2023 AND FY 2023/2024 PROGRAMMING CYCLE.

Mr. Todd presented a summary of Line 20a applications and funding requests for the 2022-23 and 2023-24 call for projects. Mr. Todd noted the fund estimate for the Measure J Line 20a program of \$950,000 with 8 agencies requesting 1.307 million in funding. Mr. Todd noted that staff are compiling information on the programs and will provide a more detailed summary forthcoming to compare items detailed in the applications. Mr. Todd noted the draft and final program approval target of May and June 2022.

Mr. Cunningham commented about the Accessible Transportation Strategic Plan (ATSP) released last year. He noted that ATSP shifts the focus to more coordinated programming amongst the cities. Mr. Cunningham requested that the TAC could consider reviewing current and soliciting future applications from that lens. Mr. Cunningham further commented that the Rossmoor project request was larger than the rest and noted that equity would need to be considered. Mr. Cunningham asked a question about the County Connection RES program. Ms. Reeb described the program.

Ms. Suthanthira commented that the City of Concord program ask is very small and asked that the large Senior population within the City of Concord be considered in the review.

Mr. Smith noted that the senior population within Walnut Creek is approximately 39% of the TRANSPAC region. Mr. Smith distinguished the two Walnut Creek programs and noted that the Rossmoor program serves a private community whereas the City of Walnut Creek program serves the broader Walnut Creek area and unincorporated areas which include parts of the County. He noted that the Golden Rain program aims to reduce the burden on more expensive County Connection services. Mr. Smith further noted that Walnut Creek does not have any designated communities of concern and that the median income of seniors and Walnut Creek is consistent with the rest of the county but also noted that income is not the only indicator of wealth.

There was general discussion on equity considerations to be examined further during the application review process.

7. POLICY FRAMEWORK DISCUSSION FOR ONE BAY AREA GRANT CYCLE 3 (OBAG 3) PROGRAM IN CONTRA COSTA COUNTY.

John Hoang noted that he and Colin Clarke would be presenting on the OBAG 3 Program. The OBAG Cycle 3 program is made up of funding from (Surface Transportation Program) STP and Congestion Management Air Quality (CMAQ). Mr. Hoang noted that Cycle 3 funding is intended for FY 2022—23 through FY 2025—26. Mr. Hoang commented that the funding distribution policy has changed and MTC does not allocate funding based on formula or a regional call for projects. Regional Congestion Management Agencies (CMA's) will now nominate projects for MTC review. CCTA has developed a program concept that focuses on two project types: 1) Active Transportation Safety – Projects of Countywide Significance (ATS-PCS) and 2) the Countywide Smart Signals Project.

Mr. Cunningham asked if CCTA's ability to ensure subregional equity will be impacted by MTC's policy change to move away from formulaic allocation and if the award of funding will be exclusively merit based. Mr. Hoang commented that CCTA would need to address equity within the selected projects. Mr. Hoang noted that the signal project will not have a call for projects, but the bicycle and pedestrian program will have a call for projects.

Mr. Cunningham further asked if signals are state owned and maintained in collaboration with the cities will be eligible for funding. Mr. Smith clarified if Mr. Cunningham was referring to Caltrans owned ramp signals, etc., and agreed that these signals would be good for funding consideration. Ms. Filson commented that Caltrans allowed certain cities to maintain signals in some cases but not in all cases.

Ms. Filson asked if the signals will come from one manufacturer and commented that training would be very helpful. She suggested contracting with the vendor to provide direct training.

Mr. Smith that requested that CCTA staff work closely with the City of Walnut Creek traffic engineers and signal maintenance teams as Walnut Creek has a very advanced program and have been at the forefront regionally. He further requested that Transit Signal Priority (TSP) technology is prioritized. John Hoang asked how the signals are connected, fiber, copper etc. Ms. Filson commented that Martinez has very little interconnectivity. Mr. Smith commented that most signals are interconnected in Walnut Creek and some Pleasant Hill signals under agreement.

Ms. Suthanthira asked if the county is at risk of receiving less than the 52 million regional share that is estimated. Mr. Hoang commented that any projects submitted by CCTA will be in regional competition with the other 8 Bay Area counties and that there is no guarantee. CCTA staff has discussed the signal project with MTC staff who seem to be in agreement with the program as a priority. Ms. Suthanthira further asked how the funds were decided to be split evenly between the ATS-PCS and Smart Signal programs and if there was any flexibility on the split. Mr. Hoang commented that once staff begin to discuss projects with the cities there can be flexibility if needed and that 50/50 is a starting point.

