

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

TRANSPAC TAC MEETING NOTICE AND AGENDA

THURSDAY, APRIL 24, 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 FEBRUARY 27, 2025, MEETING** 🌀 **Page 5**

Attachments: TAC minutes from the February 27, 2025, meeting.

ACTION RECOMMENDATION: Approve Minutes.

4. **TRANSPAC TAC APPOINTMENTS TO CCTA COMMITTEES.** TRANSPAC is represented on the Contra Costa Transportation Authority's Vision Zero Working Group and the Technical Coordinating Committee. Currently, there VZWG is a committee that advises staff and consultants on the Vision Zero project. The group includes volunteers from the Countywide Bicycle & Pedestrian Advisory Committee and the Technical Coordinating Committee, with one volunteer from each of the four Contra Costa Regional Transportation Planning Committees sub-regions. The TRANSPAC RTPC appointment is currently vacant. TRANSPAC is also represented on the CCTA Technical Coordinating Committee by three (3) primary representatives and one (1) alternate. The alternate appointment to the TCC is currently vacant for the term April 1, 2025 – March 31, 2026. 🌀 **Page 11**

ACTION RECOMMENDATION:

1. **Appoint Aaron Elias as the TRANSPAC CBPAC representative to the Vision Zero Working Group.**
2. **Recommend TRANSPAC TAC alternate appointment to the Technical Coordinating Committee.**

Attachment: Staff Report

INFORMATION ITEMS

5. **TRANSPAC WORKPLAN AND BUDGET FOR FISCAL YEAR 2025/2026.** 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. TRANSPAC has also adopted an annual work plan in conjunction with the budget. To prepare for the upcoming 2025/2026 budget process, the TRANSPAC TAC is requested to review the draft work plan and budget materials proposed for FY 2025/2026. (INFORMATION) 🌀 **Page 13**

Attachment: Staff Report

6. **MEASURE J LINE 21A PROGRAM.** 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. Staff is currently exploring a potential pilot program to provide free bus fares for students. At this meeting, staff will outline a potential pilot program framework and seek TAC input on this concept to shape the program's scope, funding strategy, and implementation approach. (INFORMATION). 🌀 **Page 27**

Attachment: Staff Report

7. **STATE ROUTE 4 VISION CORRIDOR STUDY.** The Contra Costa Transportation Authority (CCTA) is developing the State Route 4 (SR-4) Corridor Vision Study to create a long-term, comprehensive transportation plan for SR-4 that addresses congestion, safety, and

other mobility concerns in Contra Costa County. SR-4 is the primary east-west highway in the northern portion of Contra Costa County, beginning in Hercules in the west and continuing into San Joaquin County in the east. This work is being done in partnership with the California Department of Transportation (Caltrans). During this meeting, CCTA staff will provide an update on the SR-4 Vision Corridor Study, including improvement projects identified, analyses, outreach and engagement efforts, implementation strategies, and next steps. (INFORMATION). 🌀 **Page 31**

Attachment: Staff Report

8. Committee Updates:

- a. **TECHNICAL COORDINATING COMMITTEE (TCC).** The TCC Meeting scheduled for April 17, 2025, was canceled. The next regular meeting will be held on May 15, 2025.
- b. **COUNTYWIDE BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (CBPAC):** The last CBPAC meeting was held on March 24, 2025. The next regular meeting will be held on May 19, 2025.
- c. **PARATRANSIT COORDINATING COUNCIL (PCC):** The last PCC Meeting was held on March 17, 2025. The next regular meeting will be held on May 19, 2025.

9. INFORMATION ITEMS:

- a. **GRANT FUNDING OPPORTUNITIES.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities. (INFORMATION).
🌀 **Page 71**
- 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 72**
- c. **CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) MEETING CALENDAR:** The CCTA Calendar for May 2025 through July 2025 may be downloaded using the following link: [Click to View Meeting Schedule](#)

10. MEMBER COMMENTS.

11. NEXT MEETING: MAY 29, 2025.

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TRANSPAC TAC Meeting Summary Minutes

MEETING DATE: February 27, 2025

STAFF PRESENT: Jason Chen, Clayton; Ryan McClain, Pleasant Hill; Matt Redmond, Walnut Creek; Celestine Do, BART; Aaron Elias, Concord; Samantha Harris, Contra Costa County; Srinivas Muktevi, Martinez; Pranjal Dixit, CCTA; Matt Todd, TRANSPAC Managing Director; Tiffany Gephart, TRANSPAC.

GUESTS/PRESENTERS: Matt Kelly, CCTA; Ash McEvoy, Fehr & Peers; Carrie Modi, Fehr & Peers; Cara DeJong; Street Smarts Diablo.

MINUTES PREPARED BY: Tiffany Gephart

1. CONVENE MEETING / SELF-INTRODUCTIONS.

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

2. PUBLIC COMMENT.

There were no comments from the public.

3. MINUTES OF THE JANUARY 30, 2025, MEETING.

Jason Chen provided additional comments that were more detailed than the typical TRANSPAC minutes. Mr. Chen noted he wanted to highlight that the minutes seemed to focus more on the January TCC meeting while not sufficiently covering the December TCC meeting. Mr. Todd proposed rewording a sentence to clarify. With general agreement, the minutes were approved as amended.

4. TRANSPAC COMMITTEE APPOINTMENTS – CCTA TCC APPOINTMENT FOR THE TERM APRIL 1, 2025 – MARCH 31, 2027.

Mr. Todd outlined the three primary positions and one alternate that TRANSPAC is responsible for appointing. The terms were set to expire on March 31. By consensus, the TAC approved the appointment of Matthew Redmond (Walnut Creek), Aaron Elias (Concord) and Jason Chen (Clayton) as primary representatives to the TCC and Ryan McClain as the alternate for the period April 1, 2025 – March 31, 2027.

5. TRANSPAC SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM - ENVIRONMENTAL IMPACT REPORT TRACKING.

Mr. Todd provided an overview, mentioning that the topic had been revisited since the fall TAC meeting. He explained that a shared folder had been established that includes an excel file all TAC members can access for tracking environmental documents, general plan amendments, and traffic impact analyses.

The group discussed a large residential development in Discovery Bay (about 2,000 housing units) and whether we should be tracking such projects. Mr. Elias suggested that while the project might not directly affect Central County, it would be useful to understand the trip distribution pattern. Mr. Todd noted that under the growth management program policy, agencies could request a traditional traffic impact analysis for the development if there is a chance of trips triggering the STMP requirements. Matt Kelly added that while the matter might not directly affect anyone in the group, the circulation of information under the broader program extends to all neighboring RTPCs, covering a wide geographic area. Mr. McClain pointed out that TRANSPAC interacts with all the other RTPCs, making it important to be aware of developments of this scale. Based on the discussion, Mr. Todd confirmed that the Discovery Bay project would be included in their tracking list. He also mentioned that the same PowerPoint presentation given to the group in September regarding the STMP program would be presented to the board in two weeks.

Mr. McClain added that the tracking list could serve as a resource for understanding how different jurisdictions approach development requirements, not just for projects with regional impacts but also to compare policies across different cities. He suggested that interesting projects could be included on the list, possibly in a separate section. Mr. Todd agreed, proposing a multi-tiered tracking system to categorize major projects separately from those being monitored for general interest.

There was discussion about city level mitigation programs, and it was clarified that every local agency is required to have a city-based impact fee program and also participates in the regional program. Mr. Elias mentioned that Concord was in the process of updating its fees. Mr. McClain noted that Pleasant Hill is also working on updating its fee structure. Mr. Todd requested that each agency provide summaries of their current fee structures. Ms. Gephart commented she would share the collected data with the group. It was noted that Tri-Valley had recently updated its entire program, and West County had done so a few years ago.

6. STREET SMARTS DIABLO WALK 'N' ROLL PROGRAM UPDATE.

A copy of the presentation is included in the agenda materials available at <https://transpac.us/>

Cara De Jong with Street Smarts Diablo, provided an update on 511 Contra Costa programs in the TRANSPAC area. The team launched a \$511 weekly transit incentive in January. The E-bike rebate

program continues, and staff is gearing up for Bike to Work Day in May. The Winter Walk Challenge has over 2,000 participants.

The Walk & Roll Pilot has seven schools enrolled. Over 2,100 students participate weekly, reducing more than 14,000 car trips. Schools are reporting less traffic, fewer tardies, and improved attendance on Walk & Roll days. Ms. De Jong noted that the program continues to grow, is well-received, and program staff are to expand next year with TRANSPAC's support.

Ms. De Jong discussed efforts to expand the program in schools across the county. The biggest challenge is getting school principals and PTAs engaged. Expansion into middle and high schools is being considered, but adjustments may be needed to tailor the program to older students. Concerns about student safety and parental hesitations remain barriers. The program, funded by TFCA TRANSPAC money, is open to all elementary schools in Clayton, Martinez, Pleasant Hill, Walnut Creek, and Concord.

Community-driven efforts like bike buses may also emerge organically, though the program remains focused on in-school encouragement. The initiative is proving successful in motivating both students and parents to adopt active transportation habits.

The group discussed how the program accounted for individuals who were already practicing active transportation before joining the initiative. Ms. De Jong confirmed that even those who were already walking or biking to school were encouraged to participate to provide a comprehensive view of community engagement. She noted that many such individuals do not sign up, as they feel they have already developed the habit and no longer need additional incentives. Despite this, she emphasized the importance of tracking the full spectrum of participation.

The conversation also explored the role of electric vehicles in the program, and how to track the benefits of the program. Ms. De Jong acknowledged the complexity of incorporating electric vehicles, explaining that the program relies on volunteer efforts and benefits from its straightforward approach, such as visually confirming bicycle usage. She noted that carpooling has been integrated as a more recent element, but that distinguishing different travel modes remains a challenge. She reiterated that the program was initially designed with a focus on fitness, mental health, and community-building, though various stakeholders have recognized additional benefits such as improved school attendance and environmental impact.

Ms. De Jong confirmed that while the initiative aimed to include up to 12 schools, budgetary constraints influenced the final number. She mentioned that outreach efforts in Clayton and Walnut Creek schools had not yet yielded commitments, though Walnut Acres appeared likely to join soon.

Celestine Do raised a question about high school students, observing an increase in biking among teenagers and inquiring whether the program aimed to track this demographic. Ms. De Jong acknowledged this trend but clarified that high schools fall under the jurisdiction of a similar

program managed by Contra Costa Health, and that the 511 program focuses primarily on elementary and middle schools in Central and East County.

7. COUNTYWIDE TRANSPORTATION PLAN.

A copy of the presentation is included in the agenda materials available at <https://transpac.us/>

Matt Kelly of CCTA introduced the Countywide Transportation Plan (CTP), noting its evolution from previous versions. The updated plan builds on new action plans that prioritize multimodal transportation over vehicle movement, incorporating performance measures and broader goals.

To support this shift, CCTA is developing a blueprint, similar to MTC's Regional Transportation Plan framework, to guide policies and project selection. Additionally, a business plan is being created to align the agency's role with potential policy recommendations.

Currently, CCTA is gathering input from Regional Transportation Planning Committees (RTPCs), Technical Advisory Committees, and Boards to refine the blueprint before presenting it to the CCTA Board in May.

Carrie Modi (Fehr & Peers) led the session and emphasized a desire to gather input and fostering an open dialogue, noting that the bulk of the discussion would focus on the Livable Streets Proposal. Ms. Modi began by providing a high-level overview of how the Blueprint integrates into the broader planning landscape, feeding into both the Countywide Transportation Plan (CTP) and the CCTA Business Plan. Carrie underscored that this work is central to three major initiatives CCTA is advancing over the next 18 months, culminating in March 2026. She encouraged participation in a public survey and shared that over 2,000 responses had already been collected.

Ms. Modi transitioned into the Livable Streets Proposal, noting that it could evolve into a foundational policy for the CTP. The proposal is designed to help meet the Blueprint's principles and respond to key challenges such as traffic safety and greenhouse gas emissions. She highlighted the importance of addressing Vehicle Miles Traveled (VMT) and the need for street design that supports safe system approaches and climate goals. Ms. Modi introduced the core of the proposal—a four-part street typology framework, categorizing streets based on levels of "movement" and "place".

Ms. Modi clarified that the typology accounts for existing and future land use and street character, and is not meant to be overly prescriptive, but a flexible tool aimed at helping jurisdictions align infrastructure projects with long-term community visions.

Mr. Elias inquired about Clayton Road's designation, suggesting that its current usage aligns more with a place of significance. Ms. Modi agreed that streets often change character along their route and that mapping should reflect that nuance. Mr. Chen asked how disagreements in designation would be handled. It was clarified that CCTA would consult with local agencies where

needed. Multiple attendees noted concerns about designation flexibility, future updates, and the need for more clarity on speed zones and design implications.

Celestine Do raised a question about how schools are considered in the framework. Carrie confirmed they are contextually critical, though not categorized as places of significance. Ryan McClain and Matt Redmond emphasized the importance of including trail networks, ADA-compliant infrastructure, transit overlays, and safety data overlays like High Injury Networks.

Ms. Modi then introduced a four-step design expectation framework. Examples were shared for each street typology, illustrating how design expectations might look—from continuous sidewalks and signal coordination to protected bike lanes and raised intersections.

Ms. Modi reiterated the purpose of the proposal as a flexible guidance tool rather than a prescriptive mandate, while Matt Kelly emphasized its potential use in project funding prioritization, should a future expenditure plan arise.

8. FORM 700 FILING REQUIREMENTS FOR 2025.

Tiffany Gephart informed the group that all members are required to complete Form 700 by April 1st. She mentioned that an audit is being conducted to ensure all submissions are accounted for. If a member's form is missing, they will be contacted and assisted in completing the process.

9. COMMITTEE UPDATES.

There were no comments from the TAC.

10. INFORMATION ITEMS.

There were no comments from the TAC.

