

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda

THURSDAY, JUNE 9, 2022

REGULAR MEETING
9:00 A.M. to 11:00 A.M.

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

To protect the health and safety of staff, officials and the general public and pursuant to the Ralph M. Brown Act provisions under Assembly Bill 361, 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/84863064878?pwd=ZlgwUVhISW05a0F1V1hqD0Rodk14dz09>

Meeting ID: 848 6306 4878 Password: 827255

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 848 6306 4878 and Password: 827255

Public Comment: 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 and then wait to be called on by the Chair. 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 and then wait to be called on by the Chair. Press “*6” to unmute/mute. 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 REGULAR MEETING / PLEDGE OF ALLEGIANCE /SELF-INTRODUCTIONS

2. PUBLIC COMMENT. At this time, the public is welcome to address TRANSPAC on any item not on this agenda. Please refer to the “Public Comment” section above for participation guidance.

ACTION ITEMS

3. CONSENT AGENDA.

a. APPROVAL OF MINUTES 🌀 Page 7

- Minutes of the May 12, 2022 TRANSPAC Board meeting.

b. CCTA EXECUTIVE DIRECTOR’S REPORT REGARDING CCTA ACTIONS / DISCUSSION ITEMS 🌀 Page 13

- CCTA Executive Director Timothy Haile’s Reports dated May 18, 2022.

c. ITEMS APPROVED BY THE CCTA FOR CIRCULATION TO THE REGIONAL TRANSPORTATION PLANNING COMMITTEES AND RELATED ITEMS OF INTEREST 🌀 Page 15

- CCTA Executive Director Timothy Haile’s RTPC Memo dated May 18, 2022.

d. RTPC MEETING SUMMARY LETTERS: 🌀 Page 19

- a. TRANSPAC – Meeting summary letter dated May 26, 2022.
- b. TRANSPLAN – No meeting summary letter available.
- c. SWAT – The May 2, 2022 regular meeting was canceled.
- d. WCCTAC – No Meeting summary letter available.

e. CCTA MEETING UPDATES AND COUNTYWIDE INFORMATION LINKS.

- 1. Street Smarts Programs in the TRANSPAC Region can be found at:
<https://streetsmartsdiablo.org/events/>
- 2. County Connection Fixed Route Monthly Report:
- 3. <http://countyconnection.com/wp-content/uploads/2022/05/6a.-Fixed-Route-Report-Apr-2022.pdf>

4. County Connection Link Monthly Report:
<http://countyconnection.com/wp-content/uploads/2022/05/6b.FINAL-Paratransit-Executive-Summary-Report.pdf>
5. The CCTA Project Status Report may be downloaded at:
<https://ccta.net/wp-content/uploads/2022/03/QPSR-Jan-Mar-2022.pdf>
6. The CCTA Board meeting was held on May 18, 2022. The next regular meeting is scheduled for June 15, 2022.
7. The CCTA Administration & Projects Committee (APC) meeting was held on June 2, 2022. The next regular meeting is scheduled for July 7, 2022.
8. The CCTA Planning Committee (PC) meeting scheduled for June 1, 2022 was canceled. The next regular meeting is scheduled for July 6, 2022.
9. The CCTA Calendar for June to August 2022 may be downloaded at:
<https://ccta.primegov.com/Portal/viewer?id=18629&type=2>

f. CONTINUE USE OF TELECONFERENCING FOR PUBLIC MEETINGS BY THE TRANSPAC BOARD AND SUBCOMMITTEES PURSUANT TO THE PROVISIONS OF AB 361. The Governor issued an Executive Order that rescinded previously granted Brown Act exemptions for public meetings, effective September 30, 2021. On September 15, 2021, the Governor signed into law AB 361 which essentially continued the Executive Orders that eased certain Brown Act provisions. On October 14, 2021 the TRANSPAC Board adopted Resolution 21-01 proclaiming a local emergency, ratifying the proclamation of a State of Emergency, and authorizing remote teleconference meetings of the legislative bodies of TRANSPAC pursuant to the Brown Act provisions under AB 361. This resolution also authorized the 30-day renewal to be approved at subsequent meetings by minute order. At the May 12, 2022, meeting, the TRANSPAC Board authorized the 30-day renewal through June 11, 2022. This action would re-authorize the AB 361 exceptions through July 11, 2022. 🌀 **Page 21**

ACTION RECOMMENDATION: Approve the proclamation of a local emergency, ratify the proclamation of a State of Emergency, and authorize the continuation of conducting remote teleconference meetings of the legislative bodies of TRANSPAC for the period through July 11, 2022, pursuant to the Brown Act provisions under AB 361.

Attachment: Staff Report

END CONSENT AGENDA

ACTION ITEMS

4. **DRAFT WORK PLAN AND BUDGET FISCAL YEAR 2022/2023.** The TRANSPAC Joint Exercise of Power Agreement (JPA) specifies that TRANSPAC shall adopt a budget. The TRANSPAC budget projects the costs associated with TRANSPAC operations and the level of funds required, including member contributions, to be included in the TRANSPAC FY 2022/2023 Budget. The method to determine the proportional amount each agency would be required to pay of any member contribution is based on the formula specified in the TRANSPAC JPA. TRANSPAC has also adopted an annual work plan in conjunction with the budget. The TRANSPAC Board is requested to review and approve the work plan and budget materials proposed for FY 2022/2023. 🌀 **Page 25**

ACTION RECOMMENDATION: Approve the FY 2022/2023 Work Plan and Budget and the GBS contract amendment for FY 2022/2023 (consistent with the budget assumptions).

Attachment: Staff Report

5. **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. Applications were received from 11 programs totaling \$1.56 million for the FY 22/23 and 23/24 Cycle. At this meeting, staff will present the revised Draft Line 20A fund program with TAC comments for review and approval. 🌀 **PAGE 43**

ACTION RECOMMENDATION: Approve Draft Measure J Line 20a Funds Program for FY 2022/23 and FY 2023/24

Attachment: Staff Report

INFORMATION ITEMS

6. **TRANSPAC BOARD SUMMER SCHEDULE.** Due to the summer recess and other events staff is requesting that the TRANSPAC Board consider alternate meeting dates between July 9, 2022 and September 8, 2022 to maintain AB-361 compliance and to accommodate other pertinent meetings requiring Board member attendance. (INFORMATION). 🌀 **Page 71**

Attachment: Staff Report

7. **DRAFT CONTRA COSTA PEDESTRIAN NEEDS ASSESSMENT FOR LOCAL AGENCY IMPLEMENTATION.** The Pedestrian Needs Assessment (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 feedback on safety priorities and mitigation recommendations. (INFORMATION).

❁ **Page 73**

Attachment: Staff Report

- 8. TRANSPAC CCTA REPRESENTATIVE REPORTS.**
- 9. TAC ORAL REPORTS BY JURISDICTION.**
- 10. BOARDMEMBER COMMENTS.**
- 11. MANAGING DIRECTOR'S REPORT.**
- 12. ADJOURN NEXT MEETING.**

The next meeting is scheduled for July 14, 2022 at 9:00 A.M. The location will be determined pending further guidance from the Contra Costa County Department of Public Health.

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TRANSPAC Committee Meeting Summary Minutes

MEETING DATE:	May 12, 2022
MEMBERS PRESENT:	Loella Haskew, Walnut Creek (Chair); Peter Cloven, Clayton (Vice Chair); Sue Noack, Pleasant Hill; Tim McGallian, Concord; Mark Ross, Martinez; Karen Mitchoff, Contra Costa County
PLANNING COMMISSIONERS PRESENT:	Bob Pickett, Concord; John Mercurio, Concord; Diana Vavrek, Pleasant Hill
STAFF PRESENT:	Andy Smith, Walnut Creek; Saravana Suthanthira, Concord; John Cunningham, Contra Costa County; Philip Ho, Pleasant Hill; Melody Reeb, County Connection; Matt Todd, TRANSPAC Managing Director; and Tiffany Gephart, TRANSPAC Clerk
GUESTS/PRESENTERS:	Matt Kelly, CCTA; Ryan McClain, Fehr & Peers; Jeff Matheson, Golden Rain Foundation/Rossmoor; Tara Cantu, Choice in Aging; Debbie Toth, Choice in Aging; Elaine Welch, Mobility Matters
MINUTES PREPARED BY:	Tiffany Gephart

1. Convene Regular Meeting / Pledge of Allegiance / Self-Introductions

Chair Haskew called the meeting to order at 9:00 A.M. Introductions followed.

2. Report on Open Session

Chair Haskew noted that items discussed in closed session included the Executive Director evaluation and work plan and that no actions were taken.

3. Convene Regular Meeting/Self-Introductions

4. Public Comments

There were no comments from the public.

5. Consent Agenda

a. Minutes of the April 14, 2022 Meeting

On motion by Commissioner Mitchoff seconded by Commissioner McGallian to approve the minutes by unanimous vote of the members present (Haskew, Cloven, Mitchoff, Noack, Ross, McGallian).

6. DRAFT MONUMENT BOULEVARD I-680 BICYCLE PEDESTRIAN IMPROVEMENT FEASIBILITY STUDY

Matt Todd introduced the item and discussed the background of the Monument corridor project and past Board actions. Supervisor Noack commented that she is happy with the outcome of the study.

On motion by Commissioner Noack seconded by Commissioner Cloven to approve the Draft Monument Boulevard /I-680 Bicycle Pedestrian Improvements Feasibility Study by unanimous vote of the members present (Haskew, Cloven, Mitchoff, Noack, Ross, McGallian).

7. DRAFT WORK PLAN AND BUDGET FISCAL YEAR 2022/2023

Mr. Todd provided an overview of the workplan for FY 2022/2023. Commissioner Noack commented on the school item on the work plan. She noted that the five Mayors impacted by MDUSD met along with school officials and have made some progress. Commissioner Noack further commented that she has worked alongside Commissioner McGallian and would like to continue the conversations. Commissioner Noack further noted that The Secretary of Transportation has requested additional information based on her discussions and that she introduced the CCCTA Assistant GM, Bill Churchill, and CCTA Director, Tim Haile to the MDUSD Superintendent and their head of Transportation.

Commissioner McGallian asked about Innovate 680 and if that should be included in the workplan since the committee is involved. Mr. Todd commented that it is a good idea. Commissioner Ross agreed that Innovate 680 is very important and should be included in the workplan.

Commissioner Ross raised the topic regarding the paving consortium between the city of Martinez and Clayton and noted better staff coordination is needed. Commissioner Ross further noted a need to increase multi-family charging stations as more secondary electric vehicles come available on the market and charging stations demand increases, he noted equity concerns as there may be limited access in certain communities potentially.

Commissioner Noack commented that discussion needs to happen around how transportation will handle the addition of homes in Central County in response to increased housing requirements and how to help the cities address the questions.

Mr. Todd provided an overview of the budget for FY 2022/2023.

There were no comments from the Board on the draft budget.

Mr. Todd noted that he would update the workplan with additional comments and carry the item forward to the next TAC and Board meetings for further review and final approval in June.

8. MEASURE J LINE 20A FUNDS PROGRAM - FY 2022-2023 DRAFT PROGRAM.

Mr. Todd provided an overview of the Line 20a program applicant information and draft fund program recommendations summarized in the Agenda Packet.

Commissioner Mitchoff commented that she would like to hear public comments prior to Board comment.

Commissioner Noack clarified if the Board should consider adding additional Measure J revenue based on the adjusted fund estimate in addition to the contingency amount of \$116,000. Mr. Todd commented that increased revenue (from Measure J and Line 20a cost savings) is not included in the fund estimate. Mr. Todd asked if the Board would like to use \$116,000 of reserve now that there is increased funding from Measure J.

Jeff Matheson thanked the Board for ongoing support of their program. Mr. Matheson commented on the funding recommendation and noted that difference of 12% funding (65% vs 77%) based on service to Equity Priority Communities. Mr. Matheson noted that there are many other factors that can be used to compare the service such as history of providing the service, the number of rides estimated to be provided, the number of unique individuals served, matching funding provided by the agency, percentage of funds going towards administration or overhead, cost per service hour and per ride, purpose of the ride and the impact of County Connection and LINK. He noted that the TAC focused on one sole factor, Equity Priority, and expressed concern that service to Equity Priority Communities is undefined. He asked what criteria is used to determine if a program services an equity priority community. Mr. Matheson asked that the Board consider other criteria and requested further consideration of the formula.

