

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

TRANSPAC TAC MEETING NOTICE AND AGENDA

THURSDAY, JUNE 26, 2025

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 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 or (925) 937-0980 during regular business hours at least 48 hours prior to the time of the meeting.

1. **CONVENE MEETING/ SELF-INTRODUCTIONS.**
2. **PUBLIC COMMENT.** Members of the public may address the Committee on any item not on the agenda.

ACTION ITEMS

3. **MINUTES OF THE MAY 29, 2025, MEETING. 🌀 Page 5**

Attachments: TAC minutes from the May 29, 2025, meeting.

ACTION RECOMMENDATION: Approve Minutes.

INFORMATION ITEMS

4. **TRANSPORTATION FUND FOR CLEAN AIR (TFCA) FUND – FISCAL YEAR 2025/2026 CALL FOR PROJECTS.** The TFCA grant program funds projects that promote alternatives to single-occupancy vehicles and result in reduced air pollution from motor vehicles. CCTA released the TFCA FY2025-26 call for projects on May 29, 2025; draft Applications were due by 5PM on Wednesday, June 18, 2025. (INFORMATION). 🌀 **Page 9**

Attachment: Staff Report

5. **MEASURE J LINE 21A PROGRAM.** Measure J Line 21A, 'Safe Transportation for Children,' funds projects to improve transportation access for students. The program generates approximately \$600,000 annually and has a current balance of \$4.2 million. Following several discussions, implementing a pilot program to provide free bus fares for all students in the TRANSPAC area has emerged as the preferred approach. At this meeting, TRANSPAC staff will provide an update on the proposed pilot program implementation. (INFORMATION). 🌀 **Page 15**

Attachment: Staff Report

6. **CONTRA COSTA TRANSPORTATION AUTHORITY INTEGRATED TRANSIT PLAN.** The Integrated Transit Plan (ITP), developed by CCTA, is a comprehensive planning document which provides a transit-first vision for delivering a robust, coordinated transit network connecting all major activity centers and regional hubs throughout Contra Costa County. At this meeting, CCTA will provide an update on the ITP, including proposed transit priority corridors, projects, and access improvements. (INFORMATION). 🌀 **Page 17**

Attachment: Staff Report

7. **Committee UPDATES:**

- a. **TECHNICAL COORDINATING COMMITTEE (TCC).** The TCC Meeting scheduled for May 15, 2025, was canceled. The next regular meeting will be held on June 26, 2025.
- b. **COUNTYWIDE BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (CBPAC):** The last CBPAC Meeting scheduled for May 19, 2025, was canceled. The next regular meeting will be held on July 29, 2025.
- c. **PARATRANSIT COORDINATING COUNCIL (PCC):** The last PCC Meeting was held on June 10, 2025. The next regular meeting will be held on July 21, 2025.

8. INFORMATION ITEMS:

- a. **GRANT FUNDING OPPORTUNITIES.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities. (INFORMATION).
🌀 **Page 47**
- b. **TRANSPAC SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM – DEVELOPMENT PROJECT TRACKING.** This agenda item is intended to provide an opportunity to review and discuss the general plan amendments and development proposals, that have issued environmental notices, with potential impacts to TRANSPAC jurisdictions. (INFORMATION) 🌀 **Page 48**
- c. **CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) MEETING CALENDAR:** The CCTA Calendar for June 2025 through September 2025 may be downloaded using the following link: [Click to View Meeting Schedule](#)

9. MEMBER COMMENTS.

10. NEXT MEETING: AUGUST 28, 2025.

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TRANSPAC TAC Meeting Summary Minutes

MEETING DATE: May 29, 2025

STAFF PRESENT: Matt Todd, TRANSPAC Managing Director; Tiffany Gephart, TRANSPAC; Matt Redmond, Walnut Creek; Jason Chen, Clayton; Pranjal Dixit, County Connection; Aaron Elias, Concord; Jamar Stamps, Contra Costa County; Trevor McGuire, Martinez; Celestine Do, BART; Ann James, Pleasant Hill

GUESTS/PRESENTERS: Mika Miyasato, AC Transit

MINUTES PREPARED BY: Tiffany Gephart

1. Convene Meeting / Self-Introductions

Matt Todd called the meeting to order at 9:08 A.M. Introductions followed.

2. Public Comment

There were no comments from the public.

3. Minutes of the April 24, 2025 Meeting

Staff noted a correction to item 8.a.1 in the April minutes to change the reference to the Sustainable Transportation Equity Project (STEP) to the State Transportation Improvement Program (STIP). With the correction noted, the minutes of the April 24, 2025 meeting were approved by consensus.

4. Transportation Fund for Clean Air (TFCA) Fund -- Fiscal Year 2025/2026 Call for Projects.

Mr. Todd provided a status update on the Transportation Fund for Clean Air (TFCA) call for projects. TFCA funds are generated from \$10 fees collected through car registrations in the nine-county Bay Area. The Air District retains 60% of those funds, while 40% is distributed to each county for projects that reduce single occupant vehicle trips.

Mr. Todd noted that CCTA had expected to release the call for projects this week, but it has not yet been published. The call for projects is expected to be released any day and will be distributed to the TAC email list when available. Mr. Todd indicated that the program would likely be very similar to last year's process, which included a two-tier review system for countywide/multi-regional projects versus subregional projects.

5. Measure J Line 21a Program

Mr. Todd provided an update on the Measure J Line 21A funds program for safe transportation for children. The fund generates approximately \$600,000 annually and currently maintains a balance of \$4.2 million. Staff continues to discuss implementing a student pass program providing free transit fares for students in the TRANSPAC area during the school year.

Mr. Todd reported that discussions are ongoing with partners including County Connection, CCTA, and the Southwest Area Transportation (SWAT) subregion. A meeting was held the previous week with additional questions arising. With the goal of starting the program in August, lead time is becoming a critical factor for marketing, outreach, and material production.

Mr. Dixit noted that County Connection is conducting a June and July youth free pilot program, and that WestCAT and Tri Delta Transit have also agreed to implement two-month pilots. He indicated there has been a regional push for youth free transit throughout the county and offered to share promotional materials.

Mr. Redmond inquired about developing a framework to spend the accumulated Line 21A funds. Mr. Todd explained that the first priority is determining the student fare program costs and developing a sustainable multi-year funding model before considering other uses for the remaining balance.

6. Bay Area Transit Priority Policy for Roadways

Mika Miyasato from AC Transit presented the Bay Area Transit Priority Policy for Roadways (TPPR). The policy aims to enhance the transit rider experience by supporting implementation of transit priority infrastructure and policies that improve transit travel times and reliability.

Ms. Miyasato explained that Bay Area transit has slowed by 5% over the last eight years, requiring transit agencies to spend 5% more funding to provide the same level of service. Transit priority projects have demonstrated travel time improvements of 10% for signal priority projects and up to 30% for corridor-wide improvements.

The policy would apply to all roadways where transit service operates, including surface streets and access-controlled freeways. A Transit Priority Network would be developed through a separate Regional Transit Assessment initiative starting mid-2025, with adoption expected in late 2026.

The policy proposes building upon the existing Complete Streets checklist requirements. Projects seeking more than \$250,000 in regional discretionary funding on transit routes would need transit agency review for impacts, and projects on the Transit Priority Network would need to incorporate transit-supportive design principles following best practices.

Mr. Redmond expressed concern about the policy potentially expanding project scope and increasing costs. Ms. Miyasato clarified that the policy encourages discussion and coordination rather than mandating specific scope changes, and that agencies should work with transit operators to find optimal solutions without significantly altering project scope.

Mr. Stamps asked about credit for early consultation with transit agencies during project planning phases. Ms. Miyasato indicated that prior coordination could be documented through simple confirmation emails when applying for funding.

Ms. James highlighted complications with jurisdictional boundaries where transit improvements might be needed in adjacent jurisdictions. Ms. Miyasato acknowledged the complexity of multi-jurisdictional coordination and encouraged agencies to share such challenges for policy consideration.

Mr. Dixit expressed County Connection's support for the policy, noting their long involvement in the development process and emphasizing that the goal is to address minor changes early in larger projects rather than increase costs.

The TAC provided the following feedback for policy development:

- Mr. Chen questioned the 20% cost burden threshold, noting combined transit and active transportation requirements could reach 40%. Ms. Miyasato acknowledged this concern and noted the feedback.
- Mr. Todd suggested the \$250,000 threshold seemed low for modern capital projects.
- Mr. Todd raised concerns about conflict resolution processes when transit agencies support a project but bicycle advocates oppose it.
- Several members requested more suburban examples in the policy materials, noting that the San Francisco and Oakland examples may not translate well to central Contra Costa County contexts.

7. Committee Updates

- The Technical Coordinating Committee meeting scheduled for May 15, 2025, was canceled.
- The Countywide Bicycle and Pedestrian Advisory Committee meeting scheduled for May 19, 2025, was canceled.
- The Paratransit Coordinating Council meeting scheduled for May 19, 2025, was canceled.

There were no comments from the TAC.

8. Information Items

Mr. Todd reviewed the development project tracking sheet (item 8b on page 73 of the packet. Two new projects from the City of Concord were added to the tracking list. Mr. Elias indicated that both projects are relatively minor developments not expected to have significant regional impacts, and the TAC agreed they should be moved to the archive list after being presented to the Board for one month.

Ms. Gephart noted updates to the tracking spreadsheet format, including separate tabs for active tracking, new projects, and archived projects.

9. Member Comments

Mr. Dixit distributed County Connection youth ride free stickers and reminded the committee that the youth free pilot program begins June 1.

Mr. Todd noted that the work plan and budget would be presented to the Board without revisions from the previous month's discussion. He reminded TAC members about the local street and road needs assessment deadline and mentioned a BART press event at Pleasant Hill BART station regarding new fare gates.

10. Next Meeting

The meeting adjourned at 10:14 A.M. The next regular meeting is scheduled for June 26, 2025.

