

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

**TRANSPAC TAC MEETING NOTICE AND AGENDA**  
**THURSDAY, APRIL 25, 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 in person during the public comment period on items not on the agenda or during the comment period of each agenda item. Comments are limited to 3 minutes. Please begin by stating your name and indicate whether you are speaking for yourself or an organization. Members of the public may also submit written comments to [irina@graybowenscott.com](mailto: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.

**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 [irina@graybowenscott.com](mailto: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.

<b>ACTION ITEMS</b>
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- 3. Minutes of the March 28, 2024, Meeting 🌀 Page 5**

Attachments: TAC minutes from the March 28, 2024 meeting.

**ACTION RECOMMENDATION: Approve Minutes.**

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. 🌸 **PAGE 11**

**ACTION RECOMMENDATION: Approve the Draft FY 2024-2025 & FY 2025-2026 Measure J Line 20a Funds Program to be forwarded for TRANSPAC Board consideration.**

Attachment: Staff Report

5. **TRANSPAC/511 CONTRA COSTA TRANSPORTATION DEMAND MANAGEMENT PROPOSAL FOR THE FY 2024-2025 TRANSPORTATION FUND FOR CLEAN AIR FUNDING CYCLE.** 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, they are 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 create a formal Transportation Fund for Clean Air (TFCA) funding program policy. At this meeting, staff seeks approval of proposed FY 2024-2025 511 Contra Costa TDM programs for the TRANSPAC subregion. (INFORMATION) 🌸 **PAGE 27**

**ACTION RECOMMENDATION: Approve the outline of the 2024-2025 TDM program proposal for TRANSPAC subregion that will be the basis for the anticipated application for a CCTA 2024-2025 TFCA grant application.**

Attachment: Staff Report

<b>INFORMATION ITEMS</b>
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6. **TRANSPAC WORKPLAN AND BUDGET PROCESS FOR FISCAL YEAR 2024/2025.** The TRANSPAC Joint Exercise of Power Agreement specifies that TRANSPAC shall adopt a budget that includes operational expenses and the proportional amount each agency will be required to pay to fund TRANSPAC. To prepare for the upcoming 2024/2025 workplan and

budget process, the TRANSPAC TAC is requested to provide input for the upcoming work plan. (INFORMATION) 🌀 **Page 43**

Attachment: Staff Report

## **7. COMMITTEE UPDATES:**

- a. **Technical Coordinating Committee (TCC).** The last TCC meeting was held on April 18, 2024. The next regular meeting will be held on May 16, 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).
- b. **CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) MEETING CALENDAR:** The CCTA Calendar for April 2024 to June 2024, may be downloaded using the following link: [Click to View Meeting Schedule](#)

## **9. MEMBER COMMENTS**

## **10. NEXT MEETING: MAY 30, 2024.**

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## **RANSPAC TAC Meeting Summary Minutes**

**MEETING DATE:** March 28, 2024

**STAFF PRESENT:** Abhishek Parikh, Concord; Jason Chen, Clayton;; Smadar Boardman, Walnut Creek; Kirsten Riker, 511CC; Jamar Stamps, Contra Costa County; Celestine Do, BART; Matt Todd, TRANSPAC Managing Director; Tiffany Gephart, TRANSPAC, Irina Nalitikina, TRANSPAC Clerk

**GUESTS/PRESENTERS:** Jack Hall, CCTA

**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 February 29, 2024, Meeting.**

The minutes of the February 29, 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 and a status update on their current activities. Staff held two scoring committee meetings to review applications and are currently collecting additional information from applicants. This information will be compiled and shared with the committee with initial recommendations to be presented to the TAC in April. Ms. Gephart noted that presentations from applicants will be held at the April 11th Board meeting, including representatives from various organizations. Following this, a draft recommendation will be prepared for the May board meeting, with the final recommendation planned for June.

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

Kirsten Riker, representing 511 Contra Costa, presented a proposal for TDM programs proposed to be funded with 2025 TFCA funds in the TRANSPAC region. The presentation is included as an attachment to the staff report under this item.

Celestine Do began by thanking Kirsten for her presentation and inquired about the new approach to splitting the TFCA funding. Kirsten Riker explained that previously, the funds were divided among regions based on a formula, but now they are considering a call for projects for the entire county. She clarified that once county-wide programs are selected; the remaining funds would be available for sub-regional projects. However, the exact allocation percentages are yet to be determined.

Mr. Chen asked about the process for determining the allocation percentages and whether it could vary from year to year. Kirsten explained that it would depend on the proposed projects submitted to the CCTA board for approval. She acknowledged the uncertainty and the need for annual project proposals.

Ms. Do followed up by asking about the CCTA's agenda for the next meeting in April or May. Kirsten confirmed that it would likely be on the April agenda.

Another participant asked how this approach compares to what other counties are doing. Kirsten mentioned that some counties have minimal TDM spending while others fund shuttle services. Matt Todd added examples from San Mateo and Alameda counties, highlighting the different approaches each takes.

Mr. Todd also raised concerns about the potential for a single large project to absorb all the funds and the role of the RTPC in such cases. Kirsten assured him that RTPCs could submit recommendations for sub-regional projects according to CCTA's funding principles.

Mr. Todd raised several points during the discussion. He pointed out the lack of clarity regarding the RTPC's role in selecting county-wide projects and suggested that their responsibilities should be outlined more explicitly. He referenced a section in the packet detailing the roles of the RTPC, noting that there was no mention of involvement in county-wide projects.

Matt asked about how the \$511 incentive program will work and noted that it some benefits could go to existing transit riders, as compared to new riders. He noted that the need for quantifiable measurements to assess the program's success was an important consideration in any new programs.

Additionally, Mr. Todd inquired about the process for freeing up funds for new projects. He sought clarification on what existing programs would be eliminated to accommodate new initiatives and suggested revising the chart to reflect these changes.

Furthermore, Mr. Todd expressed reservations about the timing of the RTPC's involvement in the decision-making process, suggesting that they should be brought in earlier to have a more meaningful impact on project prioritization.

Mr. Stamps asked some clarifying questions about the RTPC's role in selecting projects within sub-regions and the evaluation criteria for projects. Ms. Riker indicated that a scoring rubric is being developed for project evaluation, but she wasn't certain about its specifics. Matt Todd contributed to the discussion by highlighting potential policy decisions that may influence project selection, noting that while certain projects might not best meet TFCA cost-effectiveness guidelines, they could still be prioritized based on other factors deemed important by the Board.

