

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

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, APRIL 28, 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/88127350573?pwd=OEhTRytEUWVsQ25QTmRhSHlrMmRlQT09> Meeting ID: 881 2735 0573 and Password: 011889.

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 881 2735 0573 and Password: 11889.

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 March 31, 2022 Meeting 🌀 Page 5

ACTION RECOMMENDATION: Approve Minutes.

Attachments: TAC minutes from the March 31, 2022 meeting.

4. MEASURE J LINE 20A DRAFT 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. Staff received 11 applications totaling \$1.56 million in fund requests. Detailed applicant information, a revised scoring methodology and draft program will be available at the meeting for review. 🌀 **Page 11**

ACTION RECOMMENDATION: Approve Draft Measure J Line 20a Funds Program for FY 2022/2023 and FY 2023/2024.

Attachment: Staff Report

5. MONUMENT BOULEVARD/I-680 BICYCLE AND PEDESTRIAN IMPROVEMENT FEASIBILITY STUDY. The Monument Boulevard / I-680 Bicycle and Pedestrian Improvements Feasibility Study (Study) identifies specific improvements in the project area of the Monument Boulevard corridor from Contra Costa Boulevard, under I-680, and to Mohr Lane (where the Iron Horse Trail crosses Monument Boulevard). The TRANSPAC reviewed the proposed set of improvements in fall 2021. The TAC is requested to approve the Monument Boulevard / I-680 Bicycle and Pedestrian Feasibility Study. It is also noted the City of Pleasant Hill is proposing to submit the project for consideration of funding through the 2023 Active Transportation Program (ATP) with applications due June 15, 2022. Additional information will be available at the meeting.

ACTION RECOMMENDATION: Approve the Monument Boulevard / I-680 Bicycle and Pedestrian Feasibility Study.

6. DRAFT CONTRA COSTA COUNTYWIDE PEDESTRIAN NEEDS ASSESSMENT (PNA) FOR LOCAL AGENCY IMPLEMENTATION. The PNA provides a consistent countywide framework to improve pedestrian safety. The PNA includes maps with Countywide Safety Priority Locations within Countywide Pedestrian Priority Areas and a Toolbox with specific actions

that can help local staff move toward Vision Zero, which acknowledges that fatalities and severe injuries are preventable. CCTA staff along with representatives from Fehr and Peers will provide an overview of the Draft PNA and solicit TAC feedback on safety priorities and mitigation recommendations. (INFORMATION). 🌀 **Page 27**

Attachment: Staff Report

- 7. CENTRAL COUNTY ACTION PLAN UPDATE –ROUTES OF REGIONAL SIGNIFICANCE AND FUTURE ACTION PLAN MEETINGS.** 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. CCTA staff will discuss Routes of Regional Significance and the significance and impacts of the designation. (INFORMATION). 🌀 **Page 35**

Attachment: Staff Report

8. COMMITTEE UPDATES:

- a. Technical Coordinating Committee (TCC):** The last TCC meeting was held on April 21, 2022. The next regular meeting is scheduled for May 19, 2022.
- b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC):** There is no April meeting scheduled for the CBPAC. The next regular meeting will be held on May 23, 2022.
- c. Paratransit Coordinating Council (PCC):** The next regular PCC meeting will be held on May 23, 2022.

9. INFORMATION ITEMS

- a. 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 48**
- b. CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) MEETING CALENDAR:** The CCTA Calendar for April 2022 to July 2022, may be downloaded at: <https://ccta.primegov.com/Portal/viewer?id=18404&type=2>

10. MEMBER COMMENTS

11. NEXT MEETING: MAY 26, 2022

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MEETING DATE:

March 31, 2022

MEMBERS PRESENT:

Andy Smith, Walnut Creek; John Cunningham, Contra Costa County; Lynne Filson, Martinez; Melody Reeb, County Connection; Kirsten Riker, 511 Contra Costa, Saravana Suthanthira, Concord; Kamala Parks, BART; Phillip Ho, City of Pleasant Hill; Jason Chen, City of Clayton; Robert Sarmiento, Contra Costa County; Edric Kwan, Martinez

STAFF PRESENT:

Matt Todd, TRANSPAC Managing Director; and Tiffany Gephart, TRANSPAC Clerk

GUESTS/PRESENTERS:

Matt Kelly, CCTA; John Hoang, CCTA; John Hoang, CCTA; David Early, Placeworks; Charlie Knox, Placeworks; Raul Tovar, Placeworks, Debora Allen, BART Director; Rob Jaques, BART; Celestine Do, BART; Hisham Noemi, 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 FEBRUARY 24, 2022 MEETING.

The minutes of the February 24, 2022 meeting were approved by consensus.

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

The TAC recommended Edric Kwan from the City of Martinez to fill the vacant alternate position on the TCC for the term ending March 31, 2023. The appointment recommendation was approved by consensus.

5. REPROGRAM MEASURE J LINE 10 FUNDS TO CENTRAL COUNTY BART NEXT GENERATION FARE GATES PROJECT.

Celestine Do, representing BART, gave a presentation and overview of the Fare Gates Project and Funding status.

Andy Smith clarified if Fare Gates project would replace Walnut Creek BART Fare Gates including the elevator entrance reconfiguration with a secured entrance. Ms. Do commented that the repurposed money will stay within the TRANSPAC region, Concord, Pleasant Hill, Martinez, and Walnut Creek. Mr. Smith asked if the BART funding will subsidize any areas outside of TRANSPAC. Ms. Do commented that the target funding is a 50/50 match throughout the county. Rob Jaques commented that TRANSPAC would be converting more than 50% of the shared cost but noted that BART will be expending its own funds elsewhere in the County to keep the overall match close to 50/50.

Debora Allen asked Celestine what the cost is for central county. Mr. Jaques noted that the total County cost is 14.7 million and central county station cost is 5.9 million.

Mr. Todd requested a table that shows the county share of each subregion of Contra Costa County and the BART contribution.

There was general discussion around cost equity given that some jurisdictions outside of TRANSPAC use TRANSPAC fare gates. Ms. Allen reiterated that there is \$3.3 million of funds that will not be expended and that the Fare Gate replacements have been in process for 20 years and it would be good to move the project forward. Ms. Allen commented that 80% of people arrested for criminal activity on BART have not paid a fare.

Hisham Noemi asked if the cost is fixed for the next several years and if BART will be responsible for increased costs in the future. Mr. Jaques commented that no contracts have been signed, there will be an RFP process and there is a risk that the costs will increase, but that BART will not request additional funds from TRANSPAC. He also noted the project is looking to existing off the shelf components to save costs.

The TAC agreed on the recommendation to repurpose the Measure J Line 10 funds noting a potential equity concern for the Board to consider. The TAC also requested a funding table breaking out the BART and County share of the costs by County subarea.

This recommendation was approved by consensus

6. CENTRAL COUNTY ACTION PLAN UPDATE – REGIONAL TRANSPORTATION SERVICE

Mr. Early introduced the item and noted that he would provide an update on the Routes of Regional Significance including the Bikeways and Roadways notably Marsh Creek Road. Mr. Early

noted that he is coordinating a meeting with multiple jurisdictions impacted by the potential addition of Marsh Creek Road as a route of regional significance.