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TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: June 26, 2025

Subject:	TRANSPORTATION FUND FOR CLEAN AIR (TFCA) FUND - FY 2025/2026 CALL FOR PROJECTS
Summary of Issues	The TFCA grant program funds projects that promote alternatives to single-occupancy vehicles and result in reduced air pollution from motor vehicles. CCTA released the TFCA FY2025-26 call for projects on May 29, 2025; draft Applications were due by 5PM on Wednesday, June 18, 2025.
Recommendation	For information only.
Financial Implications	After regional projects are identified by CCTA, TRANSPAC will ultimately be making a recommendation on how to utilize the funds available for TFCA grant funds (TDM activities and other eligible projects) in the TRANSPAC subregion. Any program resulting from the recommendation will commit CCTA TFCA grant funds to implement the program.
Attachment(s)	A. Transportation Fund for Clean Air Memorandum FY2026 B. Application Form for Call to Projects (link)

Background:

The Transportation Fund for Clean Air (TFCA) funds projects that reduce air pollution from motor vehicles. CCTA released a FY 2025-26 TFCA call for projects on May 29, 2025 with \$1,891,105 available for allocation. Draft applications are due by 5pm, June 18, 2025. Regional Transportation Demand Management (TDM) strategies such as programs implemented under the umbrella of the 511 Contra Costa program aim to reduce greenhouse gas (GHG) emissions and Vehicle Miles Traveled (VMT) by decreasing single occupancy vehicle use, and have been supported by TFCA grant funds in the past as well as other types of projects. CCTA approved a new programming framework for the TFCA grant funds in 2024, instituting a 2 tier programming process.

Two-Tier Funding Process

CCTA uses a jobs/housing formula to allocate TFCA funding between countywide and subregional programs. The respective review processes are summarized below.

Countywide Programs: CCTA staff works collaboratively with Regional Transportation Planning Committees (RTPCs) to identify programs that benefit the entire county, such as the 511 Contra Costa and the programs they administer such as \$511 Big Win on Transit incentive and Pass2Class

program. Other countwide implemented programs such as the Guaranteed Ride Home and Vanpool program are also offered in the TRANSPAC subregion through TFCA supported programs. Each subregion is considered to receive their proportional share of benefits from these countywide investments - for example, if countywide programs cost \$500,000, Central County is credited with receiving \$153,500 in benefits (30.7% of the total).

Subregional Programs: After deducting countywide program costs from the total allocation, remaining funds are distributed to each subregion according to the same formula percentages (30.7% for Central County). TRANSPAC will have the opportunity to review local project proposals and recommend priorities to the CCTA Board, who will then prioritize projects that demonstrate cost-effectiveness and vehicle miles traveled reduction that meet TFCA grant program requirements.

Application and Required Materials

- Applicants must submit a Project Information Form, Cost Effectiveness Worksheet, and other required documents available for download ([link](#)).

Eligible projects for the TFCA grant program include:

- Ridesharing programs
- Clean fuel vehicle purchases
- Shuttle services
- Traffic management
- Telecommuting demonstrations
- Vehicle buy-back programs
- Bicycle facility improvements
- Infrastructure supporting emission reductions

A key requirement for applications is that projects must meet cost-effectiveness criteria and achieve “surplus emission reductions” beyond regulatory requirements(as defined by the TFCA program).

Previously Funded Projects:

- 511 Contra Costa Programs
 - 511 Contra Costa brand
 - Guaranteed Ride Home (GRH)
 - Pass2Class free student bus passes
 - Vanpool incentives
 - \$511 Big Win incentive, including Summer Bike and Winter Walk Challenges and Bike to Work Day program
 - Active 4 Me Program and community engagement initiatives
- Walnut Creek Bikeway Project

Call for Projects Schedule

Date	Activity
June	<p>Thru June 11 - Upon request, CCTA staff provides assistance to Project Sponsors to complete draft project documents.</p> <p>June 12 – TRANSPAC Committee Meeting.</p> <p>June 18, 5pm - Project Sponsors submit draft Project Information Form and Cost Effectiveness Worksheet including budget and TFCA funds request to the Authority.</p> <p>June 26 – TRANSPAC TAC Meeting – review project submittals.</p>
July	<p>July 9 - CCTA and Regional Transportation Planning Committees (RTPC) staff review and collaborate on selection of eligible submittals, with input from Project Sponsors.</p> <p>July 10 - TRANSPAC Board meeting – review project submittals.</p> <p>July 11 - Project Sponsors informed of Projects moving to final draft with suggested updates.</p> <p>July 18, 5pm - Project Sponsor submit final project requests with Project Information and Cost Effectiveness Worksheet.</p>
August	<p>Thru August - Selection of recommended Countywide Projects by CCTA Board and selection of recommended Subregional Projects by RTPCs.</p> <p>August 28 - TRANSPAC TAC Meeting - review subregional projects.</p>
September	<p>Sep 11 – TRANSPAC committee meeting - review subregional projects.</p> <p>Sep 17 (tentative) - Present recommended projects to CCTA Board for approval.</p> <p>Sep 25 – TRANSPAC TAC meeting.</p>
November	<p>Nov 14 - Deadline for the Administering Agency (CCTA) to allocate funds identified in the Expenditure Report and submit FYE 2026 projects to the Air District.</p>



CONTRA COSTA
transportation
authority

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Thorpe, Vice Chair

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Chris Kelley

Aaron Meadows

Sue Noack

Scott Perkins

Renata Sos

Timothy Haile,
Executive Director

MEMORANDUM

DATE: May 28, 2025
TO: Prospective Contra Costa County Project Sponsors
FROM: Danielle Elkins, Deputy Executive Director, Planning, Programs, & Policy
SUBJECT: Transportation Fund for Clean Air (TFCA) 40% Fund Fiscal Year 2025-26 Call for Projects

Draft Applications Due by 5PM on Wednesday, June 18

The Contra Costa Transportation Authority (CCTA) is pleased to announce a Call for Projects in the Transportation Fund for Clean Air (TFCA) 40% Fund for the Fiscal Year (FY) 2025-26 cycle.

In 1991, the California State Legislature authorized the Bay Area Air Quality Management District (Air District) to impose a \$4 surcharge on motor vehicles registered within the Bay Area to fund projects clean air projects. The Air District allocates this revenue through its TFCA program to fund eligible programs and projects. Forty percent (40%) of these TFCA funds are pass-through funds to the designated county Administering Agency in each of the nine counties within the Air District's jurisdiction based on the county's proportionate share of fee-paid vehicle registration. CCTA has been designated as the Administering Agency for the TFCA 40% Fund in Contra Costa County and is responsible for administering the County program including annually adopting a program of projects that meet the legislative requirements of the program.

The FY 2025-26 TFCA 40% Fund Expenditure Plan includes \$1,891,105 in TFCA 40% Fund for allocation. CCTA is required to allocate all funds to eligible projects and programs. The fund year begins July 1, 2025, and projects can also begin as early as July 1, 2025.

All interested parties should review the Air District FYE 2026 TFCA 40% Fund County Program Manager Guidance. All Air District guidelines and requirements apply to this Call for Projects. For further reference, at its meeting on April 17, 2024, the Authority Board approved the TFCA 40% Fund Policy that outlines fund allocation principles and program/project selection procedure.

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE:
925.256.4700
FAX: 925.256.4701
www.ccta.net

Call for Projects Schedule (subject to change)

Wednesday, May 28, 2025	CCTA Releases TFCA Call for Projects
thru Wednesday, June 11, 2025	Upon request, CCTA staff provides assistance to Project Sponsors to complete draft project documents.
Wednesday, June 18, 2025, 5pm	Project Sponsors submit draft Project Information Form and Cost Effectiveness Worksheet including budget and TFCA funds request to the Authority.
thru Wednesday, July 9, 2025	CCTA and Regional Transportation Planning Committees (RTPC) staff review and collaborate on selection of eligible submittals, with input from Project Sponsors.
Friday, July 11, 2025	Project Sponsors informed of Projects moving to final draft with suggested updates.
Friday, July 18, 2025, 5pm	Project Sponsor submit final project requests with Project Information and Cost Effectiveness Worksheet
thru August 2025	Selection of recommended Countywide Projects by Authority and selection of recommended Subregional Projects by RTPCs
Wednesday, September 17, 2025 (tentative)	Present recommended projects to CCTA Board Authority for approval
September 2025	CCTA and Project Sponsors execute funding agreements.
Friday, November 14, 2025	Deadline for the Administering Agency (CCTA) to allocate funds identified in the Expenditure Report and submit FYE 2026 projects to the Air District

Application Materials

To submit an application for project or program funding, applicants must first complete a Microsoft Forms survey. The link to this survey is as follows:

<https://forms.office.com/r/XJjiEEG4Li>

After submittal, CCTA will then respond to the primary email contact provided in the survey with an invitation to access application materials via SharePoint.

Upon receiving the SharePoint link, applicants should review the available reference policy materials and instructional documents. Begin with the "START HERE" document and follow the instructions to complete the required forms to submit your application via SharePoint.

SharePoint folder contents include:

- *Start Here* document outlining the steps to submit projects
- Schedule of Call for Projects activities
- Air District FYE 2026 TFCA 40% Fund County Program Manager Guidance
- Resolution 24-16-G: CCTA Transportation Fund for Clean Air 40% Fund Policy
- Resolution 25-03-G: FY 2025-26 TFCA 40% Fund Expenditure Plan

Required project submittal documents:

- Project Information Form (PIF)
 - Pre-Project Cost Effectiveness (CE) worksheets for all project types
 - Project Submittal and Benefit Calculation Worksheet
- Reporting forms for project fund year for all project types
- Funding acknowledgment requirements and logos
- Funding Agreement Template

Draft Applications Due by 5PM (PST) on Wednesday, June 18

FOR MORE INFORMATION :

For more information on this Call for Projects, please contact me at delkins@ccta.net AND James Hinkamp, Advanced Mobility Group (james@amobility.com).

For assistance with completing a draft project request, one-on-one assistance is available on two (2) consecutive Wednesdays: June 4, and June 11, between 9am - 2pm. Please contact James Hinkamp (james@amobility.com) to schedule a time.

Sincerely,



Danielle Elkins,
Deputy Executive Director, Planning, Programs, & Policy

TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: June 26, 2025

Subject:	MEASURE J LINE 21A PROGRAM
Summary of Issues	<p>Measure J Line 21A, 'Safe Transportation for Children,' funds projects to improve transportation access for students. The fund generates approximately \$600,000 annually and has a current balance of \$4.2 million. In recent meetings, the TRANSPAC Board has supported a framework for a pilot program that would provide fare-free bus rides for students on County Connection in the TRANSPAC area.</p> <p>This program is envisioned to build upon the existing model of the Pass2Class program by broadening student participation and extending access beyond the two months available through Pass2Class at the beginning of the school year. The TRANSPAC Board approved the use of Measure J Line 21A funds to support this program (contingent on the results of negotiations with the partner stakeholders). At this meeting, staff will present an update on the proposed pilot program framework and implementation strategy.</p>
Recommendations	For information only.
Options	None.
Financial Implications	None.
Attachment(s)	

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TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: June 26, 2025

Subject:	CONTRA COSTA TRANSPORTATION AUTHORITY INTEGRATED TRANSIT PLAN
Summary of Issues	<p>CCTA initiated the Integrated Transit Plan (ITP) development in 2023 as a comprehensive effort to create a unified vision for transit services throughout Contra Costa County. The ITP aligns with regional planning strategies including Plan Bay Area 2050, the Bay Area Transit Transformation Action Plan, and the draft 2023 subregional Transportation Action Plans.</p> <p>At this meeting, CCTA will provide an update on the ITP, including proposed transit priority corridors, projects, and access improvements, highlighting the recommendations that may have the greatest impact within Central County.</p>
Recommendations	For information only.
Options	None.
Financial Implications	None.
Attachment(s)	A. Integrated Transit Plan Presentation (June 2025).