Ms. Do raised concerns about the lack of clarity regarding the involvement of RTPC in county-wide projects and questioned who would be involved in the decision-making process. Kirsten acknowledged the uncertainty and committed to seeking more information on the matter.

The discussion also delved into the submission timeline for project elements and the need for clarity regarding submission deadlines. There were suggestions about utilizing default programs or wish lists in case no projects were submitted within the given timeframe.

The conversation then shifted to the \$511 incentive program and its data verification process. Matt Todd suggested leveraging the authority's Mobility on Demand (MOD) app to track ridership behavior, while Kirsten mentioned the potential for Clipper 2.0 to provide more seamless data collection in the future.

Lastly, Mr. Chen proposed considering future project priorities and discussed the implications of starting and stopping programs, emphasizing the importance of ongoing programs for effectiveness. Kirsten agreed and noted the need for careful consideration when making recommendations.

## **6. Innovate 680 – Automated Driving System Project Status Update**

Jack Hall presented on the Automated Driving System Grant received in 2020, totaling \$7.5 million from the FTA. Out of 82 applicants, their agency was one of eight selected, primarily due to the availability of testing facilities at the Concord Naval Weapons Station.

The project aims to reduce congestion, enhance safety, promote environmental sustainability, and foster economic development in Contra Costa. Three main projects are in the grant: Rossmore Project: Involves running shared autonomous vehicles (shuttles) in a gated community

in Rossmore and Walnut Creek. Challenges include changes due to company closures and delays in permit acquisition.

County Hospital Project: Initially planned to modify existing County Connection buses with AV packages, now transitioning to using other types of vehicles for transporting patients, and also looking at individuals that fall between eligibility criteria for free rides.

I-680 Project: This project focuses on equipping vehicles with cooperative cruise control to manage traffic flow and intersections, address phantom traffic congestion, and enhance safety for vulnerable road users.

Additionally, the presentation covered data-sharing requirements with federal and local agencies, showcasing collaborations with UC Berkeley and other partners for data analysis and utilization. Challenges such as slow shuttle speeds and regulatory hurdles are acknowledged, with hopes for future advancements in automated wheelchair securement and infrastructure compatibility. Despite setbacks, the projects aim to be operational by summer, offering opportunities for public engagement and rides.

Smadar Boardman raised several questions regarding the Martinez route and the use of autonomous vehicles (AVs) in the area. She inquired about any modifications made to the road infrastructure to accommodate AVs and whether the AVs are equipped with sensors like LIDAR cameras for detecting surrounding vehicles. Mr. Hall responded, explaining that no modifications were made to the roads for AVs, as car manufacturers prefer not to depend on city or state infrastructure. He mentioned that the AVs have extensive sensors and storage space has been a challenge due to the need for large amounts of equipment.

Regarding regulatory hurdles, Ms. Boardman asked about the necessity of encroachment agreements with Martinez to operate the AVs. Mr. Hall clarified that since the AVs are street legal, they don't require encroachment agreements. He explained the process of obtaining permits from the Department of Motor Vehicles and working with the California Public Utilities Commission.

The discussion then shifted to the I-680 project, where Mr. Hall mentioned the need to collaborate with Caltrans but indicated that the details were still being worked out. Ms. Boardman also inquired about leveraging existing infrastructure for vehicle-to-infrastructure communication, citing the example of connected vehicle modules in ATMs.

Mr. Hall elaborated on the use of specially equipped Nissan vehicles for the San Ramon project and highlighted the challenge of sharing data with manufacturers. He expressed excitement



about leveraging existing equipment for AV testing and the potential for AVs to receive signals from existing infrastructure.

Ms. Boardman sought clarification on the term "connected vehicles," to which Jack Hall confirmed, elaborating on the emergence of autonomous vehicles (AVs) and recent advancements in car technology. He mentioned the increasing prevalence of luxury vehicles with advanced features and shared an anecdote about Tesla's accident rate in autonomous mode.

The conversation then shifted back to the Martinez route and the need for public outreach once agreements are finalized. Ms. Boardman asked about the expansion of mapped streets, to which Mr. Hall discussed the pilot project's potential expansion to Concord, Walnut Creek, and Pleasant Hill.

Further discussions revolved around the use of AVs for transportation within the Rossmore community, plans for future operations, and the role of operators in AVs. Mr. Hall expressed uncertainty about the timeline for fully autonomous vehicles, citing ongoing research and technological advancements.

Lastly, Mr. Hall discussed the potential operational timeline for the Martinez route, emphasizing the importance of finalizing agreements and public awareness efforts. He expressed willingness to showcase the AVs at a future board meeting and highlighted the company's interest in promoting their technology.

## **7. Committee Updates.**

Jason Chen commented that the Community-based Transportation Plan was discussed at the Technical Coordinating Committee (TCC) meeting and OBAG-3 grant funding in the amount of \$450,000 for Contra Costa County. There was discussion as to whether to update the plans for the Concord Monument Corridor and Martinez area. Additionally, MTC is proposing the exploration of new areas like South Rodeo, South Pittsburgh, and East Antioch. Questions arise regarding whether to update existing studies or explore new areas, and whether CCTA should continue leading the studies or involve local agencies. Concerns about planning fatigue and the possibility of transitioning the plan into an implementation strategy were raised.

Ms. Boardman raised several points during the discussion. She mentioned concerns about planning fatigue expressed by herself and other colleagues and proposed the idea of updating existing transportation plans to focus more on implementation. She also inquired about the agency responsible for obtaining the grant, clarifying that it was CCTA. Additionally, she asked if

anyone in the group was considering applying for Active Transportation Infrastructure Investment Program (ATIIP) funding, providing information about the application timeline.

Mr. Chen asked if CCTA will be submitting a combined package for the Safe Streets for All (SS4A) Grant. Mr. McClain commented that the grant Mr. Chen was referring to is a planning grant and that CCTA's combined package was for implementation.

Mr. Todd commented that at the next Board meeting the workplan and budget process will be discussed. Mr. Todd further commented that a representative from the school district will likely attend a meeting in the near future and solicited topics. Mr. Todd noted that the representatives have previously been from MDUSD but staff can reach out to other districts if appropriate.