Ms. Suthanthira asked what the difference of opinion is on Marsh Creek Road. Mr. Early commented that he understands that TRANSPAC does not want to designate Marsh Creek Road as a Route of Regional Significance and that East County has already designated it East of Deer Creek Road and desires to also designate it West of Deer Creek Road into the TRANSPAC region.

Mr. Early commented that a designation of a Route of Regional Significance does not require a jurisdiction to commit funds to make improvements, but it does require the jurisdiction to set an objective for the roadway and to communicate with the other jurisdictions that are impacted by the route and/or improvements. He further noted that jurisdictions will not be penalized if they do not meet their objectives.

Mr. Smith commented that Route of Regional Significance is used as a justification for funding and improvements, and it can have an impact on return to source funding.

Jason Chen requested some written background material on the Marsh Creek Road topic as well as what the Route of Regional Significance designation means and its potential impacts. Mr. Todd reiterated that a second meeting is important and will help to answer Mr. Chen's questions and that background documentation should be provided as part of the separate meeting for context.

Mr. Sarmiento commented that the discussion around Marsh Creek Road began with an inconsistency in the proposed actions plans amongst the RTPC's where TRANSPAN designated a Marsh Creek Road segment as a Route of Regional Significance and TRANSPAC did not.

Mr. Ohlson commented that Routes of Regional Significance for motorists are also for bicyclists and noted that the safest route today between East County and Central County is along an 8-lane freeway for a portion of the way.

Mr. Early provided an overview of a discussion with the city of Concord regarding bicycle Routes of Regional Significance. Concord's concern is that the designation could require that the city construct Class 4 separated bike facility for example along arterial streets where it would be difficult, due to roadway rights of way, to construct Class 2 bike facility while maintaining traffic flow. Mr. Early noted it is important to understand that the designation does not bind the jurisdiction to making an improvement on that facility. Mr. Early noted that such language will be added to the Action Plan. Mr. Early also noted that language can be added specifying that a bike or pedestrian facility for a corridor is not necessarily going to be on the exact arterial and that there may be objectives that have conflicting purposes and policies may have to be changed accordingly. Mr. Early noted that an agreement was reached to move forward with some bicycle and arterial designations.

Mr. Early note that staff will move forward with the draft RTOs and bring the drafted information back to the TAC at the next meeting.

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

Matt Todd provided an overview of the Line 20a Funds Program application scoring questions and methodology. The following is a list of scoring questions and related comments from the TAC:

1. Does the proposed service fill an identified gap in transportation/transit network?
2. Does the service complement the County Connection LINK Americans with Disabilities Act Paratransit Service?
3. Does the program/service coordinate services or share resources with other transportation providers or mobility management organizations (including software programs)?
4. Does the program/service help implement the goals of the Accessible Transportation Strategic Plan?
5. Are program staff members of the ATS Task Force? [Yes/No]
6. Is the program/service offered in Equity Priority Communities? [Yes/No]
7. Are trips available beyond Central County? [Yes/No]
8. Does the program/service offer a high volume of unique trips? [Yes/No]
9. Are there capacity constraints to providing service?
10. Is there an approach and/or strategy to continue the operations of the service beyond the Line 20a funding grant period?
11. Will the program/service receive local match funds?
12. Are the estimated trip costs lower than LINK Paratransit?

Mr. Cunningham commented that the Accessible Transportation Strategic Plan questions (5 and 6) were not a top priority given that the guidelines are very new and aspirational at this point. Mr. Cunningham further commented that question 1 and 9 regarding filling a transit gap and program capacity constraints are similar in that both questions show that there is a transportation gap to be filled. Most TAC members noted that a local match (question 11) is an important question and should be weighted.

Jason Chen commented that the Yes/No questions should be weighted. Ms. Suthanthira commented the Question 6 regarding Equity Priority Communities should receive a greater weight and the other TAC members agreed.

Mr. Cunningham and Mr. Smith commented that Question 3 regarding coordination was not high priority because some agencies may not have the resources or opportunity to coordinate (share services, technology, and partner with other organizations as an example). Mr. Smith further noted that local match funds are important but some programs and/or jurisdictions may

not have the capacity to contribute and that is not necessarily a negative reflection of the program.

Mr. Smith further commented that Question 7 & 8 regarding offering trips beyond central county and offering a high volume of unique trips was not a priority.

TRANSPAC staff will revise the scoring questions based on TAC feedback and present at the April 28, 2022 regular meeting.

8. MONUMENT BOULEVARD/1-680 BICYCLE AND PEDESTRIAN IMPROVEMENTS FEASIBILITY STUDY

Mr. Todd commented that Fehr and Peers is working on the draft study document. TRANSPAC conducted a Feasibility Study on what kind of Bike ped improvements on Monument Blvd between Contra Costa Blvd and the Iron Horse trail. This segment falls under active transportation program criteria by involving active modes, bicycle, and pedestrian facilities etc. Mr. Todd commented that he spoke to Pleasant Hill staff about submitting an active transportation application for this project. Mr. Todd noted that there is budget available for TRANSPAC staff to assist with the City of Pleasant Hill with the application.

Mr. Ohlson commented that it is less expensive to cross the freeway at an existing crossing than build a bicycle and pedestrian bridge over the freeway. Mr. Todd commented that he looked forward to Mr. Ohlsons support on the project.

9. GRANT FUNDING OPPORTUNITIES.

No comments.

10. COMMITTEE UPDATES.

No Comments.

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

No comments.

12. MEMBER COMMENTS.

Ms. Suthanthira commented that Concord is working on a complete streets project on Pine Hollow Road jointly with the City of Clayton. As part of the final outreach there will be pop-up two-way bike lane on Pine Hollow Road in front of a middle school for the community to see

how it works. Ms. Suthanthira noted that she will provide a flier. TRANSPAC staff indicated they can share that information through our email distribution resources.

Mr. Todd commented on the central county action plan meeting on April 7th at 6pm. Staff will send an email reminder about that event.

13. ADJOURN/NEXT MEETING.

The meeting adjourned at 10:59 A.M. The next regular meeting is scheduled for April 28, 2022.

TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: April 28, 2022

Subject:	MEASURE J LINE 20A DRAFT 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 \$1.56 million in fund requests. At this meeting, staff will present detailed applicant information, a revised scoring methodology and draft funds program for review.
Recommendations	Approve Draft Measure J Line 20a Funds Program for FY 2022/2023 and FY 2023/2024. TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used in the TRANSPAC subregion. The
Financial Implications	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 Summary of Funding Requests B. Line 20a Program/Project Summary C. Line 20a Program/Project Funding Detail D. Line 20a Trip Type, Hours and Service Area Detail. E. Line 20a Program/Project Operations Detail F. Measure 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 \$1.56 million for the FY 22/23 and 23/24 Cycle.

At the March 31, 2022, TRANSPAC TAC meeting, staff received feedback on proposed program scoring methodology. At this meeting, staff will present detailed applicant information, a revised scoring methodology based on TAC feedback and draft funds program for review.

Schedule

The schedule includes approving 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/ Board Presentations (March 10 th and April 14 th)
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>
	Minibus Lyft / TNC component	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).

