

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

**TRANSPAC TAC MEETING NOTICE AND AGENDA**  
**THURSDAY, OCTOBER 26, 2023**  
**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 TAC will be held utilizing video and teleconference as the County continues to recommend measures to promote social distancing when feasible. 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/85660962629?pwd=L1hzSjUzTUdxSnJlKzNBWmw3R2NpUT09>

Meeting ID: 856 6096 2629 and Password: 023857

**Phone Access:** To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 856 6096 2629 and Password: 023857

**Public Comments:** Public comment may be provided by submitting written comments to [tiffany@graybowenscott.com](mailto: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](mailto: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.

<b>ACTION ITEMS</b>
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3. **Minutes of the September 28, 2023 Meeting** 🌀 **Page 5**

**ACTION RECOMMENDATION: Approve Minutes.**

Attachments: TAC minutes from the September 28, 2023 meeting.

<b>INFORMATION ITEMS</b>
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4. **MEASURE J LINE 20A FUNDS PROGRAM POLICIES – FY 2024/2025-FY 2025/2026.** The Contra Costa Transportation Authority (CCTA) Measure J line 20a program provides funds for Transportation Services for Seniors & People with Disabilities in the TRANSPAC area. TRANSPAC is responsible for recommendations on how the Measure J Line 20a funds are to be used in Central County. At this meeting staff will present the FY 2024/2025-FY 2025/2026 draft funds program policy for review and comment.  
(INFORMATION) 🌀 **Page 9**

Attachment: Staff Report

5. **NORTHBOUND I-680 EXPRESS LANES / INNOVATE 680 PROGRAM UPDATE.** CCTA staff will provide an update on the status of the Northbound I-680 Express Lane Completion (ELC) Project in preparation for the anticipated release of the draft environmental document in spring of 2024. CCTA staff will also provide an update on the overall INNOVATE 680 Program, which the ELC project is a component off.  
(INFORMATION) 🌀 **Page 55**

Attachment: Staff Report

6. **COUNTYWIDE TRANSPORTATION SAFETY ACTION PLAN.** CCTA staff will provide an update on the status of the Countywide Transportation Safety Action Plan (CTSAP). The CTSAP will identify strategies to eliminate severe injuries and fatalities. It will consider how to improve safety for all people in the County, including people biking, driving, walking, and taking the train or bus, as well as freight transportation. CCTA staff requests TAC input on the CTSAP effort.  
(INFORMATION) 🌀 **Page 61**

Attachment: Staff Report

**7. COMMITTEE UPDATES:**

- a. Technical Coordinating Committee (TCC).** The TCC meeting scheduled for October 19, 2023 was canceled. The next regular meeting is scheduled for November 16, 2023.
- b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC):** The regular CBPAC meeting is scheduled for November 27, 2023.
- c. Paratransit Coordinating Council (PCC):** The next regular PCC meeting is scheduled for November 20, 2023.

**8. INFORMATION ITEMS:**

- a. GRANT FUNDING OPPORTUNITIES.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities. (INFORMATION).

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- b. CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) MEETING CALENDAR:** The CCTA Calendar for October 2023 to December 2023, may be downloaded at: <https://ccta.primegov.com/Portal/viewer?id=20156&type=2>

**9. MEMBER COMMENTS**

**10. NEXT MEETING: NOVEMBER 30, 2023.**

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## **TRANSPAC TAC Meeting Summary Minutes**

**MEETING DATE:** September 28, 2023

**STAFF PRESENT:** Jason Chen, Clayton; Abhishek Parikh, Concord; Lynne Filson, Martinez; John Cunningham, Contra Costa County; Ryan McClain, Pleasant Hill; Celestine Do, BART; Matt Todd, TRANSPAC Managing Director; Tiffany Gephart, TRANSPAC Clerk

**GUESTS/PRESENTERS:** Matt Kelly, CCTA

**MINUTES PREPARED BY:** Tiffany Gephart

### **1. Convene Meeting / Self-Introductions.**

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

### **2. Public Comment.**

There were no comments from the public.

### **3. Minutes of the August 31, 2023 Meeting.**

The minutes of the August 31, 2023 meeting were approved by consensus.

### **4. TRANSPAC APPOINTMENTS TO CCTA COMMITTEES.**

**By consensus, the TAC recommended the appointment of Ryan McClain (Pleasant Hill), as a primary representative to the TCC for the term ending March 31, 2025, and as a primary representative to the Innovate 680 TAC. The TAC also recommended the appointment of Ananthan Kanagasundaram (Pleasant Hill) as an alternate representative to the Innovate 680 TAC.**

### **5. MEASURE J LINE 20A PROGRESS REPORT.**

Tiffany Gephart presented a summary of the Measure J Line 20a progress report. The full report is available in the agenda packet under this item.

Mr. Cunningham commented that the shared trip information collected is very helpful and provides a good glimpse into system performance.

Mr. Todd commented that staff will provide a draft call for projects for review in the next month.

## **6. DRAFT 2023 CONTRA COSTA CONGESTION MANAGEMENT PROGRAM.**

Matt Kelly presented a summary of the Draft Contra Costa Congestion Management Program (CMP). Mr. Kelly commented that the CMP is updated every two years as required by the state. Mr. Kelly noted that when referring to the CMP, it is inclusive of activities under the Growth Management Plan (GMP) such as local Action Plans. Mr. Kelly noted that one of the activities under the GMP is monitoring the CMP Network for its level of service standards. Staff looks at the freeway network in the County as well as 65 intersections, a third of which are in central county, and collect turning movement counts and bicycle and pedestrian counts. This data has been collected since the 1990's. Mr. Kelly noted that Level of Service is still required under CMP though disallowed under CEQA.

Another important activity under the CMP is to demonstrate consistency with the current RTP, in this case Plan Bay Area 2050. Finally, there is the Capital Improvement Program (CIP) component, a 7-year CIP that is required as part of the CMP. The CIP is updated every two years by collecting information from project sponsors into the CTPL database. Mr. Kelly asked the TAC to input the projects that are actively seeking funding into the CTPL database and to review existing projects. The Countywide Transportation Plan (CTP) will require a 10-year and 20-year project list. Also, MTC updated their RTP recently, Plan Bay Area 2050+, and are looking for updates to the project lists submitted by CCTA. Mr. Kelly noted that important details of the projects to be input into the CTPL include the project cost, description, completion year and/or construction year. Mr. Kelly further noted that if the project is causing any sort of capacity system change whether transit, roadway, or active transportation improvement, it is important to note that and conversely if there is a project that reduces capacity (such as a road diet), it should be noted as well. All the projects are modeled based on these details. It is advised to combine paving projects for example but projects that change the transportation system should be listed individually.

Mr. Kelly commented that a request was sent on August 18<sup>th</sup> to each jurisdiction's single point of contact or anyone that created an account to edit the database back in 2021. Mr. Kelly offered to provide point of contact information if needed. The deadline for updates is October 13<sup>th</sup> and the comments on the draft CMP are due by October 20<sup>th</sup> and CCTA will adopt the CMP in December.

Jason Chen commented that he updated the database at the beginning of the month and asked about the approval process. Mr. Kelly commented that he will be reviewing projects in the next week and that if he does not reach out to contact project sponsors, they should assume the project is good to go. Mr. Chen commented that once a project is submitted, the system does not allow additional review or updates. Mr. Kelly commented that he was not aware of that and would look at the project.

## **7. Committee Updates.**

Mr. Cunningham commented that the PCC denied the City of Richmond Measure J funding because of some reporting irregularities. Mr. Cunningham did not recall the specific Line Item of Measure funding but noted that it was similar to the Line 20a program regarding transportation services for seniors and people with disabilities. Mr. Cunningham commented that although this issue does not directly impact TRANSPAC, it is an item of interest and CCTA will be monitoring these programs more closely in the future.

**8. Information Items.**

There were no comments from the TAC.

**9. Member Comments.**

Mr. Todd provided an update on AB361 and noted that he has not been made aware of any change in the policy and anticipates that in-person meetings will resume in 2024. Mr. Kelly commented that this will be the same for CCTA.

**10. Adjourn / Next Meeting.**

The meeting adjourned at 9:39 a.m. The next regular meeting is scheduled for October 26, 2023.

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**TRANSPAC TAC Meeting STAFF REPORT**

**Meeting Date:** October 26, 2023

<b>Subject:</b>	<b>MEASURE J LINE 20A FUNDS PROGRAM POLICIES – FY 2024/2024 - FY 2025/2026</b>
<b>Summary of Issues</b>	<p>The Contra Costa Transportation Authority (CCTA) Measure J line 20a program provides funds for Transportation Services for Seniors &amp; People with Disabilities in the TRANSPAC area. TRANSPAC is responsible for recommendations on how the Measure J Line 20a funds are to be used in Central County. TRANSPAC last issued a call for projects at the end of 2021 for a two-year cycle and approved a program of projects for FY 2022/2023 and FY 2023/2024 in June 2022. Staff anticipates presenting a new draft program for approval in June 2024.</p> <p>In anticipation of the FY 2024/2025 and FY 2025/2026 funding cycle, staff presented a list of evaluation topics for consideration and potential inclusion in the funds policy at the August 31, 2023 TAC meeting. The topics were compiled from comments throughout the previous funding cycle. From that meeting, the TAC recommended the formation of a scoring criteria sub-committee, which met on September 25, 2023, to further discuss the evaluation topics for inclusion into the draft call for projects and fund policy. The current draft includes revisions from TAC and subcommittee discussions. It is requested that the TAC review the Draft funds program policies and provide comments.</p>
<b>Financial Implications</b>	None
<b>Attachment(s)</b>	A. DRAFT TRANSPAC Measure J Line20A Application and Policy (FY 2024-2025 & FY 2025-2026) B. MTC Map of Equity Priority Communities (Central County) & Plan Bay Area 2050 Equity Priorities Map C. Measure J TEP Program Description D. Sample CCTA Master Funding Agreement

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 20a funds are to be used.

TRANSPAC typically issues a call for projects for a two-year cycle and approves two-years of programming in June of the even numbered year. TRANSPAC last issued a call for projects at the end of 2021 for a two-year cycle and approved a program of projects for FY 2022/2023 and FY 2023/2024 in June 2022. The previous Line 20A program awarded approximately \$1.2 million dollars. Staff anticipates presenting a new draft program for approval in June 2024.

#### Evaluation Criteria and Fund Program Policies

The following is a summary of TRANSPAC Line 20A Program guidance used for the prior cycle:

- [Program or Project] Defines eligible applicants,
  - TRANSPAC jurisdictions, public non-profit, and private non-profit transportation service agencies,
- Evaluation Criteria,
  - Proposed service fills an identified gap in transportation/transit network,
  - Proposed service complements the transportation services provided by the County Connection LINK Americans with Disabilities Act paratransit service,
  - Does the proposal include any service coordination efforts with other accessible or fixed route transit operations, use of mobility management services, etc.,
  - The costs of operations relative to the cost of the LINK Paratransit service,
    - \$79.13 per revenue hour (FY 2018/2019),
    - \$45.38 per passenger (FY 2018/2019),
  - Is the service currently being funded by the 20a program,
  - Demonstration of the capacity, commitment, and funding strategy to continue service beyond the grant period,
  - Though matching funds are not required, providing matching funding and leveraging other fund sources will be viewed favorably,
  - Equity analysis of the transportation services provided in the TRANSPAC Subregion, and
  - Specific services may be evaluated based on prior pilot program information (such as transportation network company (TNC) service).

At the August 31, 2023 TAC meeting, staff presented additional topics raised through the last cycles discussion for consideration in the upcoming cycle. The following topics were discussed:

- Defining program priority – The TAC discussed whether to prioritize programs that have been funded in past cycles (and have demonstrated consistent valuable service to the community) over new programs. The TAC recommended to continue prioritizing long-standing programs.

- Formulation of a Scoring Committee – This committee would evaluate applications and provide recommendations to the TAC. The TAC recommended forming a scoring committee as well as a scoring evaluation criteria committee to further evaluate the topics and make recommendations.
- Establishing Maintenance of Effort Criteria – Maintenance of Effort criteria would include additional criteria to review how other funding sources are matching with 20a funding and can be used to prioritize consistent levels of local match/investment, funding for new service and service expansion, or programs that meet defined local match criteria. THE TAC recommended to not include this criteria in the current cycle but to consider it in future cycles.
- Prioritizing service to Equity Priority Communities (EPCs) – the TAC discussed the importance of serving the Equity Priority Communities of Martinez and Concord and recommended to continue considering service to EPCs as a criteria.

On September 25, 2023, the Scoring Criteria Development committee met to consider the topics further. The bulk of the discussion centered on the topic of equity. The following recommendation and subsequent application questions were discussed and were incorporated into the draft application:

- Consider additional equity questions that offer insight into other service equity factors beyond the geographic location of services (i.e., the MTC defined EPC areas) such as:
  - Are users able to pay for services?
  - What percentage of users are dependent on the service?
  - What transportation service gap is being filled and what would happen if the program went away?