11. MEMBER COMMENTS.

There were no comments from the TAC.

12. NEXT MEETING: MARCH 30, 2025.

The meeting adjourned at 11:03 a.m. The next regular meeting is scheduled for March 27, 2025.

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TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: April 24, 2025

Subject:	TRANSPAC TAC APPOINTMENTS TO CCTA COMMITTEES
Summary of Issues	<p>TRANSPAC is represented on the Contra Costa Transportation Authority's (CCTA) Vision Zero Working Group (VZWG). VZWG is a committee that advises staff and consultants on the Vision Zero project. The group includes volunteers from the Countywide Bicycle & Pedestrian Advisory Committee (CBPAC) and the Technical Coordinating Committee (TCC), with one volunteer from each of the four Contra Costa Regional Transportation Planning Committees (RTPC) sub-regions. The TRANSPAC RTPC appointment is currently vacant.</p> <p>TRANSPAC is also represented on the CCTA Technical Coordinating Committee (TCC) by three (3) primary representatives and one (1) alternate. The alternate appointment to the TCC is currently vacant for the term April 1, 2025 – March 31, 2026.</p>
Recommendations	<ol style="list-style-type: none">1. Appoint Aaron Elias as the TRANSPAC CBPAC representative to the Vision Zero Working Group.2. Recommend TRANSPAC TAC alternate appointment to the CCTA Technical Coordinating Committee.
Financial Implications	No TRANSPAC Financial Implications.
Option(s)	<ol style="list-style-type: none">1. Defer the appointment action to a future meeting.2. Recommend an alternative appointment.
Attachment(s)	None.

Background

Vision Zero Working Group:

The Vision Zero Working Group (VZWG) is a committee that advises staff and consultants on the Vision Zero project. The group includes volunteers from the Countywide Bicycle & Pedestrian Advisory Committee (CBPAC) and the Technical Coordinating Committee (TCC), with one volunteer from each of the four Contra Costa Regional Transportation Planning Committees (RTPC) sub-regions. The VZWG meets periodically to provide guidance and feedback on the

development of the Vision Zero framework and related projects. Lynne Filson was previously the TRANSPAC CBPAC appointee to the VZWG and is no longer with the City of Martinez. Aaron Elias is the current alternate appointment on the CBPAC and has volunteered to serve on the VZWG. The TAC is requested to appoint Aaron Elias as the TRANSPAC CBPAC appointee to the VZWG. At present there are no fixed terms for the Vision Zero Working Group.

Technical Coordinating Committee:

TRANSPAC is also represented on the CCTA Technical Coordinating Committee (TCC) by three staff representatives and one alternate from the planning and engineering disciplines. The TCC provides advice on technical matters that may come before the CCTA. Members also act as the primary technical liaison between the CCTA and the RTPCs. The TCC reviews and comments on items including project design, scope, and schedule; provide advice on the development of priority transportation improvement lists for submittal to the Metropolitan Transportation Commission (MTC) for projects proposed under certain federal transportation acts; reviews and comments on the Strategic Plan of the CCTA; reviews and comments on the CCTA Congestion Management Program; reviews RTPC Action Plans and the Countywide Transportation Plan; and reviews and comments on the CCTA Growth Management Plan Implementation Documents. The TCC may also form subcommittees for specific issues and meet approximately ten times a year.

Matt Redmond (Walnut Creek), Aaron Elias (Concord), and Jason Chen (Clayton) are the current primary representatives and Ryan McClain (Pleasant Hill) the alternate on the TCC for the term April 1, 2025 - March 31, 2026. Ryan McClain is no longer with the City of Pleasant Hill leaving a vacant alternate position. The TAC is requested to recommend an alternate appointment to the TCC for the term April 1, 2025 - March 31, 2026.

TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: April 24, 2025

Subject:	TRANSPAC WORK PLAN AND BUDGET FOR FISCAL YEAR 2025/2026
Summary of Issues	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. TRANSPAC has also adopted an annual work plan in conjunction with the budget. To prepare for the upcoming 2025/2026 budget process, the TRANSPAC TAC is requested to review the draft work plan and budget materials proposed for FY 2025/2026.
Recommendations	For information only.
Financial Implications	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 identifies the level of funds required, including member contributions, to be included in the TRANSPAC FY 2025/2026 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. Based on the approved budget, each member agency will be requested to contribute funds to support the TRANSPAC operations for FY 2025/2026.
Options	Direct staff to modify the draft workplan or budget
Attachment(s)	A. TRANSPAC FY 2025/2026 DRAFT Work Plan B. TRANSPAC FY 2025/2026 DRAFT Budget C. TRANSPAC FY 2024/2025 Work Plan D. TRANSPAC FY 2024/2025 Budget

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 2025/2026 budget is 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). The TAC is requested to provide input for items to be included in the upcoming workplan. Staff has included a Draft 2025/2026 Work Plan in the attached material with revisions noted for consideration by the Board. The work plan for the current fiscal year is also included for reference.

Budget

The FY 2025/2026 budget continues to include similar expense categories from prior year budgets. The Managing Director / Administration Support Contract is the largest annual expense. The GBS contract for Managing Director / Administration Support Contract is proposed at \$326,000. This is a 4.5% increase over the current year contract. The contract level is based on a combination of factors including tasks associated with programs like the Line 20A program and TFCA/511CC program (will have call for projects processes for both), and economy/inflation factors. In reviewing the contract history, this proposed contract reflects an average 6% growth rate of the contract over the last seven years. A new multiyear audit contract was procured, starting with the FY 2023/2024 audit, and with that putting in place an annual audit cost for the next 4 year period. The annual audit costs in the new contract include an annual escalation factor. We continue to honor the commitment made to support the maintenance of the City of Martinez Pacheco Transit Hub/Park and Ride lot. The City of Pleasant Hill Finance Department continues to provide excellent service as they fulfill the Treasurer role of TRANSPAC. The city staff are proposed to continue in this role at a similar cost to the current year and provide services including maintaining our financial accounts, working with our auditor, and paying our invoices. The contingency line item (\$35,000) represents about 10% of the operations budget. The Project Reserve funds that supported the completed I-680 / Monument Blvd. Bicycle and Pedestrian Improvement Feasibility study are from previously collected funds and do not impact the annual contribution request level. The use of the remaining funds is an open question, with the range of options from reserving the funds for another one time project/task to utilizing the funds for our typical annual expenses.

The formula to distribute the member contributions among the six TRANSPAC local agencies is specified in the TRANSPAC JPA, and includes:

- Part A - 50% of the contribution level evenly split among the six local agencies, and
- Part B - 50% split by the Measure J return to source distribution levels. The Measure J return source formula is based on a combination of a jurisdiction's population and road miles.

Member contributions for TRANSPAC from 2018 to 2020 were stable at around \$225,000 and we were able to lower the 2021 member contribution to account for uncertainty of the initial year of COVID. Since 2021, we have had a more typical growth pattern. It is proposed to collect \$339,000 in member contributions for the upcoming fiscal year, about a 9.7% increase relative to the current year. The member contribution request is being impacted by the the TRANSPAC use of reserve funds in FY 2024/2025 to cover the costs of the amendment to the Managing Director contract.

The detail of the member contribution breakdown is included in the attached draft budget material as well as the following tables.

	Measure J Information		PROPOSED TRANSPAC MEMBER CONTRIBUTION		
JURISDICTION	RTS Allocation	RTS %	Part A Equally distributed	Part B Based on RTS Allocation	Total Budget Contribution
Clayton	\$ 315,885	5.10%	\$ 28,250	\$ 8,652	\$ 36,902
Concord	\$ 2,156,177	34.84%	\$ 28,250	\$ 59,059	\$ 87,309
Martinez	\$ 747,525	12.08%	\$ 28,250	\$ 20,475	\$ 48,725
Pleasant Hill	\$ 766,361	12.38%	\$ 28,250	\$ 20,991	\$ 49,241
Walnut Creek	\$ 1,297,423	20.97%	\$ 28,250	\$ 35,537	\$ 63,787
CC County	\$ 904,839	14.62%	\$ 28,250	\$ 24,874	\$ 53,034
TOTAL	\$ 6,188,210	100%	\$ 169,500	\$ 169,500	\$ 339,000

Notes

Return to Source (RTS)

Contra Costa County component based on Central County portion of the agency (25% of overall)

May include minor errors due to rounding

TRANSPAC Member Contribution History

JURISDICTION	PAST						PROPOSED
	19/20	20/21	24/25	22/23	23/24	24/25	25/26
Clayton	\$ 24,969	\$ 23,292	\$ 27,150	\$ 30,372	\$ 32,488	\$ 33,637	\$ 36,902
Concord	\$ 57,910	\$ 54,064	\$ 63,449	\$ 71,788	\$ 76,781	\$ 79,583	\$ 87,309
Martinez	\$ 32,590	\$ 30,411	\$ 35,363	\$ 39,737	\$ 42,843	\$ 44,413	\$ 48,725
Pleasant Hill	\$ 32,927	\$ 30,726	\$ 35,765	\$ 40,225	\$ 43,342	\$ 44,884	\$ 49,241
Walnut Creek	\$ 42,065	\$ 39,263	\$ 45,947	\$ 51,993	\$ 55,959	\$ 58,143	\$ 63,878
CC County	\$ 34,539	\$ 32,245	\$ 37,822	\$ 42,883	\$ 46,588	\$ 48,341	\$ 53,034
TOTAL	\$ 225,000	\$ 210,000	\$ 245,496	\$ 277,000	\$ 298,000	\$ 309,000	\$ 339,000
		-6.67%	16.90%	12.83%	7.58%	3.69%	9.7%
Measure J Annual Revenue (\$ x millions)							
	\$ 93.5	\$ 107.3	\$ 120.3	\$ 123.5	\$ 121.7	TBD	TBD
	-3.25%	14.75%	12.16%	2.66%	-1.49%	TBD	TBD

Notes

May include minor errors due to rounding

The Draft FY 2025/2026 TRANSPAC budget is included in the attached material. The budget for the current fiscal year is also included for reference.

Schedule

The overall schedule proposed for the work plan and budget process for fiscal year 2025/2026 is detailed below.

	TRANSPAC Committee Actions
April 2025	<i>TAC</i> Review draft 2025/2026 work plan and budget
May 2025	<i>Board</i> Review draft 2025/2026 work plan and budget Closed Session for Employee Review
June 2025	<i>Board</i> Approve final 2025/2026 work plan and budget Approve FY 2025/2026 Managing Director contract

TRANSPAC

DRAFT 2025 / 2026 WORK PLAN

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
 - Accessible Transportation Strategic Plan
 - SR239 Project
 - Countywide Smart Signals Project
 - Countywide VMT Mitigation Framework
 - SR4 Vision Study
 - Countywide Emergency Evacuation Plan
 - Pedestrian Needs Assessment Study
 - Vision Zero Program
 - 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.
- 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
 - Coordinate with CCTA, 511 Contra Costa, County Connection 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 / TDM 2.0)
 - Prioritize funding opportunities for school related improvements, including SR2S and complete streets

TRANSPAC

2025 / 2026 WORK PLAN

- Explore the role of transit services and how they facilitate safe routes to schools, (including student transit fare programs)
- Arterial Coordination
 - Coordination within the TRANSPAC sub area for major arterials (Routes of Regional Significance)
- Electric Vehicle Charging Infrastructure
 - Work with CCTA, BAAQMD, and TRANSPAC agencies to implement EV charging infrastructure across a wide array of local communities and including infrastructure for multifamily housing
- Transportation and Housing
 - Monitor transportation policies as they arise related to state housing programs and other regional housing policies (RHNA, MTC TOC Policy, etc.).
- TRANSPAC JPA Review

Ongoing / Existing Tasks

- Measure J Line 15 / 20A (Senior and Disabled Transportation)
 - Line 20a Call for Projects and Programming (for FY 2026-2027 and FY 2027-2028)
 - Project update/status reports
 - Monitor the Accessible Transportation Strategic Plan Task Force (ATSP)
- General Programming Tasks
 - Measure J
 - Line 10 (BART Parking, Access, and Other Improvements) (as needed)
 - Line 19a (Additional Bus Service Enhancements) (as needed)
 - Line21a (Safe Transportation for Children) (as needed)

Administrative Tasks

- Quarterly and Year End Financial Reporting
- Appointments
 - CCTA Board Representative
 - Other CCTA Committee Appointments
- FY 2024/2025 Audit
- 2026 Meeting Schedule
- Administration of Conflict of Interest Form 700 process
- 2025/2026 Workplan and Budget
- Administration of Contracts and Invoices

TRANSPAC 2025-2026 BUDGET					
EXPENDITURES					
			2024-2025		2025-2026
Managing Director / Admin Support Contract (time and material based expenses) (includes printing, postage & supplies)			\$ 312,000		\$ 326,000
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			\$ 6,000		\$ 5,000
City of Martinez - Pacheco Transit Hub / Park & Ride Lot Maintenance			\$ 10,000		\$ 10,000
Pleasant Hill City/Fiscal Administration			\$ 3,000		\$ 3,000
Subtotal			\$ 336,000		\$ 349,000
Contingency			\$ 30,000		\$ 35,000
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			\$ 41,500		\$ 41,500
Total			\$ 407,500		\$ 425,500
REVENUES					
			2024-2025		2025-2026
Member Agency Contributions			\$ 309,000		\$ 339,000
Carryover Balance			\$ 57,000		\$ 45,000
Project Reserve Carryover Balance			\$ 41,500		\$ 41,500
Total			\$ 407,500		\$ 425,500
NOTES:					
-TRANSPAC does not have any direct employees. Staff positions provided through contract.					