Commissioner Haskew and Mr. Matheson noted that there is diversity within the Rossmoor community from many standpoints including income, racial diversity, etc.

Debbie Toth thanked the Board and staff for all their efforts on the program. Ms. Toth noted her involvement in the creation of the sales tax and specifically the language that defines the Line 20a program and noted that the language was crafted to support the people above and beyond ADA with door through door service. Ms. Toth noted that one of the criteria for selection is whether or not the program is ongoing. Ms. Toth noted that equity is not the only criteria to be considered and noted that the criteria should not be upheld at the expense of long-standing programs. Ms. Toth further commented that her program did not receive the expected amount of 5310 funding this year and commented that a reduction would cause the program to cease service. For these reasons, Ms. Toth requested that her program be fully funded.

Elaine Welch agreed with Ms. Toth's comments and noted her concern for ongoing programs losing funding. Ms. Welch noted that the intent of Line 20a was not to reduce programs that were successful and necessary at the expense of new programs.

Commissioner Mitchoff expressed concern about funding new programs if existing programs cannot continue to provide services. Commissioner Mitchoff further asked how the programs are funded based on local match. Commissioner Mitchoff noted that some agencies have larger or smaller budgets and would like to see the percentage of the grant and overall budget. Mr. Todd referenced the local match data included in the packet. Mr. Todd further noted that that staff can more explicitly call-out that information.

Commissioner Mitchoff asked if the material in the packet includes how long programs have been funded by Line 20a. Mr. Todd noted that it does not and commented on his knowledge of each programs funding history. Commissioner Mitchoff requested that staff return with the revised budget with the reserve amount added and data on the length of participation in the Line 20a program, percentage of funding compared to overall budget and local match, and demographics on the Rossmoor population.

Commissioner McGallian commented that there is a duplication of efforts and in some cases agencies are serving the same population. Commissioner McGallian commented that he would be happy to see the GoGo Concord Senior Transportation Program rolled into another program if it is meeting the need and provided additional comments about agencies combining efforts in general. Commissioner McGallian expressed concern about tapping into the TRANSPAC reserves.

Mr. Cunningham commented that he was helping to lead the implementation of the Active Transportation Strategic Plan (ATSP). Mr. Cunningham affirmed Commissioner McGallian's comment on coordination per the ATSP and noted that this is the way of the future.

Ms. Welch commented that Mobility Matters is the only non-profit volunteer driver program that covers all of Contra Costa County. Ms. Welch agreed that she would want to coordinate with other agencies that enter the network. She reaffirmed that there is still a concern about removing funding from existing programs that are unique.

Ms. Toth commented that Choice in Aging has made extensive effort to coordinate including participation on the Senior Mobility Action Council, ATSP, Measure X, and annual meetings with other agencies to coordinate services ahead of 5310 applications for example. Ms. Toth further commented that priority needs to be considered for existing programs, and the funding should be for small, local agencies and non-profits that provide services for seniors and people with disabilities. Ms. Toth also commented that she has advocated with Caltrans to divert funding into senior and disabled transportation, but it will not happen overnight.

Commissioner Noack asked that the Board look more closely at the length of funding and other factors as opposed to a cut across the board. Commissioner Ross agreed with comments from Commissioner Noack that the Board needs to look at the programs more extensively such as the communities being served and to define Equity Priority Communities.

Commissioner Haskew asked if legally the Board needs to approve the fund program in June and options if additional time is needed. Mr. Todd commented that the fund program does not have to be approved in June, but it is helpful to do so in that it provides budget certainty for the applicants.

Commissioner Noack asked the Board to decide on whether to add the reserve funding to the Line 20a program budget.

On a motion by Commissioner Noack, seconded by commissioner Mitchoff to add \$116,000 in reserve funding to the Measure J Line 20a program for FY 2022/2023 and FY 2023/2024, and to direct TRANSPAC staff and TAC to bring back revised allocation scenarios to the June Board meeting by unanimous vote of the members present (Haskew, Cloven, Mitchoff, Noack, Ross, McGallian).

10. TRANSPAC CCTA REPRESENTATIVE REPORTS.

Chair Haskew commented that the CCTA Planning Committee meeting was canceled. Commissioner Noack commented that the APC meeting consisted of an in-depth legislative update which included the possibility of a Mega federal grant that CCTA could apply for. There was an approval of funds for a transit signal priority coordination system for Concord and Walnut Creek.

11. TAC ORAL REPORTS BY JURISDICTION

No member comments.

12. BOARDMEMBER COMMENTS

No member comments.

13. MANAGING DIRECTOR'S REPORT

No comments.

14. ADJOURN / NEXT MEETING The meeting adjourned at 10:47 A.M. The next meeting is scheduled for June 9, 2022 at 9:00 A.M.

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EXECUTIVE DIRECTOR'S REPORT

May 18, 2022

Congressman DeSaulnier Town Hall Meeting: April 14, 2022

I was invited to speak at Congressman DeSaulnier's Town Hall meeting to discuss improving commutes in Contra Costa County. Dr. Susan Shaheen from the University of California, Berkeley also attended the event and discussed how working from home is changing travel patterns.

Countywide Transportation Plan (CTP) Virtual Workshop in East Contra Costa County: April 14, 2022

The Authority hosted a public workshop held virtually to seek input from East Contra Costa County residents on the update of the CTP.

Public Managers Association (PMA) Meeting: April 21, 2022

I was invited to speak at the PMA meeting to share the vision of the Authority and provide various updates relative to One Bay Area Grant Cycle Three (3), the Countywide Connected Signal System, the update to the CTP, and future funding from the Bipartisan Infrastructure Law.

Meeting with Congressman DeSaulnier: April 21, 2022

Linsey Willis and I met with staff from Congressman Desaulnier's office to discuss federal appropriations and the National Infrastructure Assistance Grant (MEGA) program. We briefed staff on the Interstate 680 (I-680) Forward project and support from the Bay Area region.

Meeting with Senator Feinstein: April 25, 2022

Linsey Willis and I met with staff from Senator Feinstein's office to discuss the National Infrastructure Assistance Grant (MEGA) program. We briefed her staff on the I-680 Forward project and support from the Bay Area region.

California Highway Investment Approach: April 26, 2022

Linsey Willis, John Hoang, Stephanie Hu, Hisham Noeimi, and I attended a meeting with the California Department of Transportation (Caltrans) District 4 executive team to discuss how Authority projects in the pipeline align with the Department's new sustainability and climate action goals. We emphasized the need to continue to deliver voter-approved projects from the Measure J Expenditure Plan, flexibility with vehicle miles traveled mitigation, and supporting projects that have federal grants.

I-25 Smart Freeway Tour: April 27-28, 2022

Stephanie Hu, Jack Hall, and I met with the Colorado Department of Transportation (CDOT) to discuss implementation of managed freeways and coordinated adaptive ramp metering on I-25 in Denver, Colorado. This meeting was a peer exchange between Caltrans and CDOT relative to the

implementation of the project. This is the first implementation of the VicRoads managed freeways technology in the United States, which is a technology that staff is evaluating as part of the *Innovate 680* program. CDOT provided an overview of the project, conducted a field visit, and discussed lessons learned.

Meeting with Senator Padilla: May 3, 2022

Linsey Willis and I met with staff from Senator Padilla's office to discuss the National Infrastructure Assistance Grant (MEGA) program. We briefed his staff on the I-680 Forward project and support from the Bay Area region.

American Council of Engineering Companies (ACEC) Webinar: May 3, 2022

I was invited to speak by ACEC to discuss a quality-based selection process for procurements, how to comply with federal requirements, and innovative procurement methods.

Town of Danville Council Meeting: May 3, 2022

I presented to the Town of Danville Council to provide an update on the Authority's programs and projects, *Innovate 680*, and share our vision for the future.

Dutch Consulate: May 4, 2022

I was invited to meet with the Dutch Consultant and dignitaries from the Netherlands to discuss our innovation program, opportunities to partner, and meet new startups that want to work in the Bay Area.

Contra Costa Economic Partnership (CCEP): May 9, 2022

I attended the CCEP Board meeting to discuss the Earn and Learn program to support work-based learning throughout Contra Costa County. There were many similarities in supporting students into the workforce and guiding their careers. We discussed opportunities to work together on science, technology, engineering, and mathematics (STEM) programs. We also discuss the Equitable Economic Recovery Report, which outlines strategies to recover from the pandemic and ways for businesses to respond to the new workplace.

City of Lafayette Council Meeting: May 9, 2022

I presented to the City of Lafayette Council to provide an update on the Authority's programs and projects, share our vision for the future, and discuss strategies for connecting our communities.

City of Brentwood Council Meeting: May 10, 2022

I presented to the City of Brentwood Council to provide an update on the Authority's programs and projects, share our vision for the future, and discuss strategies for connecting our communities.

Staff Out-of-State Travel: Timothy Haile attended the 2022 Intertraffic Conference in Amsterdam, Netherlands from March 26-April 1, 2022, for a total amount of \$4,444.06. Ivan Ramirez attended the Construction Management Association of America Focus 2022 Conference in Chicago, IL from March 19-23, 2022, for a total amount of \$2,573.23



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Timothy Haile,
Executive Director

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

MEMORANDUM

To: Matt Todd, TRANSPAC
Brian Bornstein, SWAT
Robert Sarmiento, TRANSPLAN
Lisa Bobadilla, TVTC
John Nemeth, WCCTAC
Bret Swain, LPMC

From: Timothy Haile, Executive Director

Date: May 25, 2022

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its May 18, 2022 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

- A. Innovative Deployments to Enhance Arterials Grant – Central Transit Signal Priority (TSP) System – Authorization to Execute Agreement No. 582 with Global Traffic Technologies, LLC (GTT), Funding Agreement No. 08C.06 with the City of Walnut Creek and Funding Agreement No. 08C.07 with the City of Concord for Central TSP Implementation Services

Recommendation: Staff sought authorization for the Chair to execute Agreement No. 582 with GTT in an amount not-to-exceed \$245,937, Funding Agreement No. 08C.06 with the City of Walnut Creek, and Funding Agreement No. 08C.07 with the City of Concord, to provide central TSP implementation services, and to allow the Executive Director or designee to make any non-substantive changes to the language.

Action: The Authority Board authorized the Chair to execute Agreement No. 582 with GTT in an amount not-to-exceed \$245,937, Funding Agreement No. 08C.06 with the City of Walnut Creek, and Funding Agreement No. 08C.07 with the City of Concord,

to provide central TSP implementation services, and to allow the Executive Director or designee to make any non-substantive changes to the language.

B. Draft 2022 Measure J Strategic Plan

Recommendation: Staff sought comments on the format and contents of the Draft 2022 Measure J Strategic Plan. Formal approval will be sought in July 2022.

Action: The Authority Board heard this item. This was an informational item only; no staff recommendation at this time.

C. Consider the Conduct for Meetings of the Legislative Bodies of the Authority for June 2022

Recommendation: Staff recommended that the Authority Board discuss the findings that the Contra Costa Health Services released regarding the revised Recommendations for Safely Holding Public Meetings dated April 15, 2022, which encourages online meetings and a written safety protocol requiring social distancing, requiring or strongly encouraging masks, and recommending a teleconferencing option be provided for the public if a determination is made to hold in-person meetings, and provide direction to staff on the conduct of meetings for June 2022 to adhere to the 30-day requirement of Assembly Bill 361.

Action: The Authority Board authorized staff to continue conducting meetings remotely for all legislative bodies of the Authority through August 2022 in accordance with the Brown Act provision exemptions of Assembly Bill 361 with 30-day reconsiderations.

D. Approval to Distribute the Measure J Calendar Years 2020 & 2021 Growth Management Program Compliance Checklist (Checklist) for Allocation of Fiscal Year 2021-22 and 2022-23 Local Street Maintenance and Improvement Funds

Recommendation: Staff sought approval of the Checklist for distribution to local jurisdictions and feedback on future potential additions to the Checklist.

Action: The Authority Board approved the Checklist for distribution to local jurisdictions.