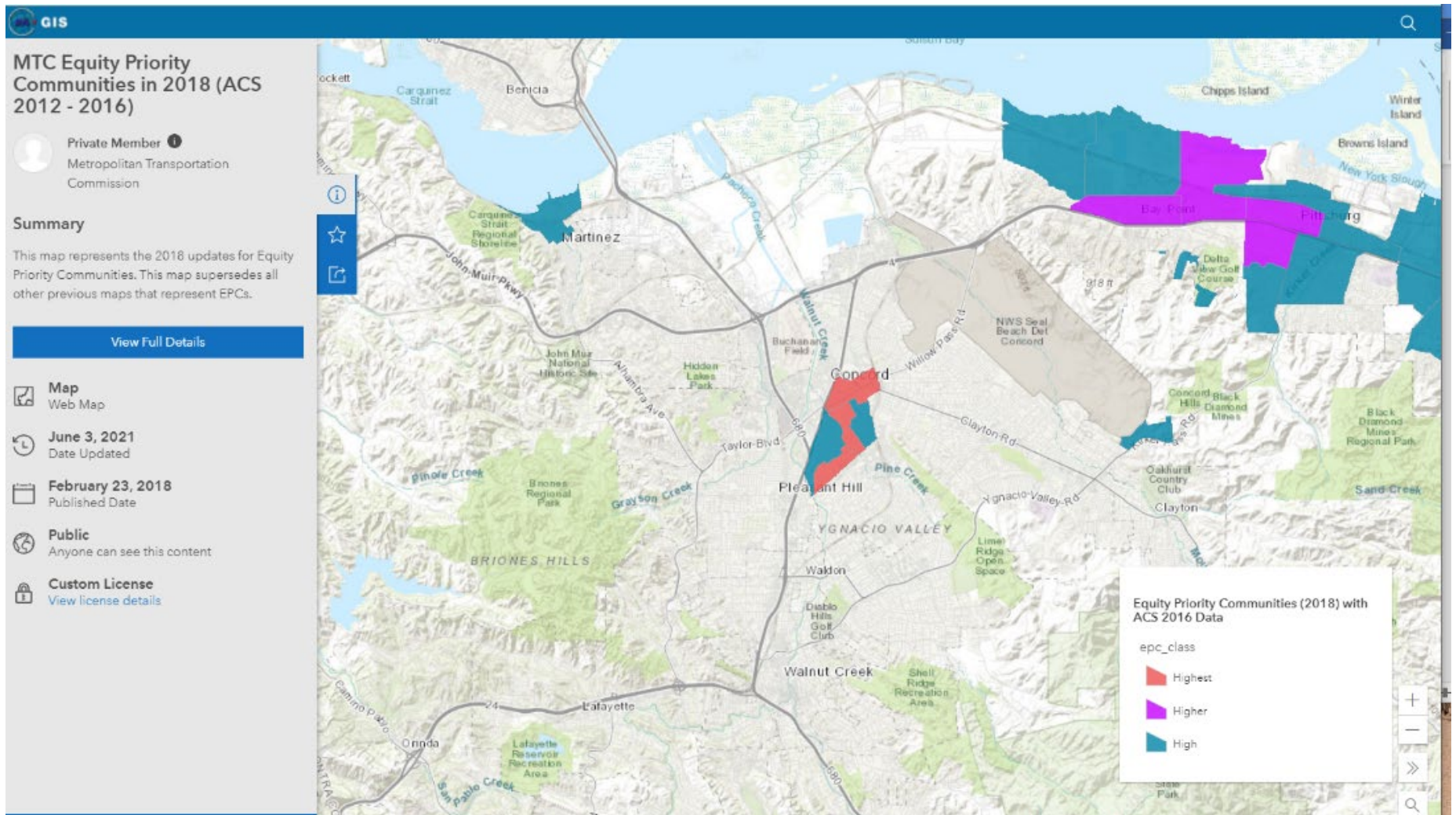
Staff is also working on language to include that will provide additional information about the priority of capital project requests. In the recent past, requests have been greater than funding available, and capital project requests have prioritized lower than operations. We are proposing to continue to use that prioritization, but also want to clarify that services that look to the 20A program for assistance to purchase vehicles and are able to provide service without Line 20A operating assistance, will have a higher priority.

It is requested that the TAC review the attached Draft policies and application and provide comment.

*Anticipated Programming Schedule For Next Programming Cycle*

<b>December 2024</b>	Release Call for Projects (for 2024/2025 and 2025/2026)
<b>January 2024</b>	Applications Due
<b>February – April 2024</b>	Review Project Applications
<b>May 2024</b>	Review Draft Program
<b>June 2024</b>	Approve Final Program

Source: <https://opendata.mtc.ca.gov/maps/MTC::mtc-equity-priority-communities-in-2018-acs-2012-2016/explore?location=37.961568%2C-122.029225%2C12.24>



## 2024-2025 and 2025-2026

### 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 2024-2025 and 2025-2026.
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<sup>1</sup>. 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 the proposed twenty-four (24) month period. 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.

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<sup>1</sup> 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 \$XXX,000 (\$XXX,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 (see equity priority area map on page x).

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](mailto:matt@graybowenscott.com)
  - b. Applications must be received by 3:00 pm on Friday, January 19, 2024.

- c. Electronic copies of the application will be available by download or email. Please contact Tiffany Gephart, Board Clerk, at [tiffany@graybowenscott.com](mailto:tiffany@graybowenscott.com) for the electronic version.
- d. Late applications will not be accepted.

**Contra Costa Transportation Authority Allocation Process:** Successful applicants will be required to execute a Funding Agreement with the CCTA within 120 days of the fund program approval and must comply with all of its requirements (see sample Master Agreement attached), including, but not limited to, audits, compliance with the Measure J Expenditure Plan as it pertains to the project, insurance (see attachment section 1.9 of sample master agreement insurance requirements), indemnification, and reporting. Pursuant to CCTA policies and procedures established in the Funding Agreement referenced above, project sponsors will be reimbursed for eligible, documented expenses pursuant to the approved program/project budget and scope, schedule and/or project description. 9. **Reports to TRANSPAC and the Contra Costa Transportation Authority:** First and second year grantees will be required to report on a quarterly basis to TRANSPAC and/or the CCTA on the transportation services and related capital projects funded through this Call for Projects. For grantees with two years of 20a grant funding history, the reporting requirement is semi-annually contingent upon no issues identified by TRANSPAC or CCTA.

**TRANSPAC**

Transportation Partnership and Cooperation

**Applications must be received by**

**3:00 pm on Friday, January 19, 2024.**

Applications may be emailed to

Matt Todd, Managing Director at:

[matt@graybowenscott.com](mailto:matt@graybowenscott.com)

<p><b>APPLICATION</b> Call for Projects TRANSPAC Measure J Line 20a Funds Additional Transportation Services for Seniors and People with Disabilities</p>
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-Additional information may be included as attachments

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

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

**APPLICATION INFORMATION**

**Contact Information**

Project Title

Name of Agency

Primary Contact Name

Street Address

City, State, Zip

Phone

Email Address

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

Signature of Responsible Party <sup>2</sup> \_\_\_\_\_ Date \_\_\_\_\_

<sup>2</sup> First and second year nongovernmental grantees must have their Board of Directors authorize or approve the grant application by **February 8, 2023**. Authority for subsequent grant applications and reporting may be delegated to the agency executive officer.



**Project Title** \_\_\_\_\_

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

1. Overall Program

(Provide an overview of your agency, mission, overall services provided, and section of the IRS code your non-profit operates under)

2. Transportation Program/Project/Service

a. Name of the Program, Project, or Service  
(specific component of the funding request)

b. Eligibility requirements to use Program, Project, or Service

c. Include program boundaries such as trip caps, dollar caps, max subsidy, etc.

d. Service area boundaries and common trip origins and/or destinations

e. Days and hours of operation  
(include frequency if applicable)

3. Is this a request for continuing or expanding existing service funded by Line 20a funding?

If the answer is “yes”, please provide:

- The date of first expenses reimbursed by Measure J, and
- The date of the last progress report submitted and the period reported on (and attach the progress report)

4. Please review the minimum insurance requirements required to enter into a grant agreement with the Contra Costa Transportation Authority (see section 1.9 of the Sample Master Agreement) Is the agency able to meet the minimum insurance requirements of the granting agency?

**OPERATIONAL INFORMATION**

(information regarding service requesting funding for)

5. Type of service
  
6. Purpose and need of service
  
7. Provide a brief description (125 words or less) of the service to be provided. Please note: this section **is required** even if your program is described elsewhere in the application. This description will be used for other program documentation purposes.
  
8. Describe:
  - a. Eligibility requirements as well as who uses the program and relevant policies and guidelines for the service;
  
  - b. The benefit of the proposed services to the public;
  
  - c. How the proposed service fills an identified gap in transportation/transit network; and/or
  
  - d. How the service complements the County Connection LINK Americans with Disabilities Act paratransit service.
  
  - e. Do the users of the program also use the LINK service (i.e. eligible and use the service, are eligible but do not use the service, are not eligible for the LINK service)
  
  - f. Describe the provision of any components of the Line 20a Grant funded service that would be above and beyond a trip provided by the LINK service?

g. Please indicate which descriptions apply to the service provided (can select more than one)

- On Demand Curb to Curb Service
- On Demand Door to Door Service
- On Demand Door through Door Service
- Service focused on a common destination or program – Curb to Curb
- Service focused on a common destination or program – Door to Door
- Service focused on a common destination or program – Door through Door
- Fixed-Route Service
- Volunteer Driver Service
- Regularly Prescheduled Trips to a Program
- Service Provided by a TNC  Taxi

Please include any additional information or suggest different description as required:

h. Please indicate which cities your transportation program serves.

- Clayton
- Concord
- Martinez
- Pleasant Hill
- Walnut Creek
- Unincorporated Contra Costa County

9. Describe any efforts to coordinate services or other resources with other transportation providers or mobility management organizations (including software programs) or why you do not share resources with other agencies.

10. How does your program help implement the development of the goals of the Accessible Transportation Strategic Plan Task Force?

11. Provide information regarding fleet description, driver training, and other support provisions for the service (i.e., maintenance, dispatch)

12. Provide a breakdown of expected trip origins and destinations (by community) and types of destinations. Include information about trips and if they are within the TRANSPAC area or involve areas outside of the TRANSPAC area (or other transit service areas). Trip origin/destination information by city/zip code is also requested. Include the basis of the assumption (i.e., based on past period of service or other).

13. Equity

Is the proposed program or project an origin-destination transportation service? If no (i.e. travel training, capital improvement project, etc), skip to question 13.D.

- a. What percentage of individuals served are completely dependent on the proposed transportation program or service?
- b. If the transportation program or service was not available, how would the users be impacted by the loss of service. Or if this service does not currently exist how are people making these trips now.
- c. If the proposed transportation program or service is new, how are target users completing trips currently?
- d. Percentage of users that can't afford to pay for the service.
- e. Provide information about trips provided that serve areas identified as Equity Priority Communities (see page      of the call for projects package)

14. Provide information about the capacity of the service and if there are any constraints to providing service (i.e., such as waitlists)

15. Describe impacts COVID-19 and the resulting guidance and limitations on group gatherings and public distancing has had on the existing service as well as how it is expected to impact you program in the future, and how it will be accounted for in the proposed funding period.

16. Describe the agency approach and strategy to continue the operation of the service beyond the Line 20a funding grant period.

