

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

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, OCTOBER 27, 2022
9:00 A.M. to 11:00 A.M.

**TELECONFERENCING SPECIAL NOTICE – PUBLIC MEETING
GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO
CONFERENCE**

Pursuant to the Ralph M. Brown Act provisions under Assembly Bill 361, which went into effect on October 1, 2021, meetings of the TRANSPAC Board and TAC will be held utilizing video and teleconference as the State and County continue to recommend measures to promote social distancing. Options for observing the meeting and participating in public comment are provided below:

Video Conference Access: Please click the link at the noticed meeting time
<https://us02web.zoom.us/j/88362592326?pwd=Y3c0V1Rh0JHUytXZnhobHkyd0VnZz09>
Meeting ID: 883 6259 2326 and Password: 073963

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 883 6259 2326 and Password: 073963.

Public Comments: Public comment may be provided by submitting written comments to tiffany@graybowenscott.com by 3 p.m. on the day before the meeting, which will be read during Public Comment or on the related item when Public Comment is called and entered into the record. To comment by video conference, click the “Raise Your Hand” button to request to speak when the Public Comment period is opened on an Agenda item. After the allotted time, you will then be requested to mute your microphone. To comment by phone, indicate the “Raise Your Hand” icon by pressing “*9” to request to speak when the public comment is opened on an Agenda item. After the allotted time, you will then be requested to mute your microphone. Please begin by stating your name and indicate whether you are speaking for yourself or an organization.

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

1. **CONVENE MEETING / VIRTUAL MEETING ACCESS GUIDELINES / SELF-INTRODUCTIONS.**
2. **PUBLIC COMMENT.** Members of the public may address the Committee on any item not on the agenda.
3. **Minutes of the September 29, 2022 Meeting** 🌀 **Page 5**

ACTION RECOMMENDATION: Approve Minutes.

Attachments: TAC minutes from the, September 29, 2022 meeting.

4. **MEASURE J LINE 20A FUNDS PROGRAM – FY 2021/2022 PROGRESS REPORT.** 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. At the end of each Fiscal Year, each funding recipient is required to submit a progress report detailing the status of operations from the previous year. At this meeting, staff will present a summary progress report for FY 2021/2022. 🌀 **Page 9**

Attachment: Staff Report

5. **DRAFT CENTRAL COUNTY ACTION PLAN.** The Central County Action Plan is intended to address the key transportation issues that Central County will face over the next long-range period (i.e. about twenty five years). Action plans for each subregion of the county were developed through the cooperative, multi-jurisdictional planning process included with Measure J. The Contra Costa Transportation Authority (CCTA) has secured the services of a team of consultants lead by Placeworks to assist TRANSPAC to update the Plan. At this meeting, CCTA and Placeworks staff will present the Draft Central County Action Plan for comment. (INFORMATION) 🌀 **Page 15**

6. COMMITTEE UPDATES:

- a. **Technical Coordinating Committee (TCC):** The TCC meeting scheduled for October 20, 2022 was canceled. The next regular meeting is scheduled for November 17, 2022.
- b. **Countywide Bicycle & Pedestrian Advisory Committee (CBPAC):** The last CBPAC meeting was held on September 26, 2022. The next regular meeting is scheduled for November 28, 2022.
- c. **Paratransit Coordinating Council (PCC):** There was no PCC held in October. The next regular meeting is scheduled for November 21, 2022.

7. INFORMATION ITEMS

- a. GRANT FUNDING OPPORTUNITIES.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities. Additional information will be available at the meeting. (INFORMATION).
- b. CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) MEETING CALENDAR:**
The CCTA Calendar for October 2022 to January 2023, may be downloaded at:
<https://ccta.primegov.com/Portal/viewer?id=19038&type=2>

8. MEMBER COMMENTS

9. NEXT MEETING: NOVEMBER 17, 2022.

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TRANSPAC TAC Meeting Summary Minutes

MEETING DATE: September 29, 2022

STAFF PRESENT: Andy Smith, Walnut Creek; John Cunningham, Contra Costa County; Dana Ayers, Clayton; Jason Chen, Clayton; Melody Reeb, County Connection; Lynne Filson, Martinez; Saravana Suthanthira, Concord; Matt Todd, TRANSPAC Managing Director; and Tiffany Gephart, TRANSPAC Clerk

GUESTS/PRESENTERS: Matt Kelly, CCTA; Joy Bhattacharya, AMG; Frank Furger, AMG; Stephanie Hu, CCTA

MINUTES PREPARED BY: Tiffany Gephart

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

Matt Todd called the meeting to order at 9:03 A.M. Introductions followed.