Mr. Todd went on to introduce Irina Nalitkina and noted that Irina will be supporting TRANSPAC and performing Clerk duties which will allow Tiffany to also support other projects.

Ms. Gephart commented that Form 700's are due on April 2<sup>nd</sup>.

**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 11:04 a.m. The next regular meeting is scheduled for April 25, 2024.

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**TRANSPAC TAC Meeting STAFF REPORT**

**Meeting Date:** April 25, 2024

<b>Subject:</b>	<b>MEASURE J LINE 20A FUND DRAFT PROGRAM – FY 2024/2025 AND FY 2025/2026 PROGRAMMING CYCLE</b>
<b>Summary of Issues</b>	The CCTA Measure J line 20a program provides funds for Transportation Services for Seniors & People with Disabilities in the TRANSPAC area. TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used. The TRANSPAC Board approved the program guidelines and release of a call for projects in December. Measure J Line 20a funds are expected to generate about \$1.2 million over the two-year programming period. Staff received eight applications for nine programs totaling \$1.5 million in fund requests. At this meeting, staff will present detailed applicant information and draft program for review.
<b>Recommendation(s)</b>	Approve the Draft FY 2024-2025 & FY 2025-2026 Measure J Line 20a Fund Program to be forwarded to the TRANSPAC Board.
<b>Financial Implications</b>	TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used in the TRANSPAC subregion. The program resulting from the above process will commit Measure J revenue dedicated to projects that support transportation for seniors and people with disabilities for the two-year period in the TRANSPAC subregion.
<b>Attachment(s)</b>	A. FY 2024-2024 – FY 202/2026 Draft Programming Scenarios B. Line 20a Program Descriptions C. Measure Line 20A 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 \$1.5 million in funding. The eight applications received include one late submission from Choice in Aging (CIA) which will be considered pending the review of the initial applications submitted as directed by the Board.

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. Table 1.1 outlines the projects submitted for this cycle and Attachment B includes a summary of each project/program. Each project sponsor has received funding in previous cycles, however in some instances programs have been added or expanded as indicated with an asterisk.

<b>Table 1.1 Projects Submitted</b>				<b>FY 2024-2025 Projections</b>			
	<b>Project Name</b>	<b>Sponsor</b>	<b>Funding Request</b>	<b>Projected Individuals Served</b>	<b>Project Type</b>	<b>Projected Trips</b>	<b>Projected Cost Per Trip</b>
1	City of Walnut Creek Social Services Transportation Program	City of Walnut Creek	\$237,000	147	TNC/Van Service Door-to-Door	5,656	\$35.10
2	Go Go Concord Fixed Route Van Service*	City of Concord	\$198,000	720	Van Service Door-to-Door	1,728	\$57.29
3	Go Go Concord TNC*	City of Concord	\$22,750	140	TNC – Curb to Curb	1,560	\$13.46
4	Central Contra Costa Rural Lifeline Transportation Program*	County Connection	\$50,000	2-5	Door-thru-Door, Paratransit	336	\$61.55
5	Downtown Walnut Creek Service	Golden Rain Foundation	\$230,000	1,200	On-demand shuttle, Curb-to-Curb	27,600	\$47.34
6	Midday Free Rides Program	County Connection	\$79,200	350	Curb-to-Curb, Fixed-route	N/A	\$1.10
7	Rides for Seniors / Rides for Veterans	Mobility Matters	\$240,000	275	Volunteer Driver, Door-thru-Door	7,000	\$54.57
8	Central Contra Costa County Transportation Initiative	Center for Elders' Independence (CEI)	\$350,000	127	Door-thru-Door, on-demand	14,000	\$62.18
<b>Tier 2</b>							
9	Mt. Diablo Mobilizer	Choice in Aging	\$117,700	5,525	Door-thru-door	5,525	\$21.30
<b>Total Requested</b>			<b>\$1,406,950</b>				

<b>Table 1.1 Projects Submitted</b>				<b>FY 2024-2025 Projections</b>			
<b>Project Name</b>	<b>Sponsor</b>	<b>Funding Request</b>	<b>Projected Individuals Served</b>	<b>Project Type</b>	<b>Projected Trips</b>	<b>Projected Cost Per Trip</b>	
(Including Late Submission)		\$1,524,650					
Funding Available		\$1,200,000	Total Projected Trips		57,755		

At the March 14<sup>th</sup> and April 11<sup>th</sup> Board meetings, Measure J Line 20a program applicants presented their programs. Concurrently, TRANSPAC staff held three meetings with the TAC Scoring Subcommittee to review the submitted applications in detail and prepare preliminary recommendations for TAC review and comment. The applications were evaluated using criteria outlined in the program policies with particular attention to new equity considerations as discussed throughout the policy development process. Tables 1.2 and 1.3 outline the evaluation topics considered for each project.

<b>Table 1.2 Evaluation Topics</b>	
1	Does the program/project fill and identified Gap?
2	Does the program/project coordinate with other transit entities?
3	Does the program/project report a Cost Per Trip (Less than Link \$75)?
4	Does the program/project complement existing LINK service?
5	Does the program/project have a funding strategy beyond the grant period?
6	Does the program/project demonstrate matching funds (examined but not required)?
7	Does the program/project meet identified ATSP goals?
8	Does the program/project service the equity priority communities of Martinez and Concord?
9	Does the program/project meet other equity Criteria outlined in the application? (see table 1.3)

<b>Table 1.3 Additional Equity Questions</b>	
1	What percentage of individuals served are completely dependent on the proposed transportation program or service?
2	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.
3	If the proposed transportation program or service is new, how are target users completing trips currently?
4	Percentage of users that can't afford to pay for the service.
5	Provide information about trips provided that serve areas identified as Equity Priority Communities by MTC .

### Preliminary Applicant Scores

Upon review of the applications, the applicants were preliminarily scored High, Medium, and Low based on how closely they met the outlined criteria. It is understood however, that each program operates on a continuum and services can vary greatly from one program to another. Programs that scored higher generally met all the basic criteria including equity criteria, projects that scored medium to low typically met the basic criteria but did not fully meet the equity criteria to the same extent as other projects or operated in a narrower service area for a

specific population. Other considerations were the acuteness of need within the population and the availability of data to demonstrate the programs reach within the TRANSPAC area including trip data, equity data, and demographic data. Table 1.4 outlines the initial scores of the scoring committee.