Funding Data						
Program/Project	IRS Code	Funding Source	Projected FY 2022-2023 Program Cost	Projected FY 2023-2024 Program Cost	Total Program Cost	% Local Match FY 2022-2023
CCCTA Midday Free Rides						
This program would allow participants to ride County Connection’s fixed-route transit services for free between 10 AM and 2 PM on weekdays.	GOV	Line 20a Funds	\$ 40,000	\$ 40,000	\$ 80,000	0%
Center for Elders' Independence						
Central Contra Costa Transportation Model						
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.	501(c)3	Line 20a Funds	\$ 125,000	\$ 125,000	\$ 250,000	76%
		Medi-Cal	\$ 365,903	\$ 365,903	\$ 731,806	
		Medicare	\$ 17,462	\$ 17,462	\$ 34,924	
		CEI General Fund	\$ 21,368	\$ 21,368	\$ 42,736	
		Total	\$ 529,733	\$ 529,733	\$ 1,059,466	
Choice in Aging - Mt. Diablo Mobilizer						
#1: Provides door through door wheelchair accessible transportation for Mt. Diablo Center participants to and from the Adult Day Health Care program.	501(c)3	Line 20a	\$ 58,850	\$ 58,850	\$ 117,700	50%
		Caltrans 5310	\$ 58,850	\$ 58,850	\$ 117,700	
		Total	\$ 117,700	\$ 117,700	\$ 235,400	
#2: Mid-day shopping trips are provided for low-income seniors residing in local housing facilities.						
City of Concord						
GoGo Conord Senior Transportation Program						
Offers a curb to curb taxi service via GoGo Grandparent for seniors 65+ to destinations within Central County.	GOV	Line 20a	\$ 21,200	\$ 28,800	\$ 50,000	34%
		Fare Revenue	\$ 7,500	\$ 10,000	\$ 17,500	
		General Fund	\$ 4,000	\$ 4,000	\$ 8,000	
		Total	\$ 32,700	\$ 42,800	\$ 75,500	
Contra Costa ARC dba Vistability						
George Miller Center - Concord Transportation Project						
Service provides adults and seniors with disabilities to and from a day program at George Miller Center.	501(c)3	Line 20a	\$ 34,949	\$ 45,937	\$ 80,886	17%
		Others-In-Kind Contribution	\$ 7,350	\$ 9,613	\$ 16,963	
		Total	\$ 42,299	\$ 55,550	\$ 97,849	

Funding Data						
Program/Project	IRS Code	Funding Source	Projected FY 2022-2023 Program Cost	Projected FY 2023-2024 Program Cost	Total Program Cost	% Local Match FY 2022-2023
County Connection - Travel Training In collaboration with Independent Living Resources of Solano and Contra Costa (ILRSCC), travel training will be provided to seniors and persons with disabilities on origins/desitnations within TRANSPAC service area	GOV	Line 20a	\$ 45,000	\$ 67,436	\$ 112,436	0%
Golden Rain Foundation (Rossmoor) Greenline Service Provided fixed-route service to Rossmoor residents	Non-profit Mutual Benefit Corp	Line 20a	\$ 100,787	\$ 105,826	\$ 206,613	75%
		GRF Operating Fund	\$ 302,361	\$ 317,479	\$ 619,840	
		Total	\$ 403,148	\$ 423,305	\$ 826,453	
Golden Rain Foundation (Rossmoor) Subsidized Ridesharing Program Subsidized TNC service outside normal service hours Maximum subsidy of \$10/ride	See item 7	Line 20a	\$ 10,000	\$ 15,000	\$ 25,000	0%
Mobility Matters Rides for Seniors/Rides 4 Veterans Provides escorted rides provided by screened/trained volunteer drivers for homebound 60+ seniors and disabled veterans (+ service dogs) in Contra Costa County	501(c)3	Line 20a	\$ 128,625	\$ 128,625	\$ 257,250	0%
City of Walnut Creek Social Services Transportation Program (Minibus) Free one -on-one, escorted, door-through-door volunteer driver program for seniors 60+ or people with disabilities or health conditions. TNC/Lyft component provides overflow service and service outside of regular Minibus hours.	GOV	Line 20a	\$ 118,500	\$ 118,500	\$ 237,000	16.3%
		Fare Revenue	\$ 3,000	\$ 3,000	\$ 6,000	
		Program Membership	\$ 5,000	\$ 6,000	\$ 11,000	
		Seniors Club Donation	\$ 3,500	\$ 3,500	\$ 7,000	
		City of Walnut Creek	\$ 11,000	\$ 11,000	\$ 22,000	
		Total	\$ 141,000	\$ 142,000	\$ 283,000	
Capital Purchases						
Golden Rain Foundation (Rossmoor) Dial-a-bus (EV Capital Purchase) Purchase of 2 Electric Vehicles to supplement Dial-a-Bus service	see item 7	Line 20a	\$ 140,000		\$ 140,000	0%

	Program/Project	Trip Types									Hours	Service Area
		Service Level			Other Characteristics							
		Curb to Curb	Door to Door	Door through Door	Individual Trip Provided	Shared Trip Provided	Regularly Prescheduled Trips to a Program	Fixed Route Service	Volunteer Driver	Service Provided by a TNC		
	CCCTA Midday Free Rides This program would allow participants to ride County Connection's fixed-route transit services for free between 10 AM and 2 PM on weekdays.							x			M-F, 10am-2pm	County Connection Service Area
	Center for Elders' Independence Central Contra Costa Transportation Model 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.			x			x				M-F, 9am-5pm *6am-7pm for special appts	Central County & Unincorporated Central & North County
	Choice in Aging - Mt. Diablo Mobilizer #1: Provides door through door wheelchair accessible transportation for Mt. Diablo Center participants to and from the Adult Day Health Care program. #2: Mid-day shopping trips are provided for low-income seniors residing in local housing facilities.			x			x				M-F, 7:30am-4:00pm	Central County
	City of Concord GoGo Conord Senior Transportation Program Offers a curb to curb taxi service via GoGo Grandparent for seniors 65+ to destinations within Central County.	x			x					x	24 Hours/7 Days	Central County & Beyond
	Contra Costa ARC dba Vistability George Miller Center - Concord Transportation Project Service provides adults and seniors with disabilities to and from a day program at George Miller Center.			x			x				M-F, 9:30am-3:30pm	Central County

		Trip Types											
		Service Level			Other Characteristics								
#	Program/Project	Curb to Curb	Door to Door	Door through Door	Individual Trip Provided	Shared Trip Provided	Regularly Prescheduled Trips to a Program	Fixed Route Service	Volunteer Driver	Service Provided by a TNC	Hours	Service Area	
6	County Connection - Travel Training In collaboration with Independent Living Resources of Solano and Contra Costa (ILRSCC), travel training will be provided to seniors and persons with disabilities on origins/desitnations within TRANSPAC service area	x						x			Fixed Route and BART Service Hours	Central County	
7	Golden Rain Foundation (Rossmoor) Greenline Service Provided fixed-route service to Rossmoor residents	x						x			M-F, 6:15am-6pm Sa/Su 10am-4pm	Central County	
8	Golden Rain Foundation (Rossmoor) Subsidized Ridesharing Program Subsidized TNC service outside normal service hours Maximum subsidy of \$10/ride	x			x					x	Sun-Sat 24hrs	Central County & Beyond	
10	Mobility Matters Rides for Seniors/Rides 4 Veterans Provides escorted rides provided by screened/trained volunteer drivers for homebound 60+ seniors and disabled veterans (+ service dogs) in Contra Costa County			x	x				x		M-F, 7am-5pm	Contra Costa County & Beyond	
11	City of Walnut Creek Social Services Transportation Program (Minibus) Free one -on-one, escorted, door-through-door volunteer driver program for seniors 60+ or people with disabilities or health conditions. TNC/Lyft component provides overflow service and service outside of regular Minibus hours.	x		x	x	x	x	x	x	x	M-F, 8am-3:30pm Minibus 7am-9pm, 7 days/wk Lyft	Central County	
Capital Purchases													
12	Golden Rain Foundation (Rossmoor) Dial-a-bus (EV Capital Purchase) Purchase of 2 Electric Vehicles to supplement Dial-a-Bus service	x			x						6am-6pm	Central County	