2. Public Comments

There were no comments from the public.

3. Minutes of the July 14, 2022 Meeting

The minutes of the July 14, 2022 meeting were approved by consensus.

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

By consensus, the TAC approved the appointment of Lynne Filson to fill the vacant alternate position on the TCC for the term ending March 31, 2023.

5. DYNAMIC PERSONAL MICRO TRANSIT FEASIBILITY STUDY.

Joy Bhattacharya from Advanced Mobility Group (AMG) opened with a presentation on the Dynamic Personal Micro Transit (DPMT) Feasibility Study followed by TAC discussion.

Andy Smith asked if the ridership projections assume that most people commuting from East County will utilize the DPMT system and flow onto BART. Mr. Bhattacharya clarified that the DPMT system is not generating new trips but rather people who are using other modes to get to BART will utilize DPMT instead and the parking area at BART for example, will be less congested. Mr. Smith further noted that the ridership numbers seem ambitious.

Mr. Smith further asked if most of the estimated budget would be used for a dedicated right-of-way and installation. Mr. Bhattacharya replied yes and that a large share would be utilized for construction of the path and vehicles for the on-demand system. Mr. Smith further asked if there was any comparative

analysis on how those funds could be spent on fixed-route bus service and bicycle infrastructure. Mr. Bhattacharya did not have that analysis, but noted that the study looked at light-rail and the DPMT service is more cost-effective.

Mr. Smith asked about how the reduced Co2 emissions assumptions were calculated. Mr. Smith further noted that he was surprised that emissions were projected to be far less than light rail and further asked if there was a similar comparison to BART. Mr. Bhattacharya commented that he would provide the source of the emission level assumption.

Stephanie Hu commented that in the first couple of phases there will not be any costs to CCTA or the partnering jurisdictions and the developer team selected will identify an initial segment of the project to see if it will be viable. Ms. Hu further noted that the ridership forecast will be looked at in more depth in one of the early phases and there will be an opportunity to decide whether to move forward from there.

Jason Chen asked what the cost will be for the riders. Ms. Hu commented that this will be part of the analysis with the selected developer team. Mr. Bhattacharya commented that the fare is roughly estimated at \$2.

Mr. Todd asked if there is an estimated cost per trip. Frank Furger noted that the prices are estimated to be below the comparable transit alternatives based on consult with other technology professionals.

Mr. Chen asked if there are zone limitations and provided an example of a rider accessing DPMT at Pittsburg Bay Point BART station and exiting at Antioch BART station rather than taking e-BART. Mr. Bhattacharya commented that yes, a rider could do that, but noted the trip would be circuitous. Mr. Chen commented on the possibility of taking ridership away from e-BART in this case.

Saravana Suthanthira asked if the projected cost includes the land cost. Mr. Bhattacharya replied yes. Ms. Suthanthira asked what the size is of the vehicle. Mr. Bhattacharya commented that they are approximately 6 feet wide. Ms. Suthanthira noted due to high land costs in the area that it is often challenging to construct protected bike lanes and therefore DPMT vehicle infrastructure could be challenging.

Ms. Suthanthira asked if the DPMT system is currently functioning anywhere. Mr. Bhattacharya commented that there is a functional vehicle undergoing testing at GoMentum Station. Ms. Suthanthira asked if a table can be provided to show the cost-effectiveness of the project. Mr. Bhattacharya noted that some of these details are included in the study. Ms. Hu commented she would provide a copy to those interested.

Ms. Suthanthira commented that the complete trip graphic should demonstrate that the last mile connection assumes that there are other facilities available to complete the trip besides DPMT since DPMT is not always available as the destination station.

Ms. Suthanthira commented on the ridership projections being high. Ms. Suthanthira further commented that the ridership term is a misnomer as it refers to a pool of potential users and not existing ridership. Mr. Bhattacharya noted that a logic model was applied using an effective cost / wait time / travel time between two points to estimate ridership. Ms. Suthanthira further asked if a community survey was distributed. Mr. Furger noted that there was not any additional survey work other than outreach to the jurisdictions.