<b>Table 1.4 Preliminary Measure J Line 20a Applicant Scores</b>		
<b>Project</b>	<b>Sponsor</b>	<b>Score</b>
City of Walnut Creek Social Services Transportation Program	City of Walnut Creek	High
Go Go Concord Fixed Route Van Service*	City of Concord	High
Go Go Concord TNC*	City of Concord	High
Central Contra Costa Rural Lifeline Transportation Program*	County Connection	Low
Downtown Walnut Creek Service	Golden Rain Foundation	Low
Midday Free Rides Program	County Connection	Medium
Rides for Seniors / Rides for Veterans	Mobility Matters	Medium
Central Contra Costa County Transportation Initiative	Center for Elders' Independence (CEI)	High
<b>Tier 2</b>		
Mt. Diablo Mobilizer	Choice in Aging	High

The projects that scored low operated in a narrower service area and served a limited demographic within the TRANSPAC area overall. These projects also scored lower on equity considerations overall. Though all programs serve vulnerable populations including seniors and people with disabilities, not all programs serve communities that meet the demographic factors outlined in the MTC Equity Priority criteria. It is understood that this is not the entirety of factors to consider. However, in weighing the programs overall this was the determination of the scoring committee.

Projects that scored medium met the minimum criteria across most or all categories but presented less data to adequately measure the service in relation to other programs. Such data includes user specific demographic and/or trip data by area and a demonstrated presence in EPC areas.

Using the scoring determination as a baseline, Attachment A outlines three programming scenarios which are constrained to the \$1.2 million fund estimate determined in December 2023. As outlined in Table 1.1, the funding requested exceeds the available funding by approximately \$325,000. Given this shortfall, the current programming scenarios exclude Choice in Aging’s request of \$117,700. Scenario 1 funds project requests at 85%, Scenario 2

funds projects ranking high at 100%, medium at 70% and low at 60%. The first two scenarios were recommended to be forwarded by the Scoring Subcommittee. Scenario 3 is an additional submission put forth by TRANSPAC staff which adjusts the project ranking of the scoring subcommittee and provides a third funding scenario (most project requests at 88% and projects that scored medium at 75%).

It is requested that the TRANSPAC TAC review the programming scenarios and offer recommendations to be brought to the Board in May for review and comment.

Next steps:

As in past years, staff is actively working with current and prior project sponsors to identify cost-savings, including exploring any unclaimed commitments in the TRANSPAC Measure J Fund, examining the projected fund estimates for improvements in revenue trends, and exploring the availability and potential usage of reserve funds to increase the available funding for the current cycle. Staff will continue to update the TAC and Board on fund balances as information becomes available. Below is the current programming schedule through June.

<b>Schedule</b>	
<b>January 2024</b>	Application Workshop (January 9, 2023) Applications Due (January 19, 2023) Finalize TAC Scoring Committee
<b>February</b>	Projects Summary - February 29 TAC
<b>February / March</b>	Scoring Committee Meetings Projects Summary - March 14 Board Applicant Presentations March 14 Board Review Draft Program March 28 TAC
<b>April</b>	Applicant Presentations - April 11 Board Review Draft Program - April 11 Board Review Draft Program - April 25 TAC
<b>May 2024</b>	Review and Release Final Draft Program - May 9 Board Review Final Program - May 30 TAC
<b>June 2024</b>	Approve Final Program - June 13 Board

**Scenarios: Measure J Line 20A Call for Projects**

Ref. #	Project Name	Sponsor	FY 24/25	FY 25/26	Total Request	Scenario 1 (85%)	Scenario 2 (Med 70% and Low 60%)	Scenario 3 (High 88% and Medium 75%)
1	City of Walnut Creek Social Services Transportation Program	City of Walnut Creek	\$ 118,500	\$ 118,500	\$ 237,000	\$ 202,161	\$ 237,000	\$ 208,323
2	Go Go Concord Fixed Route Van Service	City of Concord	\$ 99,000	\$ 99,000	\$ 198,000	\$ 168,894	\$ 198,000	\$ 174,042
3	Go Go Concord TNC	City of Concord	\$ 11,375	\$ 11,375	\$ 22,750	\$ 19,406	\$ 22,750	\$ 19,997
4	Central Contra Costa Rural Lifeline Transportation Program	County Connection	\$ 25,000	\$ 25,000	\$ 50,000	\$ 42,650	\$ 30,000	\$ 37,500
5	Downtown Walnut Creek Service	Golden Rain Foundation	\$ 115,000	\$ 115,000	\$ 230,000	\$ 196,190	\$ 138,000	\$ 172,500
6	Midday Free Rides Program	County Connection	\$ 39,600	\$ 39,600	\$ 79,200	\$ 67,558	\$ 55,440	\$ 69,617
7	Rides for Seniors / Rides for Veterans	Mobility Matters	\$ 120,000	\$ 120,000	\$ 240,000	\$ 204,720	\$ 168,000	\$ 210,960
8	Central Contra Costa County Transportation Initiative	Center for Elders' Independence (CEI)	\$ 175,000	\$ 175,000	\$ 350,000	\$ 298,550	\$ 350,000	\$ 307,650
<b>FISCAL YEAR SUBTOTAL</b>			<b>\$ 703,475</b>	<b>\$ 703,475</b>	<b>\$ 1,406,950</b>	<b>\$ 1,200,128</b>	<b>\$ 1,199,190</b>	<b>\$ 1,200,589</b>
					Available	\$ 1,200,000		High Rank
					<b>SHORTFALL</b>	<b>\$ (206,950)</b>		Medium Rank
								Low Rank

Ref. #	Project Name	Sponsor	FY 24/25	FY 25/26	Total Request	
9	Mt. Diablo Mobilizer	Choice in Aging	\$ 58,850	\$ 58,850	\$ 117,700	
<b>FISCAL YEAR SUBTOTAL</b>			<b>\$ 762,325</b>	<b>\$ 762,325</b>	<b>\$ 1,524,650</b>	
					<b>SHORTFALL</b>	<b>\$ (324,650)</b>



<b>DESCRIPTIONS OF PROGRAM / PROJECT REQUESTS</b>		
<b>TRANSPAC Measure J Line 20A Program 2024/2025 and 2025/2026 Cycle Program Applications</b>		
<b>City of Walnut Creek</b>		
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.
<b>City of Concord</b>		
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 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.