Background:

CCTA initiated the Integrated Transit Plan (ITP) development in 2023 as a comprehensive effort to create a unified vision for transit services throughout Contra Costa County. The ITP aligns with regional planning strategies including Plan Bay Area 2050, the Bay Area Transit Transformation Action Plan, and the draft 2023 subregional Transportation Action Plans.

The ITP development process has included extensive stakeholder engagement and technical analysis from 2023 through 2025, with final plan adoption scheduled for Fall 2025. The plan builds on existing transit services provided by County Connection, Tri Delta Transit, WestCAT, and AC Transit, while incorporating BART and other rail services.

The ITP focuses on three core principles: coordination between transit services, innovation through emerging technologies, and equity in access for all communities. The plan identifies Transit Priority Corridors throughout the county, with five proposed within Central County: I-680

Corridor, Treat Boulevard/Clayton Road, Railroad Avenue/Kirker Pass/Ygnacio Valley Road, Clayton to Martinez via Diablo Valley College, and Walnut Creek to Concord via Monument Boulevard. The plan also proposes mobility hubs and access improvement zones to support first and last mile connections to transit services.

At this meeting, CCTA staff and consultants will provide an update on the ITP, highlighting proposed Central County transit priority corridors, projects, and access improvements.



Contra Costa Transportation Authority Integrated Transit Plan

June 2025



Agenda

1. Integrated Transit Plan Overview

- Study Scope, Schedule
- ITP Action Plans

2. Transit Priority Corridors

- Transit Priority Corridor Recommendations
- Central County Transit Priority Corridors

3. Access Improvement Zones

4. Discussion, Next Steps

Integrated Transit Plan Overview

CCTA's **transit-first vision** includes an Integrated Transit Plan (ITP) that provides technical and planning guidance with a clear vision for delivering a robust transit network that **connects all major activity centers and regional hubs in Contra Costa.**

The ITP will focus on the following areas:



Coordination: Identify ways to improve coordination between transit services so that riders have convenient and seamless travel.



Innovation: Explore emerging technologies that can improve access to transit and prioritize the movement of buses.



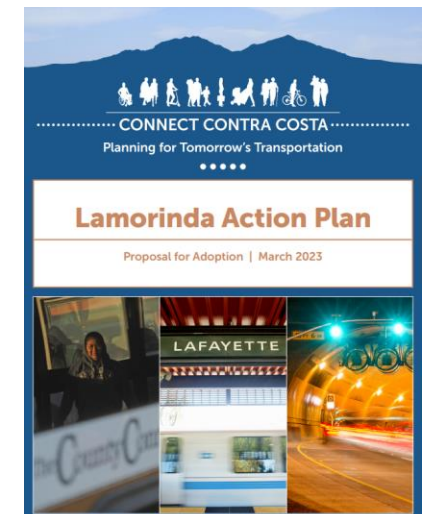
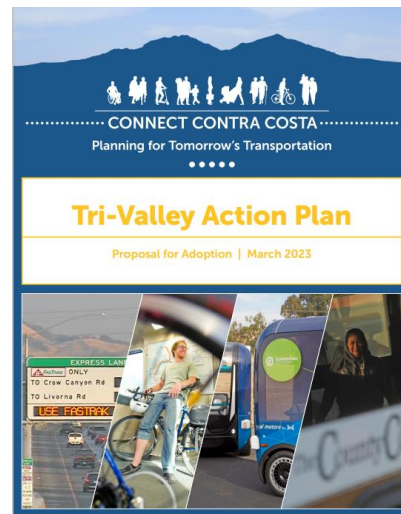
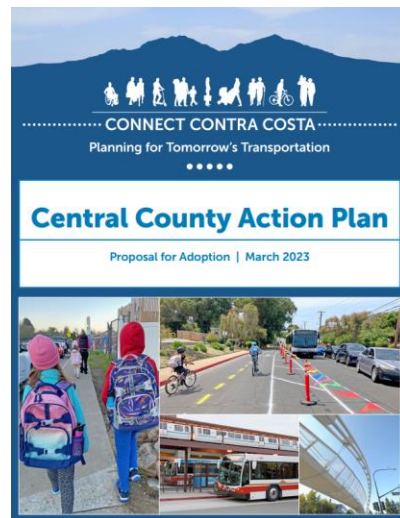
Equity: Ensure recommendations enhance or maintain access and coverage for all communities and residents, including low-income communities, communities of color, and people with disabilities.

Integrated Transit Plan Overview

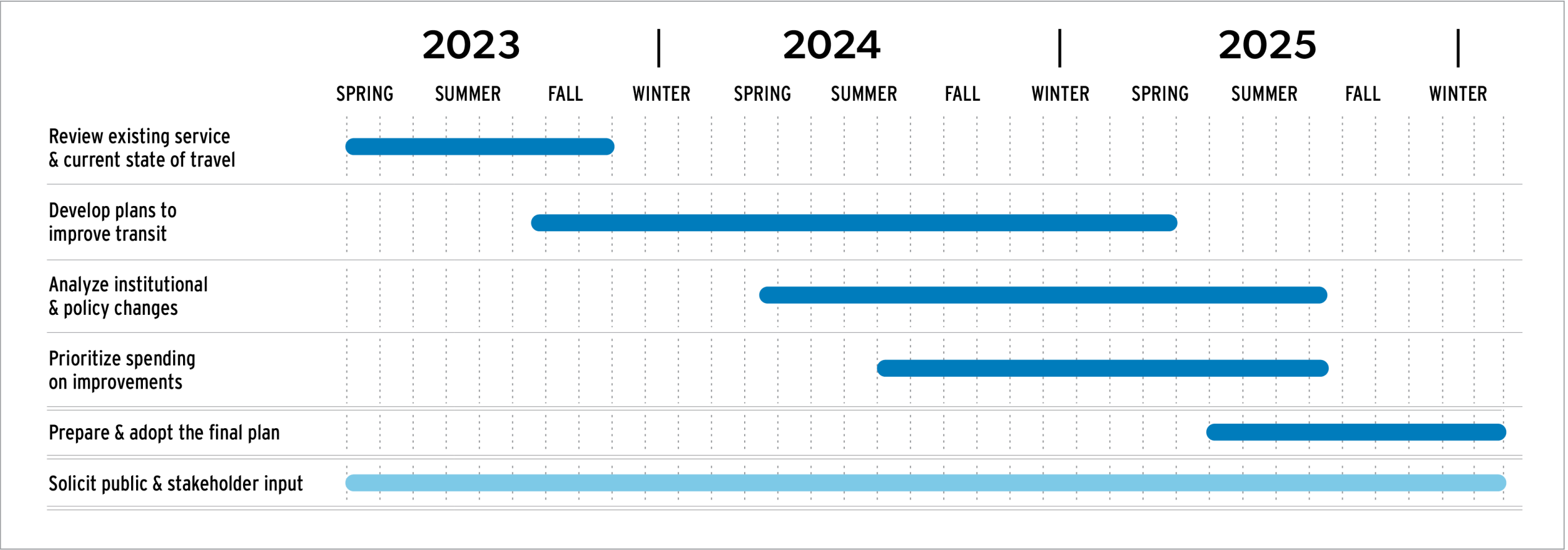
The ITP will align with planning strategies such as:

- **Regional Plans** e.g., Plan Bay Area 2050 & Bay Area Transit Transformation Action Plan
- **Sub-regional Plans** e.g., Transport Action Plans (Draft 2023)

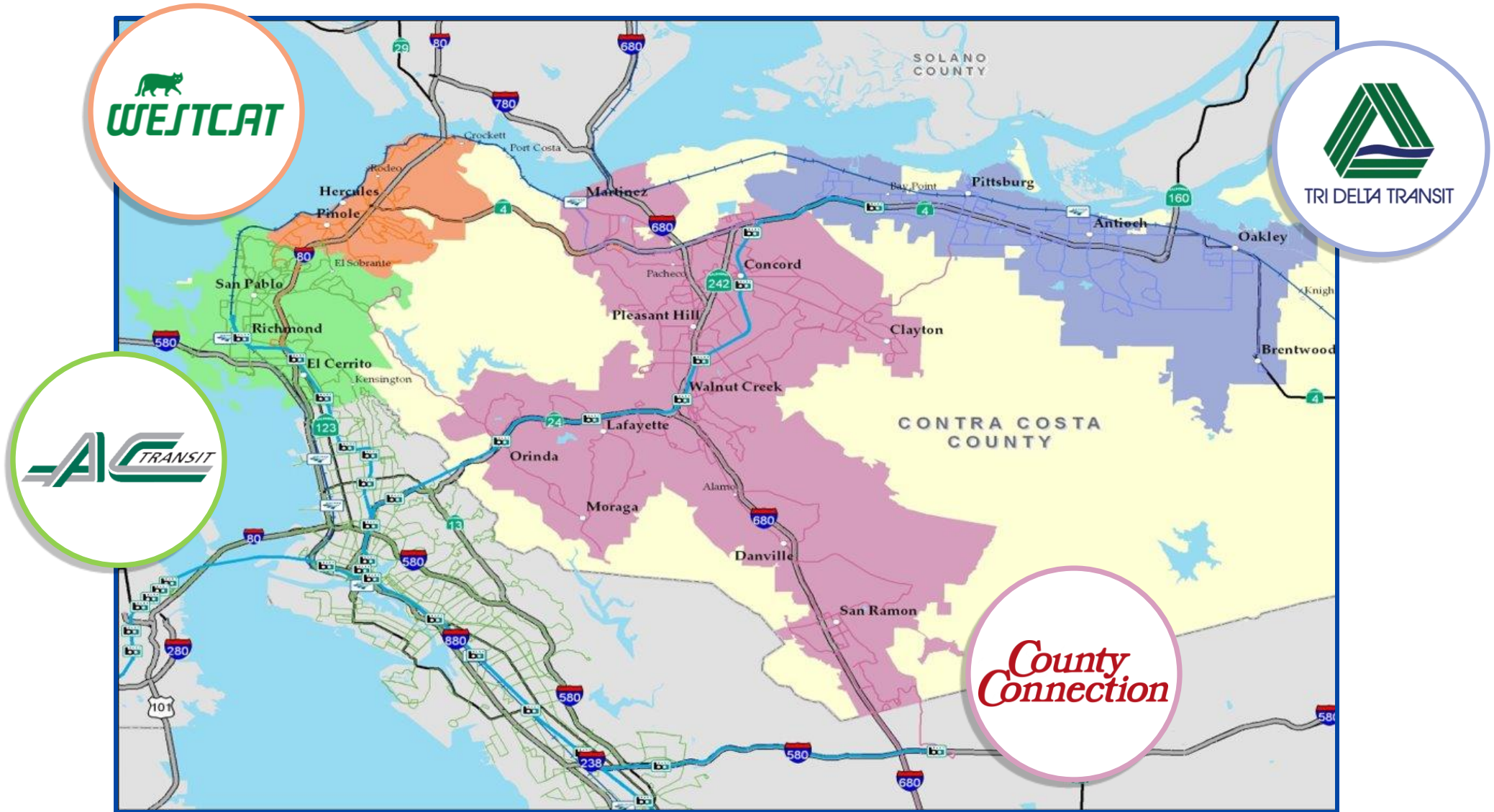
It will also consider neighboring county plans such as Alameda Countywide Transit Plan for **cross-county collaboration** opportunities & learnings.



