

TRANSPLAN Technical Advisory Committee

30 Muir Road, Martinez, CA 94553

Participating entities: Cities of Antioch, Brentwood, Oakley and Pittsburg • Contra Costa County
Tri Delta Transit • 511 Contra Costa • Contra Costa Transportation Authority (CCTA) • Caltrans District 4 • BART
TRANSPLAN • State Route 4 Bypass Authority • East Contra Costa Regional Fee & Financing Authority (ECCRFFA)

Meeting Location:

**Antioch City Hall, 3rd Floor Conference Room
Tuesday, February 20, 2018, 1:30 to 3:30 p.m.**

AGENDA

*NOTE: The Technical Advisory Committee (“TAC”) agenda/packet is only distributed digitally, **no paper copies will be sent.** If you need a printed copy please contact TRANSPLAN staff.*

Action/Discussion Items (see attachments where noted [♦])

Item 1: STANDING ITEM: Concord Community Reuse Project (former Concord Naval Weapons Station) Update.

Item 2: Association of Bay Area Governments (“ABAG”)/Metropolitan Transportation Commission (“MTC”) Projections 2017. *The Contra Costa Transportation Authority is currently updating its Countywide Travel Demand Forecasting Model with the latest land use data from ABAG/MTC, known as Projections 2017 (“P-2017”), based on the recently adopted Regional Transportation Plan (“RTP”) – Plan Bay Area 2040. As part of the Model update, the Authority needs help from the local jurisdictions in reviewing the land use inputs, which contain households and jobs data for years 2010 through 2040. ♦ Page 2*

Item 3: Review and Discuss MTC’s Proposed Community-Based Transportation Planning (“CBTP”) Program Guidelines. *Cycle 2 of the One Bay Area Grant Program (“OBAG2”), MTC allocated \$1.5 million for a new cycle of transportation plans intended to address mobility and accessibility issues for low-income communities. The TAC will review and comment on MTC’s proposed CBTP Program Guidelines. ♦ Page 6*

Item 4: Adjourn to Tuesday, March 20, 2018 at 1:30 p.m.

The TAC meets on the third Tuesday of each month, 1:30 p.m., third floor conference room at Antioch City Hall. The TAC serves the TRANSPLAN Committee, the East Contra Costa Regional Fee & Financing Authority, and the State Route 4 Bypass Authority.

Persons needing a disability-related accommodation should contact Jamar Stamps, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting. Mr. Stamps can be reached at (925) 674-7832 or at jamar.stamps@dcd.cccounty.us.

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**ITEM 2
PROJECTIONS 2017**



MEMORANDUM

To: Contra Costa Land Use Planners

cc: Planning Directors, RTPC Managers

From: Matt Kelly, CCTA Staff

Date: January 23, 2018

Re: Projections 2017 TAZ-Level Land Use Review for Countywide Model

The Authority is currently updating its Countywide Travel Demand Forecasting Model with the latest land use data from ABAG/MTC, known as Projections 2017 (P-2017), based on the recently adopted RTP – Plan Bay Area 2040. As part of the Model update, the Authority needs your help in reviewing the land use inputs, which contain households and jobs data for years 2010 through 2040. The model’s land use database is organized by Traffic Analysis Zone (TAZ), with just over 3,100 zones in the entire model. Each zone contains households and jobs forecasts for each model scenario year (2010, 2020, 2030 and 2040), including finer-grained zones at the PDA-level. Having these zones reviewed by local “experts” for reasonableness allows the model to most accurately forecast future trip generation throughout the County.

The model, using the locally-reviewed land use data, will be utilized for city-level traffic impact analysis reports, general plan updates, analysis of major transportation improvements, as well as for the next round of Action Plan updates and the Countywide Transportation Plan environmental document.

Model land use review materials are included with this memorandum, and include:

1. Hard-Copy Tables and Maps: For each jurisdiction we have provided a household forecast table (by TAZ), a jobs forecast table (by TAZ), and a map(s) showing the zone system, and a look-up table for Priority Development Areas.
2. Google Earth KML Files: Opening these files allows you to view the TAZ system, grouped by jurisdiction, in Google Earth. Click on a zone, and a window opens that shows the households and jobs forecasts for that zone, along with the growth increment from 2010. KML files showing the Priority Development Areas (PDAs) and

city Spheres of Influence (SOI) boundaries are included for added reference. Additionally, Google Earth allows you to view additional built-in layers and aerial photo history, showing historical images dating back into the 1980's (depending on location).