- E. Award and Authorize Execution of Agreement No. 585 to Bird Rides, Inc. (Bird) in Response to Request for Proposals No. 22-02 to Provide a Bike and Scooter (Micromobility) Share Pilot Program in the City of San Ramon with Possible Expansion into the Town of Danville, City of Walnut Creek, and Unincorporated Contra Costa County Areas Along the Iron Horse Trail (IHT) if Approved by the Local Jurisdictions

Recommendation: Staff sought authorization for the Chair to execute Agreement No. 585 with Bird as the selected vendor for a two-year Shared Micromobility Pilot Program to operate in the City of San Ramon with possible expansion to the Town of Danville, City of Walnut Creek, and unincorporated Contra Costa County areas along the IHT as determined by the communities and the East Bay Regional Park District, and to allow the Executive Director or designee to make any non-substantive changes to the language.

Action: The Authority Board authorized the Chair to execute Agreement No. 585 with Bird as the selected vendor for a two-year Shared Micromobility Pilot Program to operate in the City of San Ramon with possible expansion to the Town of Danville, City of Walnut Creek, and unincorporated Contra Costa County areas along the Iron Horse Trail as determined by the communities and the East Bay Regional Park District, and to allow the Executive Director or designee to make any non-substantive changes to the language,

- F. Approval to Release Proposed One Bay Area Grant Cycle 3 (OBAG 3) Program and Call for Projects

Recommendation: Staff sought approval for release of the proposed OBAG 3 Program and Call for Projects, and authorization of the nomination of four Technical Coordinating Committee Members and four Countywide Bicycle and Pedestrian Advisory Committee Members to serve on the Application Review Panel.

Action: The Authority Board authorized staff to release the proposed One Bay Area Grant Cycle 3 Program and Call for Projects meeting the requirements of the Metropolitan Transportation Commission with strong advocacy for geographic equity across Contra Costa County as projects are selected and authorized the nomination of four Technical Coordinating Committee Members and four Countywide Bicycle and Pedestrian Advisory Committee Members to serve on the Application Review Panel.

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

May 26, 2022

Timothy Haile
Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: Status Letter for TRANSPAC Meeting – May 12, 2022

Dear Mr. Haile:

The TRANSPAC Committee met on May 12, 2022. The following is a summary of the meeting and action items:

1. Received the TRANSPAC quarterly financial reports for the period ending March 31, 2022.
2. Approved continued use of teleconferencing for public meetings by the TRANSPAC Board and Subcommittees through June 11, 2022, pursuant to the Provisions of AB 361.
3. Approved the Draft Monument Boulevard/I-680 Bicycle and Pedestrian Improvement Feasibility Study.
4. Received the TRANSPAC draft work plan and budget for Fiscal Year 2022/2023.
5. Received information on the Measure J Line 20a Funds Program – FY 2022/2023 and FY 2023/2024 programming cycle

Please contact me at (925) 937-0980, or email at matt@graybowenscott.com if you need additional information.

Sincerely,



Matthew Todd
Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Matt Kelly and Hisham Noemi, CCTA Staff
Robert Sarmiento, TRANSPLAN; Diane Burgis, Chair, TRANSPLAN
Lisa Bobadilla, SWAT; Karen Stepper, Chair, SWAT
John Nemeth, WCCTAC; Chris L Kelley, Chair, WCCTAC
Tarienne Grover, CCTA Staff
June Catalano, Diane Bentley (City of Pleasant Hill)

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TRANSPAC Board Meeting *STAFF REPORT***Meeting Date:** June 9,, 2022

Subject:	CONTINUE USE OF TELECONFERENCING FOR PUBLIC MEETINGS BY THE TRANSPAC BOARD AND SUBCOMMITTEES PURSUANT TO THE PROVISIONS OF AB 361
Summary of Issues	<p>Beginning in March of 2020, the Governor issued a series of Executive Orders relaxing certain provisions of the Brown Act in response to the COVID-19 pandemic. Those orders allowed local agencies such as TRANSPAC to conduct their public meetings remotely. On June 11, 2021, the Governor issued an Executive Order that rescinded the aforementioned relaxations of the Brown Act, effective September 30, 2021. On September 15, 2021, the Governor signed into law AB 361 which essentially continued the Executive Orders that eased certain Brown Act provisions, allowing for remote meetings without observing the normal Brown Act rules. AB 361 has a requirement to reconsider the circumstances of the State of Emergency every 30 days and determine whether the State of Emergency continues to directly impact the ability of the members to meet safely in person, or State or local officials continue to impose or recommend measures to promote social distancing. On October 14, 2021 the TRANSPAC Board adopted Resolution 21-01 proclaiming a local emergency, ratifying the proclamation of a State of Emergency, and authorizing remote teleconference meetings of the legislative bodies of TRANSPAC pursuant to the Brown Act provisions under AB 361. This resolution also authorized the 30-day renewal to be approved at subsequent meetings by minute order. At the May 12, 2022 meeting, the TRANSPAC Board authorized the 30-day renewal through June 11, 2022. This action would re-authorize the AB 361 exceptions through July 11, 2022.</p>
Recommendations	<p>Approve the proclamation of a local emergency, ratify the proclamation of a State of Emergency, and authorize the continuation of conducting remote teleconference meetings of the legislative bodies of TRANSPAC for the period through July 11, 2022 pursuant to the Brown Act provisions under AB 361.</p>
Financial Implications	<p>There is no immediate fiscal impact</p>

Option(s)	<ol style="list-style-type: none"> 1. Resume in-person meetings for the TRANSPAC Board and subcommittees. 2. Move to hybrid meetings for the TRANSPAC Board and subcommittees with the option for telecommuting. This could occur following the AB361 requirements or the standard (pre-pandemic) Brown Act requirements for teleconferencing. This option would incur additional expenses to secure resources required to conduct meetings in this manner. 3. Conduct remote TRANSPAC meetings using the “traditional” Brown Act standards.
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Background

AB 361 contains several requirements in order to continue the use of remote meetings as TRANSPAC has been conducting since Spring 2020. These include:

- There must be a state of emergency declared under the California Emergency Services Act. This effectively means the Governor must have declared the emergency, which has been done, and which proclamation remains in effect at the present time.
- During that state of emergency, either state or local officials have imposed or recommended measures to promote social distancing, or that meeting in person would present an imminent risk to the health or safety of attendees.
- In order to continue to utilize remote meetings, the TRANSPAC Board must reconsider the factors above every 30 days and adopt specified findings that the facts relied upon still exist.

The State of California is still under an emergency declaration regarding COVID-19. Both state and local health officials continue to recommend social distancing, among other guidelines, to help stop the spread of the virus and its variants. On September 20, 2021 the Contra Costa County Health Officer published “Recommendations for Safely Holding Public Meetings”, which was revised on April 15, 2022, and continues to encourage online meetings, where practical, and that local agencies should provide options for the public to participate without having to attend meetings in person, and that social distancing should be used, including six feet of spacing between all in attendance.

TRANSPAC adopted Resolution 21-01 that made the findings justifying the TRANSPAC Board meeting remotely on October 14, 2021. This resolution also authorized and directed that the TRANSPAC Subcommittees will also continue to meet remotely. TRANSPAC will need to renew

its resolution within 30 days, consistent with the requirements of AB 361, if TRANSPAC desires to continue meeting under the modified Brown Act.

If a local agency does not meet again before the 30-day period during which the resolution remains active, the resolution will lapse for lack of action by the agency. The requirement for agencies to affirm the resolution every 30 days presents a logistical challenge for agencies like TRANSPAC that meet monthly and have meetings throughout the year that may be separated by more than 30 days.

Where an agency is not able to rely on regular meetings to adopt extension resolutions within that time frame, the agency has two potential options:

- Hold a special “AB 361” remote meeting within the 30-day window simply to re-authorize the AB 361 exceptions.
- Allow the extension resolution to lapse and approve a new initial resolution at the next agency meeting, subject to the same substantive and procedural requirements as the first.

It should be noted it is not clearly stated in the text of the statute that an agency may simply adopt a new initial resolution after failing to adopt an extension resolution within 30 days, and still take advantage of the retroactive application of the modified teleconference rules for that meeting. Under this interpretation, once AB 361 authorization lapses, the normal Brown Act rules will apply and an agency seeking to hold a teleconference meeting will once again be required to meet the typical Brown Act rules such as posting agendas and providing public access at each remote location and identifying those locations in the agenda for the meeting to pass a new initial resolution effecting the transition back to the modified Brown Act requirements.

A conservative approach would be to avoid lapses by holding a special meeting every 30 days to reauthorize the modified teleconference rules.

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TRANSPAC Board Meeting *STAFF REPORT*

Meeting Date: June 9, 2022

Subject:	DRAFT WORK PLAN AND BUDGET FOR FISCAL YEAR 2022/2023
Summary of Issues	The TRANSPAC Joint Exercise of Power Agreement (JPA) specifies that TRANSPAC shall adopt a budget. The TRANSPAC budget projects the costs associated with TRANSPAC operations and the level of funds required, including member contributions, to be included in the TRANSPAC FY 2022/2023 Budget. The method to determine the proportional member contribution each agency is required to pay is based on the formula specified in the TRANSPAC JPA. TRANSPAC has also adopted an annual work plan in conjunction with the budget. The TRANSPAC Board reviewed this material at their May meeting.
Recommendation	Approve the FY 2022/2023 Work Plan and Budget and the GBS contract amendment for FY 2022/2023 (consistent with the budget assumptions).
Financial Implications	Based upon the approved budget, each member agency will be requested to contribute funds to support the TRANSPAC operations for FY 2022/23.
Options	Options include: <ul style="list-style-type: none">• Direct staff to modify the draft workplan or budget
Attachment(s)	A. TRANSPAC Draft FY 2022/2023 Work Plan B. TRANSPAC Draft FY 2022/2023 Budget C. TRANSPAC FY 2021/2022 Work Plan D. TRANSPAC FY 2021/2022 Budget E. GBS Contract Amendment #9 for FY 2022/2023

Background

The TRANSPAC Bylaws specify the Board shall adopt a budget that includes operational expenses and the proportional amount each agency will be required to pay. The TRANSPAC budget projects the costs associated with TRANSPAC operations and the level of funds required, including member contributions, to be included in the TRANSPAC FY 2022/2023 Budget.

Work Plan

TRANSPAC has also considered the annual work plan in conjunction with review of an annual budget. The work plan priority tasks are intended to be evaluated on a regular basis to allow for

the affirmation or revision of priorities. The work plan is based on identified current issues and priorities, as well as regular items that TRANSPAC will perform over the year (i.e. Measure J Line 20a programming cycle). In the recent past, the work plan for FY 2020/2021 was scaled back to account for COVID-19 impacts. The work plan for 2021/2022 reintroduced some items that paused in the prior year. For FY 2021 / 2022, the Central County Action Plan Update and the Line 20A programming required a large amount staff and TRANSPAC TAC attention and additional meetings were also required for AB361 compliance. The Action Plan updates will continue into the upcoming year. Through the Action Plan updates, we will continue to work with our neighboring planning areas regarding Routes of Regional Significance. Another new item proposed for consideration is a review of the legal structure of the TRANSPAC JPA and how it compares with other RTPCs and the structures strengths and weaknesses. There are also topics included that may have lagged due to ongoing impacts of COVID.

The Draft FY 2022/2023 TRANSPAC Work Plan is included in the attached material and includes additional language based on the discussion at the May Board meeting, including additional language regarding:

- Coordination with School partners, ongoing coordination efforts, and prioritization of school related improvements,
- Include Innovate 680 project,
- Expand the EV charging infrastructure to include infrastructure for multi family units,

The work plan for the current fiscal year is also included for reference. The Board is requested to review and approve the Draft FY 2022/2023 TRANSPAC Work Plan.

