

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

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, MARCH 28, 2024
9:00 A.M. to 11:00 A.M.

In the LARGE COMMUNITY ROOM at City of Pleasant Hill City Hall
100 GREGORY LANE
PLEASANT HILL

Public Comments: Public comment may be provided by submitting written comments to irina@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 irina@graybowenscott.com or (925) 937-0980 during regular business hours at least 48 hours prior to the time of the meeting.

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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.

ACTION ITEMS

3. **Minutes of the February 29, 2024 Meeting** 🌀 **Page 5**

Attachments: TAC minutes from the February 29, 2024 meeting.

Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County
1320 Mount Diablo Blvd, Suite 206, Walnut Creek 94596
(925) 937-0980

ACTION RECOMMENDATION: Approve Minutes.

INFORMATION ITEMS

4. MEASURE J LINE 20A FUNDS PROGRAM – FY 2024/2025 AND FY 2025/2026

PROGRAMMING CYCLE. 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. The TRANSPAC Board approved the program guidelines and release of a call for projects in December. Measure J Line 20a funds are expected to generate about \$1.2 million over the two-year programming period. Program applications were required to be submitted by January 19, 2024. Staff received eight applications for nine programs requesting \$1.5 million in funding. At this meeting staff will provide an update on the program. (INFORMATION) 🌀 **Page 11**

Attachment: Staff Report

5. TRAVEL DEMAND MANAGEMENT 2.0 AND CCTA TRANSPORTATION FUND FOR CLEAN

AIR POLICY. Transportation Demand Management (TDM) includes strategies and initiatives that aim to reduce greenhouse gas (GHG) emissions and Vehicle Miles Traveled (VMT) through the reduction of single occupancy vehicle use. As a strategic priority of the Contra Costa Transportation Authority (CCTA), CCTA staff is examining the current TDM program model and funding strategy to explore challenges and opportunities to better address the diverse transportation needs within the county. At this meeting, 511 Contra Costa staff will present a program proposal for the FY25 TFCA cycle. (INFORMATION) 🌀 **Page 25**

Attachment: Staff Report

6. INNOVATE 680 – AUTOMATED DRIVING SYSTEM PROJECT STATUS UPDATE.

Contra Costa Transit Authority's (CCTA) Autonomous Driving System (ADS) program goals aim to perform a safety assessment of Autonomous Vehicles and their technology in a secure, controlled, and safe testing environment at GoMentum Station and then later on private and public roadways. At this meeting, CCTA staff will provide an update on the ADS pilot program and projects including updates on the First-Mile/Last-Mile pilot program that will be implemented at Rossmoor and the County Hospital on-demand service pilot that will be implemented in Martinez. 🌀 **Page 43**

Attachment: Staff Report

7. COMMITTEE UPDATES:

- a. **Technical Coordinating Committee (TCC).** The last TCC meeting was held on March 21, 2024. The next regular meeting will be held on April 18, 2024.
- b. **Countywide Bicycle & Pedestrian Advisory Committee (CBPAC):** The CBPAC was held on March 25, 2024. The next regular meeting will be held on May 20, 2024.
- c. **Paratransit Coordinating Council (PCC):** The last PCC meeting scheduled for March 18, 2024 was canceled. The next regular meeting is scheduled for May 20, 2024.

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 March 2024 to May 2024, may be downloaded using the following link: [Click to View Meeting Schedule](#)

9. MEMBER COMMENTS

10. NEXT MEETING: APRIL 25, 2024.

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TRANSPAC TAC Meeting Summary Minutes

MEETING DATE: February 29, 2024

STAFF PRESENT: Abhishek Parikh, Concord; Jason Chen, Clayton; John Cunningham Contra Costa County; Ryan McClain, Pleasant Hill; Ali Hatefi, Martinez; Smadar Boardman, Walnut Creek; Melody Reeb, County Connection; Kirsten Riker, 511CC; Jamar Stamps, Contra Costa County; Matt Todd, TRANSPAC Managing Director; Tiffany Gephart, TRANSPAC Clerk

GUESTS/PRESENTERS: Kerry Hillis, BART

MINUTES PREPARED BY: Tiffany Gephart

1. Convene Meeting / Self-Introductions.

Matt Todd called the meeting to order at 9:01 A.M. Introductions followed.

2. Public Comment.

There were no comments from the public.

3. Minutes of the January 25, 2024 Meeting.

The minutes of the January 25, 2024 TRANSPAC TAC meeting were approved by consensus.

4. Measure J Line 20a Funds Program – FY 2024/2025 – FY 2025/2026 Programming Cycle.

Tiffany Gephart provided an update on Measure J line 20a program. Ms. Gephart noted that staff received 8 applications requesting 1.5 million in funding. Ms. Gephart commented that the summary of funding requests lists Choice in Aging as a second tier. As agreed by the TRANSPAC Board, the late application submitted by Choice in Aging application will be considered upon evaluation of the on-time applications. Ms. Gephart commented that the Board also requested that applicants give presentations which will be provided at the March and April Board meetings. Ms. Gephart further noted, after the applicant presentations and scoring committee review, scheduled to be started in March, staff will bring a draft program recommendation to the TAC and Board.

A description of the programs and funding requests are included in the corresponding staff report and attachments.

5. Travel Demand Management 2.0 and CCTA Transportation Fund for Clean Air Policy.

Matt Todd introduced the item. Mr. Todd noted that CCTA staff made a presentation at the previous TAC meeting and discussed how the TDM program is changing as well as how the TFCA funds are distributed. Mr. Todd noted that there were a lot of questions about the program from the TAC. Other RTPCs also had quite a few questions and some sent letters about it with their comments. Mr. Todd commented that CCTA Executive Director, Tim Hale came to the February 8, 2024 TRANSPAC Board meeting and with revised information from what was presented TAC meeting. Mr. Todd noted that there was an acknowledgement that there was lots of interest from the RTPCs on this topic and CCTA staff is reframing their approach. CCTA is now proposing that TRANSPAC have a role in prioritizing the funds and how they are used in Central County. The program will not be an open call for projects going to CCTA as previously understood. Mr. Todd commented that there are details to be ironed out, but it is anticipated that there will be sub regional equity and that TRANSPAC will have input for programming a portion of the funds based on the jobs housing formula that CCTA has historically used for the whole county.