The Authority is looking for local staff to review household and job allocations for each zone within their jurisdiction ('Jurisdiction' field, and provide feedback to the Authority. Data is also provided for zones within each jurisdiction's Sphere of Influence (SOI), which are highlighted in the tables. These SOI zones are included in neighboring jurisdictions, so any comments on these zones may need to be reconciled with comments from those jurisdictions. You may move households or jobs between zones within your jurisdiction, but keep in mind that Countywide totals must stay consistent within 1% of the ABAG forecast.

Please direct any questions to Matt Kelly at (925) 256-4730 or mkelly@ccta.net. Feedback on the land use should be submitted in writing via email by Friday, March 30th. One-on-one consultations with CCTA staff can also be arranged by contacting Matt at the above-listed number or email.

CCTA appreciates you taking the time for this important review of land use data for the Countywide Travel Demand Model.

The transmittal was sent to the following TRANSPLAN jurisdiction staff:

City of Antioch	Alexis Morris	Planning Manager
City of Antioch	Forrest Ebbs	Community Development Dept. Director
City of Brentwood	Erik Nolthenius	Planning Manager
City of Brentwood	Casey McCann	Community Development Director
Contra Costa County	Will Nelson	Principal Planner
Contra Costa County	John Kopchik	Director, Department of Conservation & Development
City of Oakley	Ken Strelo	Senior Planner
City of Oakley	Joshua McMurray	Planning Manager
City of Pittsburg	Hector Rojas	Senior Planner
City of Pittsburg	Kristin Pollot	Planning Manager

ITEM 3
COMMUNITY-BASED TRANSPORTATION PLANNING (“CBTP”)
PROGRAM GUIDELINES

Planning Committee **STAFF REPORT**

Meeting Date: January 3, 2018

Subject	Review and Discussion of MTC’s Proposed Community-Based Transportation Planning (CBTP) Program Guidelines.
Summary of Issues	Under the second One Bay Area Grant Program (OBAG2), MTC allocated \$1.5 million for a new cycle of transportation plans intended to address mobility and accessibility issues for low-income communities. Using a distribution formula based on the number of low-income households in each county, Contra Costa would receive \$215,000, or 14 percent of the regional total. As the designated Congestion Management Agency (CMA) for Contra Costa, CCTA is responsible for implementing the study effort in accordance with MTC’s Program Guidelines. At this time, MTC is seeking feedback from the CMAs on the proposed guidelines. Staff recommends that CCTA review and comment on the proposed guidelines as appropriate.
Recommendations	Review and comment on MTC’s proposed CBTP Program Guidelines.
Financial Implications	Contra Costa is eligible to receive \$215,000 in federal funds for preparation of the next round of CBTPs.
Options	Decline to comment
Attachments	A. Memorandum from MTC’s Executive Director to the MTC Planning Committee regarding proposed MTC CBTP Program Guidelines
Changes from Committee	

Background

MTC’s Community-Based Transportation Planning (CBTP) Program, which began in 2002, followed the completion of two regional studies – one on the Lifeline Transportation Network (LTN), and the other on Environmental Justice (EJ). The LTN study identified a core network of transit service intended to service low-income communities. The EJ

study identified the need for MTC to support local planning efforts in low-income communities. Both of these studies helped shape the CBTP Program concept, which aims at identifying the travel needs and challenges of people residing in low-income communities and supports local planning efforts to help these communities.

To date, four CBTPs have been prepared for Contra Costa, as listed below:

- Bay Point, January 2007
- Concord Monument Corridor, June 2006
- Downtown Martinez, January 2009
- Richmond Area, February 2004

At a cost of \$60,000 each, these studies were developed with an emphasis on resident participation in the plan development process, with collaboration from Non-Governmental Organizations (NGOs), local jurisdictions, transit operators, and the CMA (CCTA). The resulting plans included locally-identified transportation needs, solutions, and priorities.

Implementation of the plans, which were completed in the 2004 to 2009 timeframe, was complicated by the challenges introduced as the economy lost strength and the so-called “great recession” took hold, leading to significant budget cut backs and reductions in transit services. Furthermore, most of the proposed strategies in the adopted CBTPs did not consider recent changes in technology, especially with regard to ride-hailing services (Uber and Lyft), and flexible-route transit operations through mobile communications technologies.