TRANSPAC 2025-2026 BUDGET						
ALLOCATION FORMULA FOR MEMBER AGENCY CONTRIBUTION REVENUE BUDGET						
PART B	MEASURE J RTS \$s	MEASURE J RTS %	\$ FROM RTS PART B		PART A	Total for Jurisdiction
JURISDICTION	Allocation					
CLAYTON	\$ 315,885	5.10%	\$ 8,652		\$ 28,250	\$ 36,902
CONCORD	\$ 2,156,177	34.84%	\$ 59,059		\$ 28,250	\$ 87,309
MARTINEZ	\$ 747,525	12.08%	\$ 20,475		\$ 28,250	\$ 48,725
PLEASANT HILL	\$ 766,361	12.38%	\$ 20,991		\$ 28,250	\$ 49,241
WALNUT CREEK	\$ 1,297,423	20.97%	\$ 35,537		\$ 28,250	\$ 63,787
CONTRA COSTA COUNTY ^	\$ 904,839	14.62%	\$ 24,784		\$ 28,250	\$ 53,034
TOTAL	\$ 6,188,210		\$ 169,500		\$ 169,500	\$ 339,000
^Estimated at 25% of allocation (\$3,619,357)						
Based on DRAFT - FY 2025-26 Return To Source Projections						

TRANSPAC

2024 / 2025 WORK PLAN

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
 - 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.
- 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
 - 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 / 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

2024 / 2025 WORK PLAN

- Arterial Coordination
 - Coordination within the TRANSPAC sub area for major arterials (Routes of Regional Significance)
- Electric Vehicle Charging Infrastructure
 - Work with CCTA, BAAQMD, and TRANSPAC agencies to implement EV charging infrastructure across a wide array of local communities and including infrastructure for multifamily housing
- Transportation and Housing
 - Monitor transportation policies as they arise related to state housing programs and other regional housing policies (RHNA, MTC TOC Policy, etc.).
- TRANSPAC JPA Review

Ongoing / Existing Tasks

- Measure J Line 20A
 - 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

- Quarterly and Year End Financial Reporting
- Appointments
 - CCTA Board Representative
 - Other CCTA Committee Appointments
- FY 2023/2024 Audit
- Procure new contact for auditing services
- 2025 Meeting Schedule
- Administration of Conflict of Interest Form 700 process
- 2024/2025 Workplan and Budget
- Administration of Contracts and Invoices

TRANSPAC 2024-2025 BUDGET						
			EXPENDITURES			
			2023-2024		2024-2025	
	Managing Director / Admin Support Contract (time and material based expenses) (includes printing, postage & supplies)		\$ 286,000		\$ 312,000	
	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		\$ 6,000	
	City of Martinez - Pacheco Transit Hub / Park & Ride Lot Maintenance		\$ 10,000		\$ 10,000	
	Pleasant Hill City/Fiscal Administration		\$ 3,000		\$ 3,000	
	Subtotal		\$ 308,500		\$ 336,000	
	Contingency		\$ 25,000		\$ 30,000	
	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		\$ 41,500		\$ 41,500	
	Total		\$ 375,000		\$ 407,500	
			REVENUES			
			2023-2024		2024-2025	
	Member Agency Contributions		\$ 298,000		\$ 309,000	
	Carryover Balance		\$ 56,877		\$ 57,000	
	Project Reserve Carryover Balance		\$ 41,500		\$ 41,500	
	Total		\$ 396,377		\$ 407,500	
	NOTES:					
	-TRANSPAC does not have any direct employees. Staff positions provided through contract.					

TRANSPAC 2024-2025 BUDGET							
ALLOCATION FORMULA FOR MEMBER AGENCY CONTRIBUTION REVENUE BUDGET							
	PART B	MEASURE J RTS \$\$	MEASURE J RTS %	\$ FROM RTS			Total for
JURISDICTION		Allocation		PART B		PART A	Jurisdiction
CLAYTON		\$ 315,885	5.10%	\$ 7,887		\$ 25,750	\$ 33,637
CONCORD		\$ 2,156,177	34.84%	\$ 53,833		\$ 25,750	\$ 79,583
MARTINEZ		\$ 747,525	12.08%	\$ 18,663		\$ 25,750	\$ 44,413
PLEASANT HILL		\$ 766,361	12.38%	\$ 19,134		\$ 25,750	\$ 44,884
WALNUT CREEK		\$ 1,297,423	20.97%	\$ 32,393		\$ 25,750	\$ 58,143
CONTRA COSTA COUNTY ^		\$ 904,840	14.62%	\$ 22,591		\$ 25,750	\$ 48,341
TOTAL		\$ 6,188,211		\$ 154,500		\$ 154,500	\$ 309,000
^Estimated at 25% of allocation (\$3,619,360)							
Based on DRAFT - FY 2024-25 Return To Source Projections							

TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: April 24, 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. Staff is currently exploring potential programs to best utilize these resources. As a result of several discussions, a pilot program to provide free bus fares for all students (in the TRANSPAC area) has emerged as an option.</p> <p>This program is envisioned to build upon the existing model of the Pass2Class program, which provides a limited amount of free bus passes to students (for approximately 2 months) at the beginning of the school year to encourage public transit use. This initiative would likewise aim to increase student participation in public transit, reduce school-related vehicle trips, and promote environmental benefits while providing a broader participation window. At this meeting, staff will outline a potential program framework and seek TAC input on this concept to shape the program's scope, funding strategy, and implementation approach.</p>
Recommendations	<p>For information only.</p>
Options	<p>None.</p>
Attachment(s)	<p>None.</p>

Background:

Measure J Line 21A, "Safe Transportation for Children," funds projects that improve transportation access for students. TRANSPAC is responsible for selecting specific projects to support this goal, which may include programs such as "SchoolPool" and Transit Incentive Programs, pedestrian and bicycle infrastructure, sidewalk construction, and signage. Measure J allocates 0.5% of Measure J sales tax revenue to Line 21A in the TRANSPAC subregion, approximately \$600,000 annually (current year dollars). Measure J Line 21A funds have been

used to support 511 Contra Costa programs in the past. There is a balance of about \$4.2 million available for programming to eligible TRANSPAC projects.

Given the current available funding, staff is exploring potential programs to best utilize these resources. Through various discussions, a pilot program to provide free bus fares for all students (in the TRANSPAC area) for an extended period emerged as a preferred option. This initiative builds upon the existing programs such as the Pass2Class program.

Current Pass2Class Program: The Pass2Class program provides free transit passes to Contra Costa County students at the beginning of the school year to encourage public transit use for school commutes. The program is designed to alleviate traffic congestion and reduce air pollution, while providing more mobility options for students. It involves collaboration with transit operators across the county, who are reimbursed for the fares of the free student trips.

How the Program Works:

- The program provides free County Connection, Tri Delta Transit, WestCAT, or AC Transit bus passes for up to two students per household for roughly two months at the beginning of the school year (typically between August and October).
- Parents/guardians must complete an application and agree to have their student take the bus instead of being driven to school.
- Passes are mailed directly to students' homes and are available on a first-come, first-served basis while supplies last.
- The program partners include 511 Contra Costa, County Connection and other participating transit agencies in the county.

Proposed Pilot Program Framework:

The pilot program under discussion is proposed to be a 6-month initiative with County Connection, offering youth (up to 18 years of age) the opportunity to ride any County Connection fixed-route bus fare-free. The start date of the program is under discussion, however a fall commencement is anticipated pending stakeholder and funding approvals. County Connection estimates that the fare recovery for the pilot is \$187,500, with \$115,000 for rides in Central County (TRANSPAC) and \$72,500 in the southwest area (SWAT).

The Free Youth Pass is intended to drive more youth to use public transit. Other programs such as the Summer Youth Pass (no longer offered as of 2024) and Pass2Class offer free rides for students to ride County Connection buses, however those programs provide a limited number of passes, 2,024 in 2024, (1,200 in Central and 824 in SWAT), and students were required to apply for the passes. The application process and confusion around what's needed to obtain a pass have been deterrents to program participation, lessening the likelihood of them using

public transit. By offering all youth fare-free transit on County Connection buses, these hurdles are removed.

Proposed Pilot Program Details:

Eligibility: Youth who appear to be 6-18 years old will be allowed to ride any fixed-route bus fare-free. During this pilot, it will be at the discretion of the operator to determine if a passenger is 6-18 years old. If a passenger tries to board a bus and looks to be over 18 years of age, an operator may ask for identification.

Funding: The potential funding sources for the pilot program include Measure J 21A and TFCA funding. Since the County Connection serves both TRANSPAC and SWAT, it has been requested that the pilot be inclusive of both subregions to maintain a seamless experience for students and eliminate logistical challenges of policing trips crossing service areas. The funding table below includes the estimated subregional share to fund the pilot.

Utilizing Measure J Line 21a funds for the pilot will also free up TFCA funding that was previously allocated for TRANSPAC's countywide share of the current service year of Pass2Class. The pilot proposal includes using these TFCA funds (in the amount of \$37,500) to support SWAT trips with the understanding that additional funding will be allocated to TRANSPAC in the next TFCA cycle, effectively functioning as a fund exchange. SWAT does not receive a Measure J Line 21A allocation funds and has not taken a position on supporting this program or how to fund it. TRANSPAC staff is currently discussing the potential program with CCTA, County Connection, and SWAT.

Free Youth Transit Pilot – Estimated Total Cost / Subregional Share Option			
Funding Source	TRANSPAC	SWAT	Total
TFCA	\$37,500	\$25,000	\$62,500
Measure J Line 21A	\$115,000		\$115,000
Matching Funds		\$10,000	\$10,000
			\$187,500

Staff seeks TAC input on the concept of a free student bus fare pilot program. Feedback will help shape the scope, funding strategy, and implementation approach of the program. Staff anticipates bringing back additional information in May pending further discussion with CCTA, SWAT and County Connection.

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TRANSPAC TAC Meeting *STAFF REPORT***Meeting Date:** April 24, 2024

Subject:	STATE ROUTE 4 VISION CORRIDOR STUDY
Summary of Issues	The Contra Costa Transportation Authority (CCTA) is developing the State Route 4 (SR-4) Corridor Vision Study to create a long-term, comprehensive transportation plan for SR-4 that addresses congestion, safety, and other mobility concerns in Contra Costa County. SR-4 is the primary east-west highway in the northern portion of Contra Costa County, beginning in Hercules in the west and continuing into San Joaquin County in the east. This work is being done in partnership with the California Department of Transportation (Caltrans). During this meeting, CCTA staff will provide an update on the SR-4 Vision Corridor Study, including improvement projects identified, analyses, outreach and engagement efforts, implementation strategies, and next steps.
Recommendations	For information Only.
Financial Implications	No TRANSPAC Financial Implications.
Option(s)	None.
Attachment(s)	A. State Route 4 Vision Corridor Study PowerPoint

SR-4 Corridor Vision Study

TRANSPAC TAC

April 23, 2025



CONTRA COSTA
transportation
authority

Page 32

Corridor Vision

"We envision a SR-4 Corridor where mobility is seamless, safe, and equitable for all. By offering diverse modal options and holistic transportation solutions, we aim to enhance first and last mile connections and embrace new and emerging technologies.

Our commitment to reducing congestion, improving reliability, promoting sustainability, and economic vitality will ensure that everyone has access to efficient and effective transportation, fostering a connected and vibrant community."



Benefits of the Corridor Vision

- Create equitable access
 - Invest in disadvantaged communities
 - Incorporate community solutions
- Reduce congestion
 - Improve share of non-SOV modes
 - Reduce VMT
- Improve reliability
 - Increase total corridor throughput
 - Support TDM & non-capital strategies
- Increase sustainability
 - Reduce GHG emissions
 - Provide access to higher density areas and key development zones



Achieving the Corridor Vision

- Modal Diversity
 - Improve transit reliability
 - Support bicycle and pedestrian infrastructure
- Holistic Approach
 - Enhance first-/last-mile connectivity
 - Pursue mobility hubs development
- Mobility & Accessibility
 - Improve efficiency with tolling and express lanes
 - Employ new and emerging solutions
- Safety
 - Implement higher-quality bicycle and pedestrian facilities
 - Improve collision hot spots



Develop a Vision Plan for the SR-4 Corridor

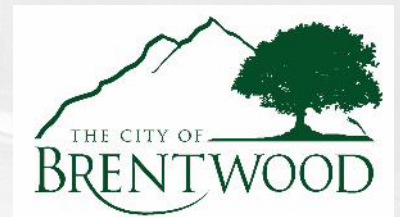
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Study Elements

- Study Builds Upon Extensive Existing Efforts
- Document Existing Plans & Guidelines
- Perform Analysis of:
 - Corridor Safety
 - Freight System
 - Arterial Network Operations
 - Identify Emerging Technologies
- Establish Evaluation Criteria
- Primary and Secondary Screening – Select Vision Elements
- Document in SR-4 Corridor Vision & Gain CMCP Approval from Caltrans
- **Next Steps** – Leverage adopted Vision Plan to pursue future funding opportunities