Budget

The FY 2022/2023 budget continues to include the similar expense categories from prior year budgets. The Managing Director / Administration Support Contract is the largest annual expense. The GBS contract for Managing Director / Administration Support Contract was held at the level of \$230,000 for a two-year period and increased by 5% (to \$241,500) last year. With the current state of the economy/inflation factors, GBS is proposing a contract value of \$267,000 for FY 2022/2023. The 10% increase of the current year contract results in an average 5% growth rate of the contract over the last three years. With the long-term contract, TRANSPAC continues to gain a benefit from lower billing rates included in the initial contract term. TRANSPAC has a multiyear contract for audit services that define our costs through the audit for FY 2022/23 period. We also continue to include the commitment made to support the maintenance of the City of Martinez Pacheco Transit Hub/Park and Ride lot. The City of Pleasant Hill continues to fulfill the Treasurer role on TRANSPAC and city staff maintain our financial accounts and pay invoices. TRANSPAC and City of Pleasant Hill staff met in May and City administrative fee for these services will be at a same level to the current fiscal year year. The contingency line item (\$25,000) represents about 9% of the operations budget. The Project Reserve funds that support the I-680 / Monument Boulevard Bicycle and Pedestrian Improvement Feasibility study are from previously collected funds and do not impact the annual contribution request level. The report was accepted at the May 2022 meeting and the City of Pleasant Hill will apply for grant funds from the State Active Transportation Program. It is

proposed that upon the completion of the grant funding effort, use of the remaining funds be discussed.

The formula to distribute the member contributions among the six TRANSPAC local agencies is specified in the TRANSPAC JPA, and includes:

- Part A - 50% of the contribution level evenly split among the six local agencies, and
- Part B - 50% split by the Measure J return to source distribution levels. The Measure J return source formula is based on a combination of a jurisdiction's population and road miles.

The member contributions for TRANSPAC over the last 5 years have been relatively stable and member contributions were reduced from 2017/18 to 2020/2021. It is proposed to collect \$277,000 in member contributions for the upcoming fiscal year, about a 12.5% increase relative to the current year. A summary of the last few years of member contributions includes:

2017/2018	\$229,956
2018/2019	\$225,000
2019/2020	\$225,000
2020/2021	\$210,000
2021/2022	\$245,496
2022/2023	\$277,000 (proposed)

The detail of the member contribution breakdown is included in the attached draft budget material as well as the following table.

JURISDICTION	Measure J Information		PROPOSED TRANSPAC MEMBER CONTRIBUTION			2021/ 2022 Contribution
	RTS Allocation	RTS %	Part A Equally distributed	Part B Based on RTS Allocation	Total Budget Contribution	
Clayton	\$ 281,320	5.26%	\$ 23,083	\$ 7,289	\$ 30,372	\$ 27,150
Concord	\$1,879,887	35.17%	\$ 23,083	\$ 48,705	\$ 71,788	\$ 63,449
Martinez	\$ 642,812	12.02%	\$ 23,083	\$ 16,654	\$ 39,737	\$ 35,363
Pleasant Hill	\$ 661,649	12.38%	\$ 23,083	\$ 17,142	\$ 40,225	\$ 35,765
Walnut Creek	\$ 1,115,841	20.87%	\$ 23,083	\$ 28,910	\$ 51,993	\$ 45,947
Contra Costa County	\$ 764,241	14.30%	\$ 23,083	\$ 19,800	\$ 42,883	\$ 37,822
TOTAL	\$4,796,157		\$138,500	\$138,500	\$277,000	\$245,496

Notes

Return to Source (RTS)

Contra Costa County component based on Central County portion of the agency

Rounding error of \$2 in the above table

The Draft FY 2022/2023 TRANSPAC Budget is included in the attached material. The budget for the current fiscal year is also included for reference. The Board is requested to review and approve the Draft FY 2022/2023 TRANSPAC Budget.

Managing Director and Clerk of the Board Contract Amendment

Gray Bowen Scott (GBS) was selected to perform the TRANSPAC Managing Director duties in late 2016, through a procurement process, with options for TRANSPAC to extend the contract on an annual basis. The Secretary / Clerk services component was added to the contract in November 2019. TRANSPAC has a contract with GBS for Managing Director and Secretary/Clerk services with the term through June 30, 2022 providing services on a time and materials basis. GBS is proposing the same staff, Matt Todd performing the Managing Director duties and Tiffany Gephart performing the Secretary / Clerk services. The proposed amendment to the contract adds \$267,000 for the FY 2022/2023 contract and is consistent with the budget assumptions. A draft contract amendment extending the term and adding the required contract funding is included in the attached material.

Schedule

The overall schedule proposed for the work plan and budget process for fiscal year 2022/2023 is detailed below.

	Board Action
April 2022	Review of 2022/2023 work plan and budget process schedule
	Schedule work plan review and Managing Dir. Review
May 2022	Closed Session for Employee Review
	Review draft 2022/2023 work plan
	Review draft 2022/2023 budget
June 2022	Approve final 2022/2023 work plan and budget
	Approve FY 2022/2023 Managing Director contract

TRANSPAC

DRAFT 2022 / 2023 WORK PLAN

Strategic Planning Discussion Identified Work

- Action Plan Update
 - Continue coordination with CCTA and Placeworks Consultant team
 - Review and approve an updated draft and final Action Plan
- Regional Coordination
 - Coordinate with partner agencies to review and discuss items of interest including:
 - SWAT
 - Items of interest could include priority I-680 improvements and Action Plan Updates
 - Met with TRANSPLAN in October 2021
- Project Delivery Coordination
 - Continue researching opportunities for local agency coordination and project delivery efficiencies
 - Follow up on joint pavement rehabilitation project (Clayton/Martinez) and the administrative structure of the partnership, as well as other project types that could be delivered within the structure.
- Schools
 - Work with school district staff and other partner agencies to address congestion (including working with the Cities and their existing and ongoing coordination efforts), safety, and enforcement issues
 - Prioritize funding opportunities for school related improvements, including SR2S and complete streets
- Electric Vehicle Charging Infrastructure
 - Work with CCTA and TRANSPAC agencies to implement EV charging infrastructure across a wide array of local communities and including infrastructure for multi family housing
- Transportation and Housing
 - Support regarding transportation issues related to regional housing targets
- Coordination with CCTA and the Innovate 680 Project
- Coordination with 511 Contra Costa to maximize benefits of the available Transportation Demand Management Tools
- TRANSPAC JPA Review

Ongoing / Existing Tasks

- Measure J Line 20A
 - FY 2022/2023-2023/2024 programming
- General Programming Tasks
 - Measure J
 - Line 10 (BART Parking, Access, and Other Improvements) (as needed)
 - Line 19a (Additional Bus Service Enhancements) (as needed)
 - Line 20a (Additional Senior and Disabled Transportation) (as needed)

- Other potential items
 - Project update/status reports
 - Review of the CCTA Pedestrian Needs Assessment Study

Administrative Tasks

- Evaluate and review virtual meeting requirements
- Quarterly and Year End Financial Report
- Appointments
 - CCTA Board Representative
 - Other CCTA Committee Appointments
- FY 2021/2022 Audit
- 2023 Meeting Schedule
- Administration of Conflict of Interest Form 700 process
- 2023/2024 Workplan and Budget
- Administration of Contracts and Invoices

TRANSPAC 2022-2023 BUDGET					
EXPENDITURES					
			2021-2022		2022-2023
Managing Director / Admin Support Contract (time and material based expenses) (includes printing, postage & supplies)			\$ 241,500		\$ 267,000
Legal Services - expenses would be incurred on a time and material basis			\$ -		\$ -
Web Site - Maintain / Enhance (time and material based expenses)			\$ 5,000		\$ 5,000
Audit Services			\$ 4,500		\$ 4,500
City of Martinez - Pacheco Transit Hub / Park & Ride Lot Maintenance			\$ 10,000		\$ 10,000
Subtotal			\$ 261,000		\$ 286,500
Pleasant Hill City/Fiscal Administration			\$ 3,000		\$ 3,000
Subtotal			\$ 3,000		\$ 3,000
Costs subtotal			\$ 264,000		\$ 289,500
Contingency			\$ 24,500		\$ 25,000
Project Reserve - This line represents the budget to fund the I-680 / Monument Blvd. Bicycle and Pedestrian Improvement Feasibility study. TRANSPAC entered into an agreement with CCTA to procure a consultant. Fehr and Peers was selected. The report has been completed and will be presented to the Board for approval in May 2021. Unexpended funds from FY 2021/2022 will carry over to FY 2022/2023.			\$ 55,000		\$ 31,000
Total			\$ 343,500		\$ 345,500
REVENUES					
			2021-2022		2022-2023
Member Agency Contributions			\$ 245,496		\$ 277,000
Carryover Balance			\$ 43,004		\$ 37,500
Project Reserve Carryover Balance			\$ 55,000		\$ 31,000
Total			\$ 343,500		\$ 345,500
NOTES:					
-TRANSPAC does not have any direct employees. Staff positions provided through contract.					

TRANSPAC 2022-2023 BUDGET						
ALLOCATION FORMULA FOR MEMBER AGENCY CONTRIBUTION REVENUE BUDGET						
PART B	MEASURE J RTS \$s	MEASURE J RTS %	\$ FROM RTS PART B		PART A	Total for Jurisdiction
JURISDICTION	Allocation					
CLAYTON	\$ 281,320	5.26%	\$ 7,289		\$ 23,083	\$ 30,372
CONCORD	\$ 1,879,887	35.17%	\$ 48,705		\$ 23,083	\$ 71,788
MARTINEZ	\$ 642,812	12.02%	\$ 16,654		\$ 23,083	\$ 39,738
PLEASANT HILL	\$ 661,649	12.38%	\$ 17,142		\$ 23,083	\$ 40,226
WALNUT CREEK	\$ 1,115,841	20.87%	\$ 28,910		\$ 23,083	\$ 51,993
CONTRA COSTA COUNTY ^	\$ 764,241	14.30%	\$ 19,800		\$ 23,083	\$ 42,884
TOTAL	\$ 5,345,750		\$ 138,500		\$ 138,500	\$ 277,000
^Estimated at 25% of allocation (\$3,056,963)						
Based on DRAFT - FY 2021-22 Return To Source Projections						

TRANSPAC

2021 / 2022 WORK PLAN

Strategic Planning Discussion Identified Work

- Project Delivery Coordination
 - Continue researching opportunities for local agency coordination and project delivery efficiencies
 - Follow up on joint pavement rehabilitation project (Clayton/Martinez) and the administrative structure of the partnership, as well as other project types that could be delivered within the structure.
- Schools
 - Work with school district staff and other partner agencies to address congestion, safety, and enforcement issues
- Regional Coordination
 - Coordinate with partner agencies to review and discuss items of interest including:
 - TRANSPAN
 - Items of interest could include Highway 4 improvements, I680/SR4 Interchange, the Concord Naval Weapons Station Project, and Action Plan Updates
 - SWAT
 - Items of interest could include priority I-680 improvements and Action Plan Updates
- Electric Vehicle Charging Infrastructure
 - Work with CCTA and TRANSPAC agencies to implement EV charging infrastructure across a wide array of local communities
- Transportation and Housing
 - Support regarding transportation issues related to regional housing targets
- Coordination with 511 Contra Costa to maximize benefits of the available Transportation Demand Management Tools

Ongoing / Existing Tasks

- Action Plan Update
- Measure J Line 20A
 - FY 2022/2023-2023/2024 programming
- 680/Monument Bike/Pedestrian Improvements Feasibility Study
 - Complete the project in FY 2021/2022
- General Programming Tasks
 - Measure J
 - Line 10 (BART Parking, Access, and Other Improvements) (as needed)
 - Line 19a (Additional Bus Service Enhancements) (as needed)
 - Line 20a (Additional Senior and Disabled Transportation) (as needed)
- Other potential items
 - Project update/status reports

Administrative Tasks

- Quarterly and Year End Financial Report
- Appointments
 - CCTA Board Representative
 - Other CCTA Committee Appointments
- FY 2020/2021 Audit
- 2022 Meeting Schedule
- Administration of Conflict of Interest Form 700 process
- 2022/2023 Workplan and Budget
- Administration of Contracts and Invoices

TRANSPAC 2021-2022 BUDGET						
EXPENDITURES						
			2020-2021		2021-2022	
Managing Director / Admin Support Contract (time and material based expenses) (includes printing, postage & supplies)			\$ 230,000		\$ 241,500	
Legal Services - expenses would be incurred on a time and material basis			\$ 5,000		\$ -	
Web Site - Maintain / Enhance (time and material based expenses)			\$ 7,500		\$ 5,000	
Audit Services			\$ 4,500		\$ 4,500	
City of Martinez - Pacheco Transit Hub / Park & Ride Lot Maintenance			\$ 10,000		\$ 10,000	
Subtotal			\$ 257,000		\$ 261,000	
Pleasant Hill City/Fiscal Administration			\$ 3,000		\$ 3,000	
Subtotal			\$ 3,000		\$ 3,000	
Costs subtotal			\$ 260,000		\$ 264,000	
Contingency			\$ 24,500		\$ 24,500	
Project Reserve - This line represents the budget to fund the I-680 / Monument Blvd. Bicycle and Pedestrian Improvement Feasibility study. TRANSPAC entered into an agreement with CCTA to procure a consultant. Fehr and Peers was selected. With the CCTA focus on TEP in Spring and Summer of 2019, the initiation of the contract was delayed. Staff has been working with CCTA and Fehr in Peers in FY 2020-2021 on the study and anticipate the work effort concluding in 2021. Unexpended funds from FY 2020/2021 will carry over to FY 2021/2022.			\$ 122,000		\$ 55,000	
Total			\$ 406,500		\$ 343,500	
REVENUES						
			2020-2021		2021-2022	
Member Agency Contributions			\$ 210,000		\$ 245,496	
Carryover Balance			\$ 74,500		\$ 43,004	
Project Reserve Carryover Balance			\$ 122,000		\$ 55,000	
Total			\$ 406,500		\$ 343,500	
NOTES:						
-TRANSPAC does not have any direct employees. Staff positions provided through contract.						