New CBTP Funding Cycle

With that as a backdrop, MTC now proposes to initiate a new round of CBTPs for the Bay Region. In December 2017, the MTC Planning Committee proposed CBTP Program Guidelines for \$1.5 million in funding from the State Transit Assistance (STA) program through the second round of the One Bay Area Grant (OBAG) Program. Of the \$1.5 million, Contra Costa would receive \$215,000 based on a formula that considers each county’s low-income population, along with an assigned minimum (\$75,000) and maximum (\$300,000) amount per county. The Draft Guidelines for the 2017-2021 cycle are included as part of MTC Resolution 4316 in Attachment A.

Highlights from the Draft Guidelines:

- Use it or lose it: CMAs must initiate the CBTP Program within nine months of the grant agreement date, and adopt the plan within three years.
- Local Match: ten percent, with in-kind staff time eligible.
- Plan Prioritization: MTC encourages preparation of CBTPs for areas that do not have a plan, or where the plan is more than five years old.

Other requirements, such as overall goals, coordination, eligible uses, and key deliverables are set forth in the attachment.

Staff recommends acceptance of the proposed CBTP Program Guidelines.



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 5a
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Planning Committee

DATE: December 6, 2017

FR: Executive Director

W.I. 1311

RE: MTC Resolution No. 4316: Community-Based Transportation Planning (CBTP) Program Guidelines

Background

Launched in 2002, the CBTP Program evolved out of two regional studies completed in 2001: one on the Lifeline Transportation Network (LTN), and the other on Environmental Justice (EJ). The LTN study identified travel needs and challenges in low-income communities, and recommended establishing a regional program to fund community-based planning in disadvantaged communities. Similarly, the EJ study identified the need for MTC to support local planning efforts in low-income communities.

Since 2002, the CBTP Program has provided roughly \$2.6 million in funding for over 40 collaborative planning processes in low-income communities¹ across the region. These processes have:

- Meaningfully engaged residents and other stakeholders, including community and faith-based organizations, local jurisdictions, transit operators, county Congestion Management Agencies (CMAs) and MTC; and
- Resulted in plans that include locally-identified transportation needs, solutions and priorities.

Each plan reflects the following three goals and objectives of the regional program:

- Emphasize resident participation in the plan development process;
- Foster collaboration between residents, community organizations, local jurisdictions, transit operators, CMAs and MTC; and
- Build local capacity by engaging community-based organizations throughout the process.

Planning Grants

MTC has funded multiple cycles of CBTP grants. Starting in the 2002-2003 cycle, MTC funded five CBTPs,² as a pilot. CMAs received \$60,000 in State Transit Assistance (STA) funds for each CBTP for resident engagement, needs assessment, and developing a priority list of projects within the planning area. Projects identified in CBTPs were eligible to compete for funding through MTC's Lifeline Transportation Program.³ Over two more cycles, MTC funded 35 CBTPs at \$60,000 each⁴.

¹ MTC defined low-income communities as Communities of Concern even though the CoCs are identified using many other factors such as race/ethnicity, age (over 65 years), disability, rent burden, linguistic isolation, and vehicle ownership.

² The 2001 Regional Transportation Plan (RTP) designated forty one CoCs.

³ For more information on MTC's Lifeline Transportation Program, see: <https://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/lifeline-transportation>

⁴ TAM funded the CBTP in Novato, as it is not an MTC-designated CoC.

In November 2015, the MTC Commission set aside \$1.5 million from the second round of the One Bay Area Grant (OBAG) Program for a fourth cycle of CBTPs.

Draft guidelines for the 2017-2021 cycle of the CBTP Program are included as Attachment A of MTC Resolution No. 4316 for review and comment. A summary of the key elements and revisions to the guidelines include:

- Funding distributed by low-income population to each county with a minimum of \$75,000 and a maximum of \$300,000;
- More flexibility to coordinate with other planning efforts, and develop CBTPs more multiple CoCs;
- New use it or lose it provisions to ensure plans are delivered in a timely manner;
- New requirements for local match and set asides for community engagement;
- More flexibility for CMAs to designate additional disadvantaged communities to reflect local conditions; and
- New requirements for CMAs to update the needs assessment components of CBTPs every five years and to track and report progress on implementation of projects and programs identified in CBTPs.

A map of CoCs from PBA 2040 is included in Attachment A of MTC Resolution No. 4316. A list of CBTPs funded through the previous three cycles is included as an attachment to this memo.

Next Steps

Staff is requesting the Planning Committee refer MTC Resolution No. 4316 – the draft guidelines, for the 2017-2021 cycle of the CBTP Program, included in Attachment A of MTC Resolution No. 4316 – to the Commission for approval.