Agency Stakeholders



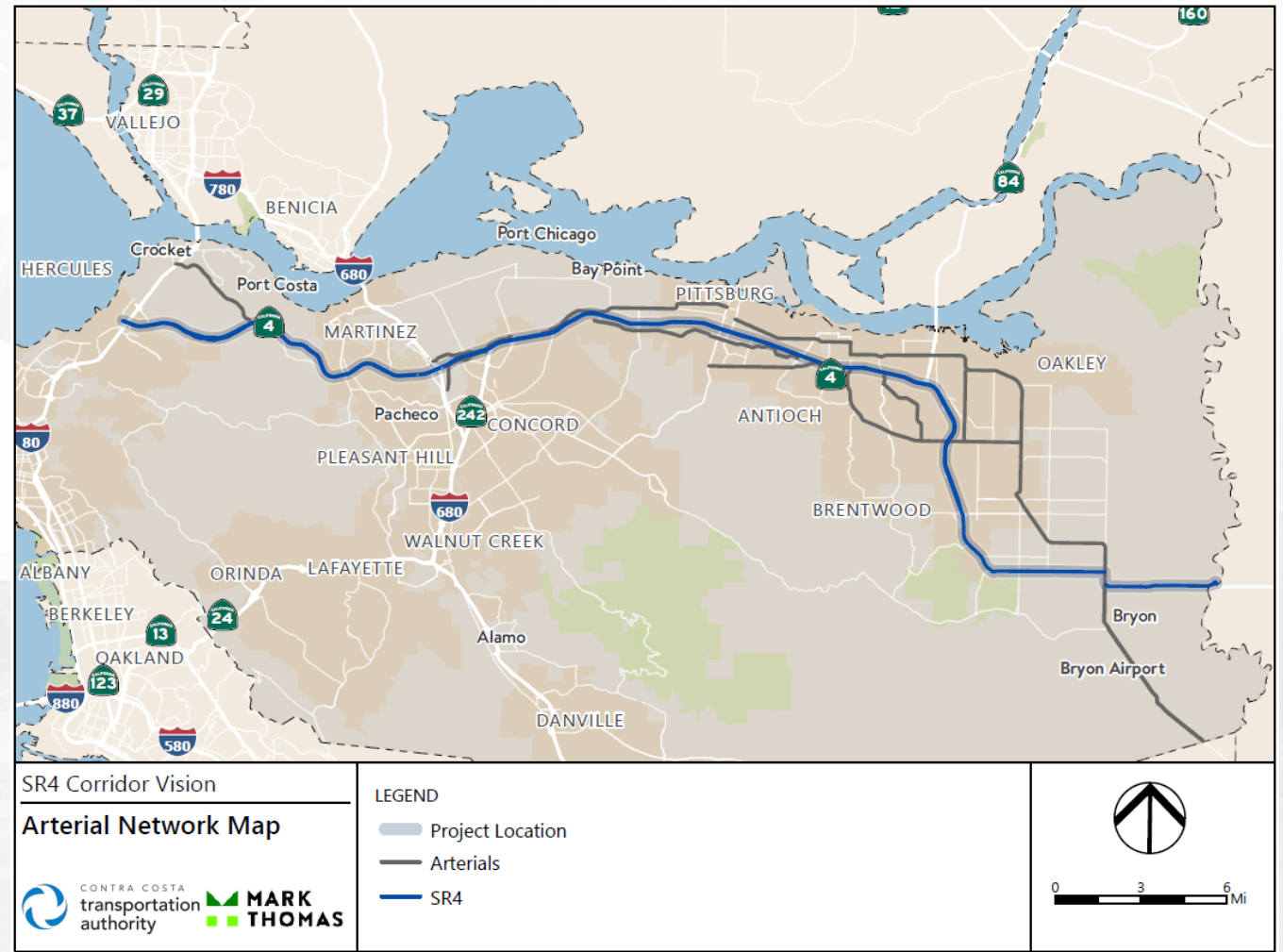
List of Relevant Improvement Projects

- Reviewed all relevant existing planning documents and identified relevant projects
 - Reviewed 79 documents
- Relevant projects were compiled into a Draft List of Relevant Improvement Projects and provided for TAC review in May 2023
- 87 projects were identified for TAC review



Project Analysis

- Safety Analysis
 - 34% of pedestrian crashes resulted in KSI, but only 12.5% of all crashes
- Freight System Analysis
 - Findings suggest SR-4 is not a major freight corridor and traffic is sensitive to congestion on I-580
- Arterial Network Operations Analysis
 - Problematic segments are generally located between SR-242 and Lone Tree Pkwy
- Emerging Technologies Analysis
 - Evaluated 14 technologies that have been deployed by either Caltrans District 4 or municipalities



Stakeholder Engagement

The Project Team presented to the following groups:

- SR-4 Vision Technical Advisory Committee (TAC)
- WCCTAC
- TRANSPAC
- TRANSPLAN
- CCTA Citizens Advisory Committee (CAC)
- CCTA Planning Committee (PC)
- CCTA Board

Comments received from these groups included:

- Including Ygnacio Valley Road/Kirker Pass Road in the project analysis
- Consider strategies to improve bicycle mobility between Pittsburg/Bay Point and Concord
- Confirmation that the Project's lane use assumptions are factoring development of the Concord Naval Weapons Station
- Considering strategies for improving pavement conditions

Public Outreach

The Project Team attended the following (7) community events:

Date	City	Event	People Engaged
July 23 rd , 2023	Pittsburg	Summer Kick Off Community Event	40
August 1 st , 2023	Hercules	National Night Out	247
August 10 th , 2023	Concord	Music & Market	180
August 19 th , 2023	Brentwood	Farmer's Market/Makers Boulevard	133
August 27 th , 2023	Martinez	Farmer's Market	129
September 21 st , 2023	Antioch	Big Truck Day	253
September 23 rd , 2023	Oakley	Heart of Oakley	174

Online public survey:

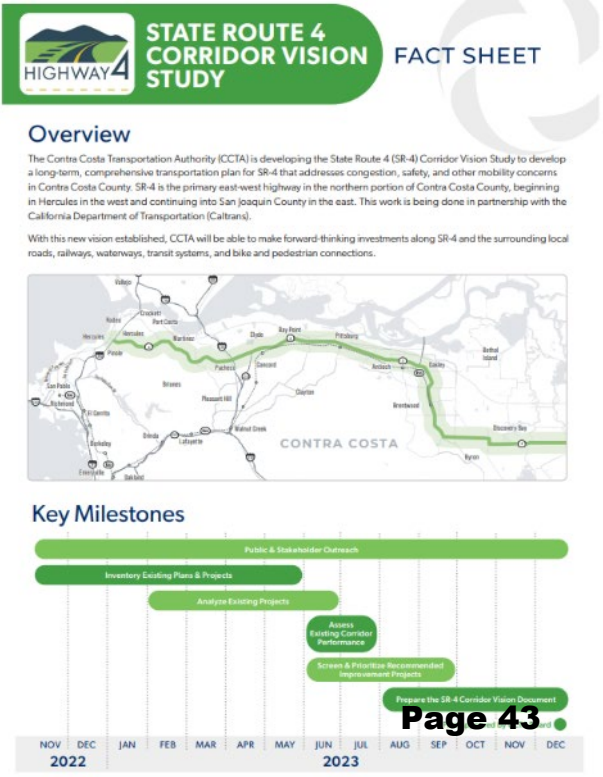
- Published on the project webpage
- Received 219 responses
- Participants noted the following top priorities for the corridor:
 - 72% - Improving traffic bottlenecks
 - 61% - Roadway maintenance & repair
 - 49% - Safety improvements for all users

Public Outreach (Continued)



The Contra Costa Transportation Authority (CCTA) is developing the State Route 4 (SR-4) Corridor Vision Study in order to develop a long-term, comprehensive transportation plan for SR-4 that addresses congestion, safety, and other mobility concerns in Contra Costa County. SR-4 is the primary east-west highway in the northern portion of Contra Costa County, beginning in Hercules in the west and continuing into San Joaquin County in the east. This work is being done in partnership with the California Department of Transportation (Caltrans).

With this new vision established, CCTA will be able to make forward-thinking investments along SR-4 and the surrounding local roads, railways, waterways, transit systems, and bike and pedestrian connections.



Initial & Secondary Screening

- Identified Goals, Objectives, and Performance Measures
- Goal was to assess each project against the adopted performance measures
 - Resulted in a prioritized list of projects that most closely aligned with the adopted Goals & Objectives
- Developed scoring sheets for all projects
- TAC input on Initial Screening informed Secondary Screening

#	Goal	Weighting
1	Safety	20%
2	Mobility	20%
3	Economic Vitality	10%
4	Social Equity	20%
5	Efficient Land Use	10%
6	Efficiency & Technology	10%
7	Air Quality, Healthy, & Sustainability	10%
	Total	100%

Implementation Plan

- Identified three (3) tiers based on ranking
- Identified seven (7) project bundles and three (3) Tier 1 Priority projects totaling 36 total projects
 - Bundling improved competitiveness of community-supported projects that may increase vehicle miles traveled (VMT)
- Identified 2024 capital costs for all bundled projects
- Identified 19 potential funding programs as priorities for each project
- Organized into Bundle Fact Sheets



1

Hercules Hub Project Bundle

FACT SHEET

Overview

The Hercules Hub Project Bundle is composed of projects that will establish and support a major multimodal transportation hub at the western end of the SR-4 Corridor within the City of Hercules. These improvements will facilitate future connections with passenger rail, bus transit, ferry service, and will be supported by a network of off-first-/last-mile bicycle and pedestrian facilities between the Hercules Rail Hub and the Hercules Transit Center to connect travelers with their local and regional destinations. The Hercules Rail Hub project includes multiple phases with the project cost inclusive of construction of paths and trails, utility relocations, track and signal work, and development surrounding the rail station.



Projects within Bundle

CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
T-11	1	●	Hercules Rail Hub	\$80.7M
T-03	14	●	I-80/SR-4 Bus Rapid Infrastructure Improvements (Hercules to Martinez)	\$41.2-89.1M
T-04	24		Ferry Capital Improvements in West County (Hercules to San Francisco)	\$65.9M
A-13	42	●	Sycamore/San Pablo Pedestrian Walkway	\$1.5M
A-12	60	●	Willow/Palm Avenue Pedestrian Walkway	\$1.4M
TOTAL COST:				\$190.7M-238.6M

Buildout of this project bundle will address the following SR-4 Vision goals:

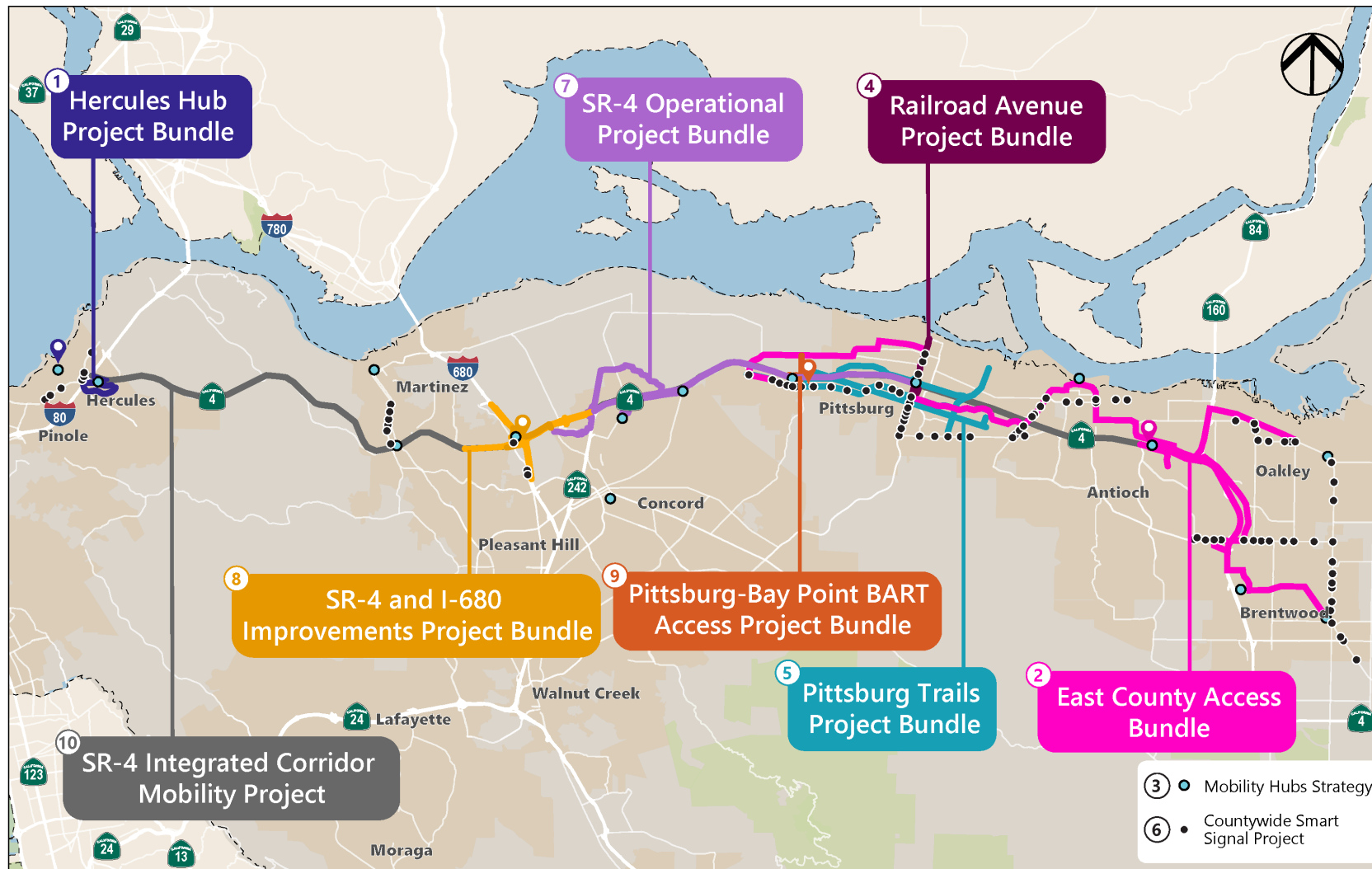


Tier 1 Priority Improvements

Project Name
Hercules Rail Hub
East County Automated Transit Network*
Mobility Hub Strategy
Railroad Avenue Class I trail, Class IV bikeway, Class III bike route, pedestrian enhancements, and small mobility hub on Railroad Ave. and 8th St.
W. Leland Rd./E. Leland Rd. Bike Trail
Express Bus from Brentwood to Antioch (ECITS Alt 4)*
Railroad Ave proposed bus and shuttle routes near SR-4
Delta de Anza Regional Trail Improvements
Schooner Way/Polaris Dr./Power Ave./California Ave. Ped/Bike enhancements
Freeway BRT from Brentwood to Antioch (ECITS Alt 2)*
Countywide Smart Signal Project
Loveridge Road Ped/Bike enhancements
SR-4 Operational Improvements - Initial Phases
I-80/SR-4 bus rapid infrastructure improvements (Hercules-Martinez)
SR-4/I-680 High-Occupancy Vehicle (HOV) Connection and Ramps
DAA Express Lanes Project
Delta de Anza Trail: Willow Pass/Evora Road to North Concord BART
Pittsburg Bay Point Station Pedestrian Bridge Across SR-4
Delta De Anza Trail - Walnut Creek Channel to Bay Point
SR-4 Integrated Corridor Mobility