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

	Last 12 Month Period (Assume Calendar Year 2023; or specify other time period below)		Projected for FY 2024/2025 (7/1 to 6/30)	
	Monthly Avg	Annual	Monthly Avg	Annual
<b>Number of individuals served by the transportation program</b>				
Number of unique individuals served over the period	N/A		N/A	
Number of unique individuals in TRANSPAC area of Contra Costa County	N/A		N/A	

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

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

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

	<b>Last 12 Month Period</b>		<b>Projected for</b>	
	(Assume Calendar Year 2023; or		<b>FY 2024/2025</b>	
	specify other time period below)		(7/1 to 6/30)	
	Monthly Avg	Annual	Monthly Avg	Annual
<b>Trips provided (one-way trips)</b>				
Number of total one-way passenger trips provided by the program				
Number of one-way passenger trips provided by the program entirely in Central County (i.e. origin and destination within Central County)				
Number of one-way passenger trips provided by the program with either the origin or destination in Central County				
Number of one-way passenger trips provided by the program with neither the origin or destination in Central County				
Number of vehicle trips provided by the program that included more than one passenger being transported				

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

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

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

	Last 12 Month Period (Assume Calendar Year 2023; or specify other time period below)		Projected for FY 2024/2025  (7/1 to 6/30)	
	Monthly Avg	Annual	Monthly Avg	Annual
<b>Vehicle Hours of service provided</b>				
Number of total vehicle hours of service provided				
Number of vehicle hours of service provided in TRANSPAC area of Contra Costa County				

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

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

Expenses

- Cost of Line 20a Grant funded transportation program in (include direct costs of the service including (but not limited to) maintenance, administrative, and dispatching):
  - Last 12 Month Period: Calendar Year 2023
- Projection for FY 2024/25

	Last 12 Month Period (Assume Calendar Year 2023; or specify other time period below)		Projected for FY 2024/2025  (7/1 to 6/30)	
	Annual Avg		Annual Avg	
<b>Cost</b>				
Per hour of service	N/A		N/A	
Per passenger trip	N/A		N/A	

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

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

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



**Program Schedule**

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

TABLE 2

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

**Funding Sources for the Proposed Program**

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

TABLE 3

Funding Source	(\$)			Percent of Funding
	FY 24/25	FY 25/26	TOTAL	
Line 20a funds				
Fare Revenue (if applicable)				
Others				
<b>TOTAL</b>				

**Expenditure budget for the Proposed Program**

- Detail the total expenses for the project period by budget line item detail and the amount of Line 20a funds that will be used for the budget line item. If you are applying for funding for multiple project components (such as a TNC program with separate shuttle service), include separate projected project costs for each independent component using the additional tables below. Contact TRANSPAC staff if you have any questions.
- The Total of the Budget Line Items should match the Total Funding Sources detailed above.
- The Total Line 20a funds should match the grant request amount.
- If your organization provides more than one transportation program, it may be appropriate to provide the information segregated for each program component.
- Add lines as needed.

TABLE 4

Program:[ ] Budget Line Item Description	(\$)			Amount of Line 20a Funds
	FY 24/25	FY 25/26	TOTAL	
<b>TOTAL</b>				

**TNC Programs**

Program:[ ] Budget Line Item Description	(\$)			Amount of Line 20a Funds
	FY 24/25	FY 25/26	TOTAL	
<b>TOTAL</b>				

Total Budget (i.e., of the Overall Agency) \_\_\_\_\_

Total Transportation Program Budget \_\_\_\_\_

Percentage of Budget Agency Transportation  
Program Represents \_\_\_\_\_

Percentage of Budget this Specific Grant Funded  
Program Represents \_\_\_\_\_

Provide additional information if the projected expenditure of the line 20a funds over FY 2024/25 and FY 2025/26 are not proposed to be balanced over the two-year period.

DRAFT

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

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

17. Purpose /Goal of Capital Project

18. Project Description: type, location, service life

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

**Schedule of Capital Procurement milestones**

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

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

**Funding Sources for the Capital Project**

- Add lines as needed

TABLE 5

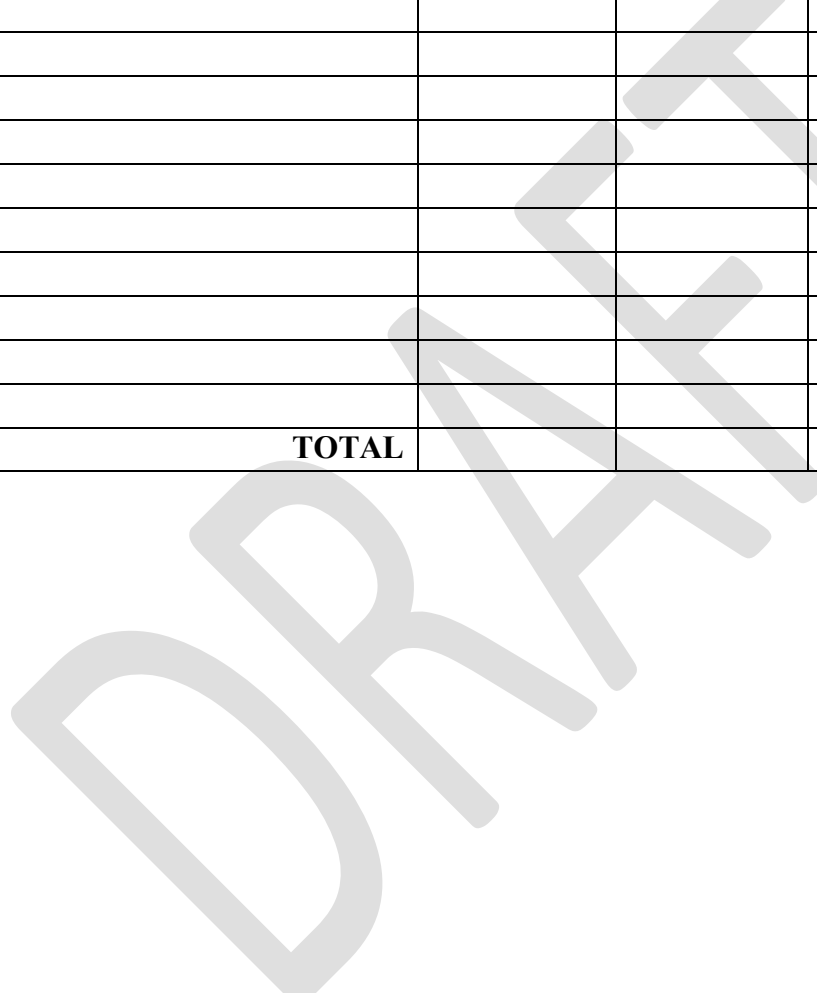
Funding Source	(\$)			Percent of Funding
	FY 24/25	FY 25/26	TOTAL	
Line 20a funds				
<b>TOTAL</b>				

**Expenditure budget for Capital Project**

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

TABLE 6

Budget Line Item Description	(\$)			Amount of Line 20a Funds
	FY 24/25	FY 25/26	TOTAL	
<b>TOTAL</b>				

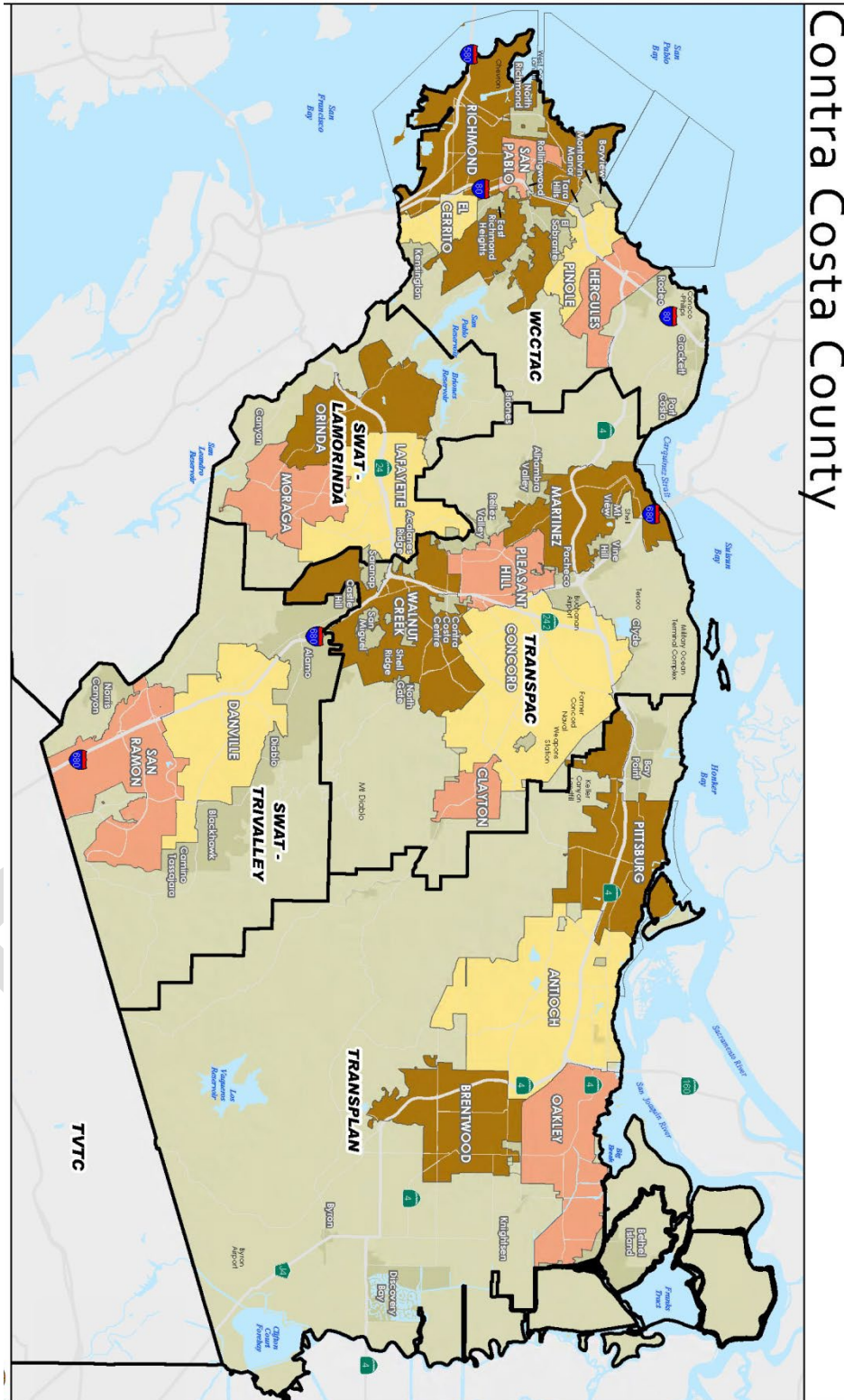


**MAP OF SERVICE AREA**

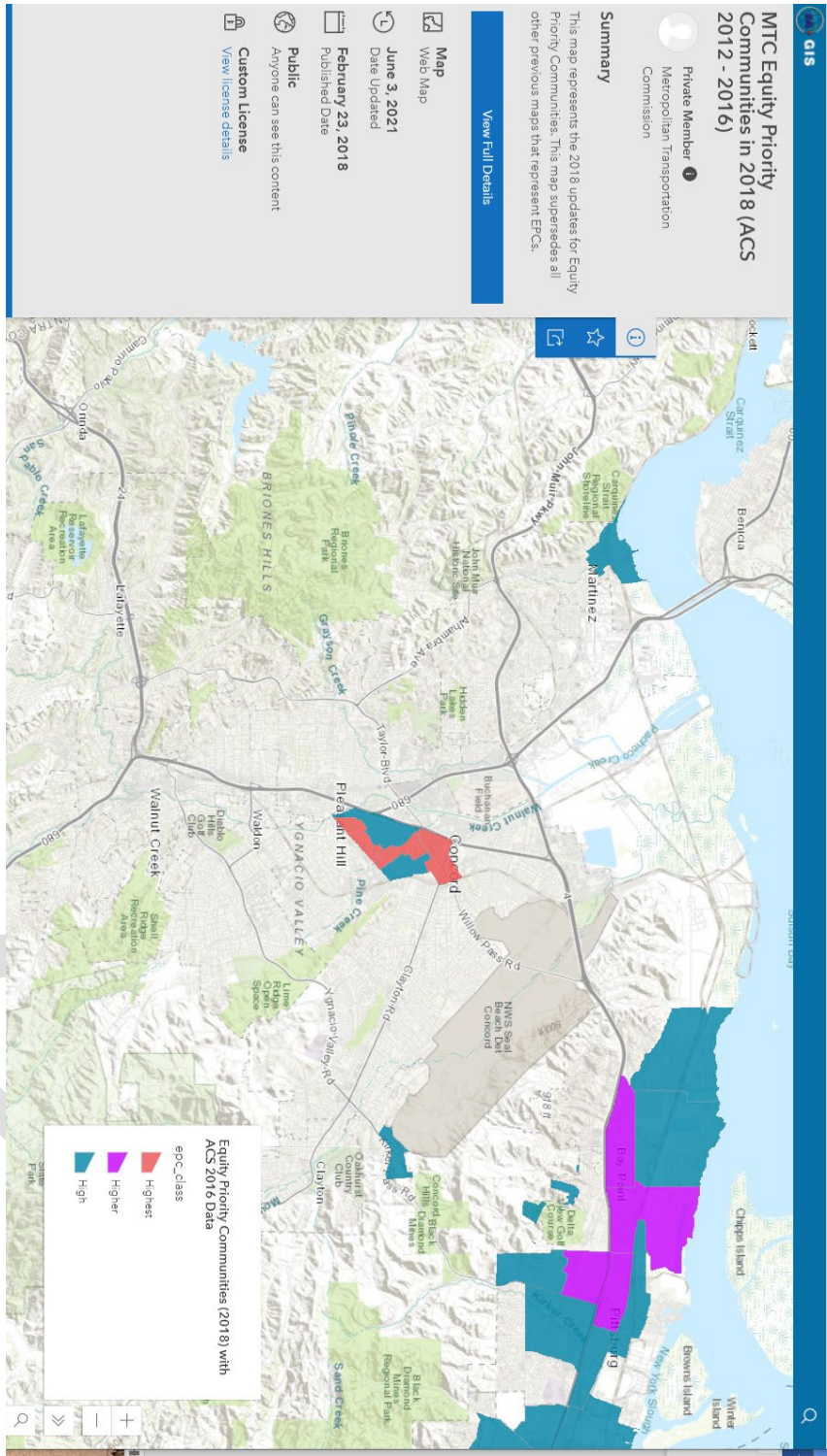
Describe AND attach a map of your service area. Services must be provided in Central Contra Costa (Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, Unincorporated Central Contra Costa County)