	Operating Characteristics					
Program/Project	Individual Users Projected FY 22-23 (TRANSPAC Subregion)	TOTAL TRIPS Projected FY 22-23 (TRANSPAC Subregion)	TOTAL TRIPS Projected FY 22-23 (Outside TRANSPAC)	Vehicle Hours Projected FY 22-23	Estimate of Shared Trips	Cost Per Trip
CCCTA Midday Free Rides						
This program would allow participants to ride County Connection’s fixed-route transit services for free between 10 AM and 2 PM on weekdays.	408	36,000	N/A	N/A	36,000	\$ 1.00
Center for Elders' Independence						
Central Contra Costa Transportation Model						
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.	≤ 100	10000	2500	1764	9000	\$ 45.00
Choice in Aging - Mt. Diablo Mobilizer						
#1: Provides door through door wheelchair accessible transportation for Mt. Diablo Center participants to and from the Adult Day Health Care program.	58	5,525	N/A	1550	5,525	\$ 21.00
#2: Mid-day shopping trips are provided for low-income seniors residing in local housing facilities.						
City of Concord						
GoGo Conord Senior Transportation Program						
Offers a curb to curb taxi service via GoGo Grandparent for seniors 65+ to destinations within Central County.	300	900	150	168	96	\$ 36.00
Contra Costa ARC dba Vistability						
George Miller Center - Concord Transportation Project						
Service provides adults and seniors with disabilities to and from a day program at George Miller Center.	6	4720	0	950	360	\$ 8.00

	Operating Characteristics					
Program/Project	Individual Users Projected FY 22-23 (TRANSPAC Subregion)	TOTAL TRIPS Projected FY 22-23 (TRANSPAC Subregion)	TOTAL TRIPS Projected FY 22-23 (Outside TRANSPAC)	Vehicle Hours Projected FY 22-23	Estimate of Shared Trips	Cost Per Trip
County Connection - Travel Training In collaboration with Independent Living Resources of Solano and Contra Costa (ILRSCC), travel training will be provided to seniors and persons with disabilities on origins/desitnations within TRANSPAC service area	42,900 *Link Data	216	0	N/A	216	\$ -
Golden Rain Foundation (Rossmoor) Greenline Service Provided fixed-route service to Rossmoor residents	1000	12,000	0	4356	N/A	\$ 34.00
Golden Rain Foundation (Rossmoor) Subsidized Ridesharing Program Subsidized TNC service outside normal service hours Maximum subsidy of \$10/ride	100	1,200	0	N/A	N/A	\$ 10.00
Mobility Matters Rides for Seniors/Rides 4 Veterans Provides escorted rides provided by screened/trained volunteer drivers for homebound 60+ seniors and disabled veterans (+ service dogs) in Contra Costa County	250	4000	3000	N/A	N/A	\$ 32.00
City of Walnut Creek Social Services Transportation Program (Minibus) Free one -on-one, escorted, door-through-door volunteer driver program for seniors 60+ or people with disabilities or health conditions. TNC/Lyft component provides overflow service and service outside of regular Minibus hours.	283 (Lyft)	4433 (LYFT)	0	641 (Lyft)		\$ 19.50
	360 (Minibus)	2846 (Minibus)	0	1680 (Minibus)	178 (Lyft)	
Capital Purchases						
Golden Rain Foundation (Rossmoor) Dial-a-bus (EV Capital Purchase) Purchase of 2 Electric Vehicles to supplement Dial-a-Bus service						

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: April 28, 2022

Subject:	DRAFT CONTRA COSTA COUNTYWIDE PEDESTRIAN NEEDS ASSESSMENT (PNA) FOR LOCAL AGENCY IMPLEMENTATION
Summary of Issues	<p>The PNA provides a consistent countywide framework to improve pedestrian safety, with a hybrid reactive and proactive “Safe Systems” approach to address inevitable human error, safety, speed management, and risk management most effectively through innovative design and application of technology, and careful adoption and implementation of a Local Road Safety Plan.</p> <p>The PNA provides maps with Countywide Safety Priority Locations within Countywide Pedestrian Priority Areas and a Toolbox with specific actions that can help local staff move toward Vision Zero, which acknowledges that fatalities and severe injuries are preventable. At this meeting, CCTA staff along with representatives from Fehr and Peers will provide an overview of the Draft PNA and solicit TAC feedback on safety priorities and mitigation recommendations.</p>
Recommendation	None – For Information Only
Financial Implications	No TRANSPAC Financial Implications
Attachment(s)	<p>A. April 20, 2022 CCTA Technical Advisory Committee Staff Report - Review Draft Contra Costa Countywide Pedestrian Needs Assessment (PNA) for Local Agency Implementation</p> <p>B. Draft Contra Costa Countywide Pedestrian Needs Assessment for Local Agencies. Link.</p>

Technical Advisory Committee **STAFF REPORT**

Meeting Date: April 20, 2022

Subject	Review Draft Contra Costa Countywide Pedestrian Needs Assessment (PNA) for Local Agency Implementation.
Summary of Issues	<p>The PNA for Local Agencies is intended to compile and supplement data on the existing pedestrian network to identify the magnitude of needed modifications. The PNA expands beyond the Authority’s past summary and analysis of road collision data from 2008 through 2017 in Countywide Bicycle and Pedestrian Plan- / CBPP-designated Pedestrian Priority Areas (PPAs). As a reminder, on average, eight people walking or bicycling were involved in a collision on a road in Contra Costa every week. People walking and bicycling in Contra Costa County were 2.4 times more likely to experience a collision that resulted in severe injury or fatality (compared to people in vehicles). People walking and bicycling account for 38% of collisions with a fatality or severe injury, however, represent only 20% of all collisions (including drivers). Of the collisions that resulted in severe injury or fatality, 86% of those that involved people walking, occurred on three percent of roadways countywide.</p> <p>The PNA provides a consistent countywide framework to improve pedestrian safety, with a hybrid reactive and proactive “Safe Systems” approach to address inevitable human error, safety, speed management, and risk management most effectively through innovative design and application of technology, and careful adoption and implementation of a Local Road Safety Plan. The PNA provides maps with Countywide Safety Priority Locations</p>

	within Countywide Pedestrian Priority Areas and a Toolbox with specific actions that can help local staff move toward Vision Zero, which acknowledges that fatalities and severe injuries are preventable.
Recommendations	Staff seeks input on the draft Contra Costa Countywide Pedestrian Needs Assessment for Local Agencies to help local staff use a “Safe Systems” approach to work toward eliminating fatalities and severe injuries.
Staff Contact	Colin Clarke
Financial Implications	Additional funding is needed. The rough order-of-magnitude cost estimate is approximately \$2.4 billion, which would be separate from the \$443 million shortfall estimated through 2040 identified in the CBPP adopted in 2018.
Options	Request that staff recommend different, additional, revised, or (specifically how one would narrow the needs and) more focused actions.
Attachments	A. Draft Contra Costa Countywide Pedestrian Needs Assessment for Local Agencies (CBPP Appendix A2)
Changes from Committee	Not Applicable