Mr. Todd commented that he assumed there will be some similarities to the 20a program where TRANSPAC may be approving the types of projects and then send the recommendation to CCTA and CCTA will program the funds. Mr. Todd asked Kirsten Riker, 511 Contra Costa, if she heard any other updates.

Ms. Riker commented that there was a strategic plan for the 511 Contra Costa program that looked at how the program is operating. Right now, 511 Contra Costa does have a subregional office in the SWAT and WCCTA areas. Ms. Riker noted that the program that she is in charge of is supposed to be focused on the TRANSPAC and TRANSPLAN areas were managed by CCTA. Ms. Riker commented that several years ago, when staff operated under this plan, the consensus was that these programs need to have a seamless appearance to county residents served by the programs. Ms. Riker noted that staff has worked hard over the last four or five years to accomplish this goal. Ms. Riker noted that residents don't know about the different subregions and that anyone can participate in the programs. Ms. Riker commented that if different subregions offer different programs it could be difficult for residents. Mr. Riker noted that staff are pushing for keeping a countywide appearance of 511 CC programs and access for people, looking at what works best for residents, commuters, families to be able to access these programs.

Mr. Todd commented that there is a list of existing 511 CC programs on page 25 of the packet that are available in the central county. Ms. Riker affirmed that the programs listed are available throughout the County but the process for how the programs are funded by subregion varies but this does not impact the customer experience.

Ms. Riker noted that there is a promotion in East Contra Costa called Leap onto Transit, where you can get a free 20-ride pass for Tri-Delta transit. Ms. Riker noted that this is a one-off that staff are promoting only in East County. All other programs are available countywide. Ms. Riker further commented that 511 CC circulates a newsletter with close to 30,000 readers, at a 40% open rate, and programs are growing each year. Ms. Riker noted that staff feel that the program is going in the right direction.

Mr. Todd noted that TRANSPAC staff will bring more information to the TAC as it becomes available.

Jamar Stamps commented that he understood that one of the reasons for the TDM 2.0 effort is the Innovate 680/HOV lane extension project on 680, which is going to need VMT reduction mitigation. There will be a need to quantify the VMT reducing benefits of a lot of these programs so that that VMT reducing credit can be applied as mitigation to that project. Mr. Stamps further commented that eventually the Innovate 680 project won't need the VMT mitigation anymore, because it will have satisfied its obligation to reducing VMT. Mr. Stamps further noted that one of the other aspects of this program could include an ability for development projects in our own jurisdictions that need the VMT reducing mitigation to use the credits that are built-up from these programs. For example, a VMT mitigation bank or fee program that developers can contribute to, instead of each individual agency having to figure it out on their own.

Mr. Stamps further commented that he has provided similar comments to TRANSPLAN and WCCTAC as a lot of projects are heavily VMT inducing. Mr. Stamps noted that in Central County this may not be the case as transit is more available and the programs are pretty robust.

Mr. Stamps further noted that last year, CCTA adopted the VMT mitigation framework that included some ideas about how to establish something like a VMT mitigation bank or fee program. Mr. Stamps commented that he is not certain if this effort is part of the TDM 2.0 effort but he expressed that it should be and that if TRANSPAC has interest, to bring this up to CCTA.

Mr. Todd commented that he agreed with Mr. Stamps assumptions and that he anticipates future efforts may have a focus to better collect data which would help with a VMT bank. It is hoped that TRANSPAC can prioritize which of those changes to make and how they fit in with the whole county.

Abhishek Parikh asked how TFCA funds could be used for VMT mitigation. Mr. Stamps commented that he understands that funding used through Measure J and TFCA would go towards supporting TDM programs that either exist or the new programs in the future. Any VMT benefits these programs generate could go towards VMT mitigation for projects. The more funding to support existing programs, and in the future more effective and robust programs,

the more VMT credit we generate. Mr. Stamps compared the process to the Cap and Trade system.

Mr. Parikh commented that the City of Concord is in the process of developing traffic impact fees. As part of this staff are looking at how do we mitigate VMT for private projects. Mr. Parikh commented that he envisions that Concord would have it's own VMT mitigation fund, where money collected from developers can be applied to VMT mitigation. If additional funds are needed TFCA funding could be pursued to bridge that gap.

Mr. Todd commented that he understands the process along the lines of an off site environmental mitigation bank location, that is banking credits, and then a developer could potentially purchase the acres of land required, or in this case the VMT credit. Developers would not get money for their VMT mitigation per se.

Smadar Boardman commented that the existing conditions already assumed that all these programs are in place and therefore, would these efforts be allowed to become mitigation since it is not adding over and above today's conditions to actually account for it for mitigation.

6. BART Safe and Clean Plan.

Kerry Hillis provided a presentation on the BART Safe and Clean Plan. A copy of the presentation is available at TRANSPAC.us.

Following the presentation, Mr. Todd commented that TRANSPAC devoted funding to the Concord, Pleasant Hill and Walnut Creek stations. Mr. Hillis commented that he has strongly communicated this internally and Antioch was included on the list for the Phase 2 of fare gate upgrades to ensure that Contra Costa County was going to be seeing a return on its investment. Phase three is still in discussion. Mr. Todd commented that Antioch is in East County, a different subregion, and he would be interested to see where Central County fits into the order of implementation.

Mr. Hillis commented that he advocated strongly for all of the Contra Costa County stations and noted that everything has to be done by summer of 2025.

Ms. Riker clarified how the BART trains are being cleaned now. Mr. Hillis commented that they are cleaned at the end point of each route before it goes back into service. Ms. Riker commented that she is writing an article to encourage residents to ride BART and will add the newly provided information.

7. Committee Updates.

There were no comments from the TAC.

8. Information Items.

There were no comments from the TAC.

9. Member Comments.

There were no comments from the TAC.