Integrated Transit Plan Timeline



Integrated Transit Plan: Service Area Map



Potential Action Plan Elements

Core Transit Network Services

Rail Services



Frequent BART and Amtrak service that connects to important Bay Area destinations

Transit Priority Corridors



Fixed-route bus service on key travel corridors within the county with identifiable branding, infrastructure and service levels

Frequent Bus



Fixed-route bus service on key travel corridors within the county with identifiable service levels

Access-focused Services

Microtransit + Feeders



Fixed-route and on-demand bus services that connect to mobility hubs, rail stations, and park-and-ride lots for connection to rail and core bus network.

Active Transportation + Micromobility



Bicycle, scooter, and pedestrian improvements that help riders connect to mobility hubs, rail stations, and park-and-ride lots

Mobility Hubs



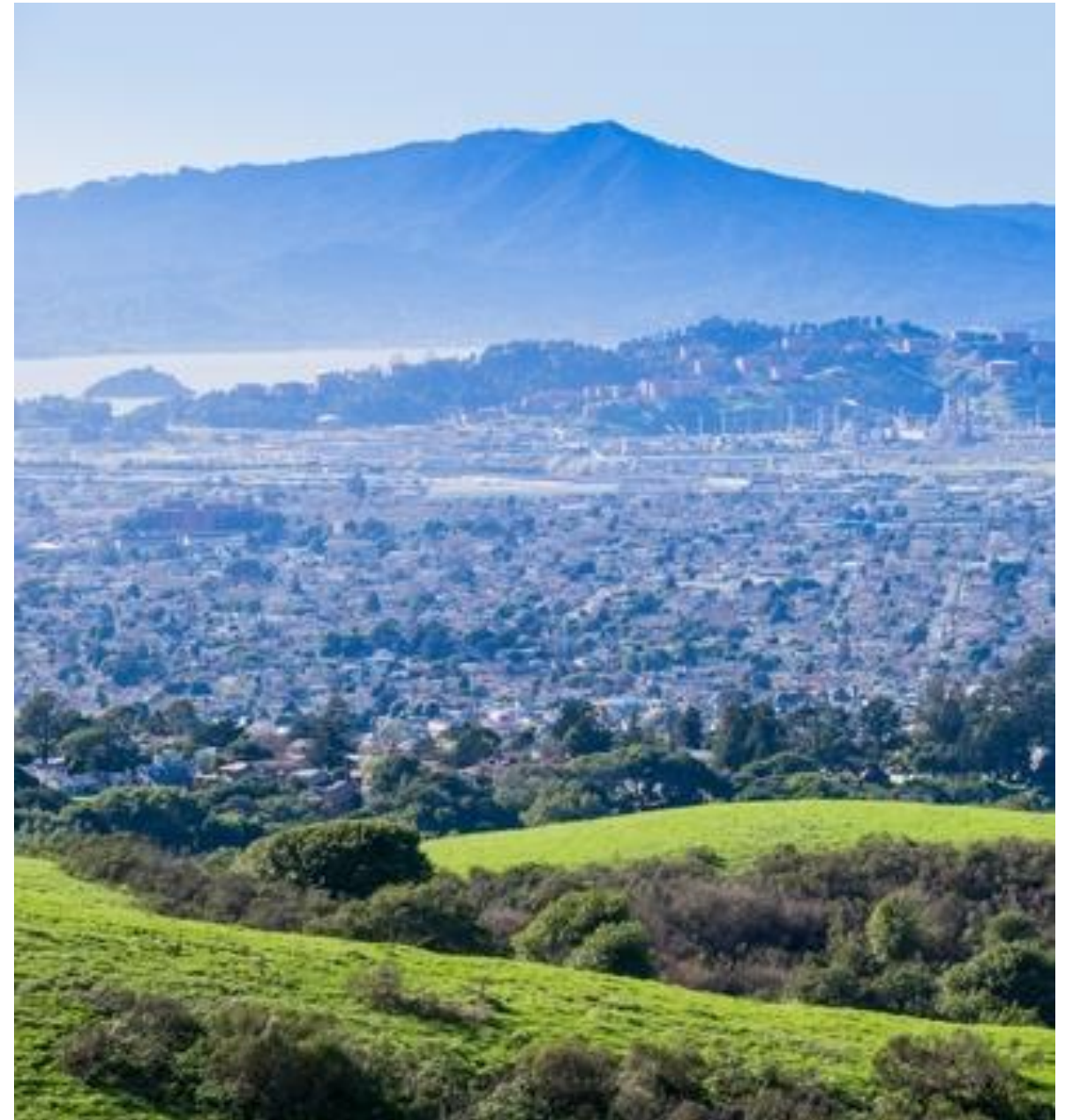
Key locations where transportation services connect allowing easy transfer for users; includes off-street infrastructure and wayfinding.

Automated Transit Network (ATN)



*On-demand service operating on a fixed guideway. **Not recommended as part of the plan but is under active consideration outside of this scope of work.***

Transit Priority Corridor Improvement Recommendations



Goals of the TPC Network Overall and Approach for Identifying Transit Lane Segments

- **Goals of the Transit Priority Corridors Overall**

- Connect people to jobs and destinations with transit
- Align with **regional priorities** and other studies
- Increase transit ridership
- Serve **Equity Priority Communities**
- Improve transit travel times
- Serve locations with **economic development opportunities**

- **Approach for Identification of Potential Transit Lane Segments**

- Dedicated lanes where existing or planned service is frequent, relatively high ridership
- Allow transit to avoid impacts from peak congestion hot spots
- Support areas of high transit need, as identified in Existing Conditions analysis
- Consider physical viability of transit lanes, such as roadway width, existing parking, etc.

Baseline Transit Priority Corridor Improvements

Assumed for all TPCs:

- Frequent service (15-20 min during peak)
- Transit islands/bus bulbs
- Enhanced stations (shelters, benches, real-time info, and wayfinding)
- Transit signal priority
- Distinctive branding
- Active transportation improvements



Image Source: GRTC



Image Source: AC Transit

Potential Types of Physical TPC Priority Treatments

Arterial Transit Lanes



Image Source: SFMTA



Image Source: Kimley-Horn

Queue Jumps

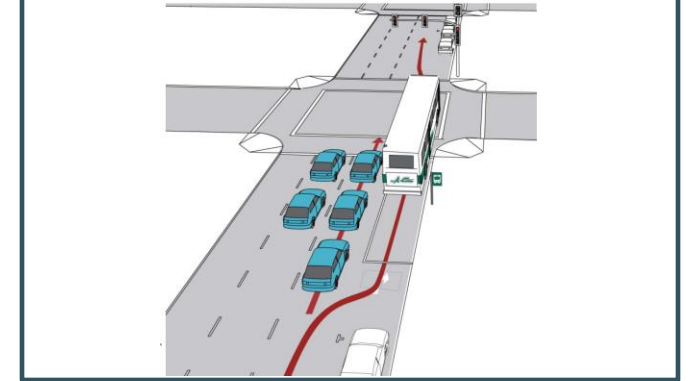


Image Source: AC Transit

Queue jumps considered in locations where arterial transit lanes not proposed

Part-Time Transit Lanes



Image Source: Kimley-Horn

Express Lanes/HOV Lanes



Image Source: CCTA

Transit Lane Considerations

Arterial Transit Lanes

- May be center or side-running
- Side-running may allow local business and right-turn access
- May be limited to certain times of day and otherwise used for parking or mixed flow traffic
- Typically includes frequent service to justify ROW dedication

Part-Time Transit Lanes

- Definition here is focused on use of freeway shoulder for bus use during peak congestion times (speed <30 MPH)
- May include various safety technology

Express Lanes/HOV Lanes

- Buses may access lanes limited to all high-occupancy and tolled drivers
- Only being considered on freeway network