Ms. Suthanthira commented that having the smart signal program as a county priority is a good approach and will pave the way for next generation technology. She asked about the relation of improvement locations relative to regional routes of significance and assumes that it includes the update to the Regional Routes of Significance from the Action Plans. Mr. Hoang commented that it was a good point, and he is hopeful that the timing will work out to include the updated routes. Ms. Suthanthira further commented that when looking at county signal projects it will be a good to look at what the cities have already done and to build from that. She noted that she would be the contact for Concord.

Colin Clarke continued the presentation. He noted MTC will allow up to \$4 million for planning efforts in Contra Costa. CCTA proposing minimum grant amount of \$500k and \$1 million maximum per project with an agency allocation maximum of \$1.5 million. The county is the exception with a maximum of four applications. Bundling is encouraged in terms of

interjurisdictional cooperation and partnerships. Smaller projects that fall under the \$500K threshold that are bundled together for cost efficiency will be encouraged. Projects within or near a Priority Development Area (PDA) will be prioritized.

Mr. Clark noted that the jurisdictions must have an adopted Housing Plan Element that is certified by HCD per the 2023-31 RENA numbers by the end of calendar year 2023. The jurisdiction must have an adopted General Plan Housing Element Annual Report submitted to HCD annually before the April 1st deadline throughout the implementation years of OBAG Cycle 3 and must follow Caltrans and MTC Complete Streets policy. He noted that the Complete Streets policy is out for review now in terms of the project checklist and that is something that will be required for each project.

The eligibility requirements for funding both for OBAG Cycle 3 and for the Highway Safety Improvement Program (HSIP) Cycle 11 will be for the local agency to adopt a Local Road Safety Program by December 31st of 2023. Any jurisdiction that hasn't yet kicked off the Local Road Safety Plan is encouraged to do so as soon as possible especially before the end of 2022 to be more competitive at the regional level. He noted there are several other policies being drafted that will address countywide Vision Zero so even if a project is not in the Countywide adopted Bicycle and Pedestrian Plan from 2018 but it's in a local plan or provides sufficient justification that it would move the county more quickly towards countywide Vision Zero then those projects will compete well countywide and hopefully regionally.

The application call for projects will go out in April/May and then June 1st will be the deadline. Mr. Clarke noted that the process is happening quite quickly.

Mr. Todd requested clarification about the scoring of the applications at CCTA and MTC. Mr. Clarke reiterated that 75% of the scoring will happen at CCTA and 25% will happen at MTC, therefore applications will be scored both countywide and regionally.

John Hoang noted they are drafting the policy right now and they are going through the RTPC review and once the comments are received, they will come up with a final draft of the policy. Mr. Hoang asked if staff should bring the draft policy to the TAC and then to the Board. Mr. Todd commented that it should come to the TAC to allow for comments prior to going to the Board. Mr. Todd requested that staff return to the next TRANSPAC Board meeting to provide a high-level overview of the program.

Mr. Todd asked if there is a Federal Aid Secondary (FAS) Rural Road Improvements Program, where the counties are guaranteed money to be used for road rehabilitation, is still in the state law. Mr. Clarke commented that Contra Costa is included in that, but the funding amounts have not been disclosed.

8. GRANT FUNDING OPPORTUNITIES.

No comments.

9. COMMITTEE UPDATES.

Lynne Filson noted that she attended the BPAC meeting as a citizen and discussion was similar with OBAG 3 being one of the topics.

10. CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) MEETING CALENDAR.

No comments.

11. MEMBER COMMENTS.

No comments.

12. ADJOURN/NEXT MEETING.

The meeting adjourned at 11:31 A.M. The next regular meeting is scheduled for February 24, 2021.

TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: February 24, 2022

Subject:	TRANSPAC COMMITTEE APPOINTMENTS – CCTA TCC APPOINTMENT FOR THE TERM ENDING DECEMBER 31, 2023
Summary of Issues	TRANSPAC is represented on the Contra Costa Transportation Authority's (CCTA) Technical Coordinating Committee (TCC) by three (3) primary representatives and one (1) alternate. At the April 8, 2021, TRANSPAC Board meeting, appointments for all available TCC positions were approved for the term ending March 31, 2023. However, due to staffing changes there is a vacant primary position on the TCC.
Recommendations	Recommend a TRANSPAC representative to fill the vacant primary position on the TCC for the term ending March 31, 2023.
Financial Implications	No TRANSPAC financial implications.
Option(s)	Defer the recommendation.

Background

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

On April 8, 2021, the TRANSPAC Board appointed Abhishek Parikh (Concord), Andy Smith (Walnut Creek), and Mario Moreno (Pleasant Hill) to primary positions on the CCTA TCC. On June 10, 2021, the Board appointed Zach Seal (Martinez) as the alternate for the term April 1, 2021 - March 31, 2023. Due to staffing changes Mario Moreno is no longer the staff representative on the TRANSPAC TAC, and therefore leaves a vacant primary position on the TCC. At this meeting, it is requested that the TAC provide a recommendation to fill the vacancy on the TCC for the term ending March 31, 2023.

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TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: February 24, 2022

Subject:	TRANSPAC COMMITTEE APPOINTMENTS – CCTA CBPAC APPOINTMENT 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. Ozzy Arce was appointed on December 9, 2021 as a primary representative on the CBPAC for the term ending December 31, 2023. Staff were notified that Mr. Arce has vacated his current staff position for the City of Walnut Creek. It is requested that the TAC provide a recommendation to fill the primary CBPAC seat for the remainder of the term ending December 31, 2023.
Recommendation	Recommend a TRANSPAC representative to fill the vacant primary staff position on the CBPAC for the term ending December 31, 2023.
Financial Implications	No TRANSPAC financial implications.
Option(s)	Defer the recommendation.

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.

TRANSPAC is represented by Ozzy Arce (Walnut Creek staff) as the primary representative and Lynne Filson (Martinez) as the alternate representative on the CBPAC. Staff were recently notified that Ozzy Arce, has vacated his current staff position. It is requested that the TAC provide a recommendation to fill the vacated primary staff representative seat.

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TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: February 24, 2022

Subject:	MEASURE J LINE 20A FUNDS PROGRAM – FY 2022/2023 AND FY 2023/2024 PROGRAMMING CYCLE
Summary of Issues	The CCTA Measure J line 20a program provides funds for Transportation Services for Seniors & People with Disabilities in the TRANSPAC area. TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used. The TRANSPAC Board approved the program guidelines and release of a call for projects in December. Measure J Line 20a funds are expected to generate about \$950,000 over the two-year programming period. Staff received 11 applications totaling 1.557 million in fund requests. Applicant program/project summary information will be available at the meeting for review and discussion.
Recommendations	None - For information only. Staff will provide an update on application submittals and schedule at the meeting.
Financial Implications	TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used in the TRANSPAC subregion. The program resulting from the above process will commit Measure J revenue dedicated to projects that support transportation for seniors and people with disabilities for the two-year period in the TRANSPAC subregion.
Attachment(s)	A. Line 20a Project Applications Received B. Line 20a Descriptions of Program/Project Requests C. Measure J Line 20a Program Guidelines

Background

The Measure J Expenditure Plan includes a program, line 15: Transportation for Seniors & People with Disabilities. The name generally self-describes the activities that the program funds. There is an additional program in Measure J, line 20a: Additional Transportation Services for Seniors & People with Disabilities, which provides the TRANSPAC area an additional 0.5% for these types of services (approximately \$475,000 per year). TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used.

TRANSPAC last issued a call for projects for the FY 2020/2021 and FY 2021/2022 period of program/project operations.

Measure J Line 20a funds are expected to generate about \$950,000 over the two-year programming period. Applications were received from 11 programs totaling 1.557 million for the FY 22/23 and 23/24 Cycle. Staff is reviewing application information and a general summary of fund requests including program/project descriptions will be available at the meeting for initial review and discussion.

At the February 10, 2022 TRANSPAC Board meeting, the Board requested that each Line 20a applicant provide a brief presentation on their program. Staff is working to schedule the presentations at upcoming Board meetings.

Schedule

The schedule is proposed to approve the programming in June 2022 that will allow for services to be funded starting July 1, 2022.