10. Adjourn / Next Meeting.

The meeting adjourned at 10:04 a.m. The next regular meeting is scheduled for March 28, 2024.

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TRANSPAC TAC Meeting STAFF REPORT

Meeting Date: March 28, 2024

Subject:	MEASURE J LINE 20A FUNDS PROGRAM – FY 2024/2024 - FY 2025/2026
Summary of Issues	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. The TRANSPAC Board approved the program guidelines and release of a call for projects in December. Measure J Line 20a funds are expected to generate about \$1.2 million over the two-year programming period. Program applications were required to be submitted by January 19, 2024. Staff received eight applications for 9 programs requesting \$1.5 million in funding. The TAC scoring subcommittee met to review the applications and staff is gathering additional information for review. It is anticipated that the scoring committee will have initial recommendations to review with the TAC in April. At this meeting staff will provide an update on the program.
Recommendation	For information only.
Options	None.
Financial Implications	None.
Attachment(s)	A. Summary of Received Applications B. Summary of Programs/Projects C. TRANSPAC Measure J Line20A Program Guidelines D. Measure J TEP Program Description

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% of Measure J revenue for these types of services. TRANSPAC is responsible for recommendations on how the Line 20a funds are to be used.

TRANSPAC issued a call for projects for the FY 2024/2025 and FY 2025/2026 period of program/project operations in December. Measure J Line 20a funds are expected to generate about \$1.2 million over the upcoming two-year programming. Program applications were required to be submitted by January 19, 2024. Staff received 8 applications for 9 programs requesting approximately \$1.4 million in funding. The eight applications received include one from Choice in Aging (CIA), submitted late and will be considered in the program pending the review of the initial applications submitted. [Line 20a Program/Project Summary](#) Line 20a projects cover a variety of service types including fixed-route and curb-to-curb shuttle van service, volunteer driver programs, paratransit supplemental service and subsidized on-demand TNC programs meeting a variety of needs for seniors and people with disabilities throughout Central Contra Costa County. The following project sponsors submitted applications for this cycle:

1. City of Concord - *GoGo Concord Fixed Route Van Service
2. City of Concord - GoGo Concord TNC
3. City of Walnut Creek - City of Walnut Creek Social Services Transportation Program
4. County Connection - *Central Contra Costa Rural Lifeline Transportation Program
5. County Connection - Midday Free Rides Program
6. Golden Rain Foundation (Rossmoor) – Downtown Walnut Creek Service
7. Mobility Matters – Rides for Seniors/Rides 4 Veterans
8. Center for Elder’s Independence – Central Contra Costa County Transportation Initiative
9. Choice in Aging – Mt. Diablo Mobilizer

**Indicates a new program or element*

Each applicant has received funding in previous cycles, however in some instances programs have been added or expanded as indicated with an asterisk above. The attached material includes a summary of applicants, funding requests and project descriptions.

Scoring Committee

The scoring subcommittee met on March 6th and March 12th to review the program applications. Staff is gathering additional requested program information which will be brought to the scoring subcommittee to assist in creating the draft recommendation. It is anticipated that the scoring committee will have initial recommendations to review with the TAC in April.

Next Steps

The TRANSPAC Board requested applicant presentations which were conducted at the March 14th Board meeting and will continue at the April 11th Board meeting. Below is the proposed schedule through June.

Programming Schedule

January 2024	Application Workshop, January 9, 2023 (Completed) Applications Due, January 19, 2023 (Completed) Finalize TAC Scoring Committee (Completed)
February	Projects Summary - February 29 TAC (Completed)
February / March	Scoring Committee Meeting/Review –March 6 th /7 th (Completed) Projects Summary - March 14 Board (Completed) Applicant Presentations March 14 Board (Completed)
April	Applicant Presentations - April 11 Board Review Draft Program - April 25 TAC
May 2024	Review and Release Draft Program - May 9 Board Approve Final Program - May 30 TAC
June 2024	Approve Final Program - June 13 Board

Project Applications Received: Measure J Line 20A Call for Projects FY 24/25 and 25/26 Cycle

Ref. #	<i>Project Name</i>	<i>Sponsor</i>	<i>FY 24/25</i>	<i>FY 25/26</i>	<i>Total Request</i>
1	City of Walnut Creek Social Services Transportation Program	City of Walnut Creek	\$ 118,500	\$ 118,500	\$ 237,000
2	Go Go Concord Fixed Route Van Service	City of Concord	\$ 99,000	\$ 99,000	\$ 198,000
3	Go Go Concord TNC	City of Concord	\$ 11,375	\$ 11,375	\$ 22,750
4	Central Contra Costa Rural Lifeline Transportation Program	County Connection	\$ 25,000	\$ 25,000	\$ 50,000
5	Downtown Walnut Creek Service	Golden Rain Foundation	\$ 115,000	\$ 115,000	\$ 230,000
6	Midday Free Rides Program	County Connection	\$ 39,600	\$ 39,600	\$ 79,200
7	Rides for Seniors / Rides for Veterans	Mobility Matters	\$ 120,000	\$ 120,000	\$ 240,000
8	Central Contra Costa County Transportation Initiative	Center for Elders' Independence (CEI)	\$ 175,000	\$ 175,000	\$ 350,000

FISCAL YEAR SUBTOTAL \$ **703,475** \$ **703,475** \$ **1,406,950**

Ref. #	<i>Project Name</i>	<i>Sponsor</i>	<i>FY 24/25</i>	<i>FY 25/26</i>	<i>Total Request</i>
9	Mt. Diablo Mobilizer	Choice in Aging	\$ 58,850	\$ 58,850	\$ 117,700

FISCAL YEAR SUBTOTAL \$ **762,325** \$ **762,325** \$ **1,524,650**

DESCRIPTIONS OF PROGRAM / PROJECT REQUESTS

TRANSPAC Measure J Line 20A Program 2024/2025 and 2025/2026 Cycle Program Applications