Steve Heminger

Attachments:

- Attachment A: List of Funded and Completed CBTPs (2002 to 2017)
- MTC Resolution No. 4316, 2017-2021 CBTP Program Guidelines

SH:kk/vs

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Attachment: List of Funded and Completed CBTPs

	<i>Community of Concern</i>	<i>County CMA</i>	<i>Year Funded</i>	<i>Amount</i>	<i>Year Completed</i>
1	Ashland/Cherryland	ACTC	2002-01	\$60,000	2004
2	Richmond/San Pablo	CCTA	2002-01	\$60,000	2004
3	Napa	NVTA	2002-01	\$60,000	2004
4	East Palo Alto	C/CAG	2002-01	\$60,000	2004
5	Dixon	STA	2002-01	\$60,000	2004
6	West Oakland	ACTC	2004-05	\$60,000	2007
7	Monument Corridor Concord	CCTA	2004-05	\$60,000	2007
8	Canal District/San Rafael	TAM	2004-05	\$60,000	2007
9	Gilroy	VTA	2004-05	\$60,000	2007
10	South/West Berkeley	ACTC	2004-05	\$60,000	2007
11	East Oakland	ACTC	2004-05	\$60,000	2007
12	Pittsburg/Bay Point	CCTA	2004-05	\$60,000	2007
13	Tenderloin/Little Saigon	SFCTA	2004-05	\$60,000	2007
14	Mission/Geneva	SFCTA	2004-05	\$60,000	2007
15	Roseland-Santa Rosa	SCTA	2004-05	\$60,000	2007
16	Daly City/Bayshore	C/CAG	2004-05	\$60,000	2008
17	Cordelia	STA	2004-05	\$60,000	2008
18	Vallejo	STA	2004-05	\$60,000	2008
19	Downtown Martinez	CCTA	2004-05	\$60,000	2009
20	Marin City	TAM	2004-05	\$60,000	2009
21	Milpitas	VTA	2004-05	\$60,000	2009
22	East San Jose	VTA	2004-05	\$60,000	2009
23	Bayview/Hunters Point	SFCTA	2004-05	\$60,000	2010
24	Alameda	ACTC	2008-09	\$60,000	2009
25	Southwest Healdsburg	SCTA	2008-09	\$60,000	2009
26	Guerneville/Monte Rio	SCTA	2008-09	\$60,000	2009
27	North Vacaville	STA	2008-09	\$60,000	2010
28	Central Sonoma Valley	SCTA	2008-09	\$60,000	2010
29	North Central San Mateo	C/CAG	2008-09	\$60,000	2011
30	South of Market	SFCTA	2008-09	\$60,000	2012
31	S. San Francisco/San Bruno	C/CAG	2008-09	\$60,000	2012
32	Central/East Fairfield	STA	2008-09	\$60,000	2012
33	Alviso/Shoreline/Sunnyvale	VTA	2008-09	\$60,000	2013
34	Potrero Hill/Inner Mission	SFCTA	2008-09	\$60,000	2015
35	Chinatown/North Beach/Treasure Island	SFCTA	2008-09	\$60,000	2015
36	Novato ¹	TAM	-	\$0	2015
37	Rodeo/Crockett/Hercules	CCTA	2008-09	\$60,000	2017
38	Western Addition/Fillmore	SFCTA	2008-09	\$60,000	2017
39	East Santa Clara	VTA	2008-09	\$60,000	2019
40	East Brentwood	CCTA	2008-09	\$60,000	Not started
41	Mountain View	VTA	2008-09	\$60,000	Not started
42	South San Jose/Morgan Hill	VTA	2008-09	\$60,000	Not started
			Total	\$2.6 M	

¹ Funded by TAM through OBAG. Not an MTC-designated CoC.

Date: December 20, 2017
W.I.: 1311
Referred by: Planning

ABSTRACT

Resolution No. 4316

This Resolution adopts program guidelines for the 2017-2021 cycle of the Community-based Transportation Planning Program.