TRANSPAC 2021-2022 BUDGET							
ALLOCATION FORMULA FOR MEMBER AGENCY CONTRIBUTION REVENUE BUDGET							
	PART B	MEASURE J RTS \$s	MEASURE J RTS %	\$ FROM RTS			Total for
JURISDICTION	Allocation			PART B		PART A	Jurisdiction
CLAYTON	\$ 270,177	5.45%	\$ 6,692			\$ 20,458	\$ 27,150
CONCORD	\$ 1,735,768	35.02%	\$ 42,991			\$ 20,458	\$ 63,449
MARTINEZ	\$ 601,780	12.14%	\$ 14,905			\$ 20,458	\$ 35,363
PLEASANT HILL	\$ 618,036	12.47%	\$ 15,307			\$ 20,458	\$ 35,765
WALNUT CREEK	\$ 1,029,096	20.76%	\$ 25,489			\$ 20,458	\$ 45,947
CONTRA COSTA COUNTY ^	\$ 701,061	14.15%	\$ 17,364			\$ 20,458	\$ 37,822
TOTAL	\$ 4,955,918		\$ 122,748			\$ 122,748	\$ 245,496
^Estimated at 25% of allocation (\$2,804,242)							
Based on "DRAFT - FY 2020-21 Distribution of 18% Funds to Local Jurisdictions to Street Maintenance"							

TRANSPAC
PROFESSIONAL SERVICES AGREEMENT
AMENDMENT #9

This Ninth Amendment to Agreement for Consulting Services is entered into on June [REDACTED], 2022 between the Central Contra Costa Transportation/Land Use Partnership ("TRANSPAC") and Gray-Bowen and Company, Inc., DBA Gray-Bowen-Scott, (Consultant).

RECITALS

- A. TRANSPAC and Consultant entered into a Professional Services Agreement for Agency Management and Administration on December 8, 2016; and
- B. The Professional Services Agreement contained an initial not to exceed sum of \$125,000, the amount estimated to cover the cost of services for about a 12 month period.
- C. The TRANSPAC Board, on October 12, 2017, approved an additional \$113,259 to the contract to bring the total not to exceed value to \$238,259, the value projected to be required for the remaining Agency Management and Administration services to be provided through June 30, 2018; and
- D. The TRANSPAC Board, on July 12, 2018, approved an additional \$135,000 for the Agency Management and Administration and the extension of the contract to bring the total not to exceed value to \$373,259 for 2018/2019 services, the value projected to be required for the services to be provided through June 30, 2019; and
- E. The TRANSPAC Board, on November 8, 2018, approved a scope of work and cost of the additional work of \$39,000 for the Monument Blvd / I-680 Bicycle and Pedestrian Improvements Feasibility Study Project Management Scope of Work; and
- F. The TRANSPAC Board, on July 3, 2019, approved an additional \$30,000 for the Agency Management and Administration and the extension of the contract to bring the total not to exceed value to \$442,259 for 2019/2020 services through September 30, 2019; and
- G. The TRANSPAC Board, on September 12, 2019, approved an additional \$40,000 for the Agency Management and Administration and the extension of the contract to bring the total not to exceed value to \$482,259 for 2019/2020 services through November 30, 2019; and
- H. The TRANSPAC Board, on December 12, 2019, approved an additional \$146,597 for the Agency Management and Administration (including Managing Director and Clerk of the Board services) and the extension of the contract to bring the total not to exceed value to \$628,856 for services through June 30, 2020; and
- I. The TRANSPAC Board, on June 11, 2020, approved an additional \$201,000 for the Agency Management and Administration (including Managing Director and Clerk of the Board services) and the extension of the contract to bring the total not to exceed value to \$829,856 for services through June 30, 2021; and

- J. The TRANSPAC Board, on June 10, 2021, approved an additional \$233,323 for the Agency Management and Administration (including Managing Director and Clerk of the Board services) and the extension of the contract to bring the total not to exceed value to \$1,063,179 for services through June 30, 2022; and
- K. The TRANSPAC Board, on June __, 2022, approved an additional \$267,000 for the Agency Management and Administration (including Managing Director and Clerk of the Board services) and the extension of the contract to bring the total not to exceed value to \$1,330,179 for services through June 30, 2023; and
- L. The parties wish to amend the Agreement.

NOW, THEREFORE, TRANSPAC and Consultant agree as follows:

MUTUALLY AGREED:

- 1) Subsection b of Section 2 (Compensation) of the Agreement is amended to read:

In no event shall the total amount paid for services rendered by Consultant under this Agreement exceed the sum of \$1,330,179. This amount is to cover all printing and related costs, and TRANSPAC will not pay any additional fees for printing expenses. Periodic payments shall be made within 30 days of receipt of an invoice which includes a detailed description of the work performed. Payments to Consultant for work performed will be made on a monthly billing basis.

TRANSPAC Managing Director Contract - Summary of Amendments

	Contract Approved	Amendment Value	Contract Value
Initial Contract	December 8, 2016	NA	\$125,000
Amendment #1	November 9, 2017	\$113,259	\$238,259
Amendment #2	July 12, 2018	\$135,000	\$373,259
Amendment #3	February 14, 2019	\$39,000	\$412,259
Amendment #4	July 3, 2019	\$30,000	\$442,259
Amendment #5	September 12, 2019	\$40,000	\$482,259
Amendment #6	December 12, 2019	\$146,597	\$628,856
Amendment #7	June 11, 2020	\$201,000	\$829,856
Amendment #8	June 10, 2021	\$233,323	\$1,063,179
Amendment #9	June __, 2022	\$267,000	\$1,330,179

Contract Value by TRANSPAC Fiscal Year Budget / Task

	MD/Clerk	Monument	TOTAL
FY 16/17 – Managing Director Tasks	\$103,259		\$103,259
FY 17/18 – Managing Director Tasks	\$135,000		\$135,000
FY 18/19 – Managing Director Tasks	\$135,000		\$135,000
Monument Blvd / I-680 Bicycle and Pedestrian Improvements Feasibility Study Project Management		\$39,000	\$39,000
FY 19/20 – Managing Director and Clerk of the Board Tasks	\$216,597		\$216,597
FY 20/21 – Managing Director and Clerk of the Board Tasks	\$201,000		\$201,000
FY 21/22 – Managing Director and Clerk of the Board Tasks	\$233,323		\$233,323
FY 22/23 – Managing Director and Clerk of the Board Tasks	\$267,000		\$267,000
TOTAL	\$1,291,179	\$39,000	\$1,330,179

-FY 16/17 to FY 18/19 includes the Managing Director (MD) tasks, FY 19/20 and forward includes Managing Director and Clerk of the Board tasks

-Monument - Monument Blvd / I-680 Bicycle and Pedestrian Improvements Feasibility Study Project Management

- 2) Section 5 (Time of Performance: Term) of the Agreement is amended to read:

The term of this Agreement shall end June 30, 2023 unless terminated earlier as provided in the termination provisions herein, or this Agreement may be extended for additional periods (each a "Renewal Term").

- 3) That all other items and conditions of the Agreement shall remain in effect.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first written above.

TRANSPAC

William R. Gray and Company

By: _____
Loella Haskew
Chairperson

By: _____
Leo Scott
President

TRANSPAC Board Meeting *STAFF REPORT***Meeting Date:** June 9, 2022

Subject:	MEASURE J LINE 20A FUNDS PROGRAM – FY 2022/2023 AND FY 2023/2024 DRAFT PROGRAM
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. Staff received 11 applications totaling \$1.56 million in fund requests that are above the amount of funds available to program. At this meeting, staff will present the draft program with TAC comments for review and approval.
Recommendations	Approve Draft Measure J Line 20a Funds Program for FY 2022/23 and FY 2023/24
Financial Implications	TRANSPAC is responsible for recommendations on how the Line 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.
Option(s)	1. Approve a modified program scenario 2. Direct staff to consider other factors and provide an alternate program recommendation at a later meeting
Attachment(s)	A. Line 20a Summary of Funding Requests B. Measure J Line 20a Updated Fund Estimate C. Measure J Line 20A Scoring Chart and Funding Scenarios D. Measure J Line 20A Line 20a Applicant Summary Information E. Equity Priority Communities Map F. 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. 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.

Through the discussion of the 20a program over the last year, it is apparent that all the Line 20a funded programs are providing needed trips and reducing the demand for LINKS trips. Many of the criteria are difficult to score in a quantitative manner. For instance for the type of trip provided, is a medical trip a higher priority than a grocery store trip, or ranking the quality of complementary service benefits (relative to LINK service) provided by any trip. The programs Line 20a funds provide trips for individuals with a wide range of mobility assistance needs, ranging from those able to board a bus with no assistance to those that need lifts and / or assistance to get back into their home; and for those that need service multiple times a week to only on an occasional basis.

At the May 12, 2022 TRANSPAC Board meeting, the Board reviewed the TAC recommendation. The Board discussed the level of funding that could be programmed including the use of reserve funds to increase the Line 20a program for this cycle. In addition, the Board directed staff to further review and consider the history of programs being funded by Line 20a as well as the local match funding, the agency transportation budget and overall budget, the cost and number of trips, and coordination efforts amongst the programs (including being part of the Accessible Transportation Strategic Plan (ATSP) implementation efforts). The following sections include additional information about the topics requested by the Board for further discussion.

Fund Estimate

Measure J Line 20a funds are generated through the annual sales tax collected by CCTA. At the time of the release for the call for projects (December 2021) it was estimated that about \$475,000 per year would be available. Based on updated projections from CCTA, the annual revenue collection of the sales tax for 2021/22 is coming in higher than anticipated, and therefore projections of the upcoming two-year period also increase. Based on the conservative assumption of the sales tax revenue staying flat over the next two years, that still provides for \$540,000 of revenue, \$65,000 above the initial yearly projections. Additional information on the fund projections are included in the attached material.

Through the combination of revenue coming in higher than projected in the past two years (2020/21 and 2021/22) and the increase in projected revenue for the next two years (FY 2022/2023 and 2023/2024), there is an increase in the fund estimate projection by over \$250,000 (see attached fund estimate information).

Staff has also contacted the project sponsors operating in FY 2021/2022 and identified three projects that will not utilize all their programmed funding. All of these projects have requested funding in the upcoming cycle.

- George Miller Center - Concord Transportation Project: **\$15,000**
 - Still operating at 25% capacity due to community care licensing and covid restrictions.
- County Connection – Mid day Free Rides for Bridge/RES Programs: **\$28,000**
 - Usage of program did not meet projections for 21/22
- Get Around Taxi Scrip / GoGo Concord Program: **\$18,000**
 - Usage of program did not meet projections for 21/22
- TOTAL ROLLOVER – **\$61,000**

As we have in the past two years, these rollover funds can be used to offset programming in this funding cycle.

The use of reserve funds for this cycle was also discussed. In the past, the maintenance of the reserve fund was prioritized so that it could be used in an economic downturn. The review of the 2008 economic downturn would have required about \$270,000 to maintain the funding levels for the program. Included in the attached fund estimate are two scenarios that use reserve funds in this programming cycle and maintain a reserve of \$350,000 or \$300,000 for consideration.