DRAFT

### TRANSPAC Area Map

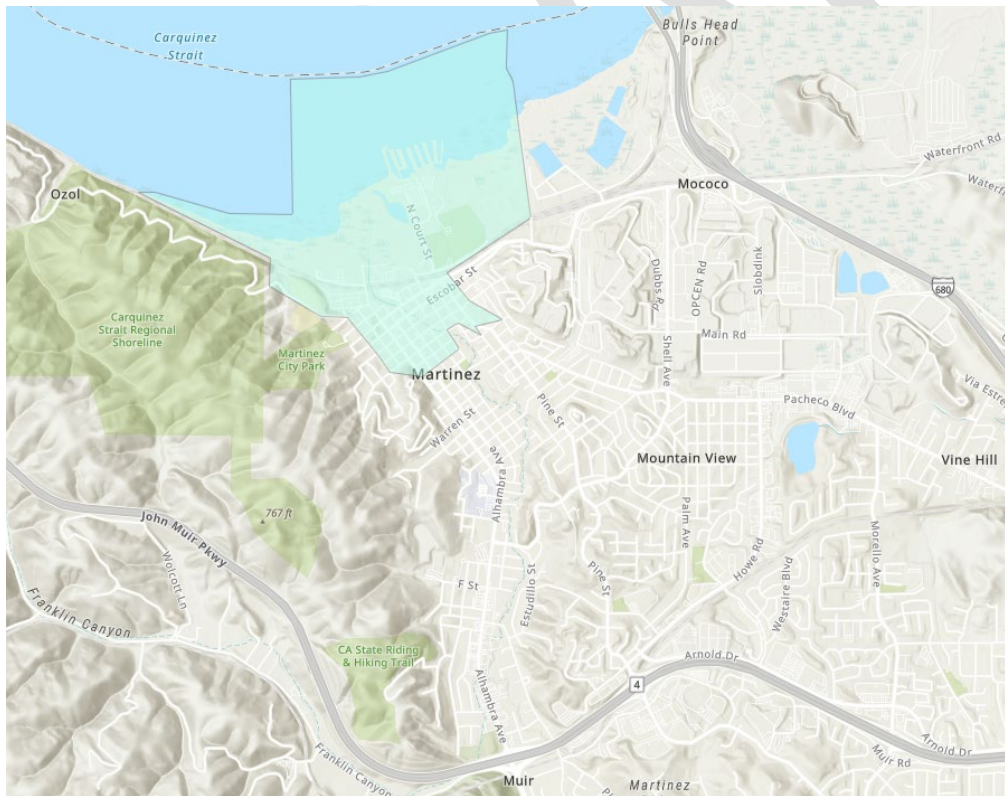
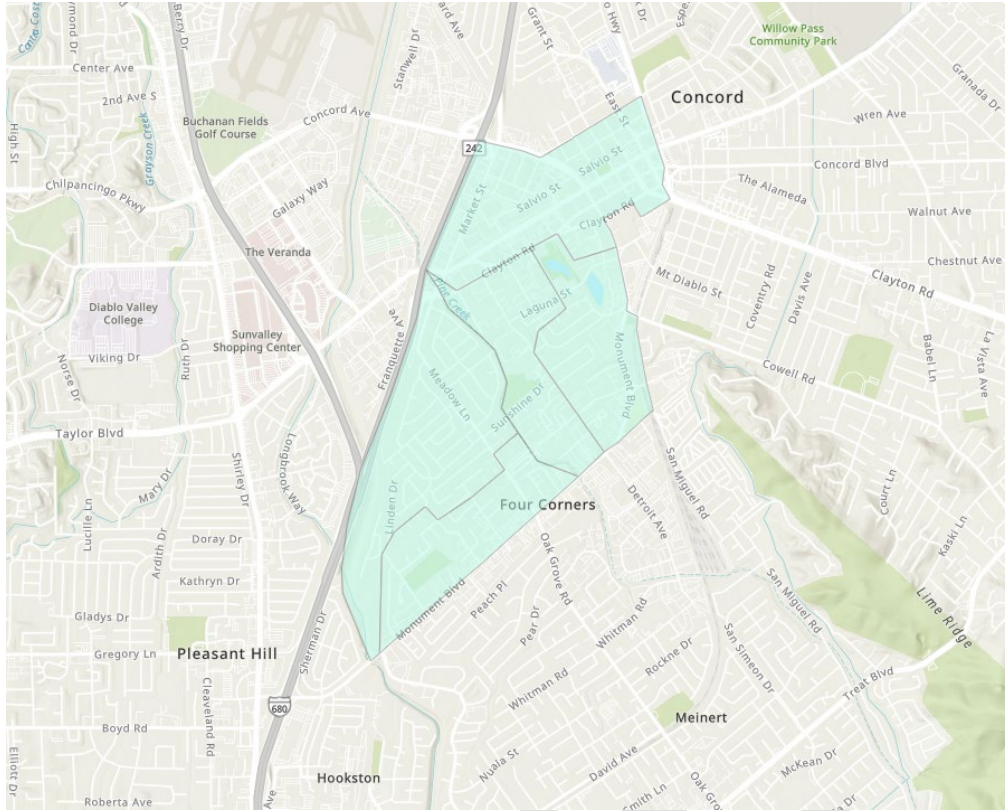


## Equity Priority Community Maps



Source: <https://opendata.mtc.ca.gov/maps/MTC::mtc-equity-priority-communities-in-2018-acs-2012-2016/explore?location=37.961568%2C-122.029225%2C12.24>





**TRANSPAC 20A Program Grant Progress Report FY 2024/2025**

**TRANSPAC Measure J Line 20a Funds**

**Progress Report for**

**July 1, 2024, to June 30, 2025**

**Period**

Please provide the information requested in this Progress Report for your grant funded services / project.

<b>Project Name</b>	<b>Sponsor</b>	<b>Funds Approved</b>
Sample Project	Sample Organization	\$XXX,XXX

Please complete the attached progress report form for the period of July 1, 2024, to June 30, 2025.

Progress reports should be emailed to:

Tiffany Gephart, TRANSPAC Clerk  
[tiffany@graybowenscott.com](mailto:tiffany@graybowenscott.com)

**Please submit the Progress report for the period from July 1, 2024 to June 30, 2025 by [Date].**

Name of Agency:

Line 20a Grant Funded  
Project Name:

Amount of Grant:

Supplemental  
Progress Report Period: 7/1/24 – 6/30/25

**TRANSPAC 20A Program Grant Progress Report FY 2024/2025**

**Primary Project Contact**

Name:

Phone:

Email:

**Contact Information for who completed this progress report (if different from above)**

Name:

Phone:

Email:

DRAFT

## TRANSPAC 20A Program Grant Progress Report FY 2024/2025

### Reporting Data

- 1. Summary of activities/services/impact made possible by grant funds (Please also include a summary of any variances of activities/services/impacts that resulted from the impact of COVID-19 if applicable).**
- 2. Line 20a Grant funded program number of unique individuals served - Input number of individuals served in the attached spreadsheet (see instructions at the end of the document). Please answer narrative questions below.**
  - a. If the information requested is not available, please input N/A in the spreadsheet and explain here:
  - b. If applicable, provide information regarding variances in program offerings from initial application assumptions.
- 3. Line 20a Grant funded program number of trips provided - Input trip information in the attached spreadsheet (see instructions at the end of the document). Please answer narrative questions below.**
  - a. If the information requested is not available, please input N/A in the spreadsheet and explain here:
  - b. If applicable, provide information regarding variances in program offerings from initial application assumptions.
- 4. Line 20a Grant funded program vehicle hours of service provided - Input vehicle hours in the attached spreadsheet (see instructions at the end of the document). Please answer narrative questions below.**
  - a. Please describe how a vehicle service hour is defined.
  - b. If the information requested is not available, please input N/A in the spreadsheet and explain here:
  - c. If applicable, provide information regarding variances in program offerings from initial application assumptions.
- 5. Expenses - Input expenses in the attached spreadsheet (see instructions at the end of the document). Please answer narrative questions below.**
  - a. If the information requested is not available, please input N/A in the spreadsheet and explain here:
  - b. If applicable, provide information regarding variances in program offerings from initial application assumptions.

## TRANSPAC 20A Program Grant Progress Report FY 2024/2025

6. **Line 20a Grant funded program vehicle service costs. Note: the cost per hour of service and cost per trip will be calculated automatically in the attached spreadsheet (see instructions at the end of this document for detail on how costs are calculated). Please answer narrative questions below.**
  - a. If the information requested is not available, please input N/A in the spreadsheet and explain here:
  - b. If applicable, provide information regarding variances in program offerings from initial application assumptions.
  
7. **Trip Characteristics. Input trip characteristics in the attached spreadsheet (see instructions at the end of the document). Please answer narrative questions below.**
  - a. Please list common destinations for trips within Central County.
  - b. Please list common destinations for trips outside of the TRANSPAC area (if applicable). (See map at <https://transpac.us/> for TRANSPAC area of Contra Costa County)
  - c. Please list common trip destinations that cross transit service areas (i.e. that serve areas outside the County Connection service area).
  - d. If the information requested is not available, please input N/A in the spreadsheet and explain here:
  - e. If applicable, provide information regarding variances in program offerings from initial application assumptions.
  
8. **Line 20a Grant funded program characteristics (at the end of the progress report period):**
  - a. Please describe the current capacity of your program.
  - b. Please describe waitlist status and/or other program needs, barriers, etc.
  
9. **First and Second Year Grantees - please attach drivers log or other substantiation of trips/routes. Subsequent year grantees must retain records for 3 years.**
  
10. **Please list any coordination activities with other transportation providers or mobility management functions (for example, sharing resources such as vehicles or facility space).**

## TRANSPAC 20A Program Grant Progress Report FY 2024/2025

Instructions
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### Question 1: Overview

- Please provide a general description of your program and operations funded by the Measure J, Line 20a grant program. If there were no COVID-19 impacts in FY 2022-2023, please state so.

### Question 2: Individuals Served

- **Individuals Served (annual and monthly):** Please only include unique individuals served by the funded project/program.
- **All Individuals:** if your program provided (10) people with a total of 100 trips over the reporting period, the program has (10) unique individuals served over the period.
- **Individuals within TRANSPAC:** If (2) of the people reside in Lafayette, (4) in Walnut Creek, and (4) in Concord, then there are (8) unique individuals in the TRANSPAC area. The TRANSPAC area of Contra Costa County includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and the unincorporated areas within Central County (see map at <https://transpac.us/>).

### Question 3: Trips

- Enter annual and monthly trips for each section.
- **One-way passenger trips:** If your program has provided 10 people a total of 40 round trips (or 80 one-way trips) and 20 one-way trips, a total of 100 one-way trips should be reported for the reporting period.
- **One-way trips where origin AND destination are entirely within TRANSPAC:** (see map at <https://transpac.us/>) regardless of the residence of the individual, these trips can be included.
- **One-way trips where origin OR destination is within TRANSPAC:** If the origin of the trip is outside of TRANSPAC but the end destination is within TRANSPAC or visa versa, those trips can be counted in this section.
- **One-way trips with more than one passenger:** Passenger A is picked up at a location 1, Passenger B is picked up at location 2, Passenger A and B are dropped of at location 3. This is an example of a shared vehicle trip.

## TRANSPAC 20A Program Grant Progress Report FY 2024/2025

### Question 4: Vehicle Hours

- **Vehicle hours monthly and annual ALL:** Input the annual and monthly vehicle hours of service provided in FY 2022-2023 for all trips.
- **Vehicle hours monthly and annual TRANSPAC:** Input the annual and monthly vehicle hours of service provided in the TRANSPAC area of central county (see map at <https://transpac.us/>).

### Question 5: Program Expenses

- Projected expenses should reflect what was reported in the initial grant application.
- Projected, Actual expenses as well as Line 20a funds expended should be for the period July 1, 2022 through June 30, 2023.

### Question 6: Trip Costs

- **Cost per hour of service:** This will be calculated automatically (annual cost of the transportation program divided by the number of total vehicle hours of service provided).
- **Cost per passenger trip:** This will be calculated automatically (annual cost of the transportation program divided by the number of total one-way passenger trips provided).
- If there is a discrepancy between the excel calculations and your actual costs, please explain in question 6.