<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 \$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](mailto: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](mailto: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

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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.

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## TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: April 25, 2024

<b>Subject:</b>	<b>TRANSPAC 511 CONTRA COSTA TRANSPORTATION DEMAND MANAGEMENT PROPOSAL FOR THE FY 2024-2025 TRANSPORTATION FUND FOR CLEAN AIR FUNDING CYCLE.</b>
<b>Summary of Issues</b>	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, they are 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 create a formal Transportation Fund for Clean Air (TFCA) funding program policy. At this meeting, staff seeks approval of a proposed FY 2024-2025 511 Contra Costa TDM programs for the TRANSPAC subregion.
<b>Recommendation</b>	Approve the outline of the 2024-2025 TDM program proposal for TRANSPAC subregion that will be the basis for the anticipated application for a CCTA 2024-2025 TFCA grant application.
<b>Financial Implications</b>	TRANSPAC is making a recommendations on how to utilize the funds available for TDM activities in the TRANSPAC subregion. Any program resulting from the recommendation will commit CCTA TFCA and CCTA Measure J revenue to implement the program.
<b>Attachment(s)</b>	<ul style="list-style-type: none"><li>A. FY 2023/2024 TRANSPAC 511 Contra Costa Programs</li><li>B. TFCA Program Proposal FYE25– 511 Contra Costa (Presentation)</li><li>C. 511 Contra Costa TRANSPAC TDM Program Proposal</li></ul>

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### 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.

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 current 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.

As a strategic priority of the 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. As part of this effort, CCTA staff is proposing create a formal Transportation Fund for Clean Air (TFCA) funding program policy.

There has been much discussion about the proposed TFCA program policy at TRANSPAC with multiple presentations since January. The TFCA programming policy was discussed at the April CCTA Board meeting, with the item being carried over to the May CCTA Board meeting. Though the final policy and process has not yet been approved, it is expected that a call for projects will be released, and that countywide programs will be selected that will utilize funding “off the top” and that some level of funds will remain that will be available for projects/programs in the TRANSPAC subregion. It is also expected that there will be an equity formula applied and that TRANSPAC will have input into the prioritization of projects through the evaluation process (details still to be determined).

In the discussion about the TFCA programming policy, our Contra Costa 511 staff has also provided information about the TDM programs that have been in place in Contra Costa and the TRANSPAC subregion. Working with the Contra Costa 511 staff, we requested a high-level summary of the programs that we may want to see continue. The menu of TDM / 511 program services that would be expected to be available in central county include:

- Countywide
  - 511 Contra Costa brand (managed by CCTA’s TDM contractor)
  - Guaranteed Ride Home (managed by WCCTAC)
  - Pass2Class free student bus passes (management entity TBD)
  - Vanpool incentives (managed by SWAT)
  - New \$511 Big Win incentive, including supporting Summer Bike and Winter Walk Challenges and Bike to Work Day programming (managed by CCTA’s TDM contractor)
- Subregional (managed by CCTA’s TDM contractor)

- Local School Trip Reduction Pilot program for biking, walking and carpool in Central County schools using the Active4me program. The program is being successfully piloted at Pleasant Hill Elementary School and could be expanded across the subregion. The program could serve as a model for a future countywide program.
- Continuation of outreach at community events such as Earth Day, Thinkers and Tinkers, and Bike Swaps to promote transit and active transportation.
- Continuation of employer support such as Bay Area Commuter Benefits guidance, on-site transit fairs, and site visits for bike infrastructure to Central county employers.

In anticipation of the rollout of this new TFCA policy, TRANSPAC staff is requesting review and approval of the outline of what the 511 Contra Costa TDM program proposal for TFCA funding will be for the TRANSPAC subregion.

**Attachment A**

**FY 2023/20024 TRANSPAC 511 Contra Costa Programs - 20 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		
20	Guaranteed Ride Home Program	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](http://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](http://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



**E bike**  
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](http://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\*)

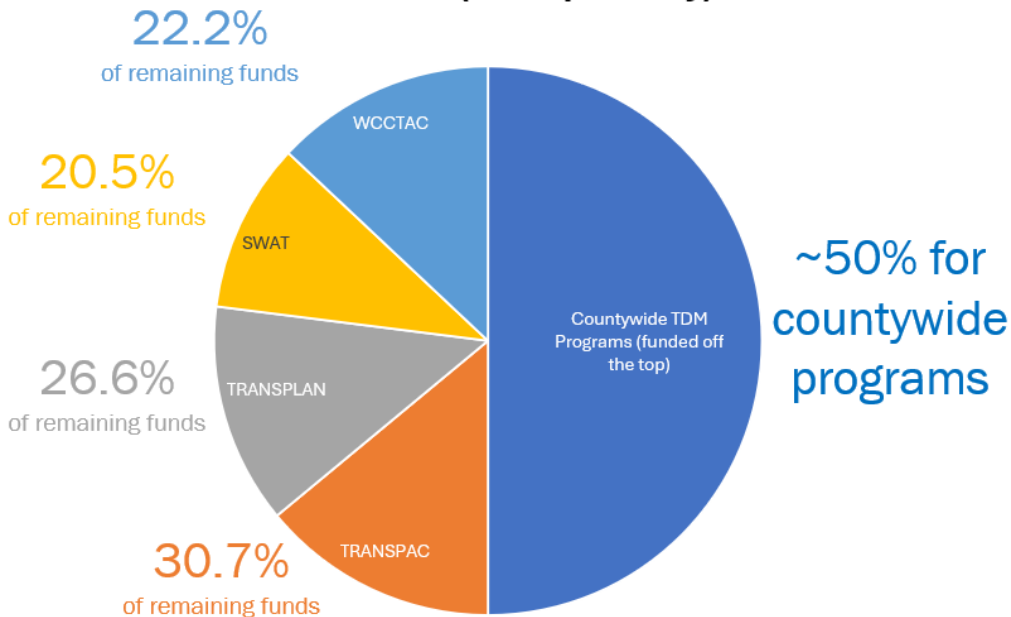
\*TBD by WCCTAC



# 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

## **Background**

In 1997, TRANSPAC and TRANSPLAN signed an MOU agreeing that TRANSPAC would implement Eastern Contra Costa region Transportation Demand Management (TDM) programs on its behalf, along with its own Central region programs. In 2016, the CCTA Board Authority approved a request from TRANSPAC to transition the oversight of both the Central and East County 511 Contra Costa TDM and Safe Transportation for Children (Street Smarts Diablo) programs to the Authority. The Authority engaged a contractor to design, implement and manage those programs on their behalf.