Equity Priority Communities

Formerly called “Communities of Concern,” Equity Priority Communities (EPC) are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. A combination of additional factors helps define these areas including limited English proficiency, zero-vehicle households, >75 senior population, disability population, single parent families, and rent-burdened households. See attachment E for detail on the EPC areas identified in TRANSPAC subarea. The criteria used to prioritize projects in the May draft program recommendation was based on providing service to one the two TRANSPAC EPC areas.

Funding History

The following table includes the agencies funded by Line 20a. The table indicates the years the programs received funding to operate from 2011-2021 and the total awarded funding through 2021.

Line 20a Program Funding History												
	Fiscal Year											
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Funding
City of Concord												
Monument Corridor Shuttle		x	x	x	x	x	x	x	x			\$ 660,138
Get Around Taxi Scrip/ GoGo Concord										x	x	\$ 28,400
City of Pleasant Hill												
Volunteer Driver Program (vehicle purchase)	x									x		\$ 111,000
City of Walnut Creek												
Senior Center Transportaion Program	x	x			x	x	x	x	x	x	x	\$ 665,144
City of Martinez												
Vehicle Purchase		x										\$ 68,000
Mobility Matters		x	x	x	x	x	x	x	x	x	x	\$ 1,033,140
John Muir Medical Foundation (Caring Hands)		x	x	x	x	x	x	x				\$ 400,000
Choice in Aging		x	x	x	x	x	x	x	x	x	x	\$ 350,240
George Miller Center/Contra Costa ARC						x	x	x	x			\$ 123,510
County Connection												
New Freedom Mobility Grant Match						x						\$ 49,000
Midday Free Rides for Bridge/RES Programs										x	x	\$ 40,000
Golden Rain Foundation (Rossmoor)		x	x	x	x	x	x	x	x	x	x	\$ 875,452
Center for Elders' Independence											x	\$ 135,774

Agency Budgets & Local Match

Attachment D, Funding Data, summarizes each Line 20a program budget and funding sources. The table below includes the annual agency and transportation budgets of each program, the Line20a FY 2022-2023 program cost and local match funding.

Line 20a Program	Agency Annual Budget		FY 2022/2023		
	Overall	Transit	Program Cost	\$ Local Match	% Local Match
CCCTA Midday Free Rides	\$ 45,000,000	\$ 45,000,000	\$ 40,000	\$ -	0%
Center for Elders' Independence	\$ 102,433,391	\$ 18,626,071	\$ 529,733	\$ 404,733	76%
Central Contra Costa Transportation Model					
Choice in Aging - Mt. Diablo Mobilizer	\$ 1,662,582	\$ 142,970	\$ 117,700	\$ 58,850	50%
City of Concord	\$ 733,168	\$ -	\$ 32,700	\$ 11,500	35%
GoGo Conord Senior Transportation Program					
Contra Costa ARC dba Vistability	\$ 17,235,000	\$ 413,392	\$ 42,299	\$ 7,350	17%
George Miller Center - Concord Transportation Project					
County Connection - Travel Training	\$ 45,000,000	\$ 45,000,000	\$ 45,000	\$ -	0%
Golden Rain Foundation (Rossmoor)	\$ 19,690,014	\$ 1,146,428	\$ 413,148	\$ 302,361	73%
Mobility Matters	\$ 684,000	\$ 547,200	\$ 128,625	\$ -	0%
Rides for Seniors/Rides 4 Veterans					
City of Walnut Creek (Arts & Rec.)	\$ 8,911,621	\$ 1,890,800	\$ 141,000	\$ 22,500	16%
Social Services Transportation Program (Minibus)					
Golden Rain Foundation (Rossmoor)	\$ 19,690,014	\$ 1,146,428	\$ 140,000	\$ -	0%
Dial-a-bus (EV Capital Purchase)					

Trip Detail

Attachment D, Operations Detail, summarizes the cost of individual trips and the number of estimated trips in and outside of the TRANSPAC Area. All programs offering a transportation service offer trips at a cost lower than LINK Paratransit. There has been discussion around the

volume of trips offered by each program. Some agencies such as Contra Costa ARC/Vistability, Center for Elders' Independence, Choice in Aging/Mt. Diablo Mobilizer, and the City of Walnut Creek Minibus service, offer a high volume of trips to a smaller segment of people (often people with acute needs, attending day programs including non-ambulatory persons requiring door-through-door service). Whereas other programs such as the Golden Rain Foundation/Greenline service and the CCTA Midday Free Rides Program offer a higher volume of unique trips (for Rossmoor residents and MDUSD Bridge/RES Success participants respectively). All programs provide valuable services to the community.

Coordination

Coordination is a transportation gap identified in the Accessible Transportation Strategic Plan (ATSP) and has been highlighted in many discussions within TRANSPAC. Through improved coordination between agencies, cities and non-profit organizations, broader services will ideally be more accessible to the community. The ATSP provides a coordination structure with strategies to improve accessible transportation services. Challenges facing seniors, people with disabilities, and veterans were thoroughly examined and influenced the framework of implementation strategies. Currently, County Connection, Choice in Aging and Contra Costa ARC/Vistability, serve on the ATSP Task Force. Other coordination examples demonstrated by Line 20a program applicants include, sharing technology, staff and capital resources, providing information and referrals, and participating in external task forces and advisory bodies. The following table summarizes coordination efforts by program.

George Miller Center/Contra Costa ARC	<ul style="list-style-type: none"> -Shares vehicles with Respite Inn and Mt Diablo Adult ed, share fenced parking lot with Futures Explored. -Serve as DAFN (Disabilities Access and Functional Needs Coordinators) for the Contra Costa Office of Emergency Services and Sherriff's dept. -Serve on the Transportation Emergency Planning Committee; Accessible vehicles and drivers available in an emergency.
Center of Elder's Independence - Contra Costa Transportation Model	<ul style="list-style-type: none"> -Coordinates with Alzheimer's Services of the East Bay (ASEB), LifeLong Medical Care, Family Bridges, Satellite Housing, J-Sei, & Easy Does It Emergency Services to have their drivers attend CEI driver training programs. -Participates in the Alameda County social service transportation planning process. -Staff members attend joint meetings of the Paratransit Advisory Planning and Technical Advisory Committees.
CCCTA/County Connection - Midday Free Rides Travel Training	<ul style="list-style-type: none"> -Collaborated with WestCat, LAVTA, and Tri-Delta to provide "One Seat Regional Rides" for passengers across jurisdictions-eliminating a need for transfers. -Collaborated with Choice in Aging to provide TNC rides for participants to their centers. -Emergency planning, and Trapeze PASS training workshops. -Currently working with other transit agencies to launch a scheduling and vehicle mapping systems to streamline regional transfer trips. -Collaborated with LAVTA to provide transportation services, share call center staff, and share software through a joint procurement contract.
Walnut Creek - Social Services Transportation Program	<ul style="list-style-type: none"> -Worked with Mobility Matters to create Walnut Creek specific Transportation Resource Guide. -Referral source to Mobility Matters if individuals need doorway to doorway help and assistance beyond what volunteers are able to provide. -City staff are actively working with John Muir Health to support seniors who lose their license/help secure transportation. -Highlight senior centers in other cities as part of our fixed route schedules to be able to encourage program usage across city boundaries as all of these centers are in Contra Costa County.
Mobility Matters - Rides for Seniors/Rides 4 Veterans	<ul style="list-style-type: none"> -Information and referrals helpline coordinates with local transit agencies and matches services. -Serve on Senior Mobility Action Council (subcommittee of Area Agency on Aging), Impact Steering Committee - Advisory Group to Contra Costa County to roll-out the plan for aging in Contra Costa County, Volunteers in Transportation Advocacy Link (VITAL), (9 counties public/private entities meet quarterly on transportation issues). -Publish Way to Go Contra Costa
Choice in Aging - Mt. Diablo Mobilizer	<ul style="list-style-type: none"> -Member of The Accessible Transportation Strategic Plan Task Force, CCTA's Paratransit Coordinating Council and the Senior Mobility Action Council. -Mobility Matters, Governor's Master Plan for Aging Stakeholder Advisory Committee
City of Concord - GoGo Concord Senior Transportation Program	provides referrals to other programs when necessary
Golden Rain Foundation/Rossmoor - Greenline/Subsidized Ridesharing	<ul style="list-style-type: none"> -Works in coordination with Senior Mobility Action Council, County on Aging and other agencies to provide the seniors of the Rossmoor community resources to assist them in their independent living requirements.

Line 20a Program - Minimum Funding Needs

Staff met with each program lead and presented the May draft program scenarios to determine if services can be sustained with reduced funding. Most programs had sufficient contingency to cover operations at an existing level through the funding cycle. The City of Walnut Creek Social Services Transportation Program and the County Connection Midday Free Rides program would reduce staffing and/or service to maintain operations. Choice in Aging staff expressed that the program could not continue operations if not fully funded (and related to not receiving 5310 funds as in past years).

2022/2023 – 2023/2024 Programming

At the May 26, 2022 TRANSPAC TAC meeting, there was discussion on the additional information requested by the Board as well as updated programming scenarios for review and comment.

The TAC maintained the assumption that the capital request will be removed. Based on the updated fund estimate, the programming assumptions for the funds available include the use

of \$1.271 M (and maintaining a \$300 K reserve). Based on the responses regarding program viability, and that Choice in Aging (Mt Diablo Mobilizer) staff expressed that the program could not continue operations if not fully funded, the TAC also assumed the full funding for this application.

The TAC discussed that although a program's history of being funded by Line 20a was a priority, other factors should also be considered such as the programs overall service to the community and service to Equity Priority Communities (EPCs'). The TAC reviewed variations of a "legacy scenario", prioritizing programming to applicants based on when the program was initially funded with Line 20A. The TAC favored the scenario that prioritized funding for programs that received funding prior to the last programming cycle, and then proportionally distributing funding to the remaining four projects. Throughout the TAC discussion, the importance of service to EPC areas was a theme, and the TAC requested an additional scenario that applies EPC criteria to the supported legacy scenario. The EPC factor would reduce the amount of funds to programs that do not serve an EPC area and apply to all projects (whether a legacy or newer program). These scenarios are detailed in Scenario 4A and 4B in the attached material (with a 5% and 10% factor). The level of the EPC factor was reduced from the version included in the May Board discussion.

The attached programming scenarios include updated iterations of material that was discussed last month as well as the scenarios recommended for consideration.

In summary, the recommendation includes the following assumptions:

1. The removal of the one capital request.
2. Programming \$1.271 M based on updated funding projections and the use of reserve
3. Fully funding Choice in Aging (Mt Diablo Mobilizer)
4. Legacy programs will be funded in two tiers, programs that received Line 20A funding prior to the last application cycle will be fully funded and programs that received funding after that cycle will be receive a proportional amount of the remaining funding.
5. The TAC also requested a scenario with EPC criteria, and programs that do not serve an EPC area would get reduced funding (two scenarios provided in the attached material with a 5% or 10% factor).

The Board is requested to review the TAC recommended programming options.

For future cycles, the TAC discussed how to prioritize applicants based on overall budget and financial wherewithal. The inclusion of a maintenance of effort criteria was also discussed.