### Question 7: Trip characteristics

- **Total ADA Participants:** Input how many program participants are certified to use ADA Paratransit services (i.e. County Connection LINK Paratransit).
- **Total Participants from TRANSPAC area:** How many ADA participants are from the TRANSPAC area?
- **One-way trips for ADA Participants:** How many one-way trips does your service provide for any/all ADA participants?
- **One-way trips for ADA Participants (TRANSPAC Area):** How many one-way trips does your service provide for ADA participants within the TRANSPAC area (see map at <https://transpac.us/>)?

### Operations

- **Days of Operation:** e.g. Monday-Friday
- **Hours of Operation:** e.g. 24/7, 9am-5pm, etc. If hours vary by day please input that information, e.g. Monday -Friday 9-5, Saturday-Sunday 10-4.

Questions 8-10: Instructions for questions 8-10 are outlined in their respective sections.

# EQUITY PRIORITY COMMUNITIES

## AMERICAN COMMUNITY SURVEY 2014-2018

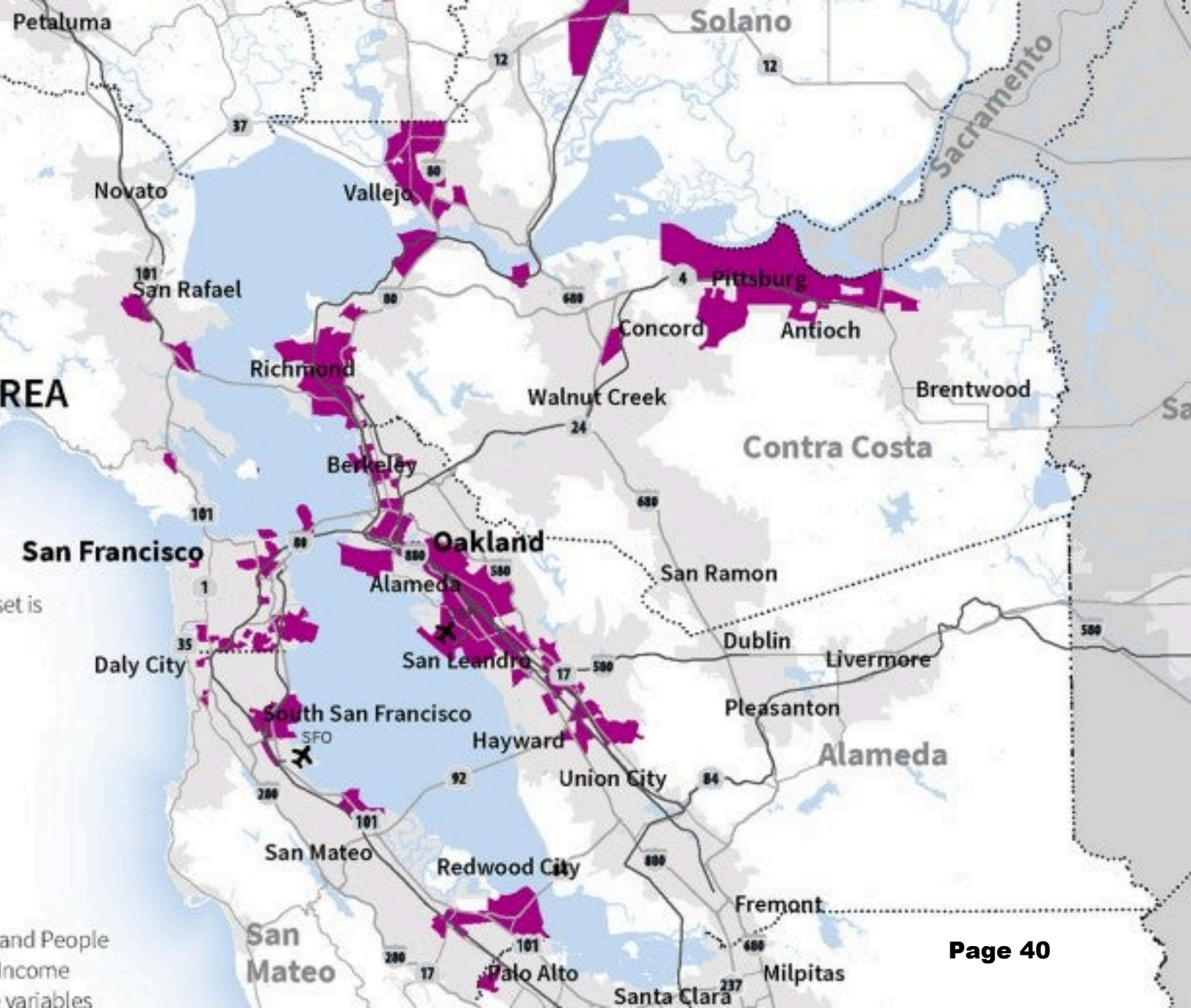
### TRACTS WITHIN URBANIZED AREA



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





## MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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### 15 *Transportation for Seniors & People With Disabilities*..... 5% (\$100 million)

Transportation for Seniors & People With Disabilities or “Paratransit” services can be broadly divided into two categories: (1) services required to be provided by transit operators under the Americans with Disabilities Act (ADA) to people with disabilities; and (2) services not required by law but desired by community interests, either for those with disabilities beyond the requirements of the ADA (for example, extra hours of service or greater geographic coverage), or for non-ADA seniors.

All current recipients of Measure C funds will continue to receive their FY 2008–09 share of the “base” Measure C allocation to continue existing programs if desired, subject to Authority confirmation that services are consistent with the relevant policies and procedures adopted by the Authority. Revenue growth above the base allocations will be utilized to expand paratransit services and providers eligible to receive these funds.

Paratransit funding will be increased from the current 2.97% to 3.5% of annual sales tax revenues for the first year of the new program, FY 2009–10. Thereafter, the percentage of annual sales tax revenues will increase by 0.10 % each year, to 5.9% in 2034 (based on a 25-year program). In 2003 dollars, this averages to 4.7% over the life of the program, which has been rounded to 5% to provide some flexibility and an opportunity to maintain a small reserve to offset the potential impact of economic cycles. The distribution of funding will be as follows:

- West County paratransit program allocations will start at 1.225% of annual sales tax revenues in FY 2009–10, and grow by 0.035% of annual revenues each year thereafter to 2.065% of annual revenues in FY 2033–34. (An additional increment of 0.65% of annual revenues is available for West County under its subregional program category.) In addition to the current providers, paratransit service provided by AC Transit and BART (East Bay Paratransit Consortium) in West County is an eligible recipient of program funds.
- Central County paratransit program allocations will start at 0.875% of annual sales tax revenues in FY 2009–10 and grow by 0.025% of annual revenues each year thereafter to 1.475% of annual revenues in FY 2033–34. (An additional increment of 0.5% of annual revenues is available for Central County under its subregional program category.)
- Southwest County paratransit program allocations will start at 0.595% of annual sales tax revenues in FY 2009–10 and grow by 0.017% of annual revenues each year thereafter to 1.003% of annual revenues in FY 2033–34.

## MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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- East County paratransit program allocations will start at 0.805% of annual sales tax revenues, and increase by 0.023% of annual revenues thereafter to 1.357% of annual revenues in FY 2033–34.

Transportation for Seniors & People with Disabilities funds shall be available for (a) managing the program, (b) retention of a mobility manager, (c) coordination with non-profit services, (d) establishment and/or maintenance of a comprehensive paratransit technology implementation plan, and (e) facilitation of countywide travel and integration with fixed route and BART specifically, as deemed feasible.

Additional funding to address non-ADA services, or increased demand beyond that anticipated, can be drawn from the “Subregional Transportation Needs Funds” category, based on the recommendations of individual subregions and a demonstration of the financial viability and stability of the programs proposed by prospective operator(s).

**16 Express Bus..... 4.3% (\$86 million)**

Provide express bus service and Bus Rapid Transit (BRT) service to transport commuters to and from residential areas, park & ride lots, BART stations/transit centers and key employment centers. Funds may be used for bus purchases, service operations and/or construction/management/operation of park & ride lots and other bus transit facilities. Reserves shall be accumulated for periodic replacement of vehicles consistent with standard replacement policies.

**17 Commute Alternatives..... 1% (\$20 million)**

This program will provide and promote alternatives to commuting in single occupant vehicles, including carpools, vanpools and transit.

Eligible types of projects may include but are not limited to: parking facilities, carpooling, vanpooling, transit, bicycle and pedestrian facilities (including sidewalks, lockers, racks, etc.), Guaranteed Ride Home, congestion mitigation programs, SchoolPool, and clean fuel vehicle projects. Program and project recommendations shall be made by each subregion for consideration and funding by the Authority.

**18 Congestion Management, Transportation Planning, Facilities and Services..... 3% (\$60 million)**

Implementation of the Authority’s GMP and countywide transportation planning program; the estimated incremental costs of performing the Congestion Management Agency (CMA) function currently billed to local jurisdictions; costs for programming federal and state funds; project monitoring; and the facilities and services needed to support the Authority and CMA functions.

**Subregional Projects and Programs**

The objective of the Subregional Projects and Programs category is to recognize the diversity of the county by allowing each subregion to propose projects and programs critical to addressing its local transportation needs. There are four subregions within Contra Costa: Central, West, Southwest and East County, each represented by a Regional Transportation Planning Committee (RTPC). Central County (the TRANSPAC subregion) includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and the unincorporated portions of Central County. West County (the WCCTAC subregion) includes El Cerrito, Hercules, Pinole, Richmond, San Pablo and the unincorporated portions of West County. Southwest County (the SWAT subregion) includes Danville, Lafayette, Moraga, Orinda, San Ramon and the unincorporated portions of Southwest County. East County (the TRANSPLAN subregion) includes Antioch, Brentwood, Oakley, Pittsburg and the unincorporated portions of East County.

Each subregion has identified specific projects and programs which include: school bus programs, safe routes to school activities, pedestrian and bicycle facilities, incremental transit services over the base program, incremental transportation services for seniors and people with disabilities over the base program, incremental local street and roads maintenance using the population and road-miles formula, major streets traffic flow, safety, and capacity improvements, and ferry services.

With respect to the Additional Bus Service Enhancements and Additional Transportation Services for Seniors and People with Disabilities Programs, the Authority will allocate funds on an annual basis. The relevant RTPC, in cooperation with the Authority, will establish subregional guidelines so that the additional revenues will fund additional service in Contra Costa. The guidelines may require reporting requirements and provisions such as maintenance of effort, operational efficiencies including greater coordination promoting and developing a seamless service, a specified minimum allowable farebox return on sales tax extension funded services, and reserves for capital replacement, etc. The relevant RTPC will determine if the operators meet the guidelines for allocation of the funds.

For an allocation to be made by the Authority for a subregional project and program, it must be included in the Authority’s Strategic Plan.

**CENTRAL COUNTY (TRANSPAC)**

*19a Additional Bus Service Enhancements..... 1.2% (\$24 million)*

Funds will be used to enhance bus service in Central County, with services to be jointly identified by TRANSPAC and County Connection.

In years when revenues have declined from the previous year, funds may be used for enhanced, existing, additional and/or modified bus service; in years when funding allows for growth in service levels, these funds would be used

## MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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for bus service enhancements; and if County Connection's funding levels are restored to 2008 levels, these funds shall be used to enhance bus service. TRANSPAC will determine if the use of funds by County Connection or other operators meets these guidelines for the allocation of these funds.

**20a Additional Transportation Services for Seniors and People & Disabilities..... 0.5% (\$10 million)**

Funds will be used to supplement the services provided by the countywide transportation program for seniors & people with disabilities and may include provision of transit services to programs and activities. Funds shall be allocated annually as a percentage of total sales tax revenues, and are in addition to funds provided under the base program as described above.

In years when revenues have declined from the previous year, funds may be used for supplemental, existing, additional or modified service for seniors and people with disabilities; in years where funding allows for growth in service levels, these funds would be used for service enhancements for seniors and people with disabilities; and if funding levels are restored to 2008 levels, these funds shall be used to enhance services for seniors and people with disabilities. TRANSPAC will determine if the use of funds proposed by operators meets these guidelines for the allocation of these funds.

**21a Safe Transportation for Children..... 0.5% (\$10 million)**

TRANSPAC will identify specific projects which may include the SchoolPool and Transit Incentive Programs, pedestrian and bicycle facilities, sidewalk construction and signage, and other projects and activities to provide transportation to schools.

**23a Additional Local Streets Maintenance and Improvements..... 1% (\$20 million)**

These funds will be used to supplement the annual allocation of the 18% "Local Streets Maintenance & Improvements" program funds for jurisdictions in Central County. Allocations will be made to jurisdictions in TRANSPAC on an annual basis in June of each fiscal year for that ending fiscal year, without regard to compliance with the GMP. Each Jurisdiction shall receive an allocation using a formula of 50% based on population and 50% based on road miles.