Date: December 20, 2017
W.I.: 1311
Referred by: Planning

RE: Community-based Transportation Planning Program Guidelines - 2017-2021 Cycle

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4316

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, the Lifeline Transportation Network and the Environmental Justice Reports as components of the 2001 Regional Transportation Plan, identify transit needs in economically disadvantaged communities throughout the San Francisco Bay Area and recommend the initiation of community-based transportation planning as a first step to address them; and

WHEREAS, MTC established guidelines to launch and implement the Community-based Transportation Planning (CBTP) Program in 2002 in response to the recommendations outlined in the Lifeline Transportation Network and the Environmental Justice Report; and

WHEREAS, the CBTP Program has provided roughly \$2.5 million in funding for over 40 collaborative planning processes in low-income communities¹ across the region since 2002; and

WHEREAS, lessons learned through the CBTP Program since the guidelines were first established in 2002 warrant updating the guidelines in advance of a new CBTP funding cycle; now therefore be it

RESOLVED, that MTC approves the guidelines for the 2017-2021 cycle of the CBTP Program, as set forth in Attachment A of this Resolution; and be it further

RESOLVED, that Attachment A of this Resolution may be amended from time to time.

¹ MTC defined low-income communities as Communities of Concern even though the CoCs are identified using many other factors such as race/ethnicity, age (over 65 years), disability, rent burden, linguistic isolation, and vehicle ownership.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was adopted by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on December 20, 2017.

Community-Based Transportation Planning Program Guidelines - 2017-2021 Cycle

The following guidelines shall apply to the 2017-2021 Community-Based Transportation Planning (CBTP) Program:

1. **Program Goals** – in developing the CBTPs, the County Congestion Management Agencies (CMAs) must address the following two goals of the regional program:
 - Improve access and mobility for low-income communities, for commute as well as non-commute trips; and
 - Engage residents and community organizations in conducting the analysis and shaping the recommendations.

In addition, CMAs are encouraged to consider non-traditional solutions to meet travel needs of low-income communities. Non-traditional solutions may include car share, bike share, ride-sharing, van- and/or car-pooling, and on-demand, flex-route transit, among others.

2. **Funding allocation** – each county shall receive a CBTP planning grant based on its share of the region’s low-income population² (U.S. Census American Community Survey, 2015). The grants shall be limited to a maximum funding amount equal to 20 percent of the total funds, or \$300,000, and a minimum of \$75,000. The total funding available for the CBTP program is \$1.5 million through the second round of the One Bay Area Grant Program (OBAG 2.0). Of this total, \$35,000 shall be set aside by MTC for conducting a program evaluation in 2021. County allocations are laid out in the table below.

Table 1: Proposed CBTP Funding Allocation

County	Population – Low-Income Share	Low-Income – Share in Region	Low-Income Population	Funding Proportional to Low-Income Population	Adjusted CBTP Grants (max. \$300,000 and min. \$75,000 per county)	
Alameda	27%	23%	426,642	\$337,987	\$300,000	20%
Contra Costa	25%	15%	272,721	\$216,051	\$215,000	14%
Marin	20%	3%	49,052	\$38,859	\$75,000	5%
Napa	28%	2%	38,553	\$30,542	\$75,000	5%
San Francisco	27%	12%	225,756	\$178,845	\$175,000	12%
San Mateo	21%	8%	155,274	\$123,009	\$120,000	8%
Santa Clara	23%	22%	415,848	\$329,436	\$300,000	20%
Solano	30%	7%	122,735	\$97,231	\$95,000	6%
Sonoma	29%	8%	142,693	\$113,042	\$110,000	7%
Bay Area	25%	100%	1,849,272	\$1,465,000	\$1,465,000	100%

Source: U.S. Census American Community Survey, 2011-2015, 5-year average, MTC analysis