Arterial Transit Lanes



Image Source: SFMTA



Image Source: Kimley-Horn

Part-Time Transit Lanes



Image Source: Kimley-Horn

Express Lanes/HOV Lanes



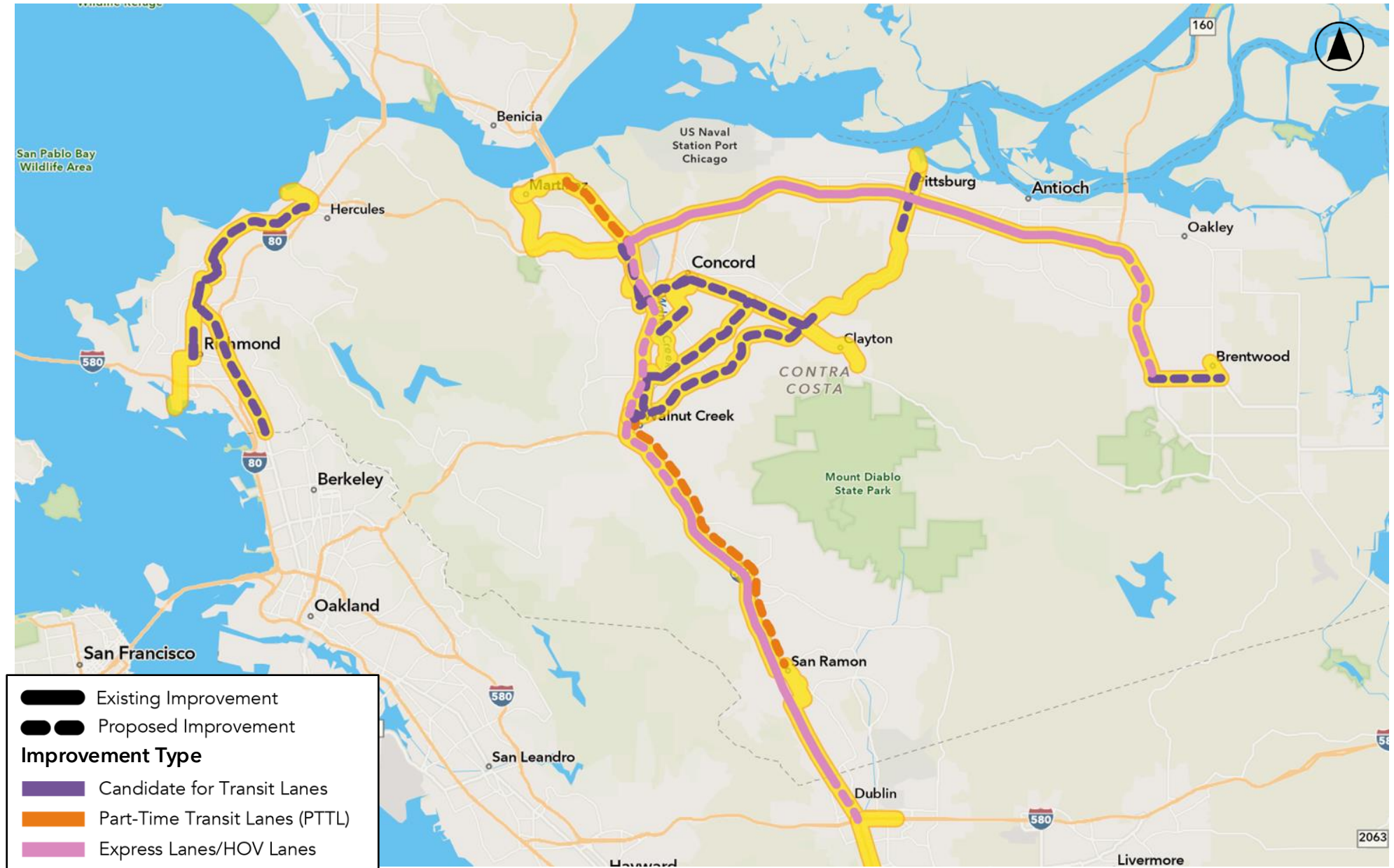
Image Source: CCTA

Where Transit Lane Treatments are Proposed

- **Need to develop initial assumptions as part of ITP to allow for evaluation and costing**
- **Transit lane solutions considered where one or more of the following are met:**
 - High levels of congestion during peak commute hours on one or more segments of the corridor
 - Existing or planned transit service is frequent, such as where routes overlap
 - Existing routes experience relatively high ridership
 - Area of high transit need, as identified in Task 1 Existing Conditions analysis
 - Transit lane proposed in a previous planning study
- **Transit lane solutions not considered in the following conditions:**
 - Roadways are one lane per direction
 - Segments are very short or discontinuous

High-Level Planning Assessment Only: Further study required at the corridor level based on traffic analysis, design feasibility, stakeholder input, and public input.

Planned/ Potential Transit Lane Treatments

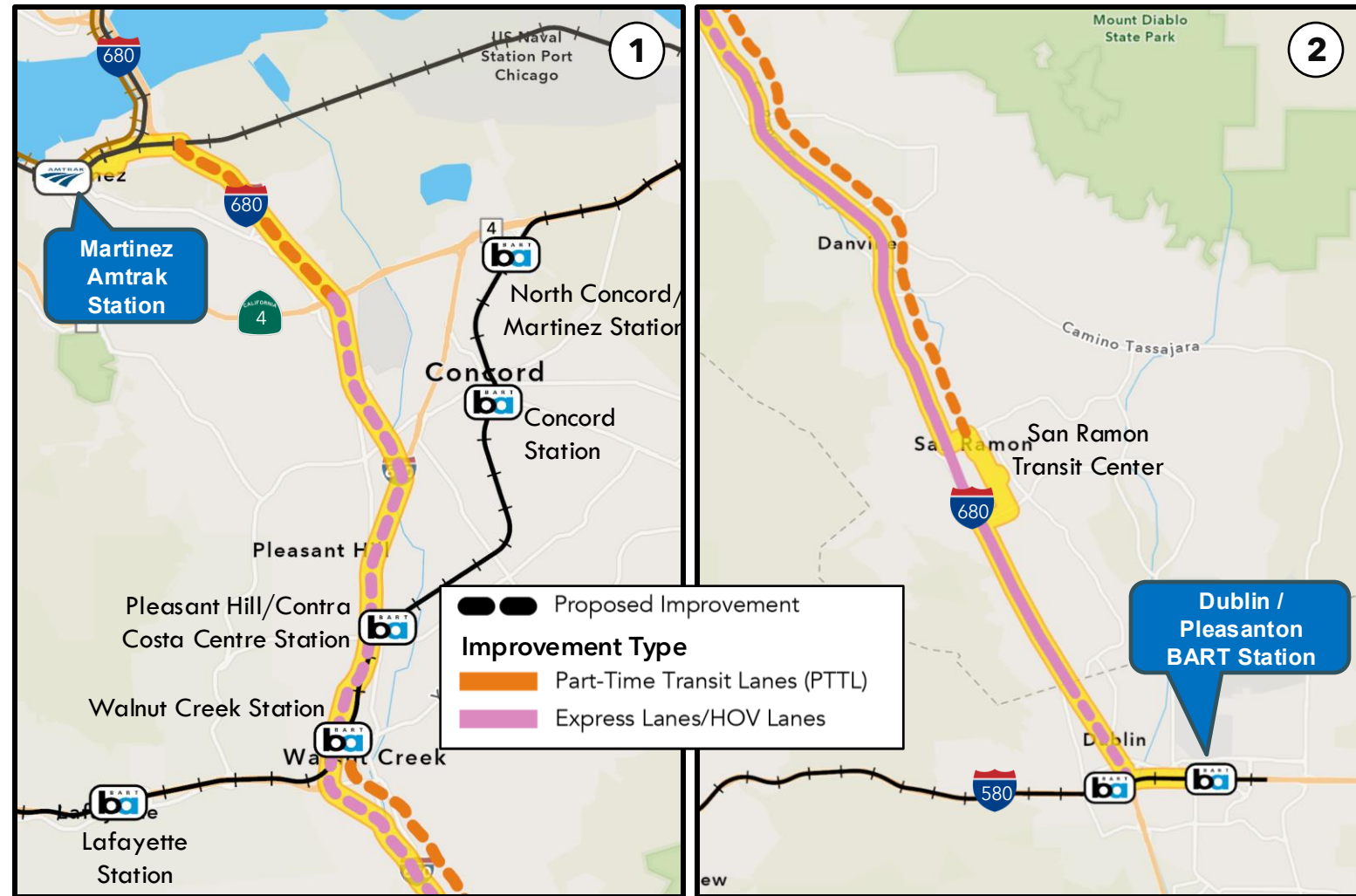


Central County TPCs

TPC 2 – I-680 Proposed Recommendations

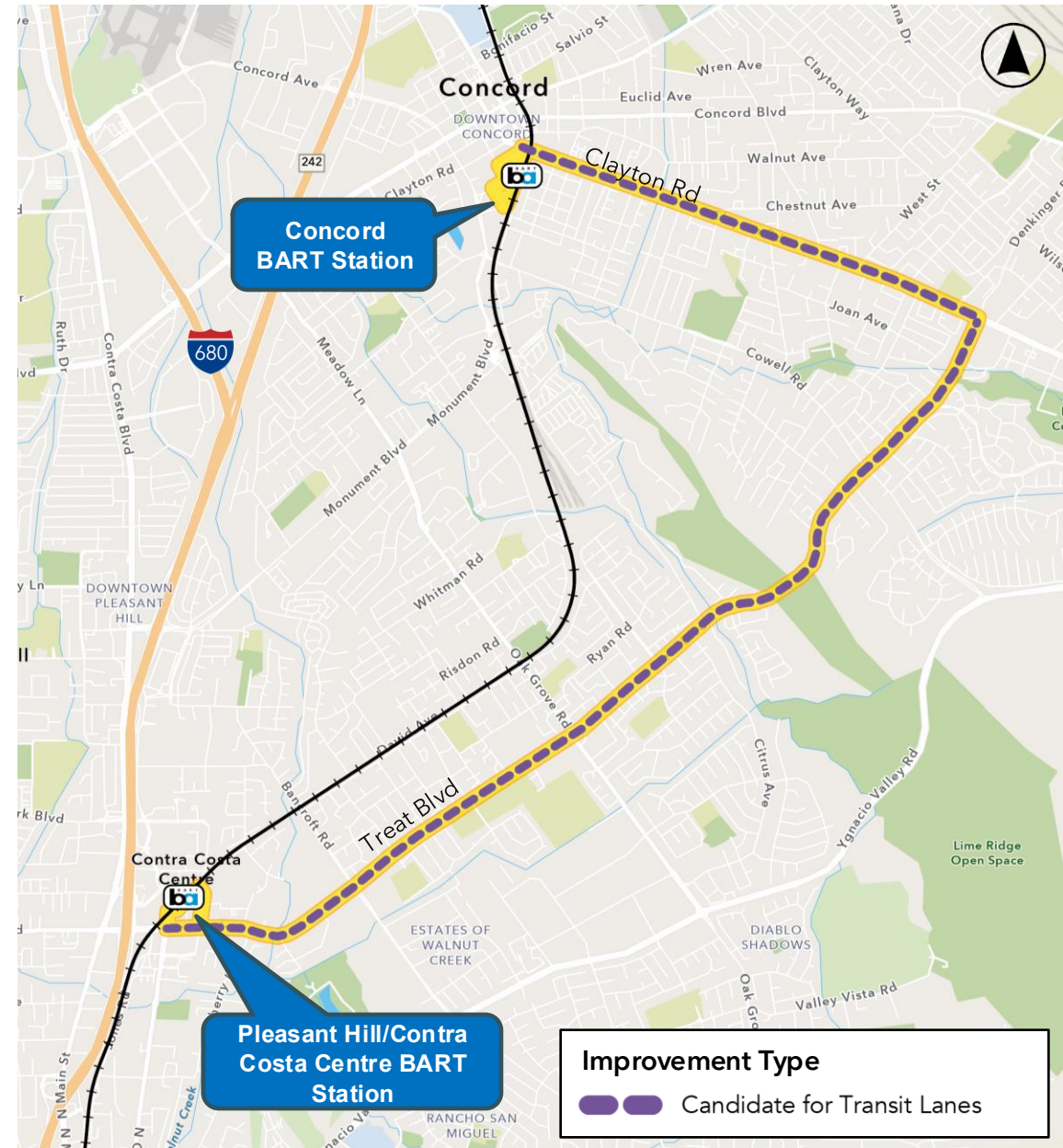
- Express lanes and PTTL projects already being advanced by CCTA
- Transit Lane factors present in corridor: congestion in peak hours, very high frequency transit, two or more travel lanes
- Length of PTTL: 10.2 miles
- Length of Express/HOV Lanes: 12.1 mi.