*future studies to determine which implementation alternatives will advance

Corridor Vision Improvements





STATE ROUTE 4 VISION STUDY

A Comprehensive Multimodal Corridor Plan



Prepared for:
CONTRA COSTA
transportation
authority



Prepared by:
MARK THOMAS

Next Steps

Complete final presentations with CCTA



Coordinate with Caltrans to approve CMCP



Work with Corridor agencies to support future funding pursuits & implementation efforts



Thank you

Sasha Dansky
sdansky@markthomas.com

Matt Kelly
mkelly@ccta.net



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authority



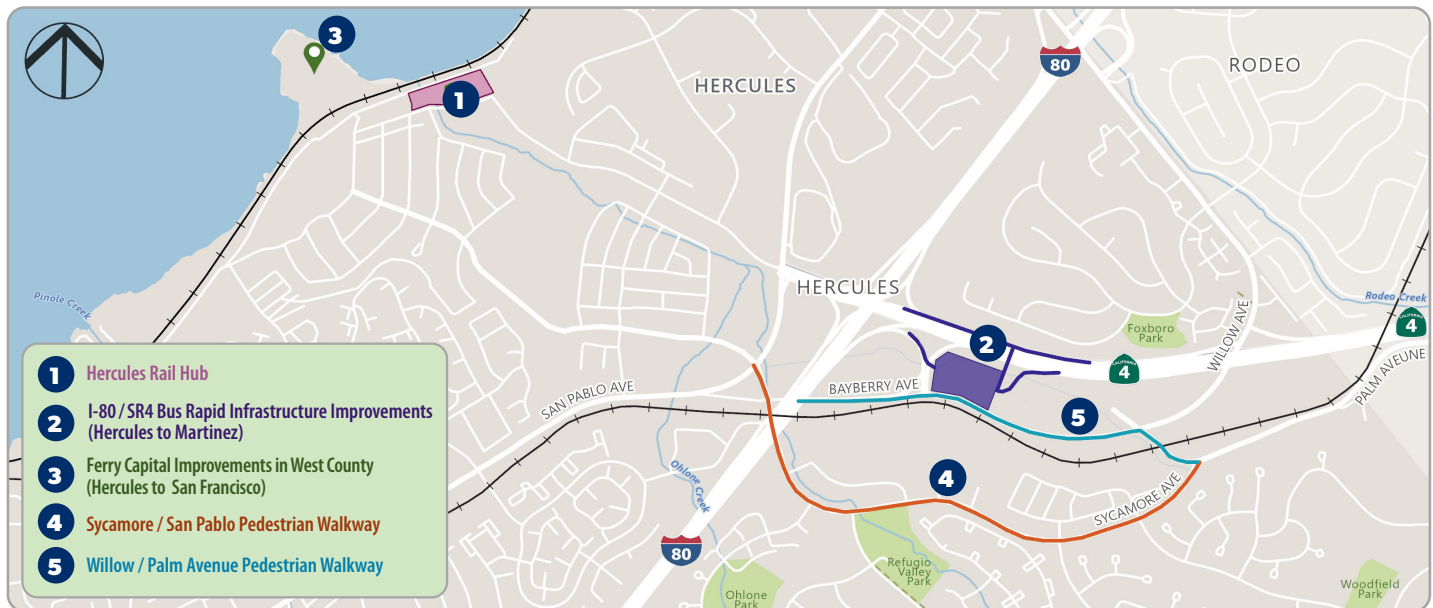
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Hercules Hub Project Bundle

FACT SHEET

Overview

The Hercules Hub Project Bundle is composed of projects that will establish and support a major multimodal transportation hub at the western end of the SR-4 Corridor within the City of Hercules. These improvements will facilitate future connections with passenger rail, bus transit, ferry service, and will be supported by a network of first-/last-mile bicycle and pedestrian facilities between the Hercules Rail Hub and the Hercules Transit Center to connect travelers with their local and regional destinations. The Hercules Rail Hub project includes multiple phases with the project cost inclusive of construction of paths and trails, utility relocations, track and signal work, and development surrounding the rail station.



Projects within Bundle

CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
T-11	1	●	Hercules Rail Hub	\$80.7M
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A-13	42	●	Sycamore/San Pablo Pedestrian Walkway	\$1.5M
A-12	60	●	Willow/Palm Avenue Pedestrian Walkway	\$1.4M
TOTAL COST:				\$190.7M-238.6M

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve economic vitality



Support efficient land uses



Improve multimodal travel



Improve social equity



Improve air quality, health, and sustainability



1

Hercules Hub Project Bundle Funding Strategy

FACT SHEET continued

✓ Recommended Grant Programs for Each Project

Available Grant Opportunities				Hercules Hub Project Bundle				
Grant Program	Grant Type	Funding Cycle	Available Funding*	Hercules Rail Hub	180/SR-4 Bus Rapid Infrastructure Improvements (Hercules to Martinez)	Ferry Capital Improvements in West County (Hercules to San Francisco)	Sycamore / San Pablo Pedestrian Walkway	Willow / Palm Avenue Pedestrian Walkway
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Federal	Annually	\$1.5 billion	✓				
Multimodal Project Discretionary Grant Program (MPDG)	Federal	Annually	\$5.45 billion	✓				
Reconnecting Communities and Neighborhoods (RCN)	Federal	Annually	\$250 million	✓	✓			
Federal-State Partnership for Intercity Passenger Rail Grant Program (FSP)	Federal	Annually	\$2.283 billion	✓				
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million	✓		✓	✓	✓
Energy Efficiency and Conservation Block Grant Program (EECBG)	Federal	Annually	\$8.8 million	✓				
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million	✓	✓	✓	✓	✓
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million	✓	✓		✓	✓
Active Transportation Program (ATP)	State	Annually	\$123 million				✓	✓
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-2027	\$750 million	✓	✓		✓	✓
Priority Development Area (PDA) Grants	Regional	2022-2023	\$15 million	✓	✓	✓		
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million				✓	✓

*Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



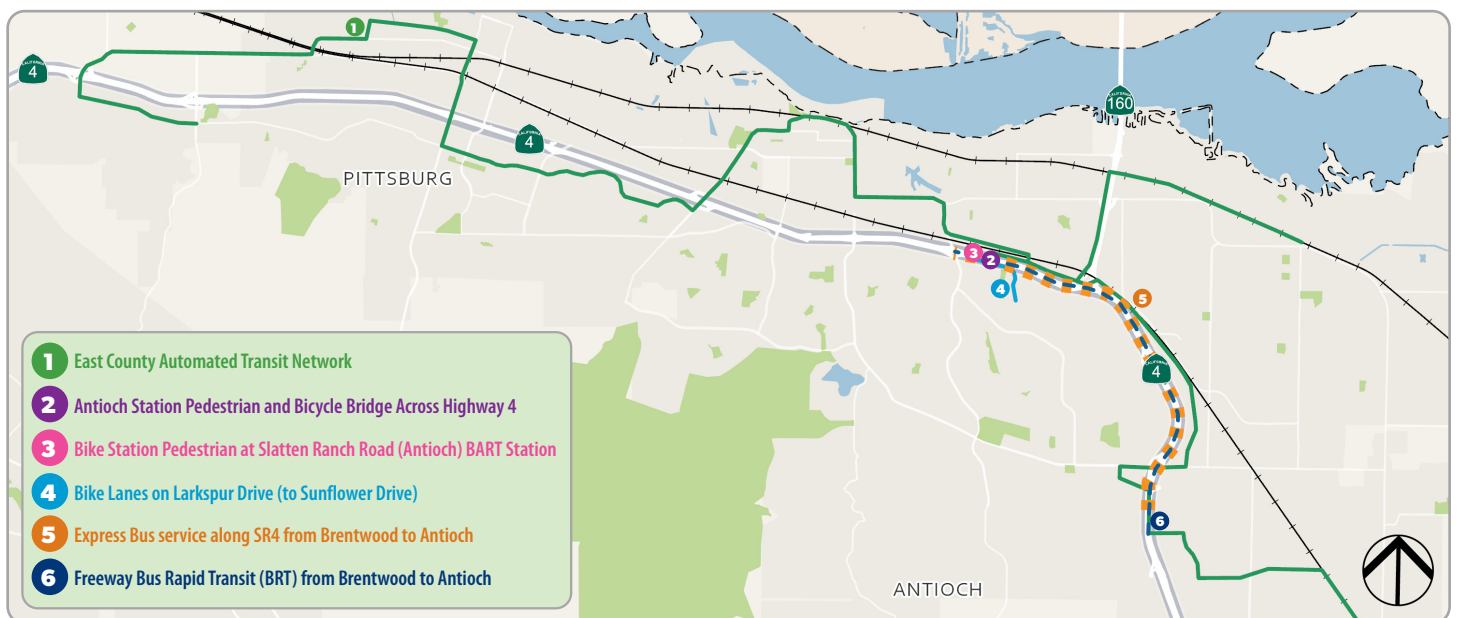
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East County Access Project Bundle

FACT SHEET

Overview

The East County Access Project Bundle aims to enhance connectivity and accessibility across East Contra Costa County and improve access to the Antioch BART Station through transit and active transportation improvements. This bundle includes transit infrastructure upgrades that support deployment of ATN in East Contra Costa County, an autonomous transit service designed to provide a reliable and efficient transportation option separate from local roadways, reducing traffic congestion and improving regional mobility. First-/last-mile active transportation enhancements will include a bike locker, a pedestrian and bicycle bridge across SR-4 at the Antioch BART Station, and bicycle lanes on Larkspur Drive. By implementing this bundle, residents and visitors in East Contra Costa County will benefit from improved mobility and increased connectivity with the San Francisco Bay Area region through improved access to BART.



Projects within Bundle

CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
T-06	2	●	East County Automated Transit Network (ATN)	\$527.8 M
A-19	23		Antioch Station Pedestrian and Bicycle Bridge Across Highway 4	\$24.2 M
A-22	44		Bike Station at Slatten Ranch Road (Antioch) BART Station	\$1.3 M
A-20	58	●	Bike Lanes on Larkspur Drive (to Sunflower Drive)	\$0.1 M
TOTAL COST:				\$553.4 M
T-07	5		Express Bus service along SR4 from Brentwood to Antioch (ECITS Alt 4)*	\$4.2 M
A-08	9		Freeway Bus Rapid Transit (BRT) from Brentwood to Antioch (ECITS Alt 2)*	\$176.8 M

*Future study to determine implementation of one alternative.

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve social equity



Improve multimodal travel



Improve air quality, health, and sustainability



Support efficient land uses



2

East County Access Project Bundle Funding Strategy

FACT SHEET continued

Recommended Grant Programs for Each Project

Available Grant Opportunities				Antioch BART Access Project Bundle					
Grant Program	Grant Type	Funding Cycle	Available Funding*	East County Automated Transit Network (ATN)	Bike Station at Slatten Ranch Road (Antioch) BART Station	Antioch Station Pedestrian and Bicycle Bridge Across Highway 4	Bike Lanes on Larkspur Drive (to Sunflower Drive)	Express Bus service along SR4 from Brentwood to Antioch	Freeway Bus Rapid Transit (BRT) from Brentwood to Antioch
Rebuilding American Infrastructure with Sustainability & Equity (RAISE)	Federal	Annually	\$1.5 billion	✓		✓			
Reconnecting Communities Pilot (RCP)	Federal	Annually	Total \$607 million: FY 2024 (\$200 mil) FY 2025 (\$202 mil) FY 2026 (\$205 mil)			✓		✓	✓
Multimodal Project Discretionary Grant Program (MPDG)	Federal	Annually	\$5.45 billion	✓					
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million		✓	✓			
Energy Efficiency and Conservation Block Grant Program (EECBG)	Federal	Annually	\$8.8 million	✓				✓	✓
Active Transportation Infrastructure Investment Program (ATIIP)	Federal	Annually	\$44.55 million			✓			
Transit and Intercity Rail Capital Program (TIRCP)	State	Annually	Fund estimate, award amount & adopted program based on anticipated revenue thru 2028-2029	✓				✓	✓
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million	✓		✓	✓	✓	✓
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million	✓	✓	✓	✓	✓	✓
Active Transportation Program (ATP)	State	Annually	\$123 million			✓	✓		
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million			✓		✓	✓
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million			✓	✓	✓	✓
Safe Routes to BART	Regional	N/A	\$25 million		✓	✓	✓		
Priority Development Area (PDA) Grants	Regional	2022-23	\$15 million	✓	✓	✓		✓	✓
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million				✓		

East County ATN can be replaced with Project T-07 Express Bus (ECITS Alt 4) or T-08 Freeway BRT from Brentwood to Antioch (ECITS Alt 2) if deemed appropriate.

* Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



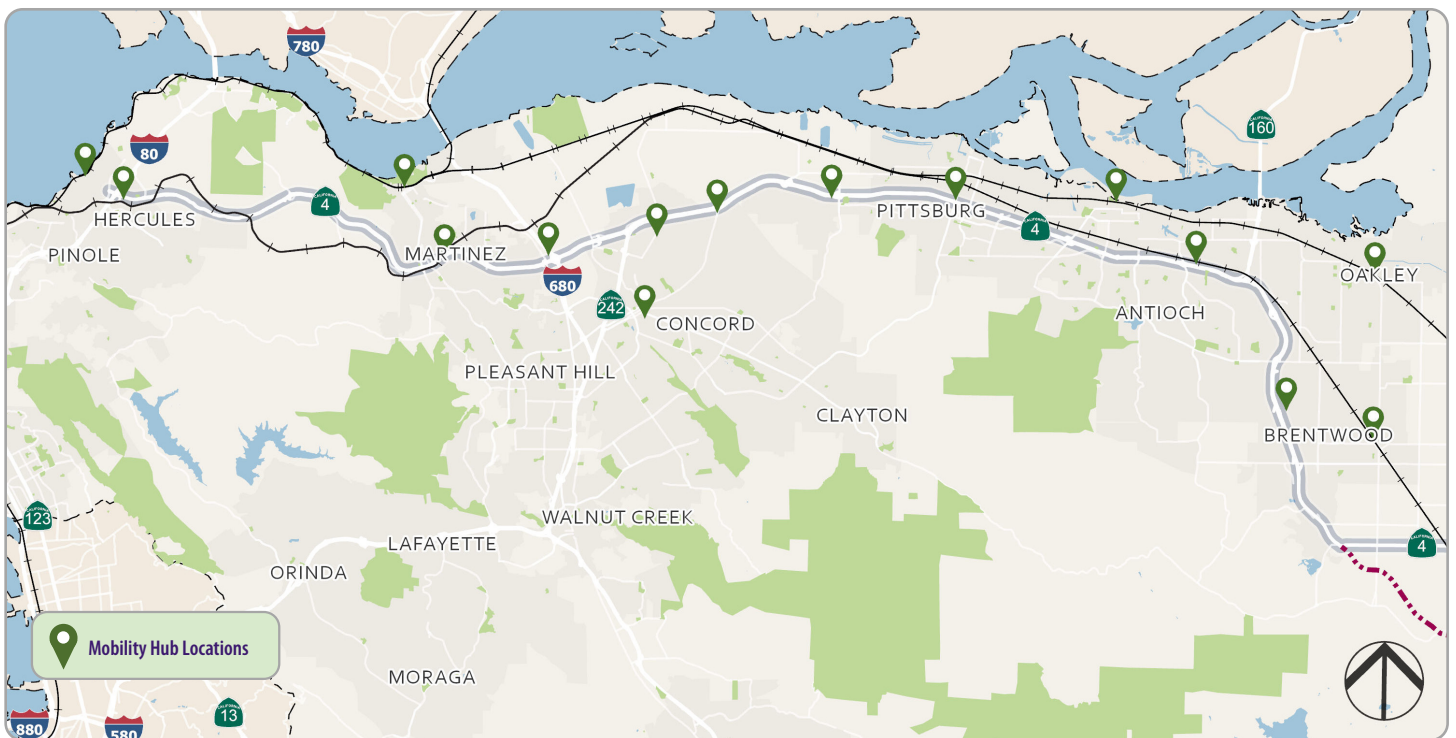
3

Mobility Hub Strategy

FACT SHEET

Overview

The Mobility Hub Strategy supports the implementation of 14 planned mobility hub locations across the SR-4 Corridor. These mobility hubs would include rail hubs, which are located at BART and Amtrak rail stations, and major mobility hubs, which will utilize existing transit centers, bus stops, and park-and-rides. These mobility hubs will integrate transit, bicycle, pedestrian and motorized amenities such as enhanced bus stops, bike parking, bikeshare and scooter share, motorized pickup and drop-off areas, and park and ride lots. Implementation of the Mobility Hub Strategy will result in enhanced multimodal access to high-capacity transit along the SR-4 Corridor and provide connections to Transit Priority Corridors (TPCs) and frequent bus services that will reduce reliance on single-occupant vehicle travel.



CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
M-1	3	●	Mobility Hub Strategy	\$114 M
TOTAL COST:				\$114 M

Buildout of this project will address the following SR-4 Vision goals:



Improve multimodal travel



Improve economic vitality



Support efficient land uses



Improve social equity



Leverage technology to improve efficiency



Improve air quality, health, and sustainability



3

Mobility Hub Strategy Funding Strategy

FACT SHEET

continued



Recommended Grant Programs for Each Project

Available Grant Opportunities				Mobility Hub Strategy Project
Grant Program	Grant Type	Funding Cycle	Available Funding*	Mobility Hub Strategy
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Federal	Annually	\$1.5 billion	✓
Multimodal Project Discretionary Grant Program (MPDG)	Federal	Annually	\$5.45 billion	✓
Reconnecting CommunitiesPilot (RCP)	Federal	Annually	Total of \$607million. FY 2024 (\$200 million), FY 2025 (\$202 million), FY 2026 (\$205 million)	
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million	✓
Active Transportation Infrastructure Investment Program (ATIIP)	Federal	Annually	\$44.55 million	✓
Transit and Intercity Rail Capital Program (TIRCP)	State	Annually	The TIRCP fund estimate, award amount and the adopted program for TIRCP will be based on anticipated revenue through 2028-29	✓
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million	✓
Active Transportation Program (ATP)	State	Annually	\$123 million	✓
MTC Regional Measure 3 San Francisco Bay Trail / Safe Routes to Transit	Regional	Bi-Yearly (odd no. years)	\$50 million	✓
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million	✓
Safe Routes to BART	Regional	N/A	\$25 million	✓
Priority Development Area (PDA) Grants	Regional	2022-2023	\$15 million	✓

* Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



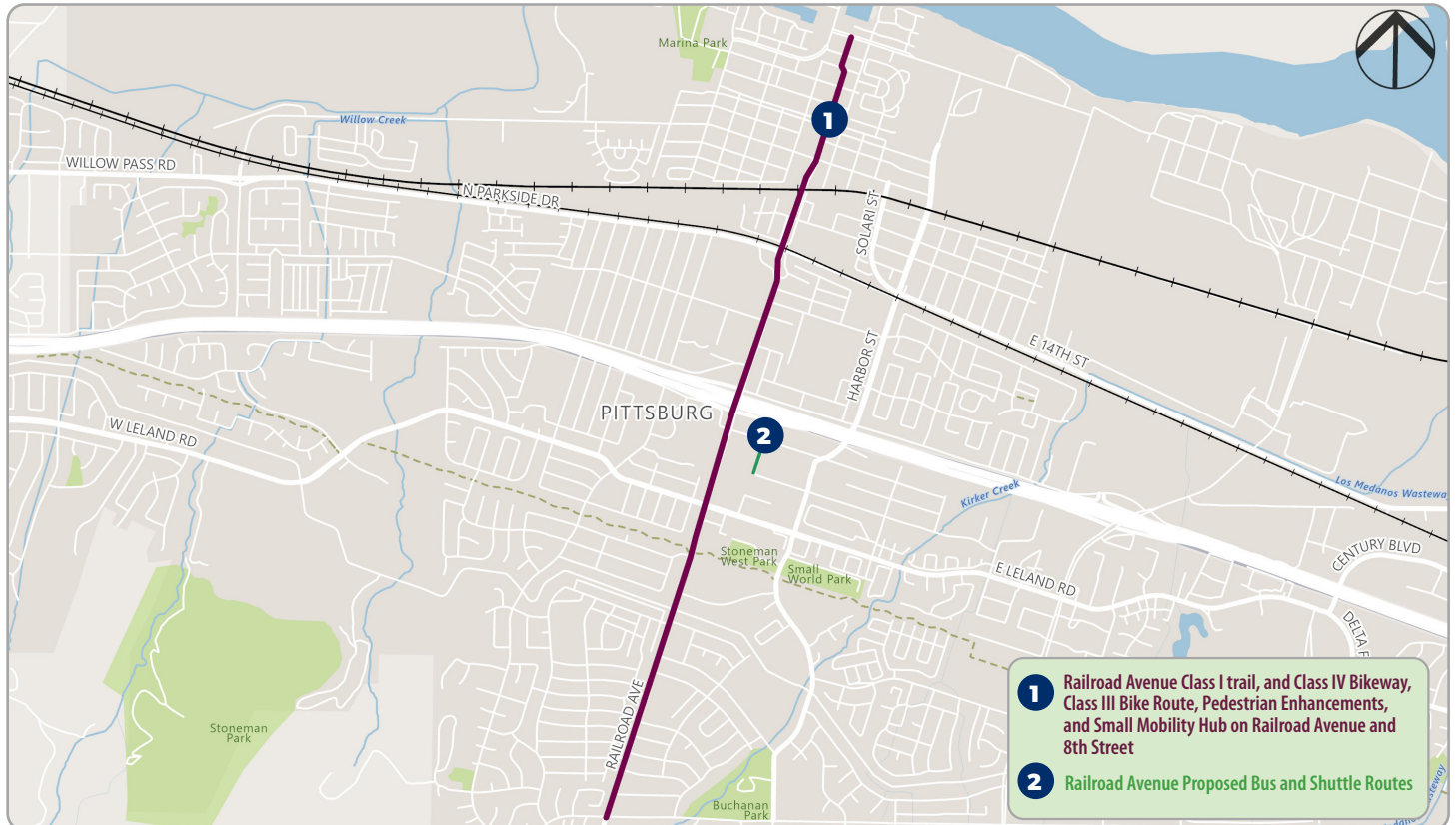
4

Railroad Avenue Project Bundle

FACT SHEET

Overview

The Railroad Avenue Project Bundle is composed of projects aimed at enhancing multimodal transportation and connectivity along Railroad Avenue in the City of Pittsburg. These improvements include active transportation and transit projects, such as the development of bike routes, pedestrian enhancements, mobility hubs, and infrastructure supportive of bus and shuttle routes near SR-4 on Railroad Avenue. The Railroad Avenue Project Bundle will enhance first-/last-mile improvements to the Pittsburg Center Station on SR-4.



Projects within Bundle

CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
A-01	4		Railroad Avenue Class I trail, and Class IV Bikeway, Class III Bike Route, Pedestrian Enhancements, and Small Mobility Hub on Railroad Avenue and 8th Street	\$14.2 M
T-02	7	●	Railroad Avenue Proposed Bus and Shuttle Routes	\$1.8 M
TOTAL COST:				\$16.0 M

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve social equity



Improve multimodal travel



Improve air quality, health, and sustainability



4

Railroad Avenue Project Bundle Funding Strategy

FACT SHEET

continued

Recommended Grant Programs for Each Project

Available Grant Opportunities				Railroad Avenue Project Bundle	
Grant Program	Grant Type	Funding Cycle	Available Funding*	Railroad Avenue Class I trail, and Class IV Bikeway, Class III Bike Route, Pedestrian Enhancements, and Small Mobility Hub on Railroad Avenue and 8th Street	Railroad Avenue Proposed Bus and Shuttle Routes
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million	✓	
Transit and Intercity Rail Capital Program (TIRCP)	State	Annually	Fund estimate, award amount & adopted program based on anticipated revenue through 2028-29		✓
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million	✓	✓
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million	✓	✓
Active Transportation Program (ATP)	State	Annually	\$123 million	✓	
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million	✓	
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million	✓	✓
Safe Routes to BART	Regional	N/A	\$25 million	✓	
Priority Development Area (PDA) Grants	Regional	2022-23	\$15million	✓	✓
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million	✓	

* Grant program available funding amounts are projected based on the last funding cycle as of August 2024



5

Pittsburg Trails Project Bundle

FACT SHEET

Overview

The Pittsburg Trails Project Bundle is composed of projects that enhance local and regional travel through a comprehensive trails network in the City of Pittsburg. These bundled projects will increase active transportation connectivity and user comfort and enhance safety with a variety of trail improvements and extensions. Various trail improvements include the construction of buffered Class II bike lanes and Class IV separated bikeways, upgrades to existing Class II bikeways and trails, trail gap closures, and bicyclist and pedestrian crossing enhancements.