These programs are funded by CCTA's Measure J 17 and Transportation Fund for Clean Air (TFCA) 40% funds. The fund allocation is calculated based on a jobs/housing formula. Funds are allocated directly to the RTPCs, or in the case of TRANSPAC and TRANSPLAN, to CCTA's TDM contractor on their behalf. The TRANSPAC allocation is currently 30.70% of total available funds.

## **Proposed TFCA Fund Policy**

CCTA staff have presented a proposal to the Board Authority for a TFCA Fund Policy. That policy would alter the existing allocation practice by inviting public entities to apply for TFCA 40% funds through a Call for Projects process. TRANSPAC would be eligible to apply for TFCA funds through this process.

The proposal was discussed at the April Board Authority meeting and was carried over to May. If approved, the FY24/25 TFCA funds totaling \$1,747,938 would be allocated through the Call for Projects. Projects can be either countywide - benefiting residents and commuters of all geographic regions of the county, or subregional – focused on benefits to residents of one or more of the county's four subregions. Countywide projects would be funded off the top of the total and the remaining available funds would be allocated to subregional projects using the job/housing formula.

The policy will not impact Measure J 17 funding. The FY24/25 fund of \$1,000,000 will be allocated as it currently is to the four subregions. Those funds are generally used to implement TDM and Childrens Safe Transportation programs that don't qualify under the strict Air District TFCA guidelines.

## **Budget**

From the FY24/25 total TFCA funding of \$1,747,938, TRANSPAC would receive a benefit of 30.70% or \$536,617. After proposed countywide projects are deducted from the total of available funds and the jobs/housing allocation is applied to the remainder, approximately \$250,000 could remain for TRANSPAC to apply toward the selection of subregional projects. The final value will be determined through the process of project selection.

## **Proposed Programs Under the New Policy**

CCTA wants to ensure continuity of existing TDM programming and retain those programs that have proven successful. CCTA proposes to retain the following countywide programs with TFCA funds:

- 511 Contra Costa brand, managed by CCTA's TDM contractor
- Guaranteed Ride Home, managed by WCCTAC
- Pass2Class free student bus passes, management entity TBD
- Vanpool incentives, managed by SWAT



- New \$511 Big Win incentive, including supporting Summer Bike and Winter Walk Challenges and Bike to Work Day programming managed by CCTA's TDM contractor

After the cost of the selected countywide programs is deducted from the total of TFCA 40% funds, the remaining funds will be allocated to the four subregions. For the sample allocation table provided by CCTA, after the cost of maintaining the 511 Contra Costa brand is also deducted from countywide funds, TRANSPAC or another entity could have approximately \$250,000 to sponsor one or more Central County subregional projects.

**TRANSPAC Role Under New Policy - Options**

- TRANSPAC, along with the other RTPCs, will collaborate with CCTA to recommend the countywide programs to be implemented with TFCA funds.
- TRANSPAC will select which, if any, of the submitted central subregional projects to fund with their remaining subregional money
- TRANSPAC can choose to develop, implement and manage a new subregional program on their own

In the event that no subregional projects are submitted and TRANSPAC elects not to manage their own program, TRANSPAC can elect to continue its current practice of giving oversight of the remaining funds to CCTA to be managed to the benefit of the Central region by its TDM contractor with guidance from TRANSPAC on how to best use those funds.

**Recommendation**

TRANSPAC staff recommends that following review and selection of any submitted Central County subregional projects, that any remaining TFCA subregional funds be directed to CCTA's TDM contractor for continued delivery of programs benefitting Central County. Those funds would be added to annual Measure J17 funds that the contractor will continue to receive to implement programs on our behalf.

With those funds, the TDM contractor has identified a few services and programs dedicated to the Central region, including:

- Proposed implementation of a Local School Trip Reduction Pilot program for biking, walking and carpool in Central County schools using the Active4me program. The program is being successfully piloted at Pleasant Hill Elementary School and could be expanded across the subregion. The program could serve as a model for a future countywide program.
- Continuation of outreach at community events such as Earth Day, Thinkers and Tinkers, and Bike Swaps to promote transit and active transportation.
- Continuation of employer support such as Bay Area Commuter Benefits guidance, on-site transit fairs, and site visits for bike infrastructure to Central county employers.

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**TRANSPAC TAC Meeting STAFF REPORT**

**Meeting Date:** April 25, 2024

<b>Subject:</b>	<b>TRANSPAC WORK PLAN AND BUDGET PROCESS FOR FISCAL YEAR 2024/2025</b>
<b>Summary of Issues</b>	The TRANSPAC Joint Exercise of Power Agreement (JPA) specifies that TRANSPAC shall adopt a budget that includes operational expenses and the proportional amount each agency will be required to pay to fund TRANSPAC. To prepare for the upcoming 2024/2025 budget process, the TRANSPAC Board reviewed the overall process schedule and provided input for the upcoming work plan at their April meeting. TRANSPAC TAC is requested to provide input on the 2024/2025 work plan.
<b>Recommendations</b>	For Information Only.
<b>Financial Implications</b>	This agenda item is initiating the work plan and budget process. The final budget is scheduled to be considered at the June TRANSPAC Board meeting. The TRANSPAC budget projects the costs associated with TRANSPAC operations and the identifies the level of funds required, including member contributions, to be included in the TRANSPAC FY 2024/2025 Budget. The method to determine the proportional amount each agency would be required to pay of any member contribution will be based on the formula specified in the TRANSPAC JPA.
<b>Attachment(s)</b>	A. TRANSPAC FY 2023/2024 Work Plan B. TRANSPAC FY 2023/2024 Budget C. TRANSPAC FY 2024/2025 DRAFT Work Plan - For Discussion Purposes

Background

The TRANSPAC Bylaws specify the Board shall adopt a budget that includes operational expenses and the proportional amount each agency will be required to pay and that the Board shall appoint a Managing Director to administer the day-to-day activities of TRANSPAC and report to the Board. The FY 2024/2025 budget is expected to be similar to the previous year with the Managing Director / Administration Support Contract being the largest annual expense.