Background

The Authority’s Countywide Bicycle and Pedestrian Plan (CBPP), adopted in July 2018, included as its first key recommendation for implementation the development of a consistent countywide multi-agency Vision Zero framework and “Safe Systems” approach. This approach acknowledges that responsibility for safety outcomes includes road design and is shared by road users, transportation and public health professionals, policymakers, decision-makers, and traffic safety officials. The Authority’s Contra Costa Countywide Transportation Safety Policy and Implementation Guide (Guide) for Local Agencies, adopted in September

2021, was developed, for example, to accomplish the following:

- Highlight best practices for each Core Element of Countywide Vision Zero, and
- Provide references to external resources for local agency staff to stay current.

The PNA, recommended by the CBPP, not scoped to be a more complete countywide “plan,” is intended to move toward better understanding the inadequacies of the pedestrian system in Contra Costa and the cost to address them. This study, which serves as an addendum to CBPP Appendix A, “State of Walking and Biking in Contra Costa,” was intended to compile and supplement data on the existing pedestrian network to identify the magnitude of needed modifications. This information is also intended to help in “setting priorities for pedestrian and bicycle facilities.” In addition to Vision Zero’s “Safe Systems” approach, the CBPP states that the “use of the level of traffic stress (LTS) methodology will be expanded to apply to setting priorities and to pedestrian needs.”

The PNA provides elected representatives and the public the opportunity to learn about patterns from analysis across multiple jurisdictional boundaries. The PNA also encourages an approach that is both reactive (analysis of past collision data and patterns), and proactively identifies potential safety issues based on travel behavior, roadway design, and other built-environment factors that contribute to collisions that result in a fatality or severe injury. As the Authority coordinates with the Metropolitan Transportation Commission and other agencies, nonprofit and private sector organizations, local agencies can contribute to and help maintain higher quality data, available for analysis and action sooner, and aggregate different datasets to better inform decision-making at a countywide level and locally.

For the Guide, CCTA analyzed data from the California Highway Patrol’s locally reported Statewide Integrated Traffic Records System (SWITRS) and the University of California at Berkeley Transportation and Education Center’s (UC Berkeley SafeTREC) Transportation Injury Mapping System (TIMS) data for collisions (2008 through 2017) was utilized. Neither highway collisions nor Property Damage Only collisions were included in the analysis because the CBPP and Vision Zero include an emphasis on collisions involving people walking and bicycling including more vulnerable users, which will benefit users of all transportation methods.

For the purpose of Countywide Vision Zero, countywide safety priority locations (not to be

confused with local safety priority locations, which may include more and different locations, and evolve over time as improvements are made, access to data improves, more recent data is used, and priorities evolve) were identified as streets that had a high concentration of traffic collisions that resulted in severe injury or fatality, with an emphasis on those involving people walking and bicycling.

Next Steps, Funding, and Project Delivery

Using authentic engagement and other best practices described in the Guide, local agencies can recommend local priority projects as part of developing a Local Road Safety Plan (LRSP). The PNA, along with Countywide Vision Zero common collision patterns and maps shared previously, can be used to initiate project development. Authority staff can support a core element known as, comprehensive evaluation and adjustments. Local agency staff can support Authority staff in creating a list of priority projects to encourage and help move toward the Countywide Vision Zero goal by implementing actions recommended in the PNA, such as projects near parks, childcare facilities, and along safe routes to school, to help reduce or eliminate common countywide collision patterns, including the following elements:

- Unsafe speeding
- Transit priority areas
- Channelized right turns (unsignalized or yield signed: slip lanes)
- Trail crossings
- Near highway on-ramps and off-ramps
- Skewed intersections
- Unprotected left turns at traffic signalized intersections
- Red light violations, e.g., right turns
- Vulnerable populations (seniors and youth)

The CBPP states that, “improved pedestrian facilities are necessary but not sufficient for walkability. Possibly more important are land use and development patterns, since pedestrians are much more sensitive to distances and the quality of the environment through which they travel than other transportation users. Please note that everyone becomes a pedestrian at some point in each trip, even drivers and passengers riding in vehicles. Projects

should be designed and constructed for all ages and abilities, which will benefit users of all transportation methods. Contra Costa's Measure J Growth Management Program (described in CBPP Appendix A, "State of Walking and Biking in Contra Costa") recognizes this by requiring local jurisdictions to adopt policies and standards for the design of new developments that are pedestrian- and bicycle-friendly.

With input from representatives from the Countywide Bicycle & Pedestrian Advisory Committee (CBPAC) and Regional Transportation Planning Advisory Committees (RTPCs), the scope of this draft Pedestrian Needs Assessment focuses on:

- Uncontrolled Crossings
 - Two-lane
 - Multi-lane
- Sidewalk Gaps
- Corridor Speed Management
 - Two-lane
 - Multi-lane
- Intersections with a Traffic Signal
 - Two-lane
 - Multi-lane
- Lighting and Pedestrian Safety during Hours of Darkness

The Authority does not have jurisdiction over local roadways and state highways, however, can lead the framework and influence the adoption of Vision Zero policies, consideration of priorities from the Pedestrian Needs Assessment, and implementation of related projects is through its role as a funding agency. The Authority can partner with local, regional, and state agencies for project delivery, and influence local policy and decision-making. The Authority can also encourage local agencies to leverage multiple existing funding sources to implement Vision Zero as part of routine maintenance, design, construction, and operations as well as continue to provide technical assistance and support. For example, local projects can be implemented using countywide Measure J funding, e.g., from the Local Streets Maintenance program, and can be considered for discretionary funding, which is competitive at a countywide level, e.g., from the Transportation for Livable Communities and Pedestrian,

Bicycle, and Trail Facilities programs. In part because a “Safe Systems” approach will be used across multiple jurisdictions, Measure J funding is not anticipated to be limited to only the corridors on Countywide Vision Zero maps and CBPP-designated Pedestrian Priority Areas (PPAs). Similarly, recommendations from the PNA can be proposed by local agencies and considered for discretionary funding from the One Bay Area Grant (OBAG) Cycle 3 program, which is competitive at a regional level (nine counties).

Local agencies can request advisory support and technical assistance from the Authority when developing Local Road Safety Plans and implementing projects that can help move toward Vision Zero countywide and begin to create projects with the PNA as a guide. The following local agencies have each received funding for their respective LRSP: Cities of Concord, Pleasant Hill, and Walnut Creek. The County of Contra Costa is the first local agency to adopt a Vision Zero Action Plan, in March 2022, for its unincorporated community areas, under the Systemic Safety Analysis Report Program (SSARP) program that preceded the LRSP grant program under the California Department of Transportation (Caltrans).