Projects within Bundle

CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
A-04	5	●	W. Leland Road / E. Leland Road Bike Trail	\$16.2 M
A-02	8	●	Delta de Anza Regional Trail Improvements	\$3.7 M
A-05	9	●	Schooner Way/Polaris Drive / Power Avenue / California Avenue Ped/Bike Enhancements	\$3.3 M
A-06	12		Loveridge Road Ped / Bike enhancements	\$2.8 M
TOTAL COST:				\$26.0 M

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve social equity



Improve multimodal travel



Improve air quality, health, and sustainability



5

Pittsburg Trails Project Bundle Funding Strategy

FACT SHEET

continued



Recommended Grant Programs for Each Project

Available Grant Opportunities				Pittsburg Trails Project Bundle			
Grant Program	Grant Type	Funding Cycle	Available Funding*	W. Leland Rd / E. Leland Road Bike Trail	Delta de Anza Regional Trail Improvements	Schooner Way/ Polaris Drive / Power Avenue / California Avenue Ped / Bike Enhancements	Loveridge Road Ped /Bike Enhancements
Active Transportation Infrastructure Investment Program (ATIIP)	Federal	Annually	\$44.55 million	✓	✓		
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million	✓	✓	✓	✓
Active Transportation Program (ATP)	State	Annually	\$123 million	✓	✓	✓	✓
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million	✓	✓	✓	✓
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million	✓	✓	✓	✓
Safe Routes to BART	Regional	N/A	\$25 million			✓	
Priority Development Area (PDA) Grants	Regional	2022-23	\$15 million	✓	✓	✓	✓
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million	✓	✓	✓	✓

* Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



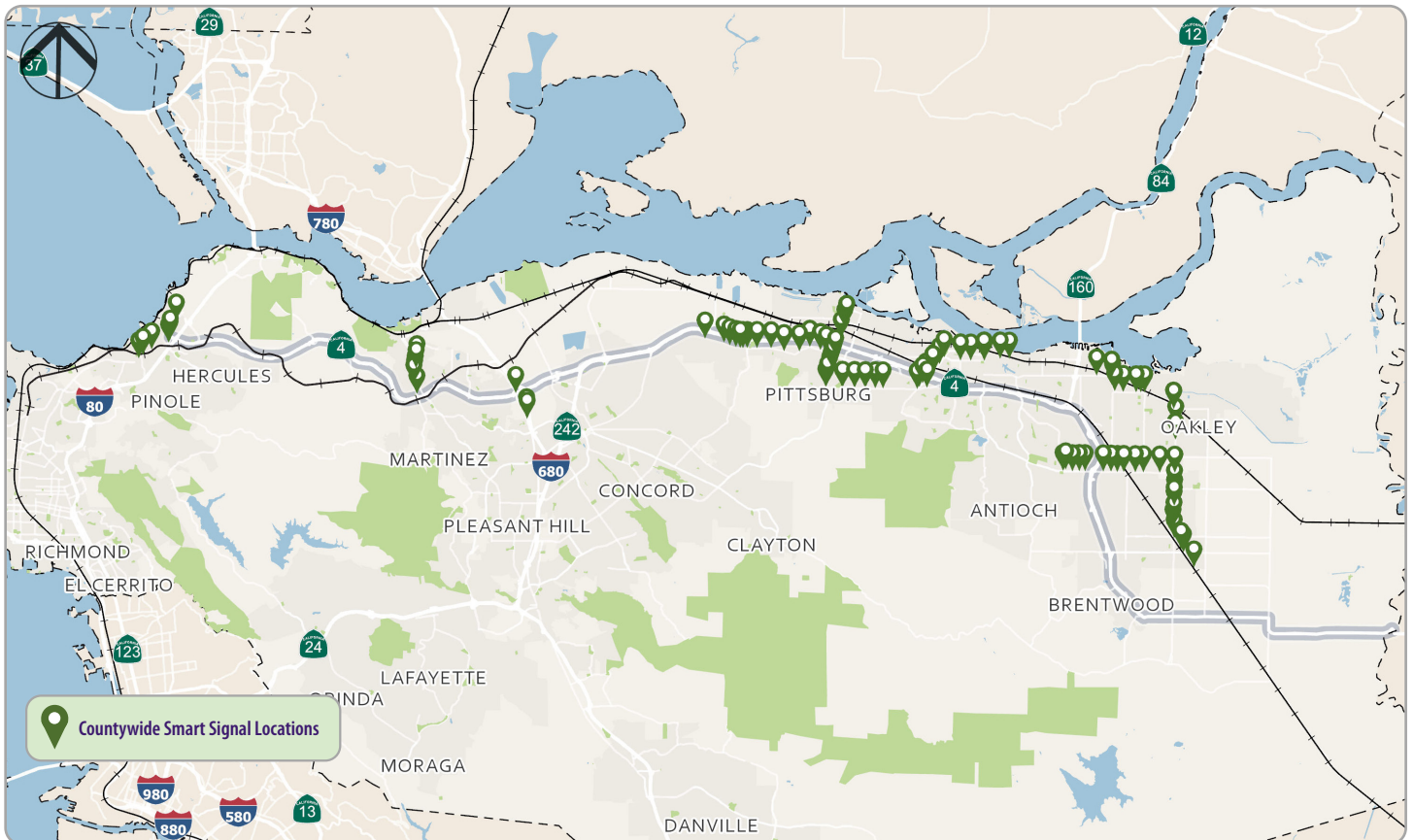
6

Countywide Smart Signal Project

FACT SHEET

Overview

The Countywide Smart Signal Project is focused on improving traffic management and transportation efficiency throughout the region by upgrading traffic signal systems. The Countywide Smart Signal Project aims to optimize traffic flow across cities, towns, and unincorporated communities, resulting in reduced traffic congestion and improved travel times for all road users.



CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
V-26	11	●	Countywide Smart Signal Project	\$29.3 M
TOTAL COST:				\$29.3 M

Buildout of this project will address the following SR-4 Vision goals:



Improve social equity



Improve multimodal travel



Leverage technology to improve corridor efficiency



Improve economic vitality



6

Countywide Smart Signal Project Funding Strategy

FACT SHEET

continued



Recommended Grant Programs for Countywide Smart Signal Project

Available Grant Opportunities				Countywide Smart Signal Project
Grant Program	Grant Type	Funding Cycle	Available Funding*	Countywide Smart Signal Project
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million	
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million	

*Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



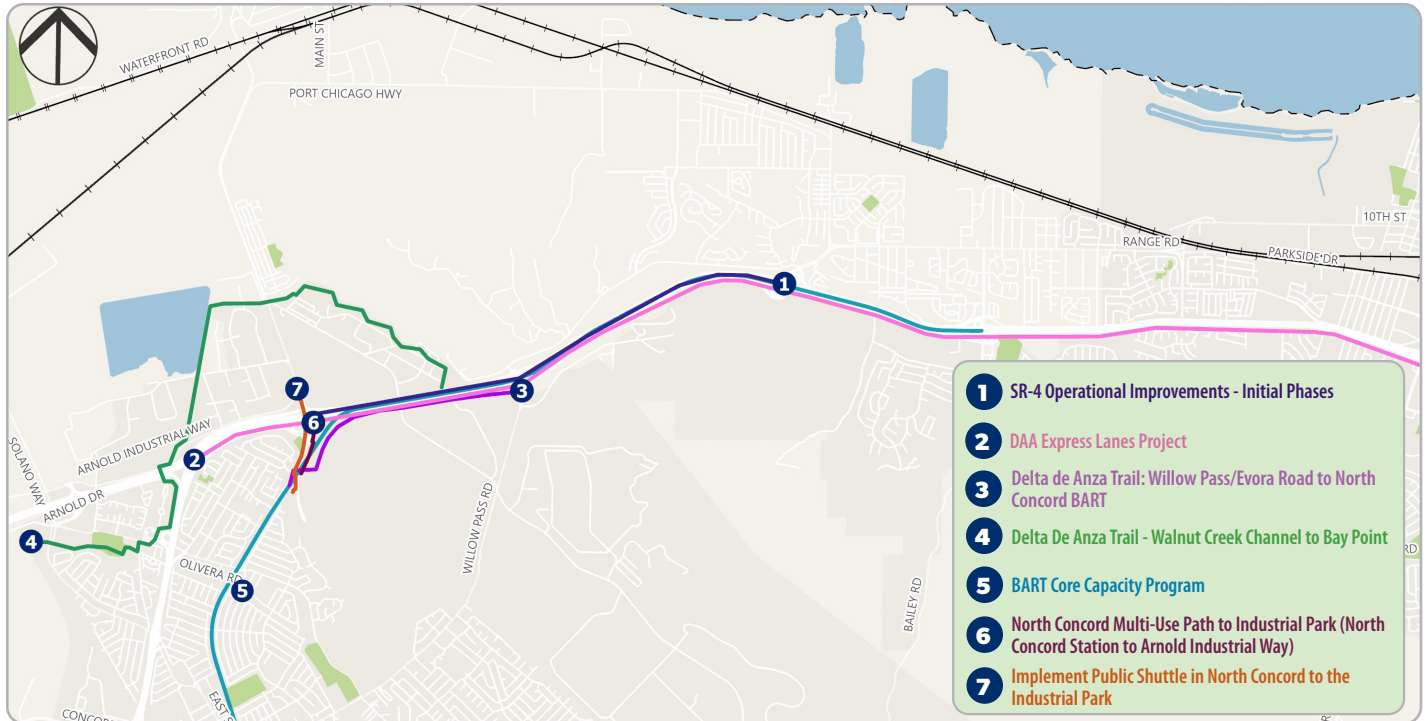
7

SR-4 Operation Project Bundle

FACT SHEET

Overview

The SR-4 Operation Project Bundle consists of projects focused on improving multimodal mobility and connectivity as well as vehicular efficiency and increased throughput along the SR-4 corridor between the City of Concord and the City of Pittsburg. The bundle includes constructing segments of the Delta de Anza Trail, implementing operational improvements on SR-4 to alleviate congestion, expanding transit service, and constructing express lanes. These bundled projects aim to address transportation challenges along SR-4 by reducing congestion, providing first-/last-mile connections to BART, and increasing connectivity of the active transportation network.



Projects within Bundle

CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
V-22	13		SR-4 Operational Improvements - Initial Phases	\$183.3 M
V-38	16	●	DAA Express Lanes Project	\$192.6 M
A-24	17		Delta de Anza Trail: Willow Pass/Evora Road to North Concord BART	\$2.4 M
A-23	19	●	Delta De Anza Trail - Walnut Creek Channel to Bay Point	\$2.7 M
T-17	24		BART Core Capacity Program	\$103.5 M
A-15	27		North Concord Multi-Use Path to Industrial Park (North Concord Station to Arnold Industrial Way)	\$0.4 M
T-09	41	●	Implement Public Shuttle in North Concord to the Industrial Park	\$0.1 M
TOTAL COST:				\$485 M

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve multimodal travel



Improve economic vitality



Improve air quality, health, and sustainability



7

SR-4 Operation Project Bundle Funding Strategy

FACT SHEET

continued

Recommended Grant Programs for Each Project

Available Grant Opportunities				SR-4 Operation Project Bundle						
Grant Program	Grant Type	Funding Cycle	Available Funding*	Delta de Anza Trail: Willow Pass/Evora Road to North Concord BART	DAA Express Lanes Project	Delta De Anza Trail: Walnut Creek Channel to Bay Point	SR-4 Operational Improvements-Initial Phases	BART Core Capacity Program	Implement Public Shuttle in North Concord to Industrial Park	North Concord Multi-Use Path to Industrial Park (North Concord Station to Arnold Industrial Way)
Rebuilding American Infrastructure with Sustainability & Equity (RAISE)	Federal	Annually	\$1.5 billion		✓			✓		
Multimodal Project Discretionary Grant Program (MPDG)	Federal	Annually	\$1.5 billion		✓			✓		
Reconnecting Communities Pilot (RCP)	Federal	Annually	Total \$607 million: FY 2024 (\$200 mil) FY 2025 (\$202 mil) FY 2026 (\$205 mil)			✓				
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million							✓
Energy Efficiency and Conservation Block Grant Program (EECBG)	Federal	Annually	\$8.8 million					✓		
Transit and Intercity Rail Capital Program (TIRCP)	State	Annually	Fund estimate, award amount & adopted program based on anticipated revenue thru 2028-29					✓		
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million	✓	✓	✓		✓		✓
Trade Corridor Enhancement Program (TCEP)	State	Bi-Yearly (even no. years)	\$1 billion		✓		✓			
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million	✓	✓	✓		✓	✓	✓
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million	✓	✓	✓				
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million	✓		✓			✓	✓
Safe Routes to BART	Regional	N/A	\$25 million	✓						✓
Priority Development Area (PDA) Grants	Regional	2022-23	\$15 million	✓		✓		✓		✓
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million	✓		✓				✓

*Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



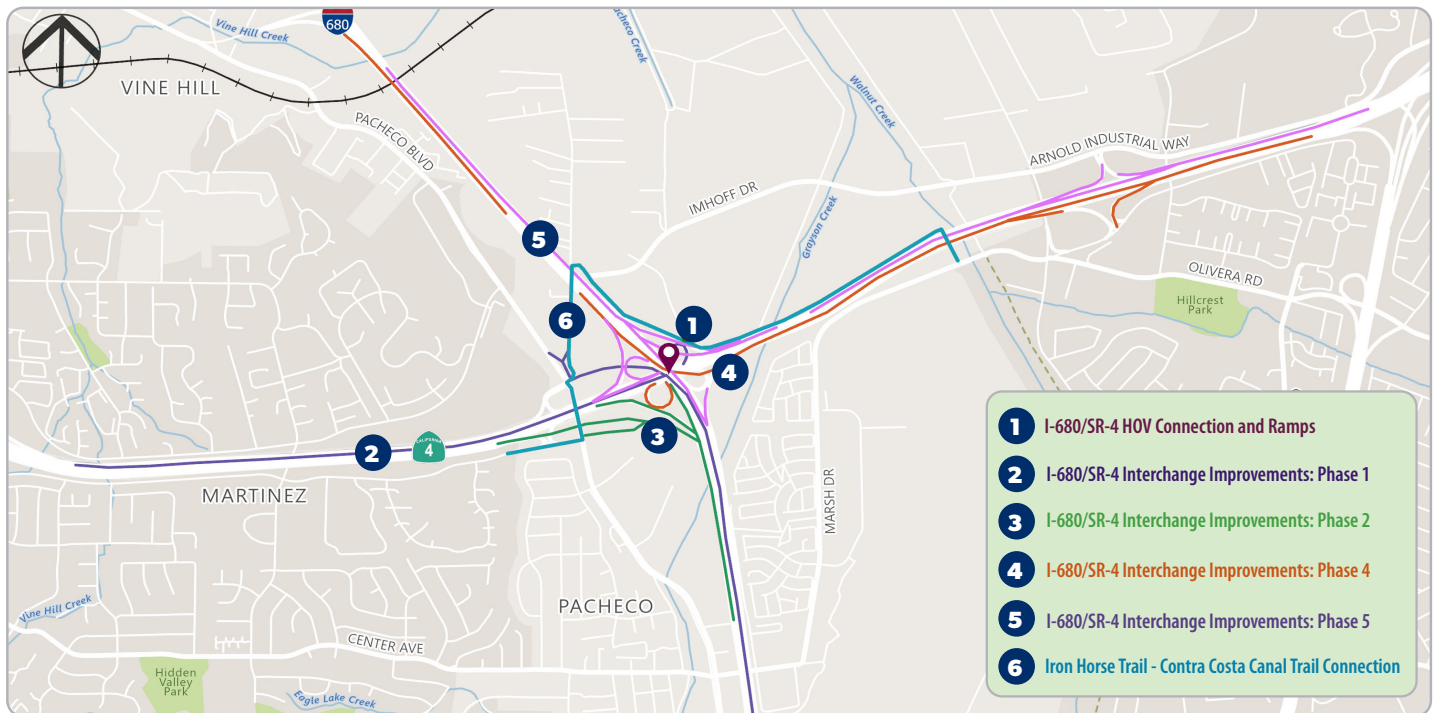
8

SR-4 and I-680 Improvements Project Bundle

FACT SHEET

Overview

The SR-4 and I-680 Improvements Project Bundle is composed of projects that will support improved throughput, efficiency, and multimodal mobility through the SR-4 and I-680 interchange. The SR-4/I-680 HOV Connection and Ramps and four (4) phases of the I-680/SR-4 Interchange Improvements projects will enhance safety at collision hot spots and the operations of SR-4. The Iron Horse Trail Connection closes a significant gap in the trail network adjacent to the SR-4 and I-680 interchange and complements the bundle by providing active transportation access through the interchange to increase multimodal mobility through this segment of the SR-4 Corridor.