*Work Plan*

TRANSPAC considers the annual work plan in conjunction with review of an annual budget. The work plan priority tasks are intended to be evaluated on a regular basis to allow for the affirmation or revision of priorities. The work plan is based on identified priorities and current trends and topics in regional transportation such as the progress of the Countywide Transportation Plan (CTP), Transportation Demand Management (TDM), Safe Routes to School Program (SR2S), EV technology and Infrastructure and regional project coordination. Items also include tasks that TRANSPAC would perform in any event (i.e. Measure J Line 20a programming cycle).

At the April 11, 2024 TRANSPAC Board meeting, staff presented a draft 2024/2025 workplan for review and comment. The discussion at the April Board covered topics for consideration including:

- Regional coordination regarding the Accessible Transportation Strategic Plan;
- TDM 2.0 coordination with CCTA on Transportation Fund for Clean Air (TFCA) funding priorities, subregional programs/projects; and
- Monitoring the Concord Naval Weapons Station Development

The budget and work plan for the current fiscal year has been included in the attached material for reference. It is requested that the TRANSPAC TAC review the work plan and provide comment on new or existing items for Board consideration.

The overall schedule proposed for the work plan and budget process for fiscal year 2024/2025 is detailed below.

	<b>Board Action</b>
<b>April 2024</b>	Review of 2024/2025 work plan and budget process schedule Review draft 2024/2025 work plan Schedule Managing Director Review
<b>May 2024</b>	Closed Session for Employee Review Review draft 2024/2025 work plan Review draft 2024/2025 budget
<b>June 2024</b>	Approve final 2024/2025 work plan and budget Approve FY 2024/2025 Managing Director contract

## **Strategic Planning Discussion Identified Work**

- Countywide Transportation Plan
  - Coordinate with CCTA and monitor progress
- Regional Coordination
  - Coordinate with partner agencies to review and discuss items of interest including:
    - Coordination with CCTA:
      - INNOVATE 680 Project
      - SR239 Project
      - Countywide Smart Signals Project
      - Countywide VMT Mitigation Framework
    - Coordination with 511 Contra Costa to maximize benefits of the available Transportation Demand Management Tools
    - Coordination with MTC
      - Regional Active Transportation Network
  - SWAT
    - Items of interest could include the INNOVATE 680 Program.
- Project Delivery Coordination
  - Continue researching opportunities for local agency coordination and project delivery efficiencies
    - Explore project types that could be delivered within a partnership structure
- Schools
  - Work with school district staff and other partner agencies to address congestion (including working with the Cities and their existing and ongoing coordination efforts), safety, and enforcement issues
  - Prioritize funding opportunities for school related improvements, including SR2S and complete streets
  - Coordinate with CCTA and Central County school districts to promote walk and bike to school events, and monitor progress of the Countywide SR2S Program (see also Regional Coordination / 511 Contra Costa)
  - Explore the role of transit services and how they facilitate safe routes to schools
- Electric Vehicle Charging Infrastructure
  - Work with CCTA and TRANSPAC agencies to implement EV charging infrastructure across a wide array of local communities and including infrastructure for multifamily housing
- Transportation and Housing
  - Support regarding transportation issues related to regional housing targets
- TRANSPAC JPA Review

### **Ongoing / Existing Tasks**

- Measure J Line 20A
  - FY 2024/2025-2025/2026 Programming
  - Line 20a Progress Reporting for Current Projects
- General Programming Tasks
  - Measure J
    - Line 10 (BART Parking, Access, and Other Improvements) (as needed)
    - Line 19a (Additional Bus Service Enhancements) (as needed)
    - Line 20a (Additional Senior and Disabled Transportation) (as needed)
- Other potential items
  - Project update/status reports
  - Review of the CCTA Pedestrian Needs Assessment Study

### **Administrative Tasks**

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

TRANSPAC 2023-2024 BUDGET						
EXPENDITURES						
		2022-2023	2023-2024			
Managing Director / Admin Support Contract (time and material based expenses) (includes printing, postage & supplies)		\$ 267,000	\$ 286,000			
Legal Services - expenses would be incurred on a time and material basis		\$ -	\$ -			
Web Site - Maintain / Enhance (time and material based expenses)		\$ 5,000	\$ 5,000			
Audit Services		\$ 4,500	\$ 4,500			
City of Martinez - Pacheco Transit Hub / Park & Ride Lot Maintenance		\$ 10,000	\$ 10,000			
Pleasant Hill City/Fiscal Administration		\$ 3,000	\$ 3,000			
<b>Subtotal</b>		<b>\$ 289,500</b>	<b>\$ 308,500</b>			
Contingency		\$ 25,000	\$ 25,000			
Project Reserve - This line represents the budget to fund the I-680 / Monument Blvd. Bicycle and Pedestrian Improvement Feasibility study. The increase in the balance reflects unexpended funds from the completed contracts		\$ 31,000	\$ 41,500			
<b>Total</b>		<b>\$ 345,500</b>	<b>\$ 375,000</b>			
REVENUES						
		2022-2023	2023-2024			
Member Agency Contributions		\$ 277,000	\$ 298,000			
Carryover Balance		\$ 37,500	\$ 35,500			
Project Reserve Carryover Balance		\$ 31,000	\$ 41,500			
<b>Total</b>		<b>\$ 345,500</b>	<b>\$ 375,000</b>			
NOTES:						
-TRANSPAC does not have any direct employees. Staff positions provided through contract.						