Key Map



TPC 5 – Treat Blvd/Clayton Rd Proposed Recommendations

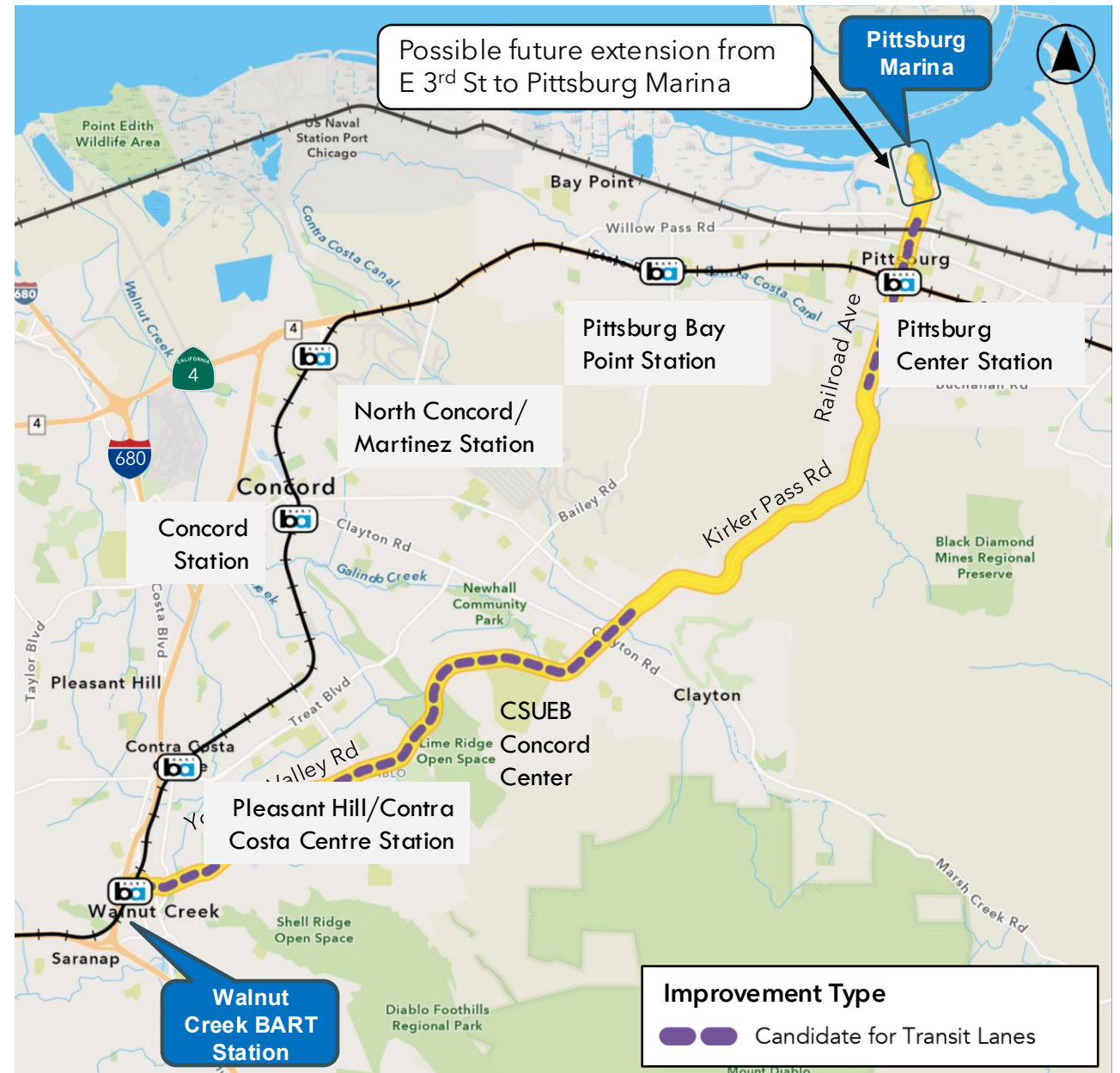
- Meets all 3 transit feasibility factors: congestion in peak hours, very high frequency, at least 2 travel lanes per direction
- Length of transit lanes: 6.8 miles



TPC 6 – Railroad Ave/Kirker Pass/Ygnacio Valley Rd

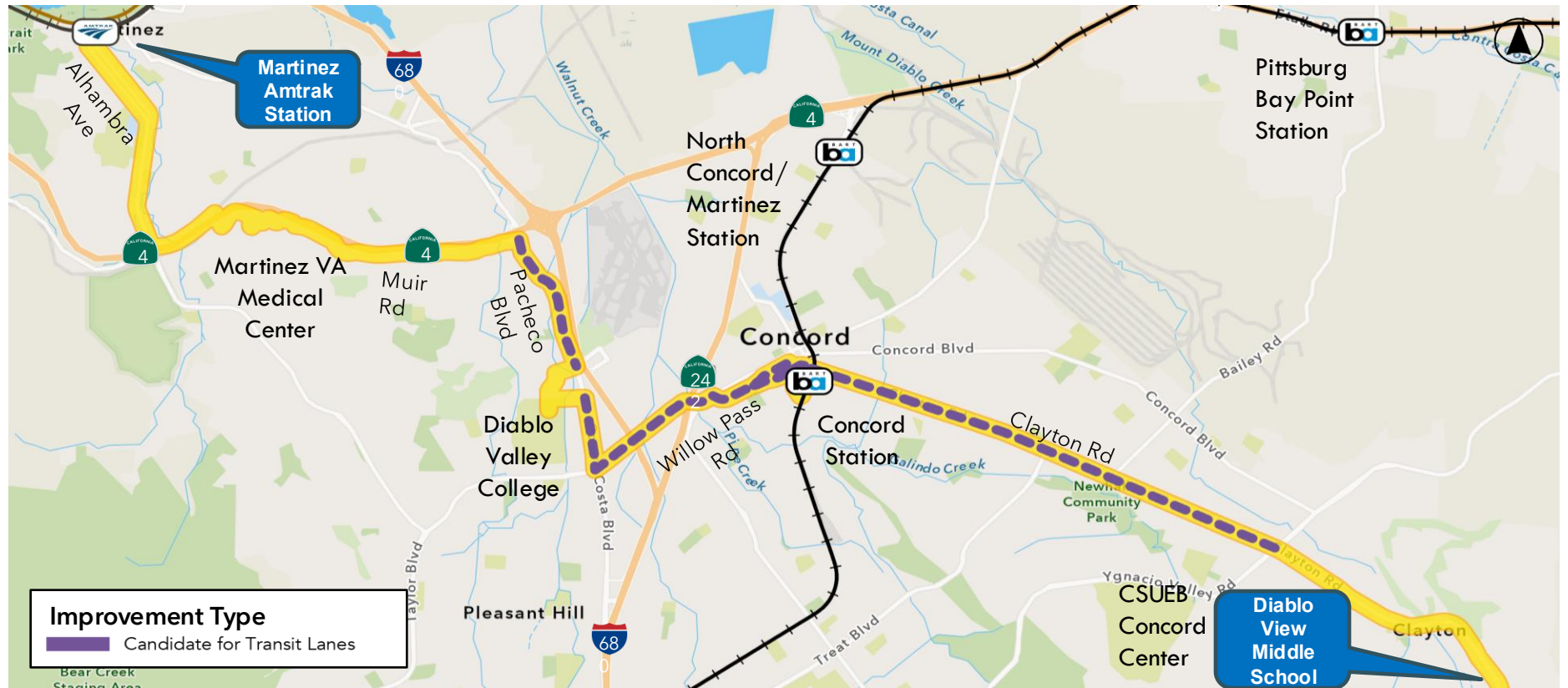
Proposed Recommendations

- Meets 2 of 3 transit feasibility factors: congestion in peak hours, at least 2 travel lanes per direction
 - Missing: Very high frequency transit
- Length of transit lanes: 10.4 miles