December 2021	Board Approve CFP Material
	Release CFP Material to Potential Applicants
January 21, 2022	Applications Due
February – April 2022	Application Review
May 2022	Board Review Draft Program
June 2022	Board Approve Final Program

Project Applications Received: Measure J Line 20A Call for Projects FY 22/23 and 23/24 Cycle

Ref. #	Project Name	Sponsor	FY 22/23	FY 23/24	Total Request
1	Travel Training Program	County Connection	\$ 45,000	\$ 67,436	\$ 112,436
2	City of Walnut Creek Social Services Transportation Program	City of Walnut Creek	\$ 118,500	\$ 118,500	\$ 237,000
3	George Miller Center - Concord Transportation Project	Contra Costa ARC dba VistAbility	\$ 34,949	\$ 45,937	\$ 80,886
4	GoGo Concord Senior Transportation Program	City of Concord	\$ 21,200	\$ 28,800	\$ 50,000
5	Rossmoor Green Line	Golden Rain Foundation	\$ 100,787	\$ 105,826	\$ 206,613
6	Rossmoor Subsidized Ridesharing Program	Golden Rain Foundation	\$ 10,000	\$ 15,000	\$ 25,000
7	Electric SUV Vehicle Procurement (2)	Golden Rain Foundation	\$ 140,000	\$ -	\$ 140,000
8	Mt. Diablo Mobilizer	Choice In Aging	\$ 58,850	\$ 58,850	\$ 117,700
9	Midday Free Rides for MDUSD Bridge Program and RES Success	Central Contra Costa Transit Authority (CCCTA)	\$ 40,000	\$ 40,000	\$ 80,000
10	Rides for Seniors / Rides for Veterans	Mobility Matters	\$ 128,625	\$ 128,625	\$ 257,250
11	Transportation Services for Concord PACE Center/Clinic	Center for Elders' Independence (CEI)	\$ 125,000	\$ 125,000	\$ 250,000
FISCAL YEAR SUBTOTAL			\$ 822,911	\$ 733,974	\$ 1,556,885

DESCRIPTIONS OF PROGRAM / PROJECT REQUESTS
TRANSPAC 20A Program
2022/2023 and 2023/2024 Cycle Program Applications

Central Contra Costa Transit Authority (CCCTA)		
1	Midday Free Ride Program for Bridge and RES Programs	<p>The proposed program would extend the Midday Free Program (10am-2pm) currently available to Mt. Diablo Unified School District's Bridge Program and RES Success, a non-profit organization. Due to financial limitations, County Connection can only continue to fund the Midday Free Program for these two entities through the end of the current school year. 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.</p> <p>The Midday Free Program allows these students and their instructors to ride County Connection buses for free while they are engaging in this very important type of training. Given the increased interest in the program, which was originally only pursued by the Bridge Program, this grant is requested to offset lost fare revenue. 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.</p>
Center for Elder Independence		
2	CEI Transportation Services for Central County	<p>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, the PACE center/clinic in downtown Concord opened in 2021. This program provides 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.</p>
Choice in Aging		
3	Mt. Diablo Mobilizer	<p>CiA serves more than 600 people with disabilities, multiple health conditions, and Alzheimer's disease. The Mt. Diablo Mobilizer service offers door-through-door transportation for frail adults of low income, and seniors 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, The Heritage Senior Apartments in downtown Concord (2020 Grant Street) and the Carlton Senior Living facility (1700 Broadway Street, Concord).</p>
City of Concord		
4	GoGo Concord Senior Transportation Program	<p>The GoGo Concord Senior Transportation Program is a flexible, curb to curb, same day transportation option that allows Concord seniors to get transportation at the lowest competitive rate to neighboring cities, 24-hours a day, 7 days a week. This service has allowed seniors an opportunity to reengage with the community now that COVID restrictions are being managed with vaccinations and other migration measures, to attend medical and dental appointments, to visit the bank, grocery stores, church services, Concord Senior Center programs and services, etc.</p> <p>Concord residents that are 65+ can purchase up to \$30 of e-script, worth \$60 in rides at the senior center from 9am – 4pm, Monday thru Friday. The city has an agreement with GoGo Grandparent to provide the ride service that covers Clayton, Concord, Martinez, Pleasant Hill and Walnut Creek. Service provided is 24 hours 7 days a week.</p>