<b>TRANSPAC 2023-2024 BUDGET</b>						
<b>ALLOCATION FORMULA FOR MEMBER AGENCY CONTRIBUTION REVENUE BUDGET</b>						
<b>PART B</b>	<b>MEASURE J</b>	<b>MEASURE J</b>	<b>\$</b>			<b>Total</b>
	<b>RTS \$s</b>	<b>RTS %</b>	<b>FROM RTS</b>			<b>for</b>
<b>JURISDICTION</b>	<b>Allocation</b>		<b>PART B</b>		<b>PART A</b>	<b>Jurisdiction</b>
<b>CLAYTON</b>	\$ 310,660	5.14%	\$ 7,654		\$ 24,833	\$ 32,488
<b>CONCORD</b>	\$ 2,108,342	34.86%	\$ 51,947		\$ 24,833	\$ 76,781
<b>MARTINEZ</b>	\$ 730,952	12.09%	\$ 18,010		\$ 24,833	\$ 42,843
<b>PLEASANT HILL</b>	\$ 751,176	12.42%	\$ 18,508		\$ 24,833	\$ 43,342
<b>WALNUT CREEK</b>	\$ 1,263,251	20.89%	\$ 31,125		\$ 24,833	\$ 55,959
<b>CONTRA COSTA COUNTY ^</b>	\$ 882,954	14.60%	\$ 21,755		\$ 24,833	\$ 46,588
<b>TOTAL</b>	\$ 6,047,335		\$ 149,000		\$ 149,000	\$ 298,000
^Estimated at 25% of allocation (\$3,531,814)						
Based on DRAFT - FY 2023-24 Return To Source Projections						

# TRANSPAC

## DRAFT 2024 / 2025 WORK PLAN

### Strategic Planning Discussion Identified Work

- Countywide Transportation Plan
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- Regional Coordination
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      - INNOVATE 680 Project
      - Accessible Transportation Strategic Plan
      - SR239 Project
      - Countywide Smart Signals Project
      - Countywide VMT Mitigation Framework
    - TDM 2.0
      - Coordination with CCTA on TFCA funding priorities for Countywide as well as subregional programs/projects
      - Coordination with 511 Contra Costa to maximize benefits of the available Transportation Demand Management Tools, including identifying projects to submit to be funded with TFCA
    - Monitor Concord Naval Weapon Station Development
    - Coordination with MTC
      - Regional Active Transportation Network
  - SWAT
    - Items of interest could include the INNOVATE 680 Program.
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  - Continue researching opportunities for local agency coordination and project delivery efficiencies
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  - Coordinate with CCTA, 511 Contra Costa and Central County school districts to promote walk and bike to school events, and monitor progress of the Countywide SR2S Program (see also Regional Coordination / 511 Contra Costa TDM 2.0)
  - Prioritize funding opportunities for school related improvements, including SR2S and complete streets
  - Explore the role of transit services and how they facilitate safe routes to schools

# TRANSPAC

## DRAFT 2024 / 2025 WORK PLAN

- Electric Vehicle Charging Infrastructure
  - Work with CCTA and TRANSPAC agencies to implement EV charging infrastructure across a wide array of local communities and including infrastructure for multifamily housing
- Transportation and Housing
  - Support regarding transportation issues related to regional housing targets
- TRANSPAC JPA Review

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Other potential items
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## Funding Opportunities Summary 04/09/2024

Upcoming Funding Opportunities			
Funding Program	Fund Source*	Application Deadlines	Program and Contact Information
<b>FY 2024 Safe Streets and Roads for All (SS4A) Grant Program</b>	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.  <a href="https://www.transportation.gov/grants/SS4A">https://www.transportation.gov/grants/SS4A</a>
<b>Congestion Relief Program (CRP)</b>	F	4/22/2024	The BIL establishes the Congestion Relief Program to provide discretionary grants to eligible entities to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States with an urbanized area population greater than 1,000,000. The goals of the program are to reduce highway congestion, reduce economic and environmental costs associated with that congestion, including transportation emissions, and optimize existing highway capacity and usage of highway and transit systems through: (1) improving intermodal integration with highways, highway operations, and highway performance; (2) reducing or shifting highway users to off- peak travel times or to nonhighway travel modes during peak travel times; and (3) pricing of, or based on, as applicable, parking; use of roadways, including in designated geographic zones; or congestion.  <a href="https://www.fhwa.dot.gov/bipartisan-infrastructure-law/congestion_relief.cfm">https://www.fhwa.dot.gov/bipartisan-infrastructure-law/congestion_relief.cfm</a>
<b>USDOT's Multimodal Project Discretionary Grant 2025-2026 (MPDG)</b>	F	5/6/2024	The MPDG contains 3 grant programs: the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). The funding opportunities are for surface transportation infrastructure projects, including highway and bridge, intercity passenger rail, railway-highway grade crossing or separation, wildlife crossing, public transportation, marine highway, and freight projects, or groups of such projects, with significant national or regional impact, or to improve and expand the surface transportation infrastructure in rural areas. \$1.7 billion is available for Mega; \$2.7 billion is available for INFRA; and \$780 Million is available for Rural.  <a href="https://www.transportation.gov/grants/mpdg-program">https://www.transportation.gov/grants/mpdg-program</a>

<b>Consolidated Rail Infrastructure Safety Improvements (CRISI)</b>	F	5/28/2024	<p>The purpose of the CRISI Program is to invest in a wide range of projects within the United States to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger rail and freight rail chokepoints to support more efficient travel and goods movement; enhance multi-modal connections; and lead to new or substantially improved Intercity Passenger Rail Transportation corridors. This program invests in railroad infrastructure projects that improve safety, support economic vitality (including through opportunities for small businesses), create good-paying jobs with the free and fair choice to join a union, increase capacity and supply chain resilience, apply innovative technology, and explicitly address climate change, gender equity and racial equity.</p> <p><a href="https://www.grantsolutions.gov/gs/preaward/previewPublicAnnouncement.do?id=110514">https://www.grantsolutions.gov/gs/preaward/previewPublicAnnouncement.do?id=110514</a></p>
<b>Active Transportation Infrastructure Investment Program (ATIIP)</b>	F	6/17/2024	<p>The Active Transportation Infrastructure Investment Program (ATIIP) is a new competitive grant program created by Section 11529 of the Bipartisan Infrastructure Law to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. ATIIP will award two types of grants: Planning and Design grants and Construction grants. FHWA will award Planning and Design grants for eligible applicants to develop plans for active transportation networks and active transportation spines. FHWA will award Construction grants to eligible applicants to construct projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine.</p> <p><a href="https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/">https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/</a></p>