TPC 7 – Clayton to Martinez via DVC Proposed Recommendations

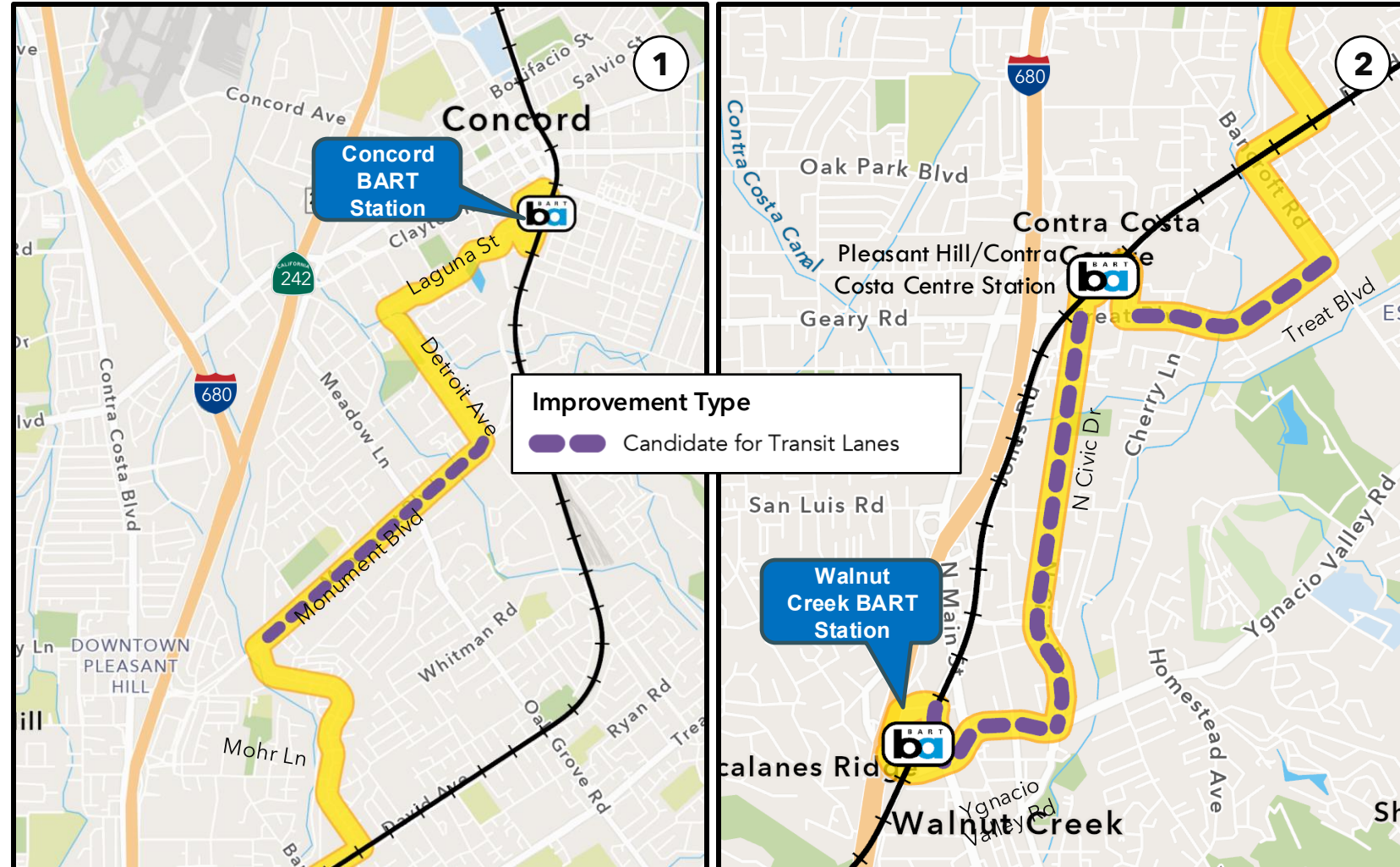
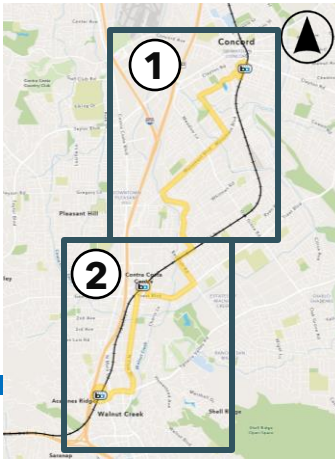
- Meets all 3 transit feasibility factors: congestion in peak hours, very high frequency, at least 2 travel lanes per direction
- Length of transit lanes: 8.7 miles



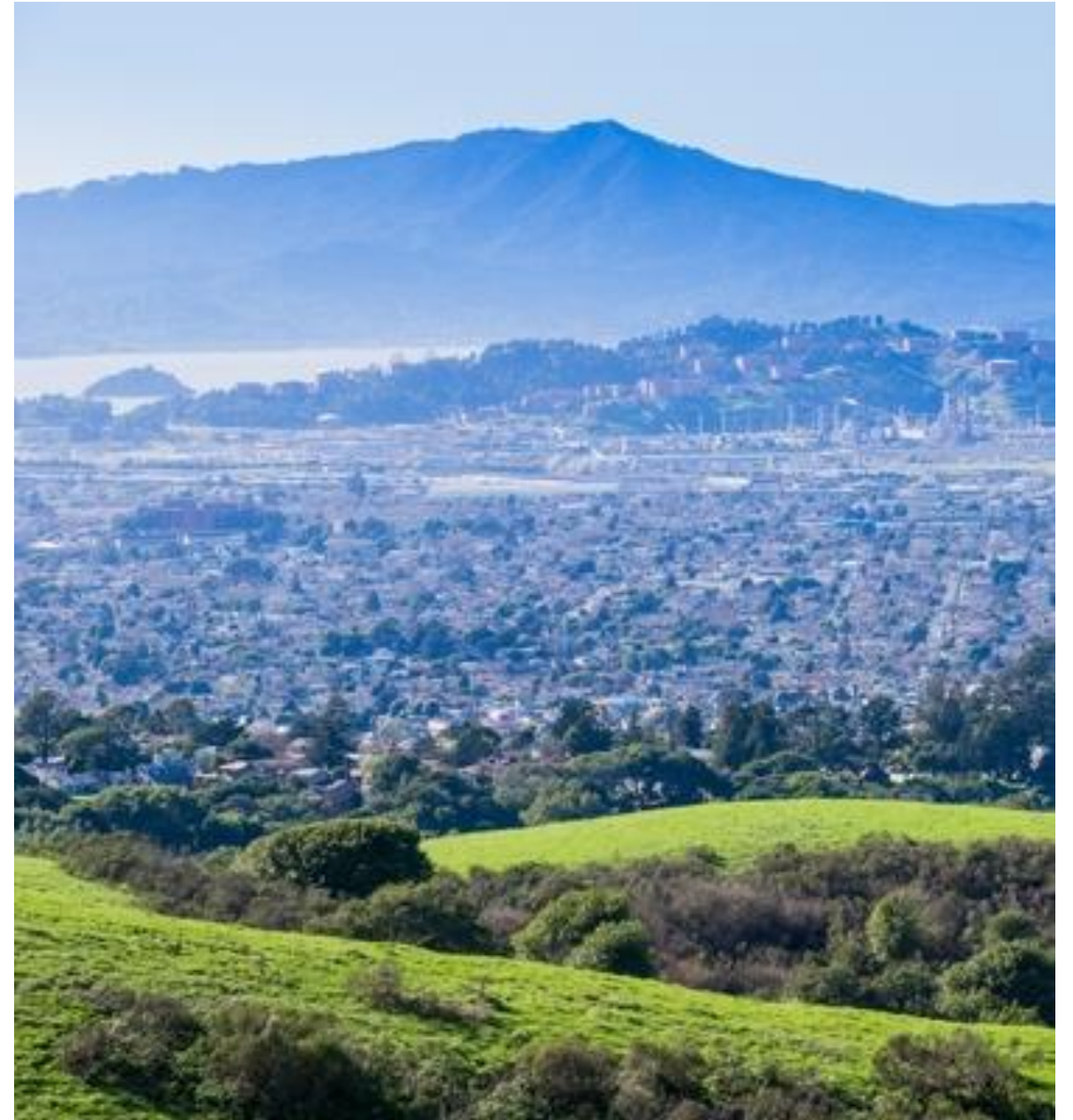
TPC 8 – Walnut Creek to Concord via Monument Blvd Proposed Recommendations

- Meets 2 of 3 transit feasibility factors: congestion in peak hours, at least 2 travel lanes per direction
 - Missing: Very high frequency transit
- Length of transit lanes: 4.0 mi.