Mr. Smith asked if the ridership analysis is based on pre-covid commute patterns. Mr. Bhattacharya replied that it is based on 2018 census data. Mr. Smith noted concerns that the current commute patterns are in flux and may impact the projections.

Mr. Chen noted that the DPMT system goes beyond a first/last mile option as it could potentially provide a trip between stations. asked if it can go beyond first/last mile but can use it to make trips between BART stations. Mr. Bhattacharya noted that the vehicles operate on-demand and could provide those trips as described.

Mr. Todd asked about potential system layouts of the needed rights of-way along existing roads such as using the shoulder area or median area. It was noted that shoulders, medians and elevated structures could be used in an existing road right of way. It was further noted that in some cases lanes may need to be reduced to accommodate the vehicles and that each location will be evaluated individually for the best option. Mr. Todd asked if any general thoughts could be shared about how this type of system could be envisioned in Central County. Mr. Bhattacharya commented that they would meet with Cities to get a sense of where people are traveling and then they evaluate the best travel route.

Mr. Todd asked Mr. Kelly how the DPMT system is accounted for in the East County Action Plan. Mr. Kelly commented that there will be a general action to pursue opportunities related to DPMT.

Ms. Hu reiterated that ridership needs to be further evaluated and that Measure J funds will not be utilized for the project, but staff will research other funding options for the initial phase. Ms. Hu further commented that the Glydways technology has not be chosen yet and when the RFP is released it will be open to any type of technology.

Mr. Smith and Ms. Suthanthira asked for a summary of the TAC discussion to be provided to the Board.

6. CENTRAL COUNTY ACTION PLAN UPDATE.

Mr. Todd noted that there will be a Central County Action Plan item at the October 27, 2022 TAC and November 10, 2022 Board meetings. Mr. Kelly commented that the Draft Action Plan will be presented at the meetings.

Mr. Todd further noted that staff attended a Clayton City Council meeting where the Action Plan was included as an agenda item and there was a detailed discussion about Routes of Regional Significance and the potential inclusion of Marsh Creek Road between Clayton and East County. It is has been discussed to the corridor will be added as a Route of Regional Significance with a footnote that actions will be for bicycle, pedestrian, and safety improvements only.

Mr. Chen commented that he appreciated Mr. Todd, Mr. Kelly, Mr. Cunningham and Placeworks for attending the meeting and presenting. Mr. Chen further noted that the City Council overall seemed to support the direction that is being moved forward.

Ms. Suthanthira asked if the same project team will work on the Countywide Transportation Plan (CTP) once the Action Plan is done. Mr. Kelly commented yes and that the Central County Action Plan will be forwarded to CCTA to be included in the CTP. Once all Action Plans are sent to CCTA this will kick-off the CTP. Ms. Suthanthira asked what the timeframe is for drafting the CTP. Mr. Kelly commented that it will take place throughout 2023.

7. COMMITTEE UPDATES

There were not comments from the TAC.

8. INFORMATION ITEMS

There were not comments from the TAC.

9. MEMBER COMMENTS

There were not comments from the TAC

10. ADJOURN / NEXT MEETING The next regular meeting is scheduled for October 27, 2022 at 9:00 A.M.

TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: October 27, 2022

Subject:	MEASURE J LINE 20A FUNDS PROGRAM – FY 2021/2022 PROGRESS REPORT
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. At the end of each Fiscal Year, each funding recipient is required to submit a progress report detailing the status of operations from the previous year. At this meeting, staff will present the summary progress report for FY 2021-2022.
Recommendations	For information only.
Financial Implications	None.
Attachment(s)	None.

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. At the end of each programming year, all funding recipients are required to submit a progress report detailing the status of operations from the previous year. The following is a summary of the progress reports received for FY 2021/2022 activities.

FY 2021-2022 Programs and Costs

Nine programs were provided funding for FY 2021-22 operations in the amount of \$620,978. The programs provide a wide range of services and trip types, which is reflected in the range of operating and cost metrics for the various services funded. Overall, programs include volunteer and non-volunteer provided services, high level of assistance door-thru-door service as well as fixed-route service. In recent years, we have also seen the addition of Taxi Scrip and

Transportation Network Companies (TNC) services that provide flexibility beyond traditional service hours.