Contra Costa ARC dba Vistability		
5	George Miller Center - Concord Transportation Project	<p>The purpose of the George Miller center transportation project is to provide safe, reliable, and specialized roundtrip transportation services to up to six adults and seniors with intellectual and developmental disabilities to their day program at the George Miller Center in Concord. This will reduce the number of single passenger trips on link and other transportation to individuals that have been unable to be served on public or private transportation due to medical conditions and or behavioral issues.</p> <p>This specialized transportation service will provide adults and seniors with developmental disabilities a viable transportation option to and from a day program, Monday through Friday. Passengers are restricted to people that are enrolled in the George Miller center Concord adult program or senior program period to qualify for those services, each person is assessed by the regional center of the east as to their qualifying developmental disability, must be 18 years or older, the disability has a significant impact on their activities of daily living.</p>
County Connection		
6	Travel Training	In collaboration with Independent Living Resources of Solano & Contra Costa Counties (ILRSCC), County Connection Link would refer primarily passengers that have been found conditionally eligible and whom live in the TRANSPAC service area to receive travel training on fixed route, rail, taxi and TNC companies. Program staff will not only educate the rider on what options are available but show them through hands on training how to make connections, provide contact information for these transit options, download apps where applicable and travel with riders on actual "How to sessions". County Connection will also collaborate with riders with disabilities and seniors who fall outside of the ADA parameters, who need to travel both in/out of the TRANSPAC service area.
Golden Rain Foundation (Rossmoor)		
7	Green Line Service	The Rossmoor Green Line bus provides service Monday-Friday between 6:15am - 6:00pm and Saturday/Sunday 10:00am - 4:00pm to the greater Walnut Creek area, with a total of 14 trips each weekday (4 trips on weekends). 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 passengers and two mobility devices.
8	Subsidized Ridesharing Program	The Rossmoor subsidize program provides additional transportation options. Participants receives \$10.00 per ride subsidy, with a maximum of \$20.00 per day. The participant 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.
9	Dial-a-bus (Capital Purchase)	The foundation will purchase two Electric Vehicles for Dial-a-bus service to supplement the existing type II 12-18 passenger buses. The EV purchase would allow for door-to-door service as opposed to curb-to-curb service which was previously limited by the size and capacity of existing vehicles.

Mobility Matters		
10	Rides for Seniors/ Rides 4 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, Contra Costa residents or honorably discharged veterans of any age are eligible. Hours of operation are 7am - 5pm Monday-Friday. Members are guaranteed one ride per week but may request more which will be covered by available volunteers.
City of Walnut Creek		
11	Social Services Transportation Program (Minibus)	<p>The City of Walnut Creek Social Services Transportation Program provides both door-to-door transportation for members of the Walnut Creek Seniors Club and participants with developmental disabilities as well as a fixed-route schedule through the Minibus. Minibus operates Monday thru Thursday 8:00am – 3:30pm. Lyft (Pass & Concierge options) : 7:00am – 9:00pm 7days/week. This fixed-route schedule either picks up a rider from their home and drops them off at a predesignated location or picks them up from the location and drops them at their house. Rides are given anywhere within the City of Walnut Creek, as well as some preapproved locations outside of Walnut Creek that are commonly requested destinations and help to provide health/medical services.</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> <p>Minibus Lyft/TNC component</p> <p>The Minibus service is augmented by the expanded Lyft program which allows for overflow rides (once the Minibus is full) during current Minibus operating hours and for rides during evenings and on the weekend. The Lyft program is comprised of two components: Lyft-Self Access and Lyft Concierge. Lyft Self-Access Pass: Riders will receive 5 round trip rides per month (Total of 10 single-trips). Riders will pay the first \$5 of each ride and the City of Walnut Creek will cover up to \$10 per ride (Value of \$100 per month). Lyft Concierge Pass: Available for individuals with a disability/health condition or individuals without access to a smart phone. Documentation may be required. Riders will receive 10 single - rides (Total 5 round trip rides) per month (Value of \$100).</p>

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
 - Per Revenue Hour
 - \$79.13 (FY 2018/2019)
 - \$132.14 (FY 2019/2020, impacted by COVID)
 - Per Passenger
 - \$45.38 (FY 2018/2019)
 - \$85.53 (FY 2019/2020, impacted by COVID)
 - 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 20 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.