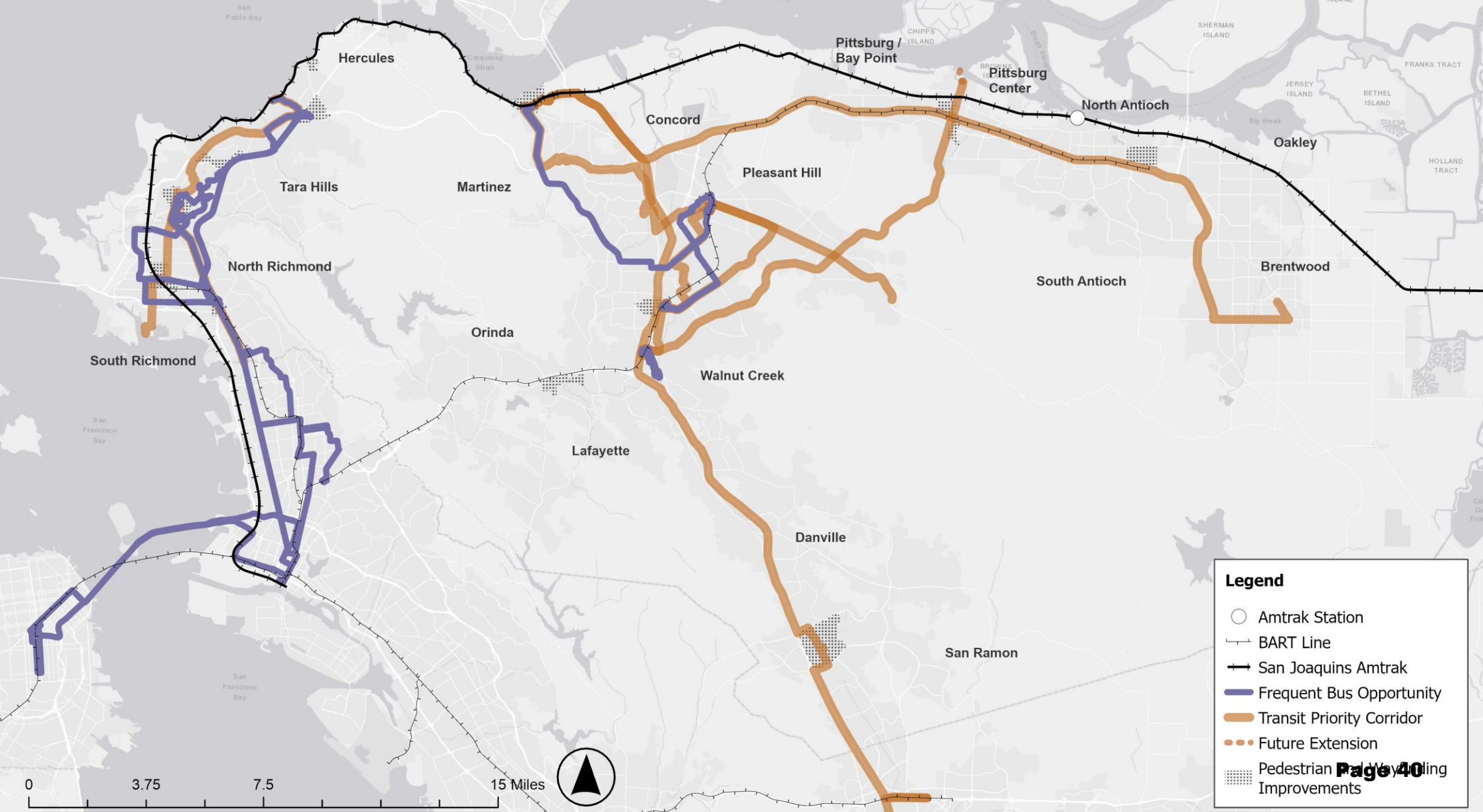
Key Map



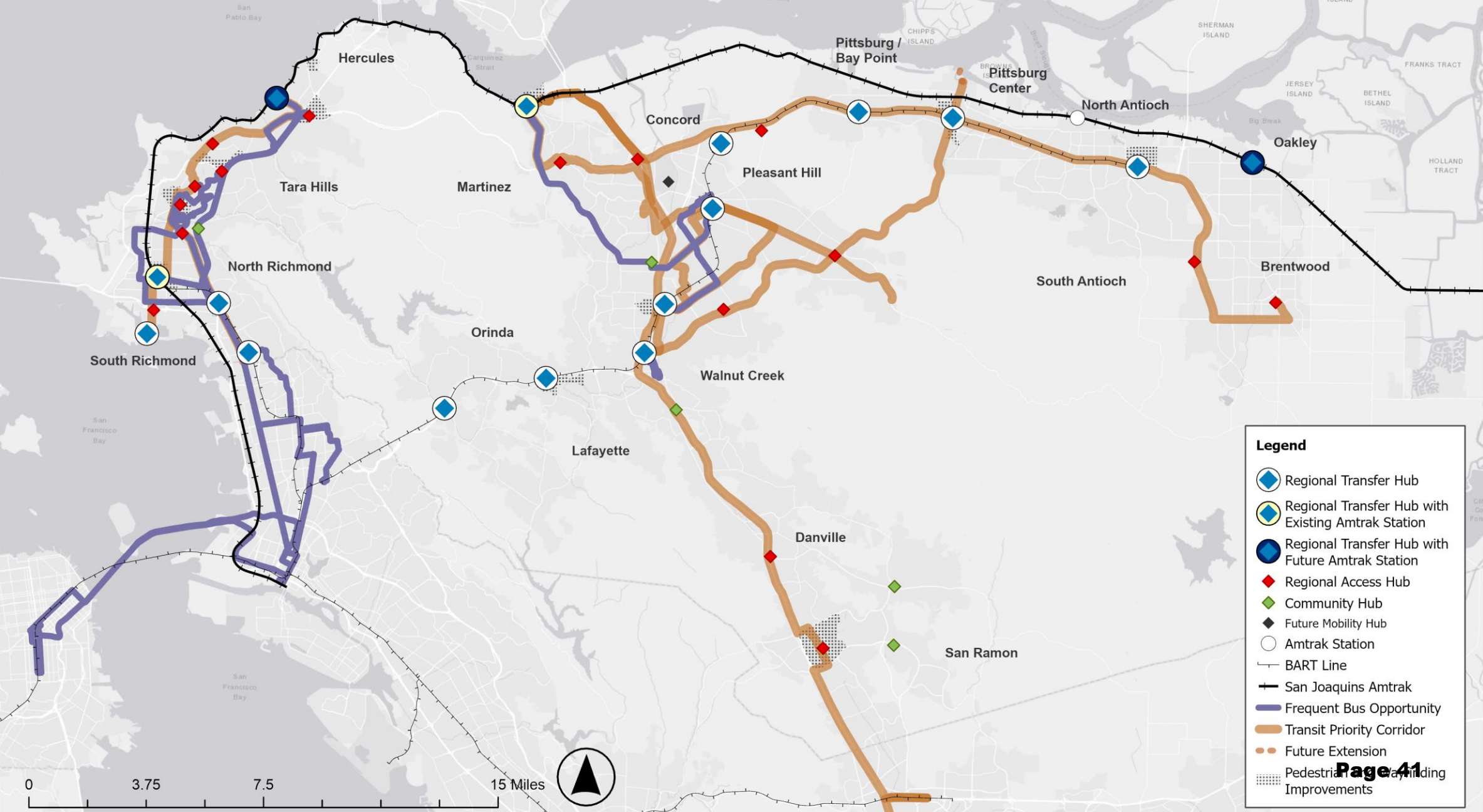
Access Improvement Recommendations



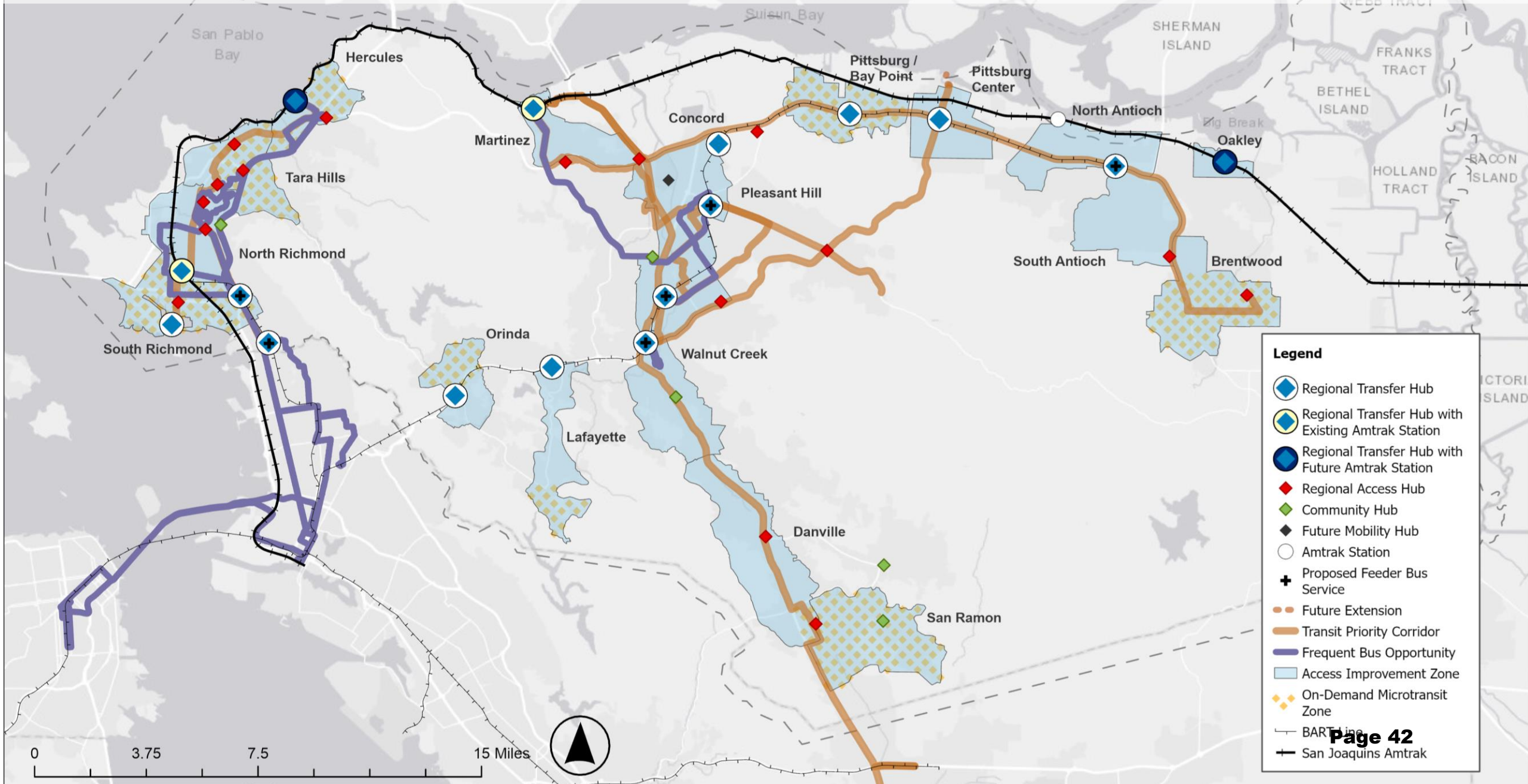
Transit Priority Corridors and Frequent Bus Network



Mobility Hubs Provide Connection to Fixed Route Services



Access Improvement Zones Support First/Last Mile Trips



Mobility Hubs

1

Regional Transfer Hubs

Serve as access points for high-capacity transit and rail services (e.g. BART stations).

2

Regional Access Hubs

Serve as access points to TPCs and frequent transit services.



Mobility Hubs

3

Community Hubs

Serve as hubs for local access.



CoMoUK



Next Steps

- Input from TRANSPAC and other RTPCs
- Develop policy proposals to support Action Plan recommendations
- Incorporate input into ITP Action & Policy Plans
- **Delivery of Integrated Transit Plan**



RIDE THE BUS



Funding Opportunities Summary 06/09/2025

Upcoming Funding Opportunities

Funding Program	Fund Source*	Application Deadlines	Program and Contact Information
FY 2025 Safe Streets and Roads for All (SS4A) Grant Program	F	6/26/2025	<p>The U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation’s roadways.</p> <p>The SS4A program funds two types of grants:</p> <ul style="list-style-type: none"> • Planning and Demonstration Grants for Comprehensive Safety Action Plans, including supplemental safety planning and demonstration activities to inform an Action Plan. These can help build a pipeline of projects for future funding. • Implementation Grants to implement strategies or projects identified in an existing Action Plan <p>https://www.transportation.gov/grants/SS4A</p>
FY25 Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program	F	7/14/2025	<p>The Federal Transit Administration (FTA) announces the opportunity to apply for \$1.1 billion in competitive grants for the fiscal year (FY) 2025 Low or No Emission Grant Program (Low-No Program) under Federal Assistance Listing Number 20.526 and approximately \$398 million in competitive grants for the FY 2025 Grants for Buses and Bus Facilities Program (Bus Program) under Federal Assistance Listing Number 20.526.</p> <p>https://www.transit.dot.gov/notices-funding/fy-2025-notice-funding-opportunity-low-or-no-emission-grant-program-and-grants</p>

TRANSPAC DEVELOPMENT PROJECT TRACKER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE / DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	NOTES
Contra Costa County	Discovery Bay	General Plan Amendment, Traffic Impact Analysis (TBA)	Cecchini Ranch	545 acres of agricultural lands to be developed into 2,000 units of Adult Residential Living, light industrial space, sports parks, community park with community center, boat and RV storage, open space, preserved wetlands, and a fire station. (February 2025)		
City of Walnut Creek	Walnut Creek	Traffic Study (TBA)	Mitchell Townhomes	400+ townhomes at Shadelands/Mitchell [March 2025]		

NEW PROJECTS						
LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE / DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	NOTES