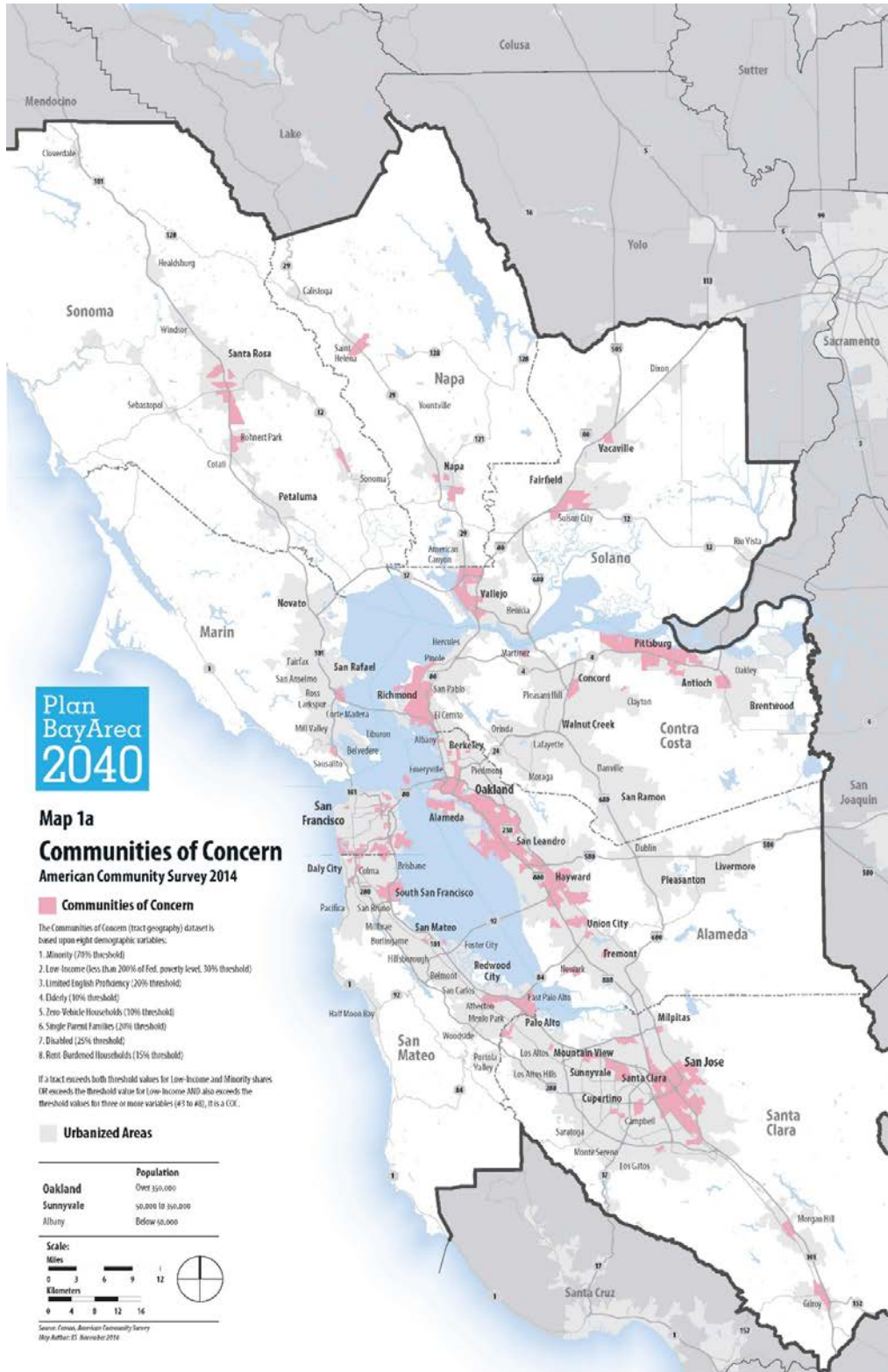
² Population in households earning less than 200 percent of the federal poverty level in 2015.

3. ***Coordination with other planning efforts*** – CMAs may combine CBTPs for more than one CoC, or develop a countywide plan for all CoCs. CBTPs may be developed as part of an existing planning effort (for e.g., planning for Priority Development Areas, county-wide investment and growth strategy, county-wide transportation program, or local jurisdiction general or specific plan). All program guidelines for the 2017-2021 CBTP Program shall still apply to the CBTP component of these planning efforts. If developing standalone CBTPs per CoC, CMAs may spend no more than \$100,000 of the planning grant on each plan.
4. ***Use it or lose it provision*** – CMAs shall administer the CBTP program and must initiate the planning process for each plan within nine months of executing a grant agreement (or MoU amendment) with MTC, and adopt the plan within three years of initiating the planning process. Any funds not used within this time period shall be repurposed by MTC at its discretion for other CBTPs.
5. ***Local match*** – CMAs must provide a ten percent match for the CBTP planning grants, which may be in the form of in-kind staff time (source of CBTP funding is the State Transit Assistance program).
6. ***Incentives for community engagement*** – CMAs are highly encouraged to set aside up to 10 percent of the planning grant towards direct financial support to local community-based organizations (CBOs). This funding may be used by the CBO(s) to provide services (for e.g., translation, outreach or meeting coordination) and/or to participate in the planning process (for e.g., as stipends).
7. ***Eligible uses*** – eligible uses for CBTP planning grants include, consultant services, direct costs or stipends associated with plan development and adoption, stakeholders engagement, and, if applicable, an implementation plan. The individual plans must be developed for MTC-designated CoCs (see map of CoCs below). CMAs may designate additional transportation disadvantaged areas (TDAs), which would also be eligible for CBTP planning grants. The criteria for identifying additional TDAs must include at least one of the following three demographic characteristic: income, age (youth or seniors) and disability. In the North Bay, CMAs may designate areas affected by recent wildfires as a TDA. CMAs must designate TDAs before executing a grant agreement (or MoU amendment) with MTC.
8. ***Prioritizing planning areas*** – CMAs are encouraged to prioritize CBTPs for areas that do not currently have a plan, areas where the plan is more than 5 years old, and areas that have the highest concentration of low-income populations.
9. ***Key components and deliverables*** – CBTPs must include key components and deliverables identified in Table 2 below. Some components may be rolled into a broader effort (for e.g., outreach and engagement for a general plan update could count towards component A.). All components may or may not be completed at the same scale (for e.g., a countywide baseline conditions analysis and needs assessment for all CoCs may be followed by separate recommendations for each CoC).