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

Line 20A Program Revenue From Measure J

Year		Total Measure J Revenue	Growth Rate	Line 20A Program Funding (0.5%)	Cumulative Line 20A Program Funding
FY 2008-09	ACTUAL	\$ 14,086,000		\$ 70,430	\$ 70,430
FY 2009-10		\$ 61,527,200		\$ 307,636	\$ 378,066
FY 2010-11		\$ 65,060,200	5.74%	\$ 325,301	\$ 703,367
FY 2011-12		\$ 68,728,200	5.64%	\$ 343,641	\$ 1,047,008
FY 2012-13		\$ 74,797,800	8.83%	\$ 373,989	\$ 1,420,997
FY 2013-14		\$ 75,898,600	1.47%	\$ 379,493	\$ 1,800,490
FY 2014-15		\$ 79,454,600	4.69%	\$ 397,273	\$ 2,197,763
FY 2015-16		\$ 83,467,800	5.05%	\$ 417,339	\$ 2,615,102
FY 2016-17		\$ 85,106,000	1.96%	\$ 425,530	\$ 3,040,632
FY 2017-18		\$ 90,862,600	6.76%	\$ 454,313	\$ 3,494,945
FY 2018-19		\$ 96,608,400	6.32%	\$ 483,042	\$ 3,977,987
FY 2019-20		\$ 93,472,111	-3.25%	\$ 467,361	\$ 4,445,348
FY 2020-21		\$ 107,255,903	14.75%	\$ 536,280	\$ 4,981,627
FY 2021-22	Projected	\$ 108,000,000	0.69%	\$ 540,000	\$ 5,521,627
FY 2022-23		\$ 108,000,000	0.00%	\$ 540,000	\$ 6,061,627
FY 2023-24		\$ 108,000,000	0.00%	\$ 540,000	\$ 6,601,627

19-May-22

TRANSPAC Line 20A Program

FUND ESTIMATE

(updated May 18, 2022)

INITIAL FUND BALANCE	
Carryover Balance	\$ 855,550
Adjustment for Actual Funding Received through FY 20/21*	\$ 61,280
* Difference between the prior projected revenue assumption (\$475,000) and the actual received (536,280)	
Adjustment for Projected Funding to be Received through FY 21/22*	\$ 65,000
* Difference between the prior projected revenue assumption (\$475,000) and the latest CTA projection (\$540,000)	
Program Balance	\$ 981,830

NEW REVENUE	
2022/2023 - Projected Revenue (initial assumption from December 2021)*	\$ 475,000
*Adjustment based on updated Measure J Annual Revenue Information	\$ 65,000
2023/2024 - Projected Revenue (initial assumption from December 2021)*	\$ 475,000
*Adjustment based on updated Measure J Annual Revenue Information	\$ 65,000
TOTAL	\$ 1,080,000
Projected Program Balance (6/30/22)	\$ 2,061,830

Scenario 1	New Revenue Only, Assumption from December 2021 \$475K per year - \$950K for two year cycle
Scenario 2	New Revenue Only, Assumption from May 2022 \$540K per year - \$1,080K for two year cycle
Scenario 3	New Revenue Only, Assumption from May 2022 \$540K per year - \$1,080K for two year cycle Rollover funds Previously programmed funds not used through 6/30/22
Scenario 4	New Revenue Only, Assumption from May 2022 \$540K per year - \$1,080K for two year cycle Rollover funds Previously programmed funds not used through 6/30/22 Reserve Funds \$80K of reserve funds, leaving a Operations/Capital Reserve of about \$350K
Scenario 5	New Revenue Only, Assumption from May 2022 \$540K per year - \$1,080K for two year cycle Rollover funds Previously programmed funds not used through 6/30/22 Reserve Funds \$130K of reserve funds, leaving a Operations/Capital Reserve of about \$300K

NEW PROGRAMMING	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
2022/2023 - PROPOSED New programming	\$ 475,000	\$ 540,000	\$ 540,000	\$ 540,000	\$ 540,000
2023/2024 - PROPOSED New programming	\$ 475,000	\$ 540,000	\$ 540,000	\$ 540,000	\$ 540,000
Rollover funds*	\$ -	\$ -	\$ 61,000	\$ 61,000	\$ 61,000
*Previously programmed funds that were not used through 6/30/22)					
Programming of Reserves	\$ -	\$ -	\$ -	\$ 80,000	\$ 130,000
TOTAL	\$ 950,000	\$ 1,080,000	\$ 1,141,000	\$ 1,221,000	\$ 1,271,000

PROPOSED FUND BALANCE - AFTER PROGRAMMING					
Cash Flow Reserve	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000
Operations/Capital Reserve *	\$ 561,830	\$ 431,830	\$ 431,830	\$ 351,830	\$ 301,830
* Prior analysis indicated \$270,000 reduction of funds collected as a result of the 2008 economic downturn					
TOTAL	\$ 1,111,830	\$ 981,830	\$ 981,830	\$ 901,830	\$ 851,830

#	PROGRAMS/PROJECTS	Q1	Q2	Q3	Q4	Q5	Q6	OTHER INFO*			
								EPC	Match	≥ 100 Users	Annual Trips
1	George Miller Center - Concord Transportation Project	●	●	●	●	●	●	Y	Y		4,720
2	Center for Elders Independence - CCCC Transportation Initiative	●	●	●	●	○	●	Y	Y	Y	10,000
3	Midday Free Rides - CCCTA	●	●	●	●	○	●	Y		Y	36,000
4	CCCTA/County Connection - Travel Training	●	●	●	●	●	●	Y			216
5	Walnut Creek - Social Services Transportation Program	●	●	●	●	●	●	Y	Y	Y	7,279
6	Mobility Matters	●	●	●	●	●	●	Y		Y	4,000
7	Mt. Diablo Mobilizer - Choice in Aging	●	●	○	●	●	●	Y	Y		5,525
8	GoGo Concord Senior Transportation Program	●	●	○	●	●	●	Y	Y	Y	900
9	Golden Rain - Greenline/Subsidized Ridesharing	●	●	○	●	●	●		Y	Y	22,000
TOTAL											90,640

● High
 ● Med.
 ● Low

#	QUESTION
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	Is the program/service offered in Equity Priority Communities?
5	Are trips available beyond Central County?
6	Is the program/service available to anyone within Central County?
OTHER INFORMATION - QUESTIONS NOT SCORED*	
EPC	Is the program/service offered in Equity Priority Communities? [Yes/No]
Match	Will the program/service receive local match funds? [Yes/No]
≥ 100 Users	Does the program/service offer a high volume of unique trips (≥ 100 users)? [Yes/No]

**Measure J Line 20A Call for Projects FY 22/23 and 23/24 Cycle -
Programming Scenarios**

Ref. #	Project Name	Sponsor	Total Request	Proportional Reduction Scenarios		
				Scenario 3 81%	Scenario 4 86%	Scenario 5 90%
1	Travel Training Program	County Connection / Central Constra Costa Transit Authority (CCCTA)	\$ 112,436	\$ 90,543	\$ 96,892	\$ 100,859
2	City of Walnut Creek Social Services Transportation Program	City of Walnut Creek	\$ 237,000	\$ 190,853	\$ 204,235	\$ 212,598
3	George Miller Center - Conord Transportation Project	Contra Costa ARC dba VistAbility	\$ 80,886	\$ 65,136	\$ 69,703	\$ 72,558
4	GoGo Concord Senior Transportation Program	City of Concord	\$ 50,000	\$ 40,264	\$ 43,087	\$ 44,852
5	Rossmoor Green Line / Subsidized Ridesharing Program	Golden Rain Foundation	\$ 231,613	\$ 186,515	\$ 199,592	\$ 207,766
6	Mt. Diablo Mobilizer	Choice In Aging	\$ 117,700	\$ 94,782	\$ 101,428	\$ 105,581
7	Midday Free Rides for MDUSD Bridge Program and RES Success	County Connection / Central Constra Costa Transit Authority (CCCTA)	\$ 80,000	\$ 64,423	\$ 68,940	\$ 71,763
8	Rides for Seniors / Rides for Veterans	Mobility Matters	\$ 257,250	\$ 207,160	\$ 221,685	\$ 230,763
9	Transportation Services for Concord PACE Center/Clinic	Center for Elders' Independence (CEI)	\$ 250,000	\$ 201,322	\$ 215,437	\$ 224,260
FISCAL YEAR SUBTOTAL			\$ 1,416,885	\$ 1,141,000	\$ 1,221,000	\$ 1,271,000

-Does not include the Electric SUV Vehicle Procurement (2) (Golden Rain Foundation) project
-Scenario #'s match the fund estimate chart

**Measure J Line 20A Call for Projects FY 22/23 and 23/24 Cycle -
Programming Scenarios**

Ref. #	Project Name	Sponsor	Total Request	CIA Full Funding Scenarios		
				Scenario 3 Others at 79%	Scenario 4 Others at 85%	Scenario 5 Others at 89%
1	Travel Training Program	County Connection / Central Constra Costa Transit Authority (CCCTA)	\$ 112,436	\$ 88,560	\$ 95,483	\$ 99,811
2	City of Walnut Creek Social Services Transportation Program	City of Walnut Creek	\$ 237,000	\$ 186,673	\$ 201,266	\$ 210,387
3	George Miller Center - Conord Transportation Project	Contra Costa ARC dba VistAbility	\$ 80,886	\$ 63,710	\$ 68,690	\$ 71,803
4	GoGo Concord Senior Transportation Program	City of Concord	\$ 50,000	\$ 39,382	\$ 42,461	\$ 44,386
5	Rossmoor Green Line / Subsidized Ridesharing Program	Golden Rain Foundation	\$ 231,613	\$ 182,430	\$ 196,692	\$ 205,605
6	Mt. Diablo Mobilizer	Choice In Aging	\$ 117,700	\$ 117,700	\$ 117,700	\$ 117,700
7	Midday Free Rides for MDUSD Bridge Program and RES Success	County Connection / Central Constra Costa Transit Authority (CCCTA)	\$ 80,000	\$ 63,012	\$ 67,938	\$ 71,017
8	Rides for Seniors / Rides for Veterans	Mobility Matters	\$ 257,250	\$ 202,622	\$ 218,463	\$ 228,363
9	Transportation Services for Concord PACE Center/Clinic	Center for Elders' Independence (CEI)	\$ 250,000	\$ 196,912	\$ 212,306	\$ 221,928
FISCAL YEAR SUBTOTAL			\$ 1,416,885	\$ 1,141,000	\$ 1,221,000	\$ 1,271,000

-Does not include the Electric SUV Vehicle Procurement (2) (Golden Rain Foundation) project
-Scenario #'s match the fund estimate chart
-EPC Prioritized Reduction adjusted to reduce non-EPC service area factor from May assumptions
-Adjusted to provide full funding to CIA

EPC Prioritized Reduction	
Service EPC	Y=90% N=85%
Y	\$ 100,686
Y	\$ 212,234
Y	\$ 72,433
Y	\$ 44,775
N	\$ 197,290
Y	\$ 117,700
Y	\$ 71,640
Y	\$ 230,367
Y	\$ 223,875
\$ 1,271,000	

-Apply about a 5% reduction to grantees that do not serve an

**Measure J Line 20A Call for Projects FY 22/23 and 23/24 Cycle -
Programming Scenarios**

Ref. #	Project Name	Sponsor	Total Request	Legacy Scenarios							
				Scenario 1		Scenario 2		Scenario 3		Scenario 4	
				Total requests adjusted	100%	Total requests adjusted	97%	Total requests adjusted	Scenario 2 100%	Total requests adjusted	100% / 70%
1	Travel Training Program (initial application Jan. '22)	County Connection / Central Constra Costa Transit Authority (CCCTA)	\$ 112,436	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 112,436	\$ 79,127
2	City of Walnut Creek Social Services Transportation Program	City of Walnut Creek	\$ 237,000	\$ 237,000	\$ 237,000	\$ 237,000	\$ 230,923	\$ 237,000	\$ 237,000	\$ 237,000	\$ 237,000
3	George Miller Center - Concord Transportation Project	Contra Costa ARC dba VistAbility	\$ 80,886	\$ 80,886	\$ 80,886	\$ 80,886	\$ 78,812	\$ 80,886	\$ 80,886	\$ 80,886	\$ 80,886
4	GoGo Concord Senior Transportation Program	City of Concord	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 48,718	\$ -	\$ -	\$ 50,000	\$ 35,187
5	Rossmoor Green Line / Subsidized Ridesharing Program	Golden Rain Foundation	\$ 231,613	\$ 231,613	\$ 231,613	\$ 231,613	\$ 225,674	\$ 231,613	\$ 231,613	\$ 231,613	\$ 231,613
6	Mt. Diablo Mobilizer	Choice In Aging	\$ 117,700	\$ 117,700	\$ 117,700	\$ 117,700	\$ 114,682	\$ 117,700	\$ 117,700	\$ 117,700	\$ 117,700
7	Midday Free Rides for MDUSD Bridge Program and RES Success (initially programmed Jun '20)	County Connection / Central Constra Costa Transit Authority (CCCTA)	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 77,949	\$ -	\$ -	\$ 80,000	\$ 56,300
8	Rides for Seniors / Rides for Veterans	Mobility Matters	\$ 257,250	\$ 257,250	\$ 257,250	\$ 257,250	\$ 250,654	\$ 257,250	\$ 257,250	\$ 257,250	\$ 257,250
9	Transportation Services for Concord PACE Center/Clinic (initially programmed Jun '20)	Center for Elders' Independence (CEI)	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 243,590	\$ -	\$ -	\$ 250,000	\$ 175,937
FISCAL YEAR SUBTOTAL			\$ 1,416,885	\$ 1,304,449	\$ 1,304,449	\$ 1,304,449	\$ 1,271,000	\$ 924,449	\$ 924,449	\$ 1,416,885	\$ 1,271,000