Development Process

The countywide Vision Zero Working Group (VZWG) convened in December 2019, February, October 2020, and May 2021 to steer development of the Guide and the PNA. The VZWG includes representatives from the Countywide Bicycle & Pedestrian Advisory Committee (CBPAC), one CBPAC volunteer from each of the four Regional Transportation Planning Advisory Committee (RTPC) sub-regions, and one volunteer from each of the four RTPC sub-regions from the Authority’s Technical Coordinating Committee. The other members include a representative from Contra Costa County, transportation safety research (UC Berkeley), and advocacy organizations (Bike East Bay).

Authority staff and consultants are presenting the draft PNA to RTPC Technical Advisory Committees and Policy Advisory Committees in Spring 2022, and comments have been requested from stakeholders and the public.

Review of the Draft PNA

Staff seeks input on the draft Pedestrian Needs Assessment for Local Agencies to help local staff use a “Safe Systems” approach, during project creation and grant applications’

development, to work toward eliminating fatalities and severe injuries.

TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: April 28, 2022

Subject:	CENTRAL COUNTY ACTION PLAN UPDATE – ROUTES OF REGIONAL SIGNIFICANCE AND FUTURE ACTION PLAN MEETINGS
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. CCTA staff and representatives from Placeworks have been asked to attend the TAC meeting to further define and discuss the significance of being designated as a Route of Regional Significance. The TAC will have an opportunity for discussion and to ask questions. In addition, the TAC is requested to select a special meeting date in May to provide feedback on the preliminary RTOs and actions for the Central County Action Plan.
Recommendation	None – this item is for information only
Attachment(s)	A. Designation of Routes of Regional Significance Memo B. Action Plan and Countywide Transportation Plan Update PPT C. 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 the February 24, 2022 TRANSPAC TAC meeting, Placeworks staff solicited feedback on proposed changes to existing Multi-modal Transportation Objectives (MTSOs) for inclusion in updated Action Plans as Regional Transportation Objectives (RTOs). A working draft of Action Plan goals and Routes of Regional Significance (including regional transit routes and bicycle and pedestrian facilities) was also provided for committee input.

At the March 10, 2022 Board meeting, Placeworks staff provided an update on the ongoing Central County Action Plan Update which included a presentation on the project, its relation to local planning efforts, Routes of Regional Significance, public outreach, and next steps.

At the March 31, 2022 TAC meeting, Placeworks staff provided an update on revisions to the Routes of Regional Significance and maps based on prior committee feedback and collected feedback from the TAC on the revised maps. At this meeting, the TAC requested a more information about the significance of being identified as a Route of Regional Significance. This is related to interest of the TRANSPLAN RTPC to identify Marsh Creek Road as Route of Regional Significance. CCTA staff will attend the April TRANSPAC TAC meeting further talk about Routes of Regional Significance, and to be available to answer questions.

Future Meeting

The CCTA / Placeworks Action Plan update team has requested the next meeting with TRANSPAC TAC to effectively be a solely focused on the next steps of the Action Plan update process. Due to already scheduled TRANSPAC business, we cannot devote a full regularly scheduled meeting to this issue, and therefore are requesting input to schedule a special meeting in May or June to further discuss the preliminary RTOs and actions for the Central County Action Plan.

MEMORANDUM

DATE April 21, 2022

FROM David Early and Torina Wilson, PlaceWorks
John Hoang and Matt Kelly, CCTA

SUBJECT Designation of Routes of Regional Significance

This Memorandum outlines the intent and function of Routes of Regional Significance (RRSs) as they are used in Action Plans prepared under the jurisdiction of the Contra Costa Transportation Authority (CCTA), and guided by the process outlined in the Measure J Growth Management Program Implementation Guide.

As part of the current Action Plan update process, CCTA and its consultant team have engaged in ongoing conversations to update the designations of roadway Routes of Regional Significance and to expand the designated routes to include transit and bicycle/pedestrian routes and facilities. These updates have resulted in several requests for clarification of the meaning of a designation of a facility as an RRS. This memorandum gives information on the intent behind, and implications of, the designation of a Route of Regional Significance.

What is a Route of Regional Significance?

A Route of Regional Significance is a key element of CCTA's Action Plans. As outlined in the Measure J Growth Management Program, each Regional Transportation Planning Committee (RTPC) has the authority and obligation to designate Routes of Regional Significance in its subarea.

Designation of a facility as an RRS indicates that the jurisdictions in the subarea recognize that the facility provides a vital connection that supports economic and recreational activities throughout the county. These designations are made through a cooperative and collaborative planning approach between jurisdictions in the subarea.

Historically, the RTPCs have only designated roadways as Routes of Regional Significance. However, as part of the current Action Plan and Countywide Transportation Plan updates, Routes of Regional Significance are being designated for transit and bicycle/pedestrian routes and facilities as well.

There are specific criteria for the designation of a Route of Regional Significance, which apply to all three modes. These criteria are:

- Required: RRSs are facilities for which two or more agencies within the subarea want to share a regional responsibility for establishing objectives, monitoring and evaluating operations and impacts.

- RRSs must also meet at least one of the following criteria:
 - Connect two or more subareas of Contra Costa County.
 - Cross County boundaries.
 - Carry significant through-traffic.
 - Provide access to a regional center, regional highway, or transit facility.

Once a Route of Regional Significance is designated, the RTPC sets quantified operational objectives for it, which are then monitored over time by CCTA and the RTPC. This ensures that all jurisdictions within the subarea are aware of operational characteristics and issues on all RRSs.

Routes of Regional Significance should be consistent from one subarea to the next; that is, they should cross from one subarea to another, and should not terminate at an RTPC boundary. For that reason, RTPCs must designate RRSs consistently with their neighboring RTPCs. If two adjacent RTPCs disagree in regard to a designation, CCTA works with those two RTPCs to resolve the differences.

There are several reasons by which an RTPC benefits from designating a Route of Regional Significance. These include, but are not limited to:

- Ensuring that jurisdictions share a vision for the regional transportation system and work collaboratively to achieve that vision.
- Ensuring the evaluation of traffic congestion and operational impacts of future development on a regional basis. This is especially critical now since analysis of traffic congestion impacts is no longer required under CEQA.
- Requiring disclosure of existing and future operational characteristics and impacts among neighboring jurisdictions, particularly when a jurisdiction is considering a development or General Plan Amendment that may have an impact on a facility shared between them.
- Potentially elevated scoring that is used in considering funding for facility improvements that comes from CCTA, MTC, and other agencies.

Over the past several weeks, CCTA and PlaceWorks have seen that there are misconceptions regarding the implications of the designation of a Route of Regional Significance. Designating a Route of Regional Significance does **NOT**:

- Give other entities jurisdiction over planning, design, or enhancements of roadways.
- Require or imply that a jurisdiction will enhance, widen, or add capacity on a facility.
- Result in a penalty for failing to maintain or achieve an objective that is set through the RRS process.

We hope that this memorandum provides needed background information regarding the designation of Routes of Regional Significance. We are happy to answer further questions as needed.

Action Plan and Countywide Transportation Plan Update- *Routes of Regional Significance Discussion*

TRANSPAC TAC Meeting

David Early

PlaceWorks

April 28, 2022



CONTRA COSTA
transportation
authority **Page 39**

What Are Routes of Regional Significance?