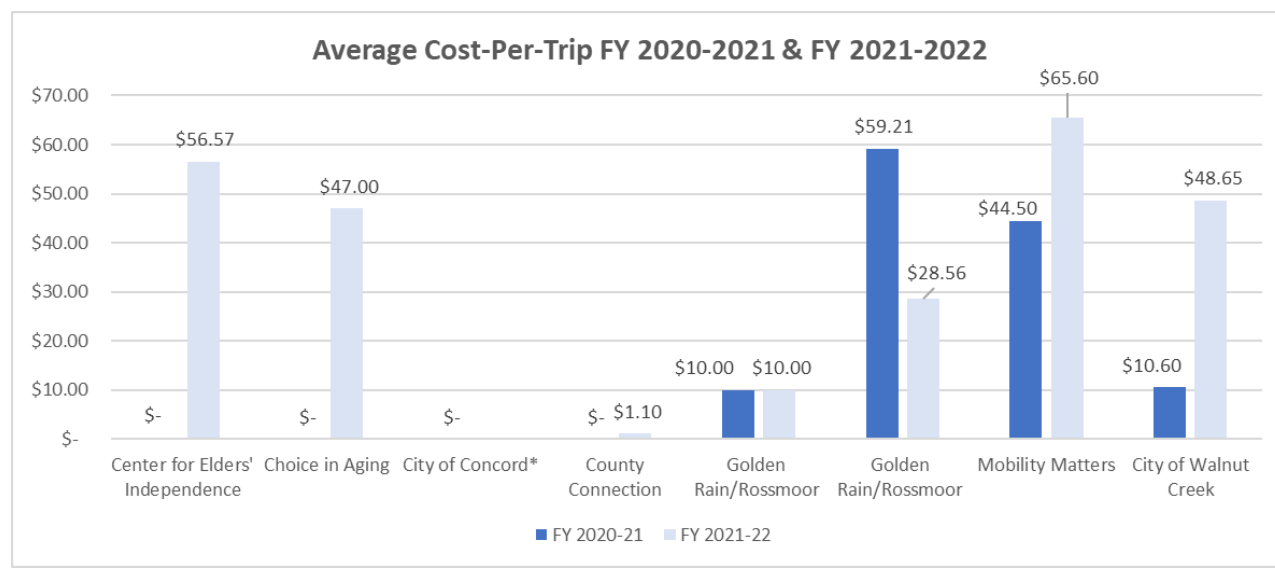
FY 2021-2022 Program Costs				
Project Sponsor	Program	20a Funds Approved	Actual Program Costs	20a Funds Utilized
Center for Elders' Independence	Transportation Services for Central County	\$ 135,774	\$ 135,774	\$ 135,774
Choice in Aging	Mt. Diablo Mobilizer	\$ 40,000	\$ 8,282	\$ 8,282
City of Concord*	Get Around Taxi Scrip	\$ 23,100		
County Connection	Midday Free Ride Program for Bridge and RES Programs	\$ 40,000	\$ 9,993	\$ 9,993
Golden Rain/Rossmoor	Subsidized Rideshare Program	\$ 10,000	\$ 15,933	\$ 10,000
Golden Rain/Rossmoor	Green Line Route	\$ 116,034	\$ 272,229	\$ 116,034
Mobility Matters	Rides for Seniors, Rides 4 Veterans	\$ 137,570	\$ 144,810	\$ 137,570
City of Walnut Creek	Senior Minibus & TNC Component	\$ 118,500	\$ 147,349	\$ 118,500
	Total	\$ 620,978	\$ 734,370	\$ 536,153
*data was not available at the time of agenda distribution				

FY 2021-22		
Project Sponsor	Trip Types	Operating Hours
Center for Elders' Independence	Door-thru-Door	M-F, 9am-5pm* *6am-7pm for special appts
Choice in Aging	Door-thru-Door	7:30am-4:00pm, M-F
City of Concord	Curb-to-Curb, (TNC)	24hrs, 7 days
County Connection	Fixed-Route	10am-2pm, M-F
Golden Rain/Rossmoor Greenline	Fixed-Route	M-F, 6:15am-6pm Sa/Su 10am-4pm
Golden Rain/Rossmoor Subsidized Rideshare	Curb-to-Curb, (TNC)	24hrs, 7 days
Mobility Matters	Door-thru-Door	7:30am – 6:00pm, M-F, weekends (on-demand)
City of Walnut Creek	Door-thru-Door, (TNC)	M-F, 8am-4:30pm (Minibus)* 24hrs, 7 days (Lyft) *will accommodate scheduled special evening/weekend community events

Most of the programs fully utilized their approved funding within the 2021-2022 programming year. The County Connection, Midday Free Rides Program was impacted by COVID-19 and the subsequent suspension of the Bridge RES program. Unused funds were reprogrammed for the FY 2022-2023 – 2023-2024 programming cycle. The Subsidized Rideshare and Green Line programs sponsored by the Golden Rain Foundation /Rossmoor, exceeded projected costs.