-Does not include the Electric SUV Vehicle Procurement (2) (Golden Rain Foundation) project
-Scenario 1 -Remove first time application from 22-23/23-24 cycle (EXCEEDS FUND ESTIMATE)
-Scenario 2 -Remove first time application from 22-23/23-24 cycle and proportionally adjust remaining
-Scenario 3 -Remove first time applications from the 20-21/21-22 and 22-23/23-24 cycles (BELOW FUNDS AVAILABLE TO PROGRAM)
-Scenario 4 -Remove first time applications from the 20-21/21-22 and 22-23/23-24 cycles, fund newest 4 applicants (in red) funded at 70%

**Measure J Line 20A Call for Projects FY 22/23 and 23/24 Cycle -
Programming Scenarios**

**TAC Recommendations - Legacy Scenario 4, as well as Legacy Scenario 4 with additional considerations for serving EPC areas
(Scenarios 4A and 4B were requested through TAC meeting discussion)**

Ref. #	Project Name	Sponsor	Total Request	Legacy Scenario Scenario 4	
				Total requests adjusted	100% / 70%
1	Travel Training Program	County Connection / Central Contra Costa Transit Authority (CCCTA)	\$ 112,436	\$ 112,436	\$ 79,127
2	City of Walnut Creek Social Services Transportation Program	City of Walnut Creek	\$ 237,000	\$ 237,000	\$ 237,000
3	George Miller Center - Concord Transportation Project	Contra Costa ARC dba VistAbility	\$ 80,886	\$ 80,886	\$ 80,886
4	GoGo Concord Senior Transportation Program	City of Concord	\$ 50,000	\$ 50,000	\$ 35,187
5	Rossmoor Green Line / Subsidized Ridesharing Program	Golden Rain Foundation	\$ 231,613	\$ 231,613	\$ 231,613
6	Mt. Diablo Mobilizer	Choice In Aging	\$ 117,700	\$ 117,700	\$ 117,700
7	Midday Free Rides for MDUSD Bridge Program and RES Success	County Connection / Central Contra Costa Transit Authority (CCCTA)	\$ 80,000	\$ 80,000	\$ 56,300
8	Rides for Seniors / Rides for Veterans	Mobility Matters	\$ 257,250	\$ 257,250	\$ 257,250
9	Transportation Services for Concord PACE Center/Clinic	Center for Elders' Independence (CEI)	\$ 250,000	\$ 250,000	\$ 175,937
FISCAL YEAR SUBTOTAL			\$ 1,416,885	\$ 1,416,885	\$ 1,271,000

-Does not include the Electric SUV Vehicle Procurement (2) (Golden Rain Foundation) project

Service EPC	Legacy Scenario + EPC					
	Scenario 4A			Scenario 4B		
	Initial Request	Total requests adjusted	% Funding Received	Initial Request	Total requests adjusted	% Funding Received
Y	\$ 112,436	\$ 81,771	73%	\$ 112,436	\$ 84,415	75%
Y	\$ 237,000	\$ 237,000	100%	\$ 237,000	\$ 237,000	100%
Y	\$ 80,886	\$ 80,886	100%	\$ 80,886	\$ 80,886	100%
Y	\$ 50,000	\$ 36,363	73%	\$ 50,000	\$ 37,539	75%
N	\$ 231,613	\$ 220,032	95%	\$ 231,613	\$ 208,452	90%
Y	\$ 117,700	\$ 117,700	100%	\$ 117,700	\$ 117,700	100%
Y	\$ 80,000	\$ 58,181	73%	\$ 80,000	\$ 60,063	75%
Y	\$ 257,250	\$ 257,250	100%	\$ 257,250	\$ 257,250	100%
Y	\$ 250,000	\$ 181,816	73%	\$ 250,000	\$ 187,696	75%
		\$ 1,416,885	\$ 1,271,000			\$ 1,416,885 \$ 1,271,000

Scenario 4A

-Fully fund applicants that were grantees prior to 20-21
-Apply a 5% reduction to grantees that do not serve an EPC area
-Fund remaining applicants at about 73% of application request

Scenario 4B

-Fully fund applicants that were grantees prior to 20-21
-Apply a 10% reduction to grantees that do not serve an EPC area
-Fund remaining applicants at about 75% of application request

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		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	1500	20,800	0	4160	N/A	\$ 15.00
Golden Rain Foundation (Rossmoor) Subsidized Ridesharing Program Subsidized TNC service outside normal service hours Maximum subsidy of \$10/ride	130	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						

EQUITY PRIORITY COMMUNITIES

AMERICAN COMMUNITY SURVEY 2014-2018

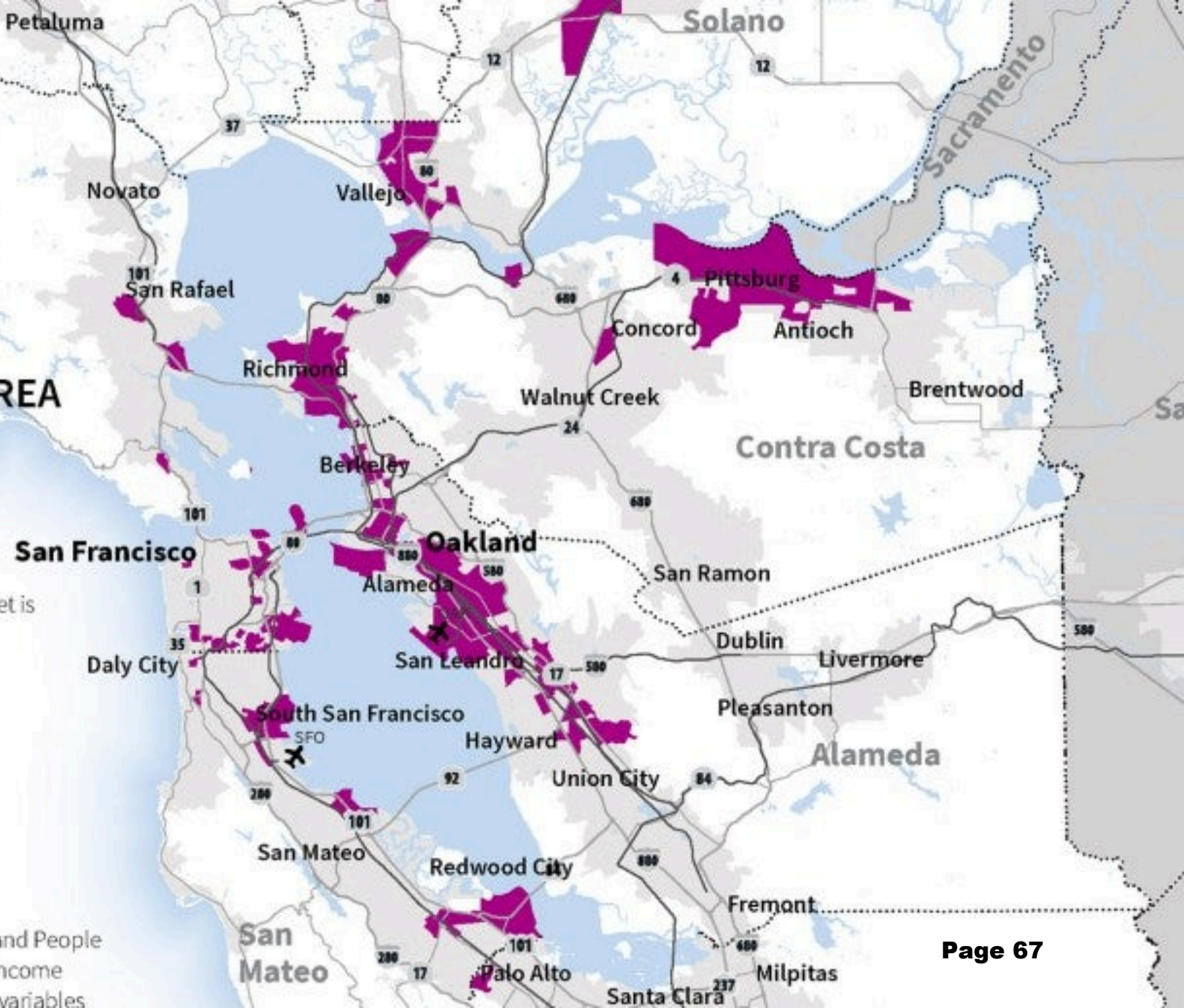
TRACTS WITHIN URBANIZED AREA



The Equity Priority Communities (tract geography) dataset is based upon eight demographic variables:

1. People of Color (70% threshold)
2. Low-Income (28% threshold)
3. Limited English Proficiency (12% threshold)
4. Seniors 75 Years and Over (8% threshold)
5. Zero-Vehicle Households (15% threshold)
6. Single Parent Families (18% threshold)
7. People with a Disability (12% threshold)
8. Rent-Burdened Households (14% threshold)

If a tract exceeds both threshold values for Low-Income and People of Color shares OR exceeds the threshold value for Low-Income AND also exceeds the threshold values for three or more variables



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.

TRANSPAC Board Meeting **STAFF REPORT**

Meeting Date: June 9, 2022

Subject:	TRANSPAC BOARD SUMMER SCHEDULE
Summary of Issues	Staff is requesting that the TRANSPAC Board consider alternative meeting dates to maintain AB 361 compliance during the summer recess period and to accommodate the League of California Cities Annual Conference held September 7-9, 2022 which overlaps the September 8, 2022 regular Board meeting. To maintain AB 361 compliance between the July 9, 2022 and September 8, 2022 regular Board meetings, it is requested that the Board select (3) special meeting dates to reauthorize remote teleconference meetings per AB 361 provisions. It is also requested that the Board select an alternate meeting date for the September 8, 2022 regular meeting.
Recommendations	None – For information only.
Financial Implications	There is no immediate fiscal impact.

AB 361 Compliance

To prevent a lapse in the AB 361 authorization, staff recommend the following special meeting dates prior to the September 8, 2022 regular meeting:

- **Thursday, June 30th (prior to TAC meeting) OR Wednesday, July 6th OR Friday July 8th** – to prevent lapse between July 9, 2022 and July 14, 2022 (regular Board meeting). The July 14th regular meeting will reauthorize the resolution through August 6, 2022. **Thursday, July 7th** is an option, however, the CCTA Administration and Projects Subcommittee Meeting is also that morning.
- **Thursday, August 4th** – to prevent lapse between August 6th and September 8th (regular Board meeting). This will reauthorize the resolution through September 3, 2022.
- **Wednesday August 31st or Friday September 2nd** – to prevent a lapse between September 3, 2022 and September 8, 2022 (regular Board meeting). **Thursday September 1st** is an option, however, the CCTA Administration and Projects Subcommittee Meeting is also that morning.

League of Cities Meeting and CCTA Board Retreat

The League of California Cities Annual Conference will be held September 7-9, 2022 which overlaps the September 8, 2022 regular Board meeting. As mentioned above, September 1, 2022, is recommended as an alternative meeting date to maintain AB 361 compliance. This meeting can potentially serve as a regular meeting and fulfill both needs. The next available Thursday is September 15, 2022, however staff has been advised that the CCTA Board Retreat will be held on September 15-16, 2022. The Board may select other meeting dates as desired.

TRANSPAC Board Meeting *STAFF REPORT*

Meeting Date: June 9, 2022

Subject:	DRAFT CONTRA COSTA COUNTYWIDE PEDESTRIAN NEEDS ASSESSMENT FOR LOCAL AGENCY IMPLEMENTATION
Summary of Issues	<p>The Draft Contra Costa Countywide Pedestrian Needs Assessment (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.</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.