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TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: February 24, 2022

Subject:	CENTRAL COUNTY ACTION PLAN UPDATE – REGIONAL TRANSPORTATION SERVICE OBJECTIVES, PLAN GOALS, AND REGIONAL ROUTES
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 included with Measure J. The Contra Costa Transportation Authority (CCTA) has secured the services of a team of consultants lead by Placeworks to assist TRANSPAC to update the Plan. PlaceWorks, on behalf of CCTA, will solicit feedback on proposed changes to existing Multi-modal Transportation Objectives (MTSOs) for inclusion in updated Action Plans as Regional Transportation Objectives (RTOs) and present a working draft of Action Plan goals and Routes of Regional Significance.
Recommendation	None – this item is for information only
Attachment(s)	A. Menu of Regional Transportation Objectives (RTOs) Draft Memo (dated February 3, 2022) B. 2017 Central County Action Plan Link https://transpac.us/wp-content/uploads/2017/12/FINAL-Central-County-Action-Plan_20170920.pdf

Background

The CCTA has initiated 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 to lead TRANSPAC in a discussion to evaluate aspects of the existing Central County Action Plan.

At this meeting, Placeworks, on behalf of the CCTA, will solicit feedback on proposed changes to existing Multi-modal Transportation Objectives (MTSOs) for inclusion in updated Action Plans as Regional Transportation Objectives (RTOs). In addition, Placeworks staff will present a working draft of Action Plan goals and Routes of Regional Significance (including regional transit routes and bicycle and pedestrian facilities). Committee members can submit feedback on

Action Plan goals and maps throughout the review process. Copies of the most recent revisions will be available for download after the meeting.

MEMORANDUM

DATE February 3, 2022

TO Regional Transportation Planning Committee TAC Members

FROM David Early and Torina Wilson, PlaceWorks
Terence Zhao and Julie Morgan, Fehr & Peers
Erin Vaca, DKS Associates
on behalf of John Hoang and Matt Kelly, CCTA

SUBJECT Menu of Regional Transportation Objectives (RTOs)

An essential element of the development of the new Action Plans will be to identify a set of “Regional Transportation Objectives” (RTOs, formerly called Multimodal Transportation Service Objectives or MTSOs) that can be used to evaluate success in achieving the goals of each Action Plan. These RTOs could also be carried forward into the Countywide Transportation Plan (CTP) to define the outcomes of that plan.

Historically, each RTPC has had latitude to select a set of MTSOs of its own choosing, and the various Action Plans have had differing MTSOs. This will still be the case, but PlaceWorks will be working with CCTA and the RTPCs to ensure that the new RTOs are as consistent as possible across the Action Plans, so as to allow the Action Plans to be as internally consistent as possible and to allow them to be combined and consolidated into the future CTP.

The new RTOs need to cover seven separate topics. They are:

- Roadways (Vehicles)
- Transit
- Bicycle and Pedestrian Travel
- Safety
- Climate Change
- Equity
- Technology

This memo presents ideas for the new RTOs by topic area. The ideas are drawn from several sources, including the MTSOs used in the currently adopted Action Plans, the Action Plan scope of work prepared by the PlaceWorks team and approved by the CCTA Authority Board, performance metrics used in Plan Bay Area 2050, the Countywide Bike/Ped Plan, the Vision Zero Plan, and work that PlaceWorks, Fehr & Peers, and DKS have done developing performance metrics in other regions.

MTSOs in the currently adopted Action Plans primarily cover roadways, and some subareas employ additional MTSOs addressing transit and climate change. In addition, some of the currently adopted

Action Plans provide guidance, but not specific metrics, addressing safety and bike/pedestrian topics. These existing MTSOs and other guidance were evaluated and considered for continued use in the updated Action Plans as RTOs.

Multiple MTSOs are not recommended for continuation for the reasons listed below:

- » Undesired outcome resulting from implementation
- » Incompatibility with local, regional, or State agency priorities
- » Infeasible to monitor given data or resource limitations
- » Indirect strategy to measure the desired outcome
- » Too much specificity or a lack of specificity in comparison to other similar MTSOs
- » Lack of influence on project implementation in the current Action Plan
- » Computationally unwieldy in travel demand model
- » Inability to forecast in a travel demand model

Some of the RTO options presented below are redundant. We propose to work with the RTPC TACs to select which ones to include in the Action Plans, with the goal that the RTOs will be consistent enough among the Action Plans that incorporation into the CTP is appropriate.