City of Walnut Creek

1	City of Walnut Creek Social Services Transportation Program	The City of Walnut Creek, under the stewardship of the Walnut Creek Recreation Social Services Division, offers a comprehensive transportation program catering to seniors and individuals with developmental, physical, and/or mental disabilities providing rides to all areas of the TRANSPAC region with specific focus on equity neighborhoods. By providing both Lyft TNC and a shared minibus, we are able to provide a wide variety of options to individuals with varying needs and abilities. This program embodies our commitment to fostering inclusivity and independence, recognizing the diverse mobility needs of our community members by providing transportation services which are easy to access, fills gaps left by other service providers and excellent customer service where seniors can speak directly to a supportive human to get services and answers promoting safety and community engagement.
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City of Concord

2	GoGo Concord Fixed Route Van Service	The expanded GoGo Concord Transportation Program with a Fixed Route Van Service will subsidize all ride fares offered through our partnership with GoGo Grandparent. The subsidy provides matching funds of up to \$30 monthly (\$360/yr). The additional GoGo Concord Fixed Route Van Service will be free for GoGo Concord Senior Transportation members after the initial \$15 yearly enrollment fee (Scholarships available). A schedule of locations will be produced and distributed, including the Concord Senior Center, at least one shopping location, one public place/park (e.g., Concord Library), and one medical office location.
3	GoGo Concord TNC	Rides through the GoGo Grandparent portion of the program will continue to be reserved by phone, and users can secure rides for the Fixed Route Van Service by telephone or using the currently utilized registration software.

County Connection		
4	Central Contra Costa Rural Lifeline Transportation Program	The Central Contra Costa Rural Lifeline Transportation program will provide lifeline accessible transportation to disabled residents of the rural/unincorporated portions of TRANSPAC's jurisdiction, particularly including the Morgan Territory portions of Clayton and unincorporated Contra Costa County southeast of Mt. Diablo, as well as the Alhambra Valley and Briones areas west of Martinez and Reliez Valley, west of Lafayette. Transportation will be provided to certified ADA paratransit eligible riders who reside in these areas on a pre-scheduled, shared ride basis, for the same fare as County Connection LINK riders pay.
5	Midday Free Rides Program	The Midday Free Program, (10am-2pm) currently available to Mt. Diablo Unified School District's Bridge Program and RES Success, a non-profit organization, allows students and their instructors to ride County Connection buses for free while they are engaging in these programs that provide individuals with the knowledge and skills they need in order to make a successful transition to an independent, adult life. A key part of this is learning how to navigate and use public transit, which also helps to reduce dependency on paratransit services.
Golden Rain Foundation - Rossmoor		
6	Downtown Walnut Creek Service	The service provides rides to and from downtown Walnut Creek to enable senior adults in the Rossmoor Community to achieve and maintain their independence for commuting, shopping, medical, civil service, and entertainment destination of their choice. The bus service connects residents to the public transit systems, Bart and County Connection bus lines. The Downtown service is operated using 12-18 passengers cut aways that are all equipped with wheelchair lifts.

Mobility Matters		
7	Rides for Seniors/ Rides 4 Veterans	Mobility Matters is a nonprofit 501(c) 3 organization that provides mobility management services throughout Contra Costa County by matching riders to transportation providers that meet their individual needs. In addition, we operate the only countywide volunteer driver programs that provide free, escorted, one-on-one, door-through-door rides for seniors and disabled veterans, including their service dogs, who cannot access other forms of transportation. Home safety, falls/injury prevention, and emergency planning and evacuation, are major components of our rides programs.
Center for Elders' Independence		
8	CEI Central Contra Costa County Transportation Initiative	CEI services under the PACE model of care provide a fully integrated care program for older adults. Our mission is to ensure our clients remain at home in their communities as long as they are able. We provide transportation to and from our PACE Centers, to multiple specialist physicians' visits, dialysis, hospital, emergency room, and nursing home care. CEI provides professionally operated transportation to participants Mon-Fri, 9am-5pm, but may start as early as 6am (early morning hospital procedure) through 7pm (after dialysis/late appointment). CEI handles scheduling/coordination, and after-hours taxi vouchers. There are fees for service – transportation is part of our all-inclusive care covered by Medi-Cal/Medicare capitation. Our vehicles or contracted ride service/taxis provide all transportation without any need for transfers enroute.
Choice in Aging		
9	Mt. Diablo Mobilizer	<p>Service #1: Mt. Diablo Mobilizer provides door through door wheelchair accessible transportation to Mt. Diablo Center participants. The trips are to and from the Adult Day Health Care program, Monday through Friday. The bus comes to the center in the morning and takes participants home in the afternoon.</p> <p>Service #2: Mid-day shopping trips are provided for low-income seniors residing in local housing facilities. This service operates weekdays as well.</p>

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 Disabilities¹. 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.

¹ Full program description is available in the Measure J Sales Tax Expenditure Plan:
<https://ccta.net/wp-content/uploads/2018/10/5297b121d5964.pdf>

5. **Funding Available:** The total funding available for this two-year grant/project period is estimated to be \$1,200,000 (\$600,000 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
 - \$81.41 (FY 2022/2023)
 - Per Passenger
 - \$75.18 (FY 2022/2023)
 - 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.
 - Consider multiple equity factors of the proposed service to be provided in the TRANSPAC Subregion (see equity priority area maps on pages 20-22).

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:
Tiffany Gephart, TRANSPAC Clerk
1211 Newell Avenue, Suite 200
Walnut Creek, CA 94596
tiffany@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 for the electronic version.

d. Late applications will not be accepted.

8. **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.

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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

- 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

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.

TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: March 28, 2024

Subject:	TRAVEL DEMAND MANAGEMENT 2.0 AND CCTA TRANSPORTATION FUND FOR CLEAN AIR POLICY.
Summary of Issues	Transportation Demand Management (TDM) includes strategies and initiatives that aim to reduce greenhouse gas (GHG) emissions and Vehicle Miles Traveled (VMT) through the reduction of single occupancy vehicle use. As a strategic priority of the Contra Costa Transportation Authority (CCTA), CCTA staff is examining the current TDM program model and funding strategy to explore challenges and opportunities to better address the diverse transportation needs within the county. At the January and February TAC and Board meetings, CCTA staff presented information on the TDM program and the impacts of revising the Countywide Transportation Fund for Clean Air (TFCA) program funding policy. Staff has since met with CCTA staff to get further information on the proposed TDM 2.0 program and TFCA policy revision proposals. At this meeting, 511 Contra Costa staff will present a program proposal for the FY25 TFCA cycle.
Recommendation	For Information Only.
Financial Implications	None.
Attachment(s)	A. TRANSPAC 511 Contra Costa Programs B. 511 Contra Costa Program Proposal presentation C. CCTA’s Updated Draft TFCA Policy

Background:

Transportation Demand Management (TDM) includes strategies and initiatives that aim to reduce greenhouse gas (GHG) emissions and Vehicle Miles Traveled (VMT) through the reduction of single occupancy vehicle use. As a strategic priority of the CCTA, under TDM 2.0, CCTA staff is examining the current TDM program model and funding strategy to explore challenges and opportunities to better address the diverse transportation needs within the county. As part of this effort, CCTA staff is proposing to develop a TDM strategic plan and create a formal Transportation Fund for Clean Air (TFCA) funding program policy.

The current TDM program for central county is implemented by 511 Contra Costa under a contract administered by the CCTA. In the past (circa 2014) TRANSPAC directly administered the 511 program in central county, and with the organizational change to a JPA agreement agency, came to an agreement with CCTA and they have administered the program since that time. The

TDM program is funded by Measure J, Program 17 (1% of annual fund revenue of about \$1 million annually) which is designated to support alternative commute modes of transportation, and Air District TFCA (County Program Manager Funds of about \$1.5 million annually), intended for efforts to reduce greenhouse gas emissions from automobiles which also fits within the goals of TDM. CCTA applies a job/housing formula to determine the division of funding by subregion outlined in the Measure J Tax Expenditure Plan (TEP). It has been a practice to apply the same formula to distributing TFCA funding, but it is not in written policy.

At the January 25th TAC meeting, CCTA staff (Ying Smith), presented an overview of TDM 2.0 and next steps. The TAC held a robust discussion following the presentation that included questions about how projects would be prioritized, distribution of funding throughout the county, logistics of applying for and maintaining ongoing programs, and prioritizing successful ongoing programs.

At the February 8th Board meeting, CCTA Executive Director, Tim Haile presented on the TDM 2.0 initiative and acknowledged that the revisions to the TFCA policy were being further reviewed after receiving input from TRANSPAC and other RTPCs. Staff also met with Ying Smith (CCTA), and TRANSPLAN on February 16th to discuss the program guidelines and potential revisions to the TFCA program policy. From the discussions, the program revisions will include providing the TRANSPAC committee with a role in guiding the TFCA investments in the TRANSPAC area of the county.

At this meeting, 511 Contra Costa staff will present a program proposal for the FY25 TFCA cycle.

Attachment A

TRANSPAC 511 Contra Costa Programs - 19 Programs

REF #	Program	Fund Source		
		TFCA	MJ17	MJ21A
1	511 Contra Costa Brand: website, social media, eNewsletter	X	X	
2	Drive Less Incentive	X		
3	Winter Walk Challenge	X		
4	Discover & Go	X		
5	SchoolPool Youth Carpool	X		
6	Summer Bike Challenge	X		
7	Summer Youth Pass	X		
8	Pass2Class Free Student Transit	X		
9	E-bike Rebates		X	
10	Bike to Work Day	X		
11	Take 10 Free Transit Rides	X		
12	Street Smarts Diablo Youth bike-ped safety	X		X
13	Personalized Commute Planning	X		
14	Bike Locker and Rack Program		X	
15	Employer Outreach Program & Green Business	X	X	
16	Community Outreach Programs	X	X	
17	Electric Vehicle Charging Infrastructure	X	X	
18	Agency-specific Transit Programs	X		
19	Corridor-specific Rideshare Programs	X		

County Level Funding Sources

- \$1.5 M TFCA County Program Manager Funds
(TRANSPAC program receives about 30%)
- \$1 M Measure J Program 17 – Commute Alternatives
(TRANSPAC portion about 30%)
- \$4.5 M Measure J Program 21A – Safe Transportation For Children
(TRANSPAC portion about 10%)



TDM 2.0

TFCA Program Proposal, FYE25

TRANSPAC TAC
March 28, 2024

Overview



NEW

Countywide Transit Incentive Program:

\$511 Transit Challenge

CONTINUE

Student Bus Passes:
Pass2Class

Seasonal Promotional Campaigns for all modes

Traffic Safety Education:
Street Smarts Diablo
(MJ21 funded in TRANSPAC)

E-Bike Rebate Program
(MJ17 funded)

CONTINUE

(with **NEW** cost sharing between all regions)

Countywide Marketing / 511
Contra Costa Brand:

Website

Monthly Newsletter

Social media

Customer Service

DISCONTINUE

Summer Youth Pass

Discover & Go
Clipper cards

Redundant Commuter Incentives

Proposed NEW Countywide Incentive Program



NEW

\$511 CONTRA COSTA

Spare the Air Transit Challenge

A \$511 winner EVERY week!

+ Supportive
seasonal promotions
& campaigns

Replaces:

“Drive Less”
\$25 Commuter Incentive

“BOGO” Bus Passes

“Try Transit”*
\$25 Clipper card Commuter Incentive

“Secure Your Cycle”*
\$20 BikeLink Commuter Incentive

Take 10 Free Rides*
Bus Commuter Incentives

*TBD by WCCTAC

Proposed NEW Countywide Incentive Program



NEW

\$511 **CONTRA
COSTA**

Spare the Air Transit Challenge

A \$511 winner EVERY week!

+ Bonus
Incentives on
official Spare
the Air Days

How it works:

Every week, upload a screenshot of your mobile Clipper that shows dated transit rides starting or ending in Contra Costa.

Every transit ride earns an entry into the weekly drawing. *The more rides, the better your chances to win!*

“Bonus” rewards on official Spare the Air Days (TBD!)