Staff noted that the Green Line service trip costs were higher due to the conversion to Dial-a-Bus service and overall decreased ridership. The Subsidized Rideshare program outperformed expectations and staff noted that additional costs were absorbed by the foundation. For some programs, such as the City of Walnut Creek and Mobility Matters, actual program costs include local match funds.

Trip Costs



*Data was not available at the time of agenda distribution

On average, costs-per-trip for Line 20a programs are less than County Connection, LINK, however some programs reported increased trip costs due to COVID-19. The Golden Rain Foundation/Rossmoor, Greenline Route converted to a dial-a-bus service during FY 2020-21. Coupled with COVID-19 restrictions to stores, restaurants, and medical facilities, demand was limited. However, per-trip costs subsequently decreased in FY 2021-22 once the fixed-route service resumed. The Golden Rain/Rossmoor Subsidized Rideshare program offers a fixed subsidy of \$10 and the additional trip costs are passed onto the users. The City of Walnut Creek Minibus and Lyft programs adjusted how the trips costs were calculated in FY 2021-22. Staff report that the increased figure more accurately reflects the true costs to the agency as opposed to the user fare. The Rides for Seniors, Rides 4 Veterans program sponsored by Mobility Matters provided fewer trips in FY 2021-22 due to a lack of volunteer drivers. Staff reported increased staff costs associated with hiring a paid driver to fulfill the existing demand. Several other programs were not in operation during FY 2020-21. The Center for Elders' Independence, Transportation Program for Central County was not included in the FY 2020-21 programming year. The City of Concord, Get Around Taxi Scrip program did not start service until July of 2021. The Choice in Aging, Mt. Diablo Mobilizer and the County Connection, Midday Free Rides Programs were unable provide service due to program closures during COVID-19 that eliminated the demand for rides.

Trip Detail

Approximately 5,423* unique individuals in the TRANSPAC area were served by the various programs in FY 2021-22. In general, the demand for services increased in FY 2021-22 once COVID-19 restrictions were relaxed.

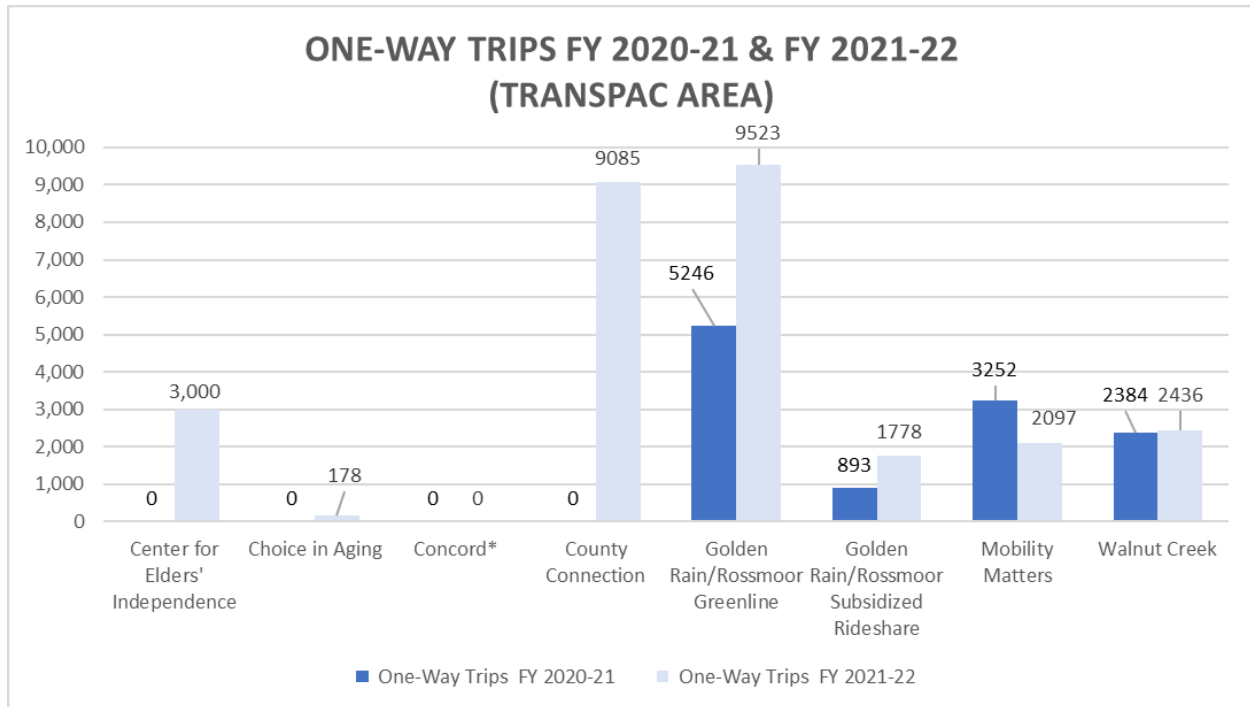
Program Sponsor	Individuals Served FY 2021-22
Center for Elders' Independence	200
Choice in Aging	14
Concord*	
County Connection	85
Golden Rain/Rossmoor Greenline	4260
Golden Rain/Rossmoor Subsidized Rideshare	492
Mobility Matters	251
Walnut Creek	121
Total	5,423