**24a Major Streets: Traffic Flow, Safety and Capacity Improvements..... 2.4% (\$48 million)**

Improvements to major thoroughfares including but not limited to installation of bike facilities, traffic signals, widening, traffic calming and pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, bus transit facility enhancements such as bus turnouts and passenger amenities, etc.

**MASTER COOPERATIVE AGREEMENT NO. 20C.XX  
BETWEEN  
CONTRA COSTA TRANSPORTATION AUTHORITY  
AND  
XXXXXXXXXXXXXXXXXX**

**THIS MASTER COOPERATIVE AGREEMENT NO. 20C.11** (“AGREEMENT”) is made and entered into as of this 1<sup>st</sup> day of July 2023, by and between XXXXXXXXX, hereinafter referred to as “SPONSOR,” and the CONTRA COSTA TRANSPORTATION AUTHORITY, hereinafter referred to as “AUTHORITY.” SPONSOR and AUTHORITY are sometimes individually referred to as “Party” and collectively as “Parties” in this AGREEMENT.

**RECITALS**

A. Pursuant to the Measure C Sales Tax Renewal Ordinance (#88-01 as amended by #04-02), hereinafter referred to as “Measure J”, the AUTHORITY is authorized to expend funds for the provision of transportation programs for seniors and people with disabilities.

B. SPONSOR desires to implement one or more programs, to enhance mobility for seniors and/or people with disabilities, hereinafter referred to as “PROGRAM,” eligible under the Central Contra Costa Additional Transportation Services for Seniors and People with Disabilities Program (Measure J Expenditure Plan Program 20a, as amended).

C. The SPONSOR seeks a commitment from the AUTHORITY for Measure J funds for the purpose of providing services and programs as described in the Measure J expenditure plan programs listed in paragraph B above.

D. The SPONSOR understands that the AUTHORITY shall only provide such commitment described in paragraph C above after a request for allocation to SPONSOR is made by the Transportation Partnership and Cooperation (TRANSPAC) through action at a regular meeting of the TRANSPAC Board. Such request shall be made in writing from TRANSPAC to the Authority.

NOW, THEREFORE, in consideration of the foregoing, the AUTHORITY and SPONSOR do hereby agree as follows:

**SECTION I**

**SPONSOR AGREES:**

1. Application of Funding.

For PROGRAM approved and funded by AUTHORITY, to apply the funds received under this AGREEMENT to PROGRAM in accordance with the terms and conditions specified in funding resolutions at the AUTHORITY’s full discretion; and consistent with the information contained in the funding resolution attached to this AGREEMENT as EXHIBIT A and incorporated herein by this reference (“Funding Resolution”). The

specific PROGRAM to be implemented by the SPONSOR is identified in the Funding Resolution.

2. Invoices.

To provide invoices requesting reimbursement of eligible expenditures incurred in the form and detail sufficient to show delivery of the program described in the Funding Resolution along with supporting documentation as required by AUTHORITY. Invoices will be submitted monthly or bi-monthly at the discretion of SPONSOR.

3. Record Keeping and Audits.

a. To maintain complete, accurate and clearly identifiable records with respect to all costs and expenses incurred under this AGREEMENT. To allow AUTHORITY or any independent auditor selected by any of these parties, to audit all expenditures relating to each PROGRAM funded through this AGREEMENT. For the duration of each PROGRAM, and for five (5) years following completion of the PROGRAM, or earlier discharge of the AGREEMENT, SPONSOR shall make available all records relating to expenses incurred in performance of this AGREEMENT upon request by AUTHORITY.

b. To maintain sufficient records demonstrating SPONSOR's compliance with the terms of the Measure J Expenditure Plan, including amendments, and the Measure J Strategic Plan, as periodically updated, and this AGREEMENT for a period of five (5) years from the date of this AGREEMENT and to allow the AUTHORITY and its duly authorized representatives, agents and consultants access to such records and be audited. SPONSOR shall ensure that audit working papers are made available to the AUTHORITY or its designee upon request for a period of three (3) years from the date the audit report is issued, unless extended in writing by the AUTHORITY.

4. Reporting.

To submit to AUTHORITY and/any of its partners a quarterly written report indicating, as applicable, number of passenger trips provided, trip origin by community, if the trip would have been an ADA trip on the public system if not provided, milestones reached during the quarter, milestones for next quarter, or any other data or measure as deemed appropriate by the AUTHORITY.

5. Management.

To provide overall management of PROGRAM(s) including responsibility for schedule, budget, and oversight of services performed by others and to be responsible for evaluation, selection, and management of consultants and contractors.

6. Signage.

If PROGRAM involves construction or capital acquisition, to install a sign approved by the AUTHORITY that identifies Measure J and AUTHORITY as a funding source, if applicable. If PROJECT involves the production of promotional materials, including but not limited to brochures, signage, displays or give-away items used in connection with promotional events, to include AUTHORITY's logo thereon.

7. Surplus Personal Property.

To comply with AUTHORITY's Policy on *Disposition of Surplus Personal Property Acquired by a Project Sponsor or Recipient of Program Funds and No Longer Required* for the Project or Program with respect to the disposal of any surplus property acquired in whole or part with Measure J Funds.

8. Compliance with Local, State and Federal Requirements

If PROGRAM requires SPONSOR to enter into a contract with a contractor and/or consultant, SPONSOR shall ensure that such contract complies with this AGREEMENT and all applicable local, state and federal requirements and shall give all notices required by law. Additionally, any contractor and/or consultant is responsible for ensuring that subcontractors, at as many tiers of PROGRAM as required, perform in accordance with the terms, conditions and specifications of such contract, including local, state and/or federal requirements. Upon request of AUTHORITY and/or SPONSOR, any contractor and/or consultant shall provide evidence of the steps it has taken to ensure its compliance with this AGREEMENT and the local, state and/or federal requirements, as well as the evidence of the subcontractor's compliance, at all tiers.

9. Insurance

SPONSOR shall maintain the following insurance in force during the entire term of this AGREEMENT, and in the case of Commercial General Liability Insurance and Professional Liability Insurance for at least five years after the conclusion of all services provided by SPONSOR pursuant to this AGREEMENT. SPONSOR's contractors and consultants shall be subject to the same insurance provisions as stated herein unless specified otherwise:

- a. Workers' Compensation Insurance covering SPONSOR's employees in accordance with statutory requirements of all jurisdiction(s) in which any and all Services are being performed, and Employer's Liability Insurance in the amount of \$1,000,000 per occurrence for injuries incurred in providing services under this AGREEMENT. This policy shall include a waiver of subrogation stating that the insurer waives all rights of subrogation against the AUTHORITY, its officials, employees, or successors in interest.

- b. Comprehensive or Commercial General Liability Insurance including contractual liability, premises and operations, personal injury, completed operations, and independent contractors liability, with limits of not less than \$1,000,000 each occurrence for bodily injury and not less than \$1,000,000 each occurrence for property damage. (Aggregate is \$3,000,000 bodily injury and property damage)

A combined single limit policy is acceptable provided the combined single limit is not less than \$1,000,000. The policy shall contain an aggregate limit not less than \$3,000,000. The required limits may be satisfied by a combination of a primary policy and an excess or umbrella policy with terms at least as broad as the primary policy.

The policy shall contain no endorsements or provisions limiting coverage for (1) products and completed operations; (2) contractual liability; (3) third party action over claims; or (4) cross liability exclusion for claims or suits by one insured against another.

- c. Automobile Liability Insurance covering owned, non-owned, uninsured motorists, leased and hired vehicles with limits not less than \$1,000,000 each person and \$1,000,000 each occurrence for bodily injury, and \$1,000,000 each occurrence for property damage. A combined single limit of not less than \$1,000,000 will meet this requirement. AUTHORITY shall be added by SPONSOR as an additional insured on this policy. SPONSOR'S insurance policy shall be primary insurance with respect to the AUTHORITY and its employees, agents, officers and directors and any insurance maintained by AUTHORITY shall be excess of SPONSOR'S insurance.
- d. Professional Liability Insurance (covering errors and omissions), with limits not less than \$1,000,000 per claim and a deductible not to exceed \$2,000,000 Aggregate, and a retroactive date no later than the commencement date of this AGREEMENT as first shown above.

SPONSOR's subcontractors and subconsultants providing professional services under this AGREEMENT shall be added to SPONSOR's policy as additional insureds, or shall provide evidence of their own professional liability insurance which is acceptable to AUTHORITY's Executive Director.

The policy or policies of insurance required by Section 10.b Comprehensive or General Commercial General Liability Insurance and 10.c Automobile Liability Insurance shall conform to or include the following:

- 1) A provision or endorsement naming AUTHORITY, its officials, employees,



and successors in interest as additional insureds with respect to the liability arising out of the performance of the Services by SPONSOR under this AGREEMENT, including completed operations coverage.

2) Provisions that the insurance is primary insurance with respect to AUTHORITY, its officials, employees, and successors in interest. Any insurance or self-insurance maintained by AUTHORITY, its officials, employees, or successors in interest shall be excess of SPONSOR's insurance and shall not contribute with it.

3) Provisions or endorsements stating that the coverage contains no special limitations on the scope of protection afforded to AUTHORITY, its officials, employees, or successors in interest.

4) Provisions or endorsements stating that insurance shall apply separately to each insured against whom claim is made or suit is brought, subject to the limits of the insurer's liability.

5) Provisions or endorsements providing a waiver of subrogation in favor of AUTHORITY, its officials, employees, or successors in interest or shall specifically allow SPONSOR to waive their right of recovery prior to a loss. SPONSOR hereby waives its own right of recovery against AUTHORITY.

All policies shall be issued by insurance companies which are licensed carriers in the State of California and maintain a Secure Best's rating of "A-" or higher unless otherwise approved by AUTHORITY.

Prior to commencing Services under this AGREEMENT, SPONSOR shall furnish to AUTHORITY a copy of each policy of insurance required by this AGREEMENT. Such policies shall provide that not less than thirty (30) calendar days advance notice in writing will be given to AUTHORITY prior to cancellation, termination, or material alteration of said policies of insurance, except 10 calendar days in the event of non-payment of premium.

The requirements contained herein as to types and limits of insurance to be maintained by SPONSOR are not intended to and shall not in any manner limit or qualify the liabilities and obligations assumed by SPONSOR under this AGREEMENT.

## SECTION II

### AUTHORITY AGREES:

#### 1. Reimbursement

Consistent with the procedures specified in Section I, paragraph 2 above, to reimburse SPONSOR for eligible expenses incurred in conducting the PROGRAM within 45 days of receipt of invoice, up to the amounts stated in Exhibit A of this AGREEMENT.

2. Notice of Audit

To provide timely notice if an audit is to be conducted.

**SECTION III**

IT IS MUTUALLY AGREED:

1. Term and Discharge of AGREEMENT.

a. This AGREEMENT is effective as of July 1, 2023 and will remain in effect until discharged as provided below. Under this AGREEMENT no expenditures prior to July 1, 2022 are eligible for reimbursement.

b. This AGREEMENT shall be subject to discharge as follows:

(i) Either party may terminate this AGREEMENT at any time for cause pursuant to a power created by the AGREEMENT, or by law, other than for breach, by giving written notice of termination to the other party which shall specify both the cause and the effect of termination. Notice of termination under this provision shall be given at least ninety (90) days before the effective date of such termination. Except as provided in Section III, paragraph 14 below, on termination all obligations which are still executory on both sides are discharged, but any right based on prior breach or performance survives.

(ii) This AGREEMENT may be canceled or terminated by a party for breach of any obligation, covenant or condition hereof by the other party upon notice to the breaching party. Except as provided in Paragraph 5 below, with respect to any breach which is reasonably capable of being cured, the breaching party shall have thirty (30) days from the date of the notice to initiate steps to cure. If the breaching party diligently pursues cure, such party shall be allowed a reasonable time to cure, not to exceed sixty (60) days from the date of the initial notice, unless a further extension is granted by the non-breaching party. On cancellation, the non-breaching party retains the same rights as a party exercising its right to terminate under the provisions of (i) above, except that the canceling or terminating party also retains any remedy for breach of the whole contract or any unperformed balance.

(iii) By mutual consent of the parties, this AGREEMENT may be terminated at any time.

(iv) Except as to any rights or obligations which survive discharge, as provided herein, this AGREEMENT shall be discharged, and the parties shall have no further obligation to each other upon the disbursement of the amount set forth in Section II, paragraph 2 above.

c. In the event that SPONSOR ceases operation, upon termination of

operation, any unexpended Measure J funding will be promptly reimbursed to the AUTHORITY.