CONTINUED

+ Seasonal Promotions & Campaigns

Examples:

Bike to Work/Wherever Days/ National Bike Month

Summer Bike & Winter Walk Challenges

Earth Day events

Transit Month

Back to School Carpool

Back to School Safety

\$511 CONTRA COSTA
Spare the Air Transit Challenge
A \$511 winner EVERY week

+ Supportive seasonal promotions & campaigns



BAY AREA
BIKE TO WHEREVER DAYS 2024
30 YEARS
Thursday **MAY 16** May is National Bike Month
BIKE TO WORK

SUMMER BIKE CHALLENGE 2024
Explore your town from the seat of a bike!
FREE
FUN! + Prizes
Noncompetitive | All Ages | Bike at your own pace June-August
Join the fun! Download Your Free Gameboard at 511cc.org/sbc

SchoolPool
Youth Carpool
Carpool to School for a chance to win a
\$250 Target Shopping Spree
10 Winners!

winter walk challenge
511cc.org/walk

Pass2Class
Free bus rides to school for up to two months!
Apply Now!

No changes for participants

Street Smarts
DIABLO REGION



No additional funds requested



Ebike
Rebate Program

Continued, MJ17 funded



CONTINUED (with new cost sharing between all regions)

Countywide Marketing / 511 Contra Costa Brand:

Website

Monthly Newsletter

Social media

Customer Service



511ContraCosta.org

DISCONTINUE

Summer Youth Pass

Discover & Go
Clipper cards

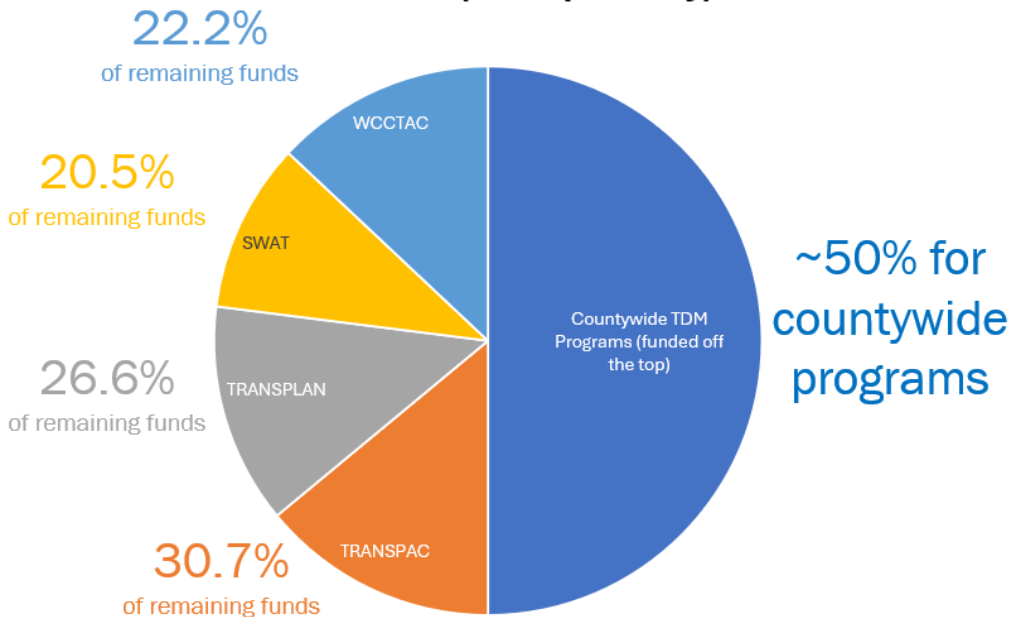
Redundant Incentives
(Drive Less, BOGO bus passes, Try Transit*, Take 10* bus passes, Secure Your Cycle*)

*TBD by WCCTAC

CCTA Fund Allocation Principles

Funding

TFCA 2025 (Example Only)



Subregion	% of Program
Central County	30.70%
East County	26.60%
Southwest	20.50%
West County	22.20%

Geographic Equity: Subregions should receive proportional TFCA benefit based on the jobs-housing formula (Formula)

Countywide Benefit: Projects that benefit all geographic areas will be *funded from the total of TFCA county funds*.

Subregional Projects that benefit one or more subregions, but not the entire population in the County: after subtracting the cost of the countywide projects, the *remaining funds will be allocated to subregional projects* using the Formula.

Role of the Regional Transportation Planning Committees (RTPC): Prioritize Subregional projects and *submit recommendations to CCTA*. Projects with the highest Cost Effectiveness (CE) ratio should be given priority consideration.

Role of Authority Board: *Approves projects* and CE findings.

Questions



TDM 2.0

TFCA Program Proposal, FYE25

TRANSPAC TAC
March 28, 2024

Draft Contra Costa Transportation Authority
Transportation Fund for Clean Air (TFCA) 40 Fund Policy
Proposed for Fiscal Year 2024-25

A. Goal and Objectives:

- Reduce Vehicle Miles Travelled (VMT)
- Reduce air pollution and Green House Gases (GHG) emissions

B. Program Background

In 1991, the California State Legislature authorized the Bay Area Air Quality Management District (Air District) to impose a \$4 surcharge on motor vehicles registered within the Bay Area to fund projects clean air projects. The Air District allocates this revenue through its Transportation Fund for Clean Air (TFCA) program to fund eligible projects and programs. The statutory authority and requirements of the TFCA program are set forth in California Health and Safety Code (HSC) Sections 44241 and 44242.

Forty percent (40%) of these TFCA funds are pass-through funds to the designated county program manager in each of the nine counties within the Air District's jurisdiction based on the county's proportionate share of fee-paid vehicle registration. The remaining sixty percent (60%) of these funds are awarded by the Air District to eligible projects and programs implemented directly by the Air District and to a grant program known as the Regional Fund.

The Contra Costa Transportation Authority (Authority) has been designated as the Administering Agency (previously called Program Manager) for the TFCA 40% funds in Contra Costa County and is responsible for administering the County program including annually adopting a program of projects that meet the legislative requirements of the program.