- Provide vital connections that support economic and recreational activities throughout the county.
- Ensure that local jurisdictions coordinate their plans.
- Provide for operational objectives that are set by the RTPC.
- Require that future development be evaluated for impacts on the Regional Route.
- Traffic analysis is no longer required under CEQA, so RRS process is one of the only ways to ensure evaluation and coordination.
- Can lead to additional funding from CCTA, MTC and other agencies.



Criteria for Designation

Required	Routes where the subarea wants to share regional responsibility with neighboring jurisdictions.
At least one	Connect two or more subareas of Contra Costa County.
	Cross County boundaries.
	Carry significant through-traffic.
	Provide access to a regional center, regional highway, or transit facility.

What Routes of Regional Significance are NOT

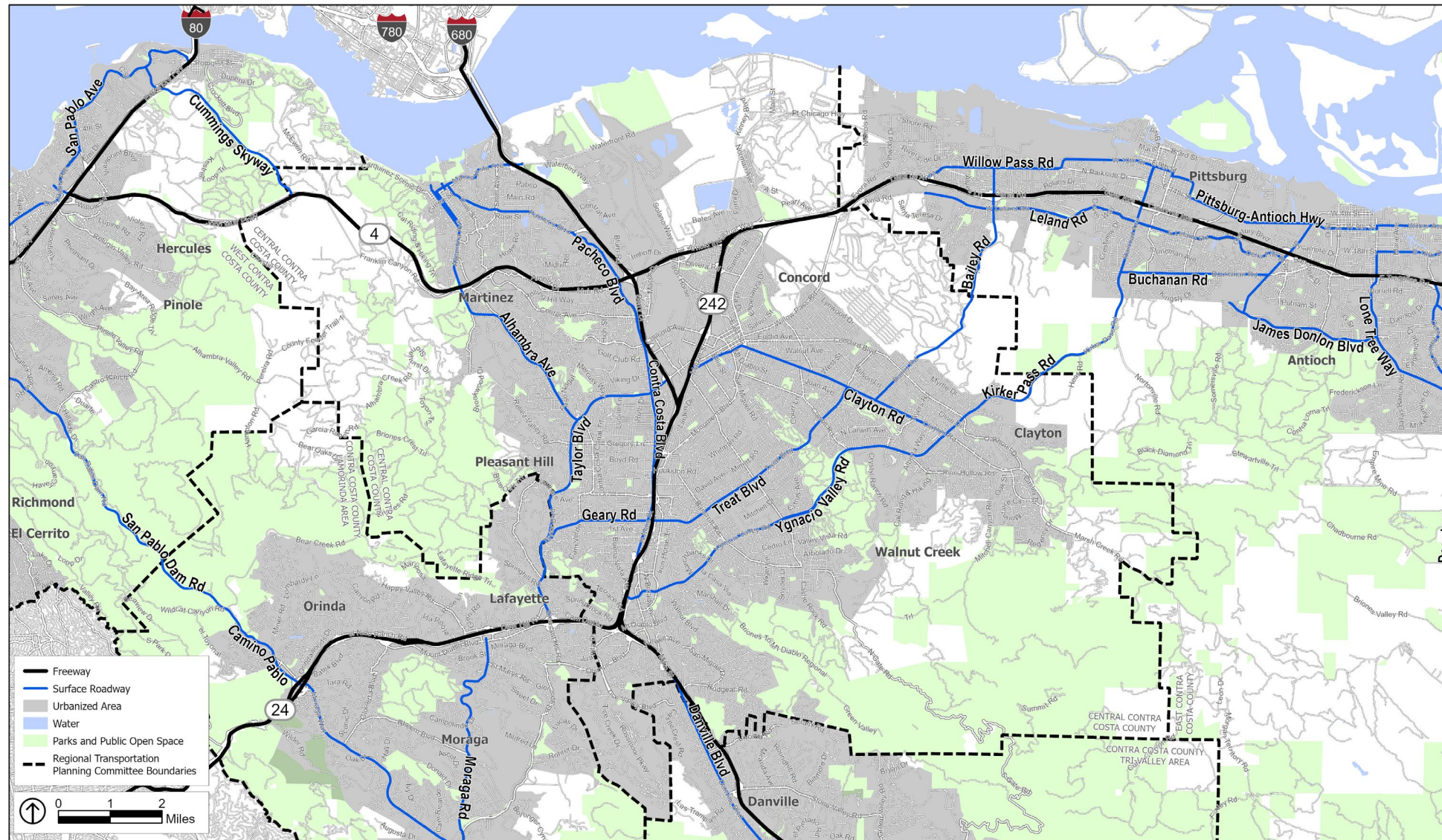
- Do not give other entities jurisdiction over planning, design or enhancements.
- No requirements to enhance, widen or add capacity.
- No penalty for failing to maintain or achieve an objective.
- Primary benefits:
 - ▶ Impact evaluation
 - ▶ Disclosure
 - ▶ Coordination
 - ▶ Funding



New RRS Process

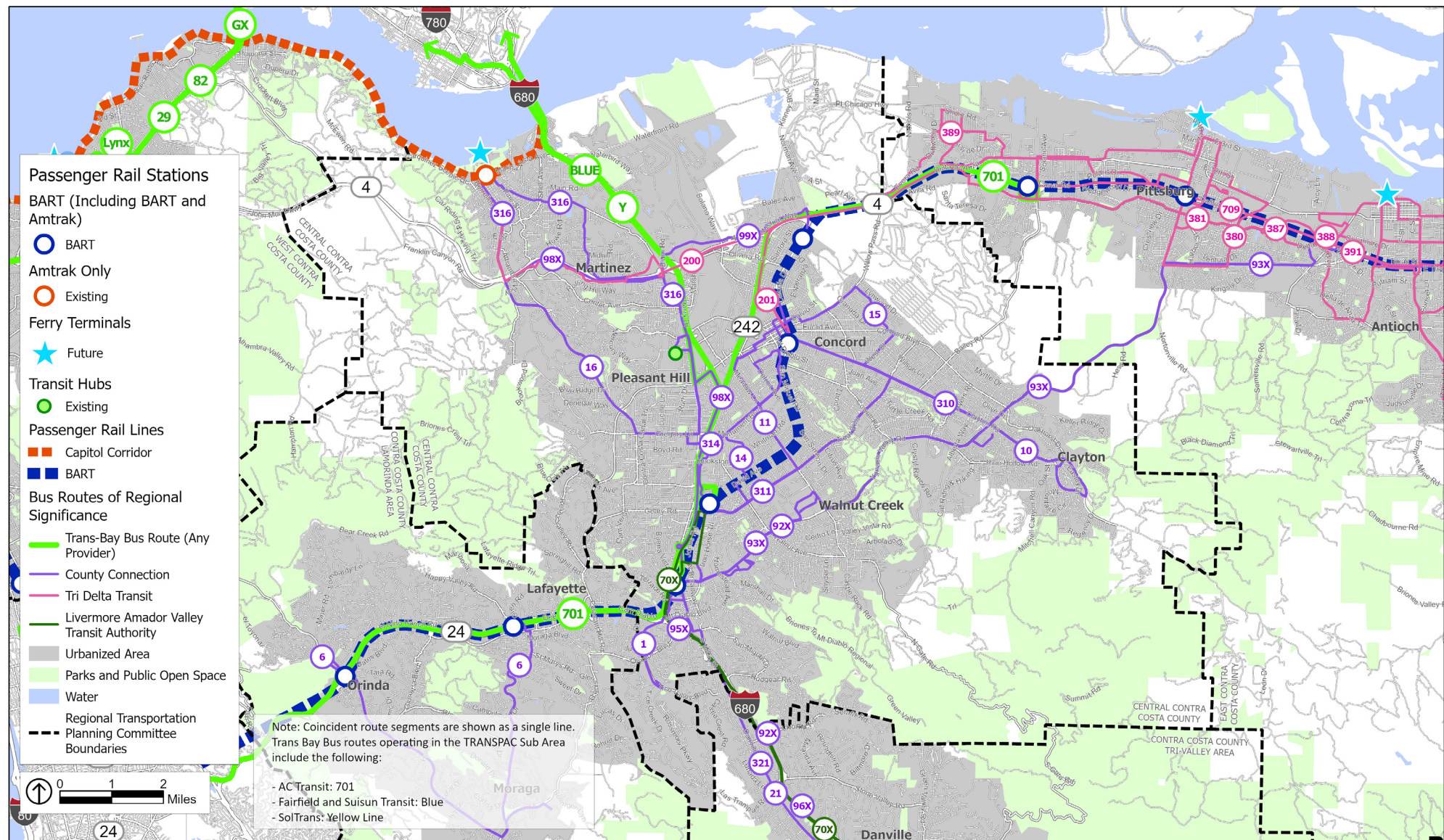
- Currently working to designate three types of Routes of Regional Significance:
 - ▶ Roadways (vehicle traffic)
 - ▶ Transit
 - ▶ Bike and pedestrian facilities
- May combine all facilities onto a single map
- May utilize other mapping sources for some maps:
 - ▶ Countywide Bicycle and Pedestrian Plan Low-Stress Bikeway Network
 - ▶ Existing transit network