3. Indemnity

It is understood and agreed that neither AUTHORITY, nor any officer, employee, agent or contractor thereof, shall be responsible for, and SPONSOR shall indemnify and hold AUTHORITY and its officers, employees, agents and contractors harmless from, any damage or liability occurring by reason of anything done or omitted to be done by SPONSOR, its officers, employees, consultants or contractors, under or in connection with the services, authority or jurisdiction of SPONSOR or delegated to SPONSOR under this AGREEMENT. Without limiting the generality of the foregoing, it is further specifically understood and agreed that, pursuant to California Government Code Section 895.4, SPONSOR shall fully indemnify and hold AUTHORITY and its officers, employees, agents and contractors harmless from any liability or damages imposed for injury as defined by California Government Code Section 810.8 occurring by reason of anything done or omitted to be done by SPONSOR, its officers, employees, agents or contractors under this AGREEMENT or in connection with any services, authority or jurisdiction of SPONSOR or delegated to SPONSOR under this AGREEMENT.

5. Notices

Any notice which may be required under this AGREEMENT shall be in writing, effective when received, and given by personal service, certified or registered mail (return receipt requested), or courier service to the addresses set forth below, or to such addresses which may be specified in writing by the parties hereto.

Notices to SPONSOR:

Name  
Title  
Agency  
Address  
email

Notices to AUTHORITY:

Brian Kelleher  
Chief Financial Officer  
Contra Costa Transportation  
Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597  
[bkelleher@ccta.net](mailto:bkelleher@ccta.net)

By executing this AGREEMENT, each of the parties acknowledges and agrees that the persons identified above, or any other person designated by either party to AGREEMENT by notice to the other party, is authorized to execute documents and to bind the party with respect to this AGREEMENT.

6. Additional Acts and Documents

## Master Agreement 20C.XX

Each party agrees to do all such things and take all such actions and to make, execute, and deliver such other documents and instruments as shall be reasonably requested to carry out the provisions, intent, and purpose of the AGREEMENT.

### 7. Counterparts

This AGREEMENT may be signed in counterparts, each of which shall constitute an original.

### 8. Amendment

SPONSOR may, at any time, request an amendment to the work scope or budget of any PROGRAM funded under this AGREEMENT with Measure J by submitting a revised EXHIBIT A, indicating the proposed amendment in redline/strikeout format, together with a signed transmittal letter indicating the reason for the proposed change. Submittal of these documents shall be construed as SPONSOR's consent to amend this AGREEMENT as specified. AUTHORITY will evaluate SPONSOR's request on the basis of consistency with applicable policies and, if approved, will convey notice of approval to SPONSOR in writing. Upon approval by AUTHORITY, this AGREEMENT will be considered amended per SPONSOR's request.

This AGREEMENT may otherwise be amended by written amendment executed by the parties and shall not be changed, modified, or rescinded except as provided herein. Any attempt at oral modification of this AGREEMENT shall be void and of no effect.

### 9. Independent Agency

SPONSOR renders its services under this AGREEMENT as an independent agency. None of the SPONSOR's agents or employees shall be agents or employees of AUTHORITY.

### 10. Assignment

This AGREEMENT may not be assigned, transferred, hypothecated, or pledged by any party without the express written consent of the other party.

### 11. Binding on Successors

This AGREEMENT shall be binding upon the successor(s), assignee(s), or transferee(s) of AUTHORITY or SPONSOR(s) as the case may be. This provision shall not be construed as an authorization to assign, transfer, hypothecate, or pledge this AGREEMENT other than as provided above.

### 12. Severability

Should any part of this AGREEMENT be determined to be unenforceable, invalid, or beyond the authority of either party to enter into or carry out, such determination shall not affect the validity of the remainder of this AGREEMENT which shall continue in full force and effect, provided that the remainder of this AGREEMENT can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the parties.

13. Limitation

All obligations of AUTHORITY under the terms of this AGREEMENT with respect to Measure J funds are expressly subject to AUTHORITY's continued authorization to collect and expend the sales tax proceeds provided by Measure J. If for any reason AUTHORITY's right to collect or expend such sales tax proceeds is terminated or suspended in whole or part, AUTHORITY shall promptly notify SPONSOR, and the parties shall consult on a course of action. If, after twenty-five (25) working days, a course of action is not agreed upon by the parties, this AGREEMENT shall be deemed terminated by mutual consent, provided that any future obligation to fund from the date of the notice shall be expressly limited by and subject to (i) the lawful ability of AUTHORITY to expend sales tax proceeds for the purposes of this AGREEMENT; and (ii) the availability, taking into consideration all the obligations of AUTHORITY under all outstanding contracts, agreements and other obligations of AUTHORITY, of funds for such purposes.

14. Scope of Work

The Scope of work or description of the PROGRAM is incorporated into the funding resolution attached as Exhibit A. Work performed must be consistent with the program described to be eligible for reimbursement. Any amendments to the PROGRAM as described require written approval from TRANSPAC and the AUTHORITY.

15. Attorney's Fees

The parties agree to select a mediator to assist in resolving conflict. The parties will share in the cost of the mediator. By participating in mediation, the parties do not waive any judicial remedies that may be available.

If either party commences an action against the other party, either legal, administrative or otherwise, arising out of or in connection with this AGREEMENT, the prevailing party shall be entitled to have and recover from the losing party reasonable attorney's fees and all other costs of such action.

16. Waiver

No waiver of any default shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel or otherwise.

17. Integration

This AGREEMENT represents the entire AGREEMENT of the parties with respect to the subject matter hereof. No representations, warranties, inducements, or oral agreements have been made by any of the parties except as expressly set forth herein or in other contemporaneous written agreements.

**IN WITNESS WHEREOF**, the parties hereto have executed this AGREEMENT as of the day and year above written.

**CONTRA COSTA TRANSPORTATION SPONSOR  
AUTHORITY**

By: \_\_\_\_\_  
Chair

Date:

By: \_\_\_\_\_  
Name  
Title  
Date:

\_\_\_\_\_

ATTEST:

By: \_\_\_\_\_  
Tarienne Grover Date  
Clerk of the Board

APPROVED as to legal form:

By: \_\_\_\_\_  
Fennemore Wendel Date  
General Counsel

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## TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: October 26, 2023

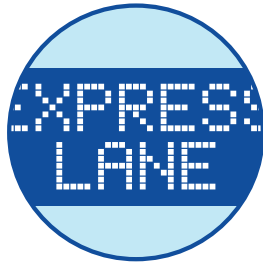
<b>Subject:</b>	<b>NORTHBOUND I-680 EXPRESS LANES / INNOVATE 680 PROGRAM UPDATE</b>
<b>Summary of Issues</b>	CCTA staff will provide an update on the status of the Northbound I-680 Express Lane Completion (ELC) Project in preparation for the anticipated release of the draft environmental document in spring of 2024. CCTA staff will also provide an update on the overall INNOVATE 680 Program, which the ELC project is a component off.
<b>Recommendations</b>	None – for information only.
<b>Financial Implications</b>	None
<b>Attachment(s)</b>	A. INNOVATE 680 – Express Lane Completion Fact Sheet B. INNOVATE 680 – Program Summary

### Background

The I-680 Express Lane Completion project is part of the Contra Costa Transportation Authority's (CCTA) INNOVATE 680 program, which seeks to implement a suite of six projects that, when operating together, will address corridor-wide congestion, travel delays, and operational challenges. The Express Lane Completion project proposes to construct a northbound express lane from Livorna Road to State Route 242 (SR-242). This project would also convert the existing northbound High-Occupancy Vehicle (HOV) lane that runs from SR-242 to the Benicia-Martinez Bridge Toll Plaza to an express lane. The goal of the project is to complete the I-680 express lane network through Contra Costa County to increase travel speeds for those choosing to travel by carpool, vanpool, or motorcycle. CCTA, in partnership with the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans), has started preliminary design and environmental analysis on the Express Lane Completion project to better understand possible solutions that will improve operations and mobility on this critical corridor.

## Overview

The Interstate 680 (I-680) Express Lane Completion project is part of the Contra Costa Transportation Authority's (CCTA) INNOVATE 680 program, which seeks to implement a suite of six projects that, when operating together, will address corridor-wide congestion, travel delays, and operational challenges. The Express Lane Completion project proposes to construct a northbound express lane from Livorna Road to State Route 242 (SR-242). This project would also convert the existing northbound high-occupancy vehicle (HOV) lane that runs from SR-242 to the Benicia-Martinez Bridge Toll Plaza to an express lane.



The goal of the project is to complete the I-680 express lane network through Contra Costa County to increase travel speeds for those choosing to travel by carpool, vanpool, or motorcycle.

CCTA, in partnership with the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans), has started preliminary design and environmental analysis on the Express Lane Completion project to better understand possible solutions that will improve operations and mobility on this critical corridor.



Fall 2021

## FACT SHEET

## Priorities

### SYSTEM CONTINUITY

This project will address the lack of continuous express lanes within the county, which leads to increased travel time for all users.

### CONGESTION RELIEF

A key priority for this project is to smooth traffic throughout the corridor, where delays can reach up to 30 minutes\* when traveling from one end of the county to the other.

### OPERATIONAL IMPROVEMENTS

To reduce bottlenecks along the corridor, this project will address weaving issues like those at the Lawrence Way on-ramp and Treat Boulevard off-ramp in Walnut Creek, which regularly cause traffic to back up to the SR-24 interchange.



\*Based on INRIX data, Nov 2019.





# Goals



Reduce peak-period congestion and delay



Improve travel time reliability



Optimize use of existing HOV lane capacity



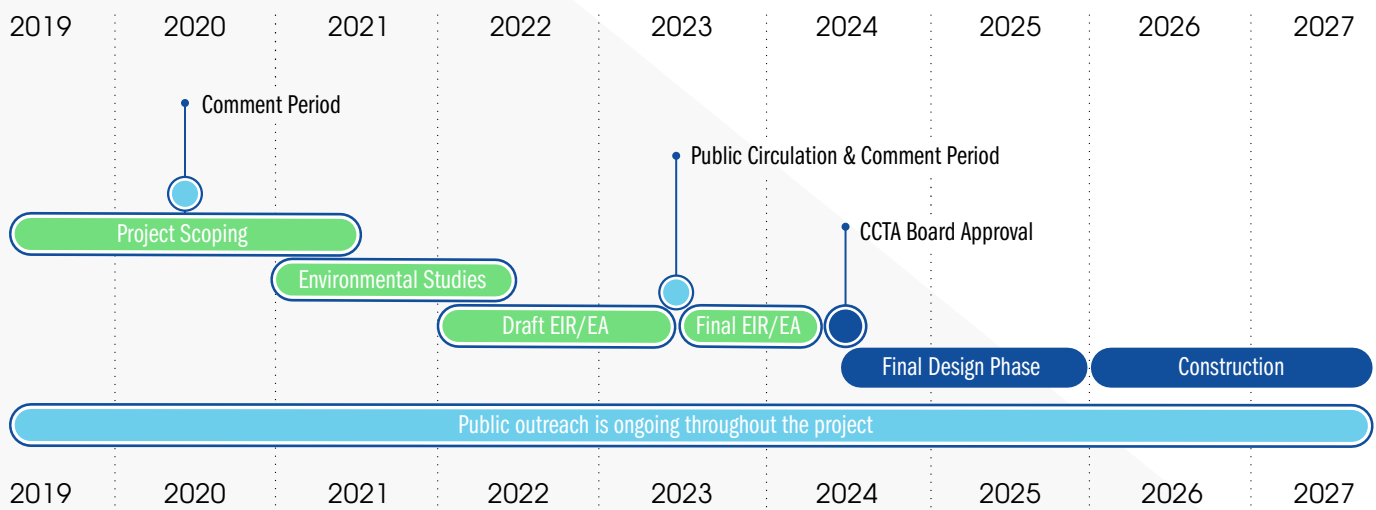
Provide efficient travel options for all vehicles

# Cost

Estimated construction costs range from **\$257-\$358 million** in current dollars. Right-of-way costs will range from **\$3.5-\$5.5 million**. These are preliminary estimates that will be adjusted as the project is further defined. This project is eligible for a variety of funding source types, including:

- Federal
- State
- Regional
- Local

# Milestones



### For more information about this project contact:

Stephanie Hu – Director, Projects  
 Contra Costa Transportation Authority  
 925.256.4740  
 StephanieH@ccta.net



**Stay Informed!**

[ccta.net/INNOVATE680](http://ccta.net/INNOVATE680)



## Our Focus

### CONGESTION RELIEF

Interstate 680 (I-680) is a backbone corridor for the Bay Area. It extends south to Silicon Valley and north to Fairfield, while providing access to scenic recreational areas, popular retail hubs, and thriving business centers. I-680 is critical to the region's prosperity as it provides for the movement of goods, services, and people throughout northern California and beyond. Thousands of homes and businesses rely heavily on this corridor for day-to-day travel.

The economic vitality and quality of life for residents depends on the ability to get where they need to go efficiently and safely. In 2015, it took the average person almost 25 minutes longer to commute northbound on I-680 during peak drive time versus nonpeak drive time. In 2020, that delay is expected to nearly quadruple. Such increases make travel along this corridor highly unpredictable and unreasonably time consuming.