Table 2: Key Components and Deliverables for CBTP Plans

<i>Plan Components</i>	<i>Guidance and Description</i>
<i>A. Outreach and Engagement</i>	Identify key stakeholders (for e.g., partner agencies, CBOs and disadvantaged/ under-represented populations), describe outreach activities (for e.g., interviews, workshops, forums, focus groups, surveys, and polls), develop multi-lingual collateral materials (for e.g., newsletters, flyers, and website), and document residents and community feedback.
<i>B. Baseline Conditions</i>	Create a map of the planning area (showing community facilities and amenities, major transportation infrastructure, regional context, CoCs, and if applicable TDAs), summarize demographic characteristics (current conditions and recent trends, if relevant), document existing transportation services (by mode, spatial distribution and temporal characteristics), etc.
<i>C. Needs Assessment</i>	Identify key local, sub-regional and regional destinations for residents and workers in CoCs and TDAs (for e.g., job centers, medical and community facilities, grocery stores, etc.), gaps in existing transportation services and infrastructure to access these destinations, and barriers to filling these gaps, etc.
<i>D. Recommendations</i>	Identify potential solutions, innovative approaches, or best practices from other regions; address the role of emerging technologies; and develop a prioritized list of initiatives, projects and/or programs, etc.
<i>E. Implementation</i>	Develop an implementation plan for key recommendations, as needed.
<i>F. Monitoring and Evaluation</i>	Develop a process and institute a mechanism to track progress (for each initiative, project and/or program), establish monitoring protocols, etc.