The Air District annually adopts policies for the TFCA 40% Fund. The Transportation Fund for Clean Air 40% Fund Expenditure Plan Guidance (Guidance) for Fiscal Year Ending 2025 was used to guide the development of the CCTA TFCA Policy.

C. CCTA Fund Allocation Principles

Geographic Equity: Each of the four Contra Costa County subregions should receive proportional TFCA benefit based on the jobs-housing formula (Formula).

- Countywide projects: projects available or benefit county residents or commuters in all geographic areas. These projects will be funded from the total of TFCA county funds.
- Subregional projects: projects that benefit one or more subregions, but not the entire population in the County. After subtracting the cost of the countywide projects, the remaining funds will be allocated to subregional projects using the Formula.

The benefit to each subregion is calculated as the sum of the TFCA funds to countywide projects, distributed per the Formula, and the TFCA funds allocated to the subregional projects.

A sample calculation of the countywide projects and allocation to the subregional projects are included in Appendix E.

Role of the Regional Transportation Planning Committees (RTPC): Prioritize Subregional projects and submit recommendations to CCTA. Projects with the highest Cost Effectiveness (CE) ratio should be given priority consideration.

Role of Authority Board: Approves projects and CE findings.

D. Eligible Project Types:

Based on the eligible project categories included in the Air District Guidance and in consideration of the local needs, the following Project Types that best support the goals and objectives are recommended for funding:

- Bicycle and Pedestrian Projects: infrastructure projects, bike parking, bike share. (Policy #s 30, 31 & 33)
- Ridesharing Services: carpool, vanpool, or other rideshare services, financial subsidy/incentive for transit or rideshare, and Guaranteed Ride Home. (Policy #27)
- First- and Last-Mile Connections: transit services providing short-distance connections between mass transit and commercial hubs or employment centers. (Policy #29)
- Vehicle- and Fuel-based Projects: alternative fuel vehicles (including trucks and buses), alternative fuel infrastructure. (Policy #s 22 & 24)
- Telecommuting: Implementation of demonstration projects in telecommuting. (Policy #34)

Other Eligible Projects: Other projects eligible under the Guidance can be considered. These projects will be subjected to Case-by-Case Approval (Policy #3) by CCTA and the Air District.

E. Eligible Fund Recipients:

Cities, County, Transit agencies, RTPCs, and CCTA. Other public agencies and non-public entities are encouraged to work directly with eligible project sponsors to submit projects.

F. Administrative Procedures

Annual Program Schedule & Actions

Dates	Air District Mandate	Action
January to March		Eligibility Screening
February Authority Board Meeting	X	CCTA Authority Board adopts Expenditure Plan (total annual county fund amount)
Feb. to April		Authority Board considers Policy updates, if necessary

June Authority Board Meeting	X	Authority Board approves Air District/CCTA agreement
Feb. to May		CCTA assists project sponsors in project documents
May to July		Project sponsors submit Project Information Form with project description, project type, draft CE calculations, cost estimate, and TFCA funds requested.
July to August		Project sponsors submit the final CE calculation and Project Information Form, per the Guidance.
Aug. to Sept.		RTPC selection and approval of subregional projects.
NLT October Authority Board Meeting		CCTA staff presents the final projects to the CCTA Board Authority for approval.
Mid-November	X	CCTA submits all project documents to Air District

Notes:

1. Eligibility Screening: For projects to be considered for funding, they must meet the eligibility requirements established by the Air District’s current TFCA 40% Fund. Consistent with the policies, a key factor in determining eligibility is a project’s CE ratio.
2. Project sponsors are encouraged to consult with CCTA staff on eligibility, CE calculations, and project readiness/ delivery scheduling. Upon request, CCTA staff will provide technical assistance to project sponsors in formulating the project definition and CE calculation.

Timely Use of Funds and Project Readiness:

The Authority is required to fully allocate the TFCA 40% funds annually, or risks the funds being returned to the Air District. The intent of TFCA is to fund projects that achieve surplus emission reductions within two years. Timely use of funds is an important consideration.

- Project Readiness – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Infrastructure projects can be considered for TFCA funding when the 65% design and environmental clearance are completed. Programs that cannot realistically commence within one calendar year and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.
- The following is a list of activities that should be completed prior to allocating TFCA funds to ensure the successful completion of projects:
 - Planning (e.g., design)
 - Jurisdictional approval (e.g., permits)
 - Legislative approvals (e.g., CPUC)
 - Environmental review/approvals (e.g., EIR, negative declaration)
- The Authority may approve no more than two one-year extensions to the TFCA expenditure period, if significant progress has been made on the project. For FYE 2025,

the Authority has the discretion to grant project extensions up to December 31, 2028. Any additional project extensions must be requested to the Air District.

- Recurring programs/services (e.g. TDM and transit services): a new program's start date can't occur before the previous program's end date. If there is unspent fund from the previous program, the project sponsor must close the project. The Authority may reallocate the unspent funds to a future cycle fund to the County total.

Project and Program Reporting:

- Project sponsors are required to report performance to comply with the Air District's requirement. Measurable and reportable VMT reduction (data-driven approach) is preferred over self-reporting data.
- Benefits to Priority Communities – Project sponsors are required to report investment on the Highly Impacted Communities or Episodic Areas as defined by the Air District's Community Air Risk Evaluation (CARE) Program. Additionally, positive impact to Equity Priority Communities (EPC), whether the project is directly located in an Equity Priority Community (see Air District map) or can demonstrate benefits to Priority Populations defined by SB 535 disadvantaged communities and AB 1550 low-income communities should be documented.
- A detailed budget is required. At a minimum, the budget should show categories for labor, expenses, and incentives (if applicable). If a project includes multiple sub-categories, expenses should be further assigned to each project sub-categories and by fund source.
- The reporting requirements are included in the funding agreement template.
- CCTA is responsible for reporting the metrics at the countywide level.
- All TFCA projects are required to be audited after completion. Generally, TFCA projects are audited every other year.