As the congestion management agency for the county, the Contra Costa Transportation Authority (CCTA) is focused on alleviating the congestion that plagues I-680 to improve the quality of life for all Contra Costa residents.



## Our Goal

### A NEW GENERATION OF MOBILITY

Imagine consistently smooth flowing traffic, increased travel speeds, and innovative options for getting where you need to go without having to drive a car. What if, in addition to more predictability in your travel time, you also gained extra time each day to do the things important to you? CCTA has a plan for that!

Our goal is to provide a new set of easy-to-use options and tools that will improve mobility for everyone and encourage travelers to move toward shared modes.

— In 2020, —  
the average drive time  
delay during peak hours on  
I-680 was expected to reach  
**90 minutes.\***

*\*When traveling from one end of the county to the other.*



# Our Approach

## 6 PROJECTS 1 FULLY CONNECTED CORRIDOR

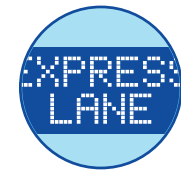
Alleviating congestion in Contra Costa County does not have a one-size-fits-all solution. Simply adding lanes is not an option as I-680 lacks the physical space for expansion. Any congestion management plan for the corridor must be carefully planned and must consider smart, forward-thinking upgrades to the existing infrastructure.

Integration of several innovative strategies is key to optimizing the county's transportation system. By using advanced technology, CCTA can simplify access to reliable mobility options through real-time, data-driven traffic updates that allow travelers to make informed decisions about cost, timing, route, and, most importantly, mode. Each of the 6 projects that make up the INNOVATE 680 program play an important role in this integrated approach and, when operating together, will maximize the efficiency of the corridor.



### PROJECT 1 PART-TIME TRANSIT LANES

Enabling buses to travel on dedicated shoulder lanes (or transit-only lanes) to bypass congestion during heavy traffic will make transit a more reliable and attractive travel option, and it will help reduce congestion on the freeway and express lanes. Part-time transit lanes are currently planned between **Bollinger Canyon** and **Ygnacio Valley Roads**. Added buses will increase on-time performance.



### PROJECT 2 EXPRESS LANE COMPLETION

Extending the existing express lanes from **Rudgear Road** in Walnut Creek to the **Benicia Bridge** will provide 25 miles of nearly continuous express lanes in the northbound direction. The goal of this express lane system is to increase travel speeds for those choosing to travel by carpool, vanpool, or motorcycle.



### PROJECT 3 ADVANCED TECHNOLOGY

Operational data gathered from high-tech infrastructure, like **Integrated Corridor Management (ICM)** and **Adaptive Ramp Metering (ARM)**, will refine the transportation system through a countywide connected data center. Real-time traffic information, based on the data gathered, will prompt dynamic adjustments to traffic signals and will send travelers actual traffic updates. Similar congestion management tools are in operation around the world and some countries have shown a 20% increase in freeway capacity.



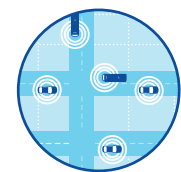
### PROJECT 4 SHARED MOBILITY HUBS

This project will include the planning and development of shared mobility hubs at existing park and ride lots along I-680 from **Bollinger Canyon Road** to **State Rount 4**. These hubs will complement part-time transit lanes and connections to other modes, such as microtransit, carpooling, vanpooling, ride-sourcing (i.e., Uber, Lyft), and bicycle and pedestrian facilities.



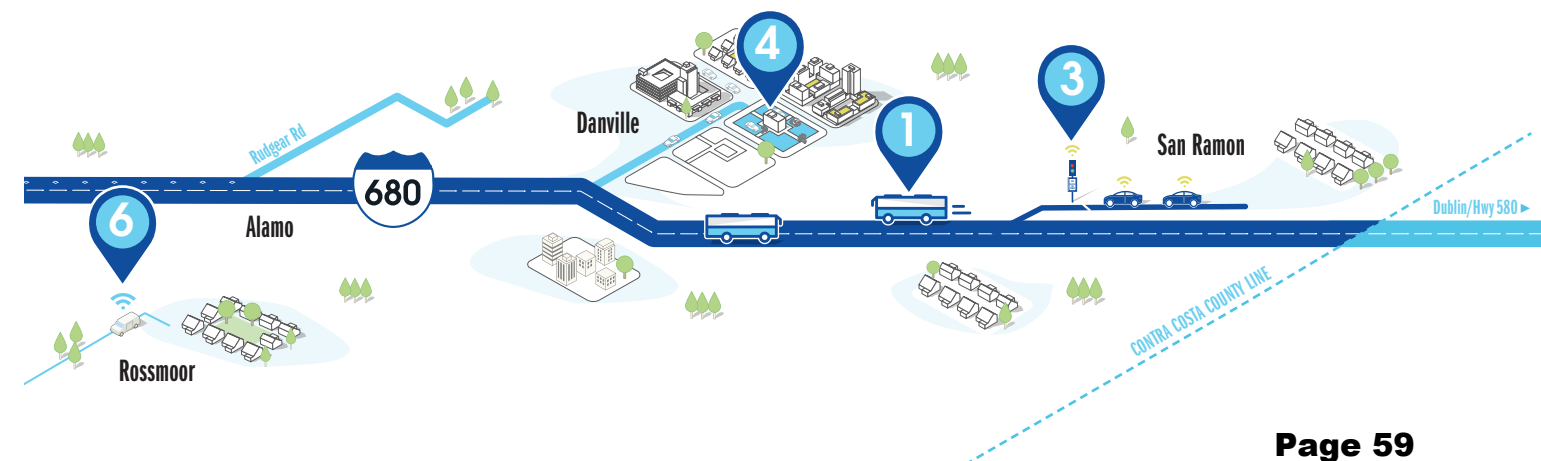
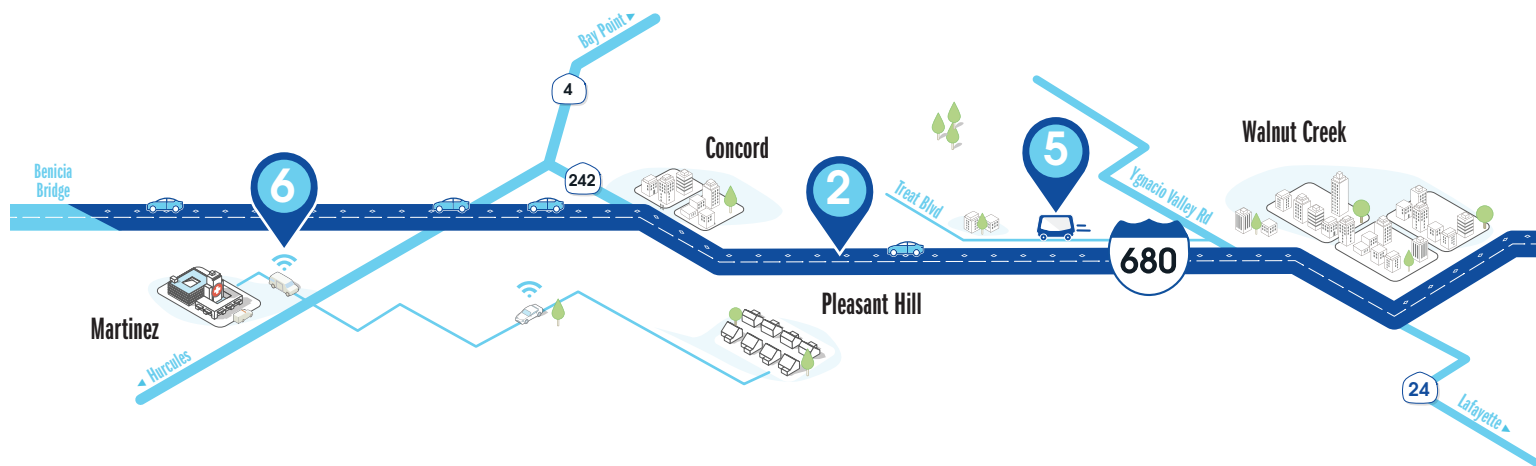
### PROJECT 5 MOBILITY AS A SERVICE

Mobility As A Service (MAAS) is a combination of public and private transportation services that provides personalized mobility options based on traveler needs, allowing you to plan, pay, and receive rewards for your trip.



### PROJECT 6 AUTOMATED DRIVING SYSTEMS

Safety data gathered during this pilot project will inform the development of technology that allows infrastructure and vehicles to communicate with one another and avoid collisions. This data will also guide the creation of more accessible travel options for the elderly and disabled. Three ground-breaking demonstration projects will be conducted as part of this pilot: (1) Rossmoor First Mile/Last Mile Shared Autonomous Vehicles; (2) Martinez County Hospital Accessible Transportation; and (3) Improved Personal Mobility on I-680 corridor.





# Our Strategies

## THOUGHTFUL SOLUTIONS FOR A CONNECTED CORRIDOR

The INNOVATE 680 Program originated with one simple concept: a connected corridor that could move people faster and better. At the time, there were many strategies being considered, worldwide, for innovative solutions to improve traffic congestion, sustainability, mobility, and accessibility. The CCTA team studied all solutions carefully and curated a set of seven strategies that, when combined to function as an integrated solution, will relieve congestion, smooth traffic, and provide greener, more efficient transportation choices to all travelers. From these seven strategies, CCTA developed its six projects that make up the INNOVATE 680 Program.

- Strategy 1:** Complete Express Lanes
- Strategy 2:** Cool Corridor Hot Spots
- Strategy 3:** Enhance Transit Service with Part-Time Transit Lanes
- Strategy 4:** Implement Innovative Operational Strategies
- Strategy 5:** Provide First Mile/Last Mile Connections with Shared Autonomous Vehicles
- Strategy 6:** Prepare the Corridor for the Future
- Strategy 7:** Apply Transportation Demand Management (TDM)



## Your Benefits



IMPROVED QUALITY OF LIFE



TRAVEL TIME SAVED



SAFER ROADS



IMPROVED ACCESSIBILITY



BETTER AIR



LESS CONGESTION



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## TRANSPAC TAC Meeting **STAFF REPORT**

**Meeting Date:** October 26, 2023

<b>Subject:</b>	<b>COUNTYWIDE TRANSPORTATION SAFETY ACTION PLAN</b>
<b>Summary of Issues</b>	CCTA staff will provide an update on the status of the Countywide Transportation Safety Action Plan (CTSAP). The CTSAP will identify strategies to eliminate severe injuries and fatalities. It will consider how to improve safety for all people in the County, including people biking, driving, walking, and taking the train or bus, as well as freight transportation. CCTA staff requests TAC input on the CTSAP effort.
<b>Recommendations</b>	None – for information only.
<b>Financial Implications</b>	None

### Background

The Countywide Transportation Safety Action Plan will identify strategies to eliminate severe injuries and fatalities. It will consider how to improve safety for all people in the County, including people biking, driving, walking, and taking the train or bus, as well as freight transportation.

The study area for the project includes the entirety of Costa County and has been divided into four subregions that align with the RTPC areas. Once approved, this planning effort is intended to provide a document that allows local agencies in Contra Costa County to apply for Safe Streets for All program administered by the US DOT.

Development of the Countywide Transportation Safety Action Plan will involve the following tasks:

- Conduct a countywide assessment of historical crashes and identifying focus areas.
- Evaluate safety equity through the identification of equity priority communities in Contra Costa County.
- Engage with the community to understand safety concerns and inform recommendations.

- Develop recommendations to address the focus areas to reduce crashes within the County. These recommendations will include roadway, crossing, bikeway, and sidewalk projects and updates to countywide safety policy.
- Develop implementation strategies for the recommended projects, programs, and policies, including priority locations for safety improvements and potential funding sources.

<b>Funding Opportunities Summary 10/19/2023</b>
-------------------------------------------------

### Upcoming Funding Opportunities

Funding Program	Fund Source	Application Deadlines	Program and Contact Information
<b>Thriving Communities Program (TCP)</b>	F	November 28, 2023 at 2 pm	TCP provides technical assistance, planning, and capacity building support to teams of community partners that may lack the staffing or technical expertise to scope, fund, and develop infrastructure projects that advance broader community goals. TCP will provide 2 years of deep-dive assistance and 3 years of facilitated peer learning support to selected communities to help them plan and develop a pipeline of comprehensive transportation, housing, and community revitalization activities. <a href="https://www.transportation.gov/grants/thriving-communities/nofo-fy-2023">https://www.transportation.gov/grants/thriving-communities/nofo-fy-2023</a>
<b>Safe Route to BART (SR2B) Program (Cycle 3)</b>	L	December 14, 2023	Cycle 3 is the final call for projects for the SR2B grant program. SR2B is funded by Measure RR and provides money to local agencies in Alameda, Contra Costa, and San Francisco counties for constructing projects that improve walking and biking access to BART stations. There is about \$16 million total for this cycle with grant amounts between \$500,000 and \$3 million. <a href="http://www.bart.gov/sr2b">www.bart.gov/sr2b</a>