Plan Bay Area 2040 Communities of Concern Map





Community-Based Transportation Planning Program

Planning Committee

December 8, 2017

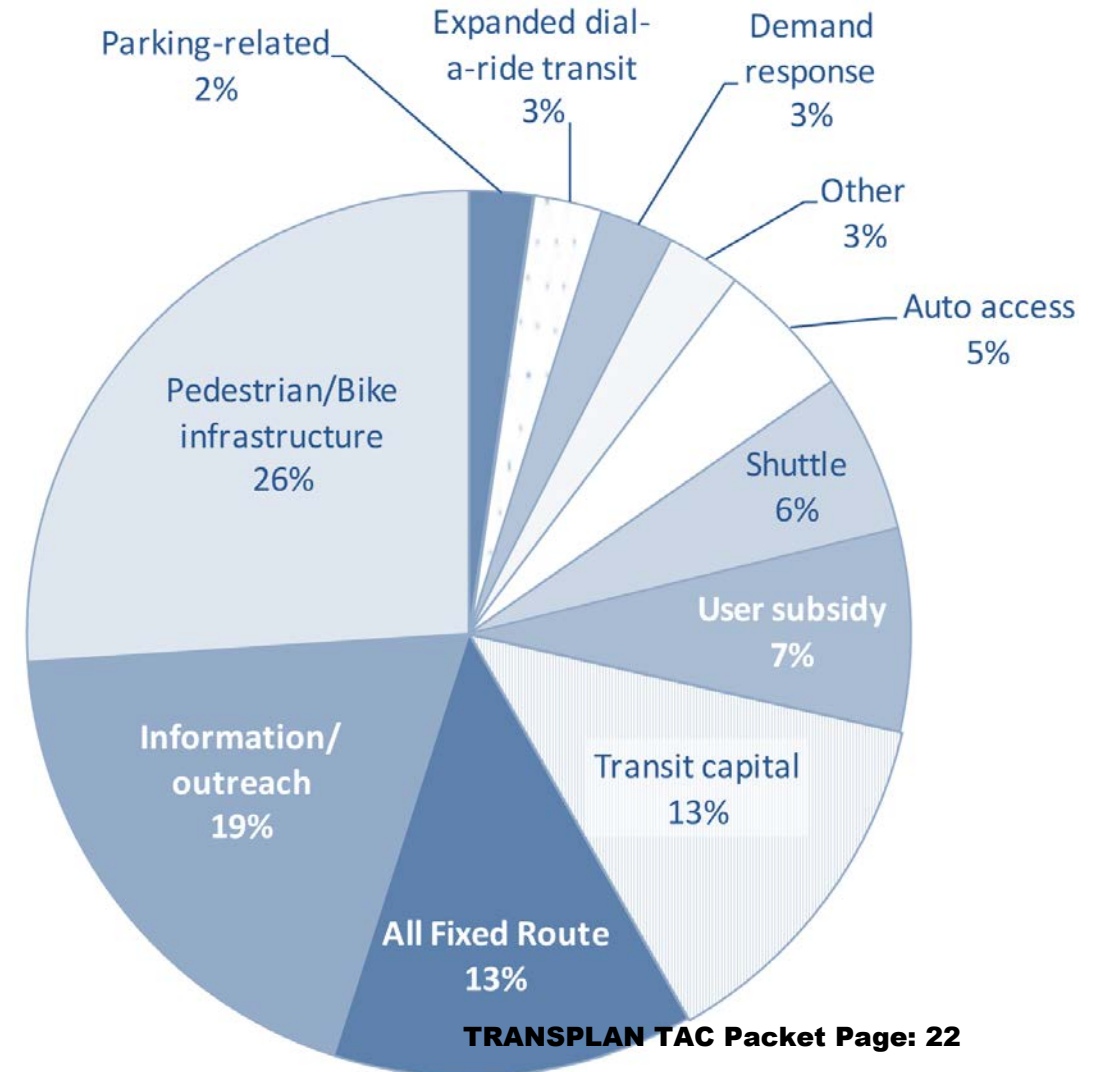
Background

- Established in 2002 along with the Lifeline Transportation Program.
- Funds planning in MTC-designated Communities of Concern.
- Emphasizes meaningful community outreach and engagement.
- Identifies projects/programs that improve access and mobility for low-income residents.
- Administered by CMAs.



Accomplishments

- Funded plans in over 40 communities, with approximately \$2.6 million in grants.
- Improved understanding of access and mobility needs of low-income residents.
- Built capacity among partners to plan for and deliver improved services.
- Informed funding allocation for the Lifeline Transportation Program.



Areas for Improvement

- *Funding* – the program provided \$60,000 per plan though most cost more than \$75,000.
- *Flexibility* – CMAs/cities were not able to integrate CBTPs into local planning initiatives such as PDA plans.
- *Resident Engagement* – community-based organizations could have played a stronger role in outreach activities.
- *Defining CoCs* – CMAs were not able to designate additional disadvantaged communities to reflect local conditions.
- *Understanding Needs* – some CBTPs did not tackle the broader access and mobility needs of low-income residents.
- *Timeline* – six plans took more than five years to complete while three have not yet started.
- *Tracking Implementation* – county plans only reference CBTPs.

- Clearer and simpler program goals;
- Flexibility to coordinate with other planning efforts;
- Flexibility to combine CBTPs across multiple CoCs;
- Use it or lose it provision;
- 10 percent local match requirement;
- 10 percent set aside for community engagement;
- Ability to designate additional disadvantaged areas (including fire-affected areas in the North Bay);
- Commitment to regularly update the needs assessment component; and
- Commitment to track project/program implementation.



Source: East Bay Times



TRANSPLAN TAC Packet Page: 24

Source: Safe Routes to School, Marin

Funding Allocation

County	Population – Low-Income Share	Low-Income – Share in Region	Low-Income Population	Funding Proportional to Low-Income Population	Adjusted Grants (max. \$300,000 and min. \$75,000)	
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Bay Area	25%	100%	1,849,272	\$1,465,000	\$1,465,000	100%

Source: U.S. Census American Community Survey, 2011-2015, 5-year average, MTC analysis

Next Steps

<i>Milestones</i>	<i>Timeline</i>
Planning Committee (review)	December 2017
MTC Commission (approval)	December 2017
Funding Available (per OBAG 2)	October 2018
Anticipated Start Date	January 2019
Anticipated Completion Date	December 2020