Potential Roadway Routes



Source: CCTA, 2021; ESRI, 2021; PlaceWorks, 2021.

Potential Transit Routes



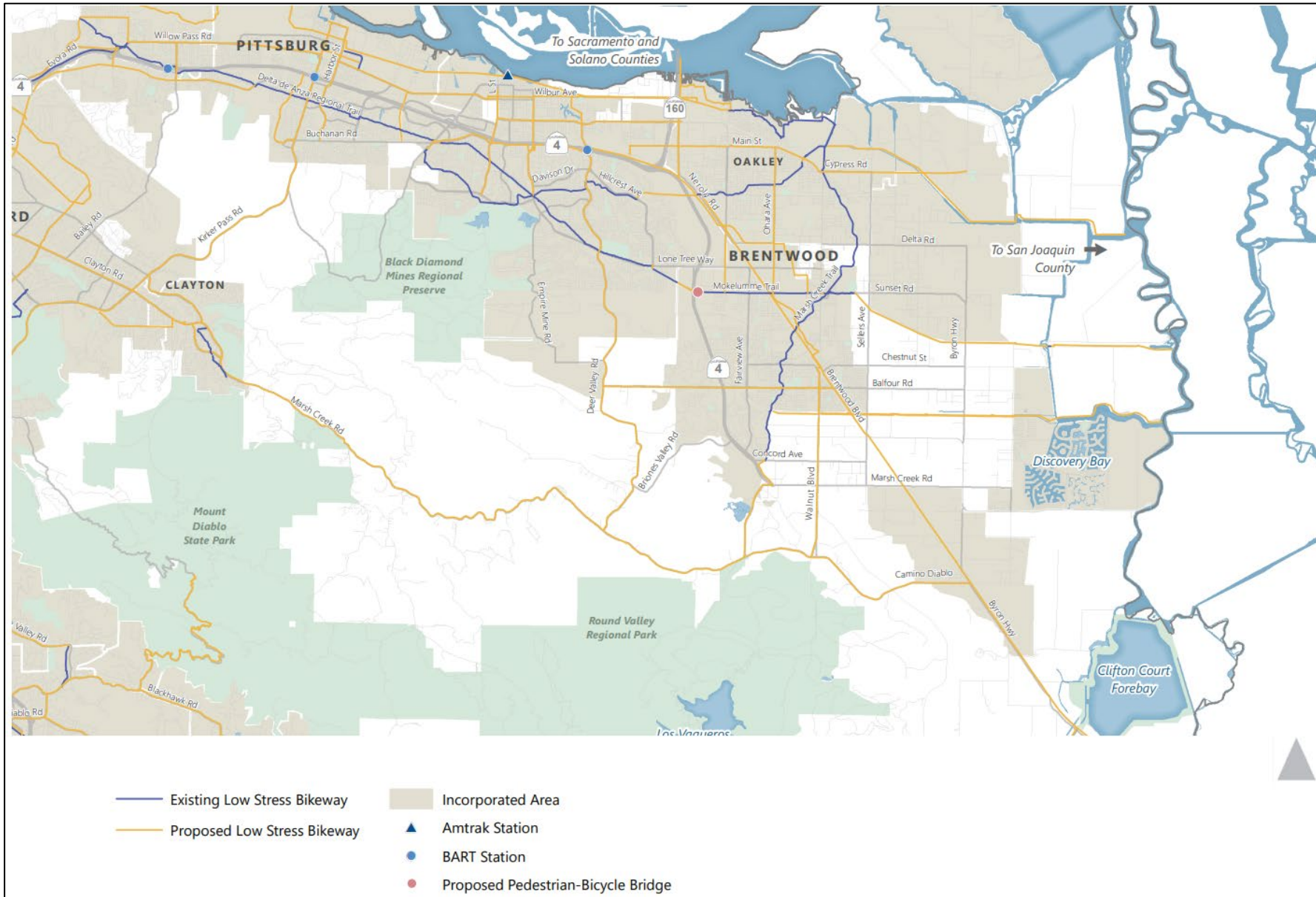
Source: ABAG/MTC, 2021; CCTA, 2021; ESRI, 2021; PlaceWorks, 2021.

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WORKING DRAFT — CENTRAL CONTRA COSTA COUNTY BIKE AND PEDESTRIAN FACILITIES AND ROUTES OF REGIONAL SIGNIFICANCE

Countywide Bike/Ped Plan Map



Funding Opportunities Summary – 3/28/2022

Upcoming Funding Opportunities

Funding Program	Fund Source	Application Deadlines	Program and Contact Info
Program for Arterial System Synchronization (PASS) Fiscal Year (FY) 2022-23 Cycle	F	May 12, 2022 by 4:00 PM	<p>\$2.5 million in Federal funds are available to fund projects that improve arterial operations through the coordination of traffic signals and related services. https://mtc.ca.gov/our-work/operate-coordinate/arterial-operations/program-arterial-system-synchronization-pass</p> <p>Robert Rich, PASS Project Manager rrich@bayareametro.gov</p>
Active Transportation Program (ATP) Cycle 6	S/F	June 15, 2022	<p>ATP Cycle 6 covers FY 2023-24 to FY 2026-27. Total funding availability is approximately \$325 million. https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle6</p> <p>Metropolitan Transportation Commission's (MTC) regional program includes \$55 million. https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program</p>
Transformative Climate Communities (TCC) Planning & Implementation Grants Round 4	S	July 1, 2022	<p>The TCC program will provide funding for projects that reduce Green House Gas (GHG) emissions through 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. \$106.2 million is available during this round. https://sgc.ca.gov/programs/tcc/</p>