Roadway Level of Service: Freeways

EXISTING MTSOs RECOMMENDED FOR CONSIDERATION AS NEW RTOs

- Delay Index during non-peak hours and/or not peak direction.
- Peak-hour Delay Index on freeway on-ramps.

EXISTING MTSOs NOT RECOMMENDED TO BE MAINTAINED AS RTOs

- ~~■ Peak hour travel speed.~~
- ~~■ Duration of congestion.~~

Roadway Level of Service: Surface Roadways

EXISTING MTSOs RECOMMENDED FOR CONSIDERATION AS NEW RTOs

- Peak-hour intersection LOS.
- Peak-hour segment LOS.
- Peak hour, peak direction Delay Index.
- Peak hour travel speed.

EXISTING MTSOs NOT RECOMMENDED TO BE MAINTAINED AS RTOs

- ~~Maximum wait time on side streets.~~
- ~~Delay Index during non-peak hours and/or not peak direction.~~
- ~~Frequency and cause of unplanned lane closures of any type.~~
- ~~Average stopped delay at intersection.~~
- ~~Intersection volume to capacity ratio.~~

Transit

EXISTING MTSOs RECOMMENDED FOR CONSIDERATION AS NEW RTOs

- Hourly average loading factor (ratio of passengers to seats).
- Increased transit ridership (note this is considered “guidance” and is not a designated MTSO).
- Bus riders per service hour (note this is considered “guidance” and is not a designated MTSO).
- Average weekday BART riders (note this is considered “guidance” and is not a designated MTSO).

RECOMMENDED NEW RTOs

- Proportion of residents that live within a 10-minute walk of a high-frequency transit service (defined as 20-minute headways at peak hour).
- Proportion of residents that live within a Transit Priority Area.
- Proportion of bus routes of regional significance that exhibit on-time performance (defined as no more than five minutes behind schedule).
- Ratio of transit travel time to automobile travel time along key corridors.
- Total weekday boardings on transit services within the subregion.
- Mode share of transit trips.

Bike/Pedestrian

EXISTING GUIDANCE RECOMMENDED FOR CONSIDERATION AS NEW RTOs

There are no MTSOs concerning bicycle or pedestrian facilities that are currently being monitored in any existing Action Plan. There is, however, existing guidance that mimics an MTSO, and which serve as the basis for recommended new RTOs below. Existing guidance includes:

- Monitor pedestrian and bicycle volumes at crossings.

- Monitor auto volumes at crossings.
- Monitor average trail user delay at major road crossings.
- Monitor pavement condition over the entire trail.
- Monitor frequency of pedestrian or bicyclist injury.
- Maintain an inventory of available pedestrian and bicycle facilities.
- Monitor the frequency and cause of unplanned lane closures of any type.

RECOMMENDED NEW RTOs

- Proportion of designated bike/ped routes of regional significance that have been completed.
- Proportion of designated bike/ped routes of regional significance that operate at Level of Traffic Stress 1 or 2 (i.e., good ratings for low-stress bicycle usage), or that have a low-stress bicycle facility designated on an adjacent parallel street.
- Proportion of arterial roadway Routes of Regional Significance that contain all basic Complete Streets treatments (sidewalks, crosswalks, lighting, bicycle accommodations, transit amenities if applicable).
- Mode share of bicycling and walking.

Safety

There are no true MTSOs concerning safety in any existing Action Plan. There is, however, existing guidance that mimics an MTSO, and which serve as the basis for recommended new RTOs below. Existing guidance includes:

- Monitor vehicle crash frequency.
- Monitor pedestrian or bicycle injury crash frequency.

RECOMMENDED NEW RTOs

- Number of Killed or Seriously Injured (KSI) collisions.
- Number of bike- or ped-involved collisions.

Climate Change

EXISTING MTSOs RECOMMENDED FOR CONSIDERATION AS NEW RTOs

- HOV lane utilization.
- Average vehicle occupancy.

EXISTING MTSOs NOT RECOMMENDED TO BE MAINTAINED AS RTOs

- Peak hour, peak direction HOV lane utilization.