*Data was not available at the time of agenda distribution

One-Way Trips

Approximately 28,097* trips were provided in FY 2021-22. In general, total one-way trips increased in FY 2021-2022. The Mobility Matters, Rides for Seniors, Rides 4 Veterans program, experienced a drop in overall trips due to a lack of volunteers and residual COVID restrictions in 2021. However, staff report significantly increased demand in 2022.

Several programs also provided shared trips such as the Walnut Creek Minibus (165 trips), Center for Elders' Independence (2,180 trips) and Choice in Aging (176 trips).



*Data was not available at the time of agenda distribution

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TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: October 27, 2022

Subject:	DRAFT CENTRAL COUNTY ACTION PLAN
Summary of Issues	The Central County Action Plan is intended to address the key transportation issues that Central County will face over the next long-range period (i.e., about twenty-five years). Action plans for each subregion of the county were developed through the cooperative, multi-jurisdictional planning process included with Measure J. The Contra Costa Transportation Authority (CCTA) has secured the services of a team of consultants lead by Placeworks to assist TRANSPAC to update the Plan. At this meeting, the project team will present the Draft Central County Action Plan for TAC comment.
Recommendation	None – this item is for information only
Attachment(s)	A. 2022 Draft Central County Action Plan [LINK] B. 2017 Central County Action Plan [LINK]

Background

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

At the February 24, 2022 TRANSPAC TAC meeting, Placeworks staff solicited feedback on proposed changes to existing Multi-modal Transportation Objectives (MTSOs) for inclusion in updated Action Plans as Regional Transportation Objectives (RTOs). A working draft of Action Plan goals and Routes of Regional Significance (including regional transit routes and bicycle and pedestrian facilities) was also provided for committee input.

At the March 31, 2022 TAC meeting, Placeworks staff provided an update on revisions to the Routes of Regional Significance and maps based on prior committee feedback and collected feedback from the TAC on the revised maps.

At the April 28, 2022 meeting, CCTA and Placeworks staff clarified the Route of Regional Significance designation and subsequent impacts. This is related to interest of the TRANSPAC RTPC to identify Marsh Creek Road as Route of Regional Significance.

At the July 14, 2022 TAC meeting, the project team provided a presentation and facilitated discussion on the proposed Regional Transportation Objectives (RTOs) and proposed actions for the Central County Action Plan update as well as a brief discussion of Corridor Maps.

At this meeting, the project team will present the Draft Central County Action Plan for comment. The TAC will have an opportunity engage in discussion on any needed revisions to the document. Proposed revisions will be presented at the TRANSPAC Board for discussion of the Draft Plan at the November 10, 2022 meeting. The final version of the Central County Action Plan is proposed to be presented to the TRANSPAC Board for approval in December.