Appendices

- A. Transportation Fund for Clean Air 40% Fund [Expenditure Plan Guidance](#) For Fiscal Year Ending 2025, Bay Area Air Quality Management District
- B. Project Information Form
- C. Cost Effectiveness Worksheet
- D. Funding Agreement Template
- E. TFCA Fund Distribution Proposed - Example Only

TFCA County Total		\$ 1,747,938
Countywide Projects - Serving All Residents		
Project	Sponsor	Cost
Pass2Class	TBD	\$320,000
Guaranteed Ride Home	WCCTAC	\$60,000
Spare the Air Transit Incentives	CCTA	\$135,000
Vanpool	SWAT	\$50,000
Countywide Project Total		\$565,000
<i>Note: project names and costs are for illustration purpose only.</i>		

Subregional Projects - Sponsors TBD		\$ 1,182,938
Central County	30.70%	\$363,162
East County	26.60%	\$314,661
Southwest	20.50%	\$242,502
West County	22.20%	\$262,612

Benefits Distributed to Subregions		Total	Countywide	Subregional
Central County	30.70%	\$536,617	\$173,455	\$363,162
East County	26.60%	\$464,951	\$150,290	\$314,661
Southwest	20.50%	\$358,327	\$115,825	\$242,502
West County	22.20%	\$388,042	\$125,430	\$262,612
County Total		\$ 1,747,938		

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TRANSPAC TAC Meeting STAFF REPORT

Meeting Date: March 28, 2024

Subject:	INNOVATE 680 – AUTOMATED DRIVING SYSTEM PROJECT STATUS UPDATE
Summary of Issues	Contra Costa Transit Authority's (CCTA) Autonomous Driving System (ADS) program goals aim to perform a safety assessment of Autonomous Vehicles (AV) and their ADS technology in a secure, controlled, and safe testing environment at GoMentum Station and then later on private and public roadways. The primary goals of the ADS program are to monitor the ADS technology's data gathering and testing capabilities through standardized and effective safety-performance metrics, share data to encourage public confidence and collaboration among all partners, and build a collaborative environment that forms relationships between private partners, universities, and local agencies. At this meeting, CCTA staff will provide an update on the ADS pilot program and projects including updates on the First-Mile/Last-Mile pilot program that will be implemented at Rossmoor and the County Hospital on demand service pilot that will be implemented in Martinez.
Recommendation	For information only.
Options	None.
Financial Implications	None.
Attachment(s)	None.

Background

Contra Costa Transit Authority's (CCTA) Autonomous Driving System (ADS) program goals aim to perform a safety assessment of Autonomous Vehicles (AV) and their ADS technology in a secure, controlled, and safe testing environment at GoMentum Station and then later on private and public roadways.

Monitoring the ADS technology's data gathering and testing capabilities through standardized and effective safety-performance metrics will determine the time to test the AVs safely on private and public roadways. Data sharing is another key goal of the ADS program. Public acceptance requires confidence in the technology and its safety, and data sharing enables all partners to work collaboratively toward achieving the program's goals. The third primary goal of the ADS program is to establish a collaborative environment and form a relationship between private partners, universities, and local agencies.

In September 2019, CCTA was awarded \$7.5 million from the USDOT to support a pilot program for three demonstration projects:

1. Project 1—First-Mile/Last-Mile Shared Autonomous Vehicles (SAVs), Rossmoor, Walnut Creek: This project will increase transit accessibility for the senior community using SAVs. The data gathered will be used to develop safety performance measures for planning and implementing future SAV projects.
2. Project 2—County Hospital, Accessible Transportation, City of Martinez: This project will provide on-demand, wheelchair-accessible AV shuttle service to people as another option for getting to their medical appointments. The data gathered will be used to develop safety performance measures and to provide accessible transportation to public health facilities, improving quality of life and access to medical services.
3. Project 3 – Personal Mobility on Interstate 680 (I-680) Corridor: The project will prepare the I-680 Corridor for future Connected Autonomous Vehicles (CAVs), install new and upgraded vehicle-to-infrastructure and vehicle-to-vehicle technologies, such as dedicated short-range communications and 4G/5G communications to accommodate CAV technology and implementation of innovative operational strategies.

At this meeting, CCTA staff will provide an update on the ADS pilot program and projects.

Funding Opportunities Summary 03/08/2024

Upcoming Funding Opportunities

Funding Program	Fund Source*	Application Deadlines	Program and Contact Information
FY 2024 Safe Streets and Roads for All (SS4A) Grant Program	F	Planning and Demonstration Grant applications have three deadlines: Thursday, April 4, 2024, 2:00 PM Thursday, May 16, 2024, 2:00 PM Thursday, August 29, 2024, 2:00 PM Implementation Grant applications must be submitted by 2:00 PM on Thursday, May 16, 2024	The program focuses on the development of a comprehensive safety action plan and its implementation for all users of our highways, streets, and roadways, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The program provides funding to develop tools to strengthen a community’s approach to roadway safety and save lives and prevent serious harm. https://www.transportation.gov/grants/SS4A
Affordable Housing and Sustainable Communities (AHSC) Program (Round 8)	S	3/19/2024	The Program builds healthier communities and protects the environment by increasing affordable places to live near jobs, stores, transit, and other daily needs. AHSC reduces greenhouse gas emissions by funding projects that make it easier for residents to get out of their cars and walk, bike, or take public transit. Approximately \$675 million is available. https://sgc.ca.gov/programs/ahsc/

Previous Funding Opportunities

Funding Program	Fund Source*	Awardees	Allocation Amount(s)	Application Date(s)	Program and Contact Information
<i>Bike/Ped/Trails</i>					
FY 2023 Safe Streets and Roads for All (SS4A) Grant Program	F	City of Concord City of Martinez City of San Ramon City of Walnut Creek	\$400,000 \$240,000 \$120,000 \$240,000	7/10/23, 2 pm PST	The program focuses on the development of a comprehensive safety action plan and its implementation for all users of our highways, streets, and roadways, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The program provides funding to develop tools to strengthen a community’s approach to roadway safety and save lives and prevent serious harm. \$1.2 Billion is available. https://www.transportation.gov/grants/SS4A