RECOMMENDED NEW RTOs

- VMT per capita.
- Single-occupant vehicle mode share.
- Number of public EV chargers in the subregion.
- EV ownership in the subregion.
- Miles of Routes of Regional Significance estimated to be vulnerable to sea level rise.
- Percentage of vulnerable Routes of Regional Significance for which remediation plans or a mitigation approach have been created.

Equity

There are no MTSOs or guidance concerning equity in any existing Action Plans.

RECOMMENDED NEW RTOs

- Proportion of transportation investments (which could be measured as number of projects, or length of projects, or dollars spent) that occur in Equity Priority Communities (EPCs), compared to the proportion of all road miles or all population that is located in EPCs.
- Proportion of food stores, banks, and parks in EPC communities where disproportionate numbers of residents lack access to these amenities.
- Share of county's jobs that can be reached within a 20-minute walk or bike ride, a 30-minute drive, or a 45-minute transit trip, for EPC residents as compared to county residents as a whole.
- Average commute distance or time for EPC residents as compared to county residents as a whole.
- Time spent driving in congested conditions for EPC residents as compared to county residents as a whole.
- Proportion of the High Injury Network that is located in EPCs, compared to the proportion of all road miles located in EPCs.
- Proportion of collisions (could be all collisions, KSI collisions, or bike- or ped-involved collisions) that occur in EPCs, compared to the proportion of all road miles or all population that is located in EPCs.

Technology

There are no MTSOs or guidance concerning technology in any existing Action Plans.

RECOMMENDED NEW RTOs

- Use of shared vehicle TNCs.
- Number of shared scooters deployed.
- Number of shared electric bicycles deployed.
- Level of signal interconnection.
- Deployment of MaaS.

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Funding Opportunities Summary – 2/1/2022

Upcoming Funding Opportunities

Funding Program	Fund Source	Application Deadlines	Program and Contact Info
Pavement Management Technical Assistance Program (P-TAP) Cycle 23	F	February 28, 2022 by 4 pm	Metropolitan Transportation Commission (MTC) helps the Bay Area's cities and counties make cost-effective improvements to streets and roads. Approximately \$1.5M is available for Fiscal Year 2022-2023. https://mtc.ca.gov/tools-resources/technical-assistance/pavement-management-technical-assistance-program-p-tap/p-tap-23-call-projects
U.S. Department of Transportation (USDOT) - Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants	F	April 14, 2022, 5 pm EST	\$1.5 billion is available for eligible projects including highway or bridge project, a passenger rail or freight rail transportation project or a port infrastructure investment, inland port infrastructure and a land port-of-entry. Awards are to be not less than \$5 million in urbanized areas, not to be less than \$1 million for a rural area and not more than \$25 million. Additionally, not more than 50 percent (\$750 million) is to be allocated to projects in rural areas and not more than 50 percent (\$750 million) is to be allocated for projects in urbanized areas. Five percent is to be made available for the planning, preparation or design of eligible projects. https://www.grants.gov/web/grants/view-opportunity.html?oppld=337382
California Natural Resources Agency (CNRA) Urban Greening Program (Round 5)	S	Accepting Project Proposal: February 7 – March 28, 2022	Funded by Cap-and-Trade revenues, the grant supports projects that aim to reduce GHGs by sequestering carbon, decreasing energy consumption, and reducing Vehicle Miles Traveled. The program seeks projects that reduce GHG emissions and provide multiple benefits. \$47.5 million in awards will be funded by this program. https://resources.ca.gov/grants/urban-greening/

Transformative Climate Communities (TCC) Planning & Implementation Grants Round 4)	S	Call for Projects: Tentative March 8, 2022 Application Deadline: Tentative: July 1, 2022	The TCC program will provide funding for projects that reduce GHG emissions through the development and implementation of neighborhood-level transformative climate community plans that include multiple coordinated GHG emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities. https://sgc.ca.gov/programs/tcc/
Active Transportation Program (ATP) Cycle 6	S/F	Call for Projects: Tentative March 16, 2022 Application Deadline: Tentative: June 15, 2022	ATP Cycle 6 covers FY 23/24 to FY 26/27. Total funding availability is approximately \$240M. https://catc.ca.gov/programs/active-transportation-program . MTC's regional program includes \$50M. https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program