Projects within Bundle

CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
V-19	14	●	I-680/SR-4 HOV Connection and Ramps	\$129.0 M
V-15	28	●	I-680/SR-4 Interchange Improvements: Phase 1	\$137.1 M
V-16	28	●	I-680/SR-4 Interchange Improvements: Phase 2	\$86.0 M
V-17	28	●	I-680/SR-4 Interchange Improvements: Phase 4	\$82.9 M
V-18	28	●	I-680/SR-4 Interchange Improvements: Phase 5	\$65.0 M
A-21	49	●	Iron Horse Trail - Contra Costa Canal Trail Connection	\$15.3 M
TOTAL COST:				\$515.3 M

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve multimodal travel



Improve economic vitality



Leverage technology to improve corridor efficiency



8

SR-4 and I-680 Improvements Project Bundle Funding Strategy

FACT SHEET continued



Recommended Grant Programs for Each Project

Available Grant Opportunities				SR-4 and I-680 Improvements Project Bundle					
Grant Program	Grant Type	Funding Cycle	Available Funding*	I-680/SR-4 HOV Connection and Ramps	I-680/SR-4 Interchange Improvements: Phase 1	I-680/SR-4 Interchange Improvements: Phase 2	I-680/SR-4 Interchange Improvements: Phase 4	I-680/SR-4 Interchange Improvements: Phase 5	Iron Horse Trail- Contra Costa Canal Trail Connection
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million						
Trade Corridor Enhancement Program (TCEP)	State	Bi-Yearly (even no. years)	\$1 billion						
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million						
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million						
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million						
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million						

* Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



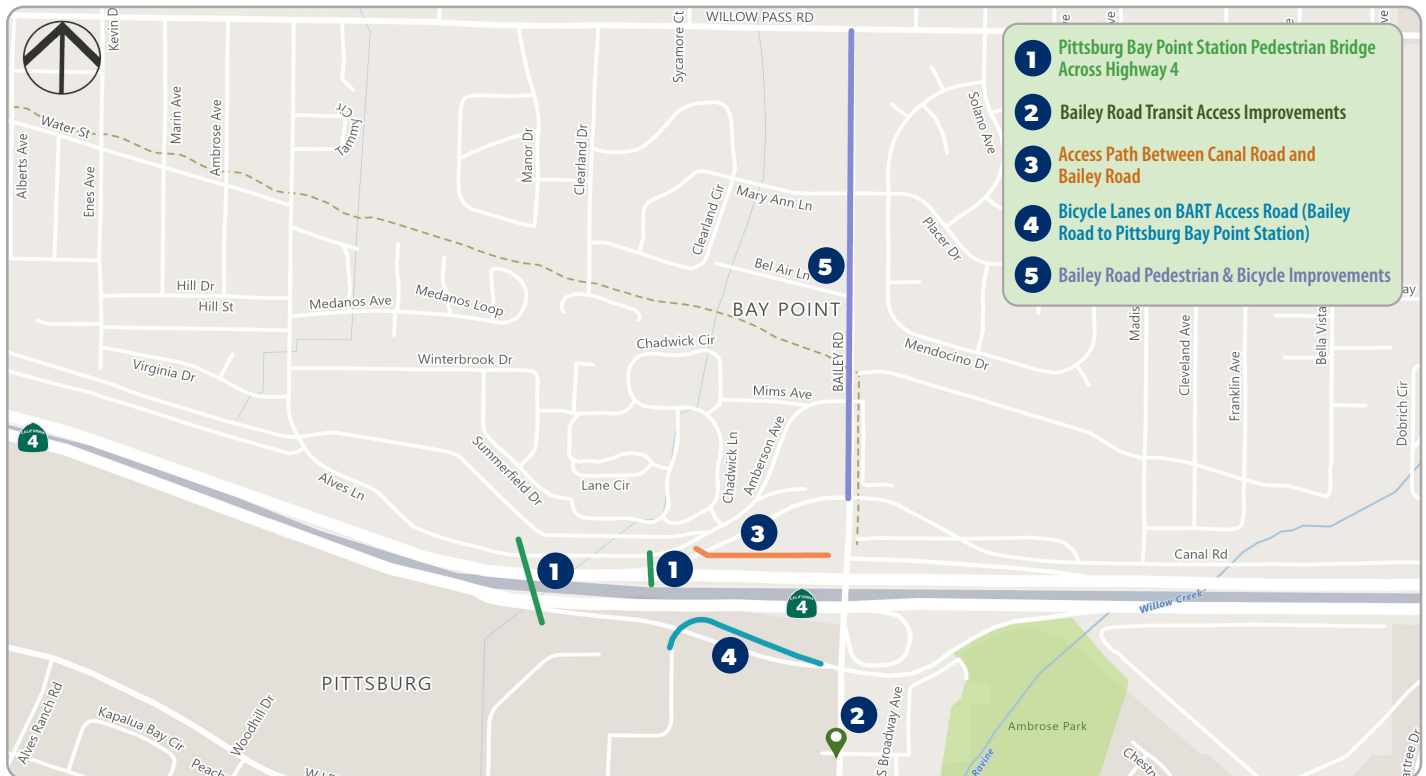
9

Pittsburg-Bay Point BART Access Project Bundle

FACT SHEET

Overview

The Pittsburg-Bay Point BART Access Project Bundle is composed of projects designed to enhance multimodal connectivity and accessibility to the Pittsburg-Bay Point BART Station. These improvements will establish active transportation connections within the City of Pittsburg and Bay Point area and support first-/last-mile transit access through pedestrian and bicycle facilities. Key components include constructing a pedestrian bridge over SR-4, widening sidewalks and creating direct pathways to the BART station, and implementing a two-way cycle track on the BART access road.



Projects within Bundle

CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
A-16	18		Pittsburg Bay Point Station Pedestrian Bridge Across Highway 4	\$24.2 M
A-08	21	●	Bailey Road Transit Access Improvements	\$2.7 M
A-17	26	●	Access Path Between Canal Road and Bailey Road	\$0.1 M
A-18	32	●	Bicycle Lanes on BART Access Road (Bailey Road to Pittsburg Bay Point Station)	\$0.4 M
A-10	34	●	Bailey Road Pedestrian & Bicycle Improvements	\$6.3 M
TOTAL COST:				\$33.7 M

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve social equity



Improve multimodal travel



Improve air quality, health, and environment



9

Pittsburg-Bay Point Project Bundle Funding Strategy

FACT SHEET

continued

Recommended Grant Programs for Each Project

Available Grant Opportunities				Pittsburg-Bay Point Project Bundle				
Grant Program	Grant Type	Funding Cycle	Available Funding*	Pittsburg Bay Point Station Pedestrian Bridge Across Highway 4	Bailey Road Transit Access Improvements	Access Path Between Canal Road and Bailey Road	Bicycle Lanes on BART Access Road (Bailey Road to Pittsburg Bay Point Station)	Bailey Rd Pedestrian & Bicycle Improvements
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Federal	Annually	\$1.5 billion	✓				
Reconnecting Communities Pilot (RCP)	Federal	Annually	Total \$607 million: FY 2024 (\$200 mil) FY 2025 (\$202 mil) FY 2026 (\$205 mil)	✓				
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million	✓	✓		✓	
Active Transportation Infrastructure Investment Program (ATIIP)	Federal	Annually	\$44.55 million	✓				
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million	✓	✓	✓	✓	✓
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million	✓	✓	✓	✓	✓
Active Transportation Program (ATP)	State	Annually	\$123 million	✓		✓	✓	✓
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million	✓				
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million	✓	✓	✓	✓	✓
Safe Routes to BART	Regional	N/A	\$25 million	✓	✓	✓	✓	
Priority Development Area (PDA) Grants	Regional	2022-23	\$15million	✓	✓	✓		✓
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million					✓

*Grant program available funding amounts are projected based on the last funding cycle as of August 2024



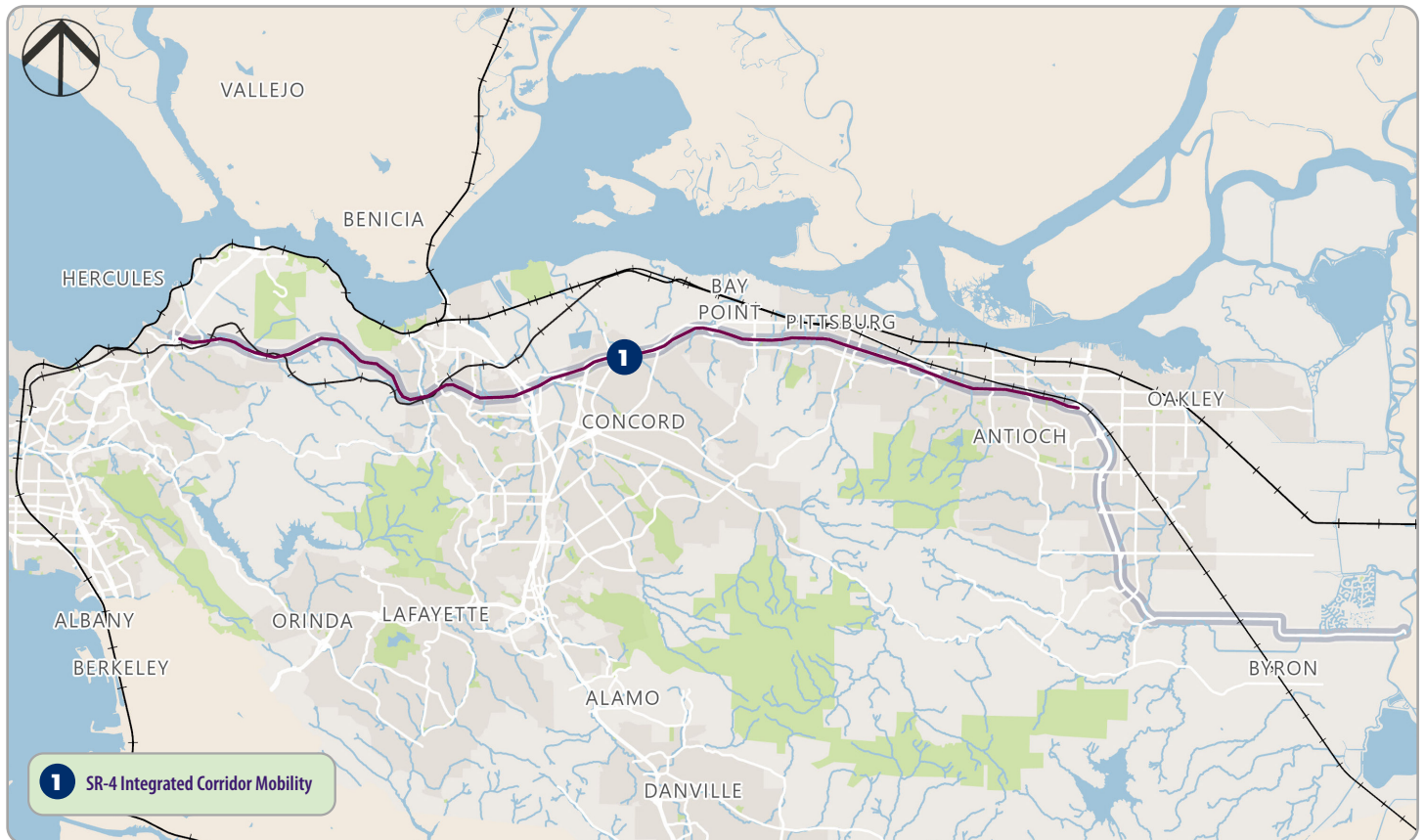
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SR-4 Integrated Corridor Mobility Project

FACT SHEET

Overview

The SR-4 Integrated Corridor Mobility (ICM) Project aims to enhance transportation efficiency and safety along the SR-4 corridor from I-80 to SR-160. This initiative focuses on improving traffic flow, reducing congestion, and advancing traveler information. The project seeks to enhance mobility and improve the overall travel experience for all road users through the integration of advanced technologies.



CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
V-21	19		SR-4 Integrated Corridor Mobility	\$18.7 M
TOTAL COST:				\$18.7 M

Buildout of this project will address the following SR-4 Vision goals:



Improve social equity



Improve multimodal travel




Enhance overall safety



Improve economic vitality



 Recommended Grant Programs for ICM Project

Available Grant Opportunities				SR-4 Integrated Corridor Mobility Project
Grant Program	Grant Type	Funding Cycle	Available Funding*	SR-4 Integrated Corridor Mobility Project
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million	

* Grant program available funding amounts are projected based on the last funding cycle as of August 2024.

Funding Opportunities Summary 04/15/2025

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>
Affordable Housing and Sustainable Communities (AHSC) Program Round 9	S	5/28/2025	<p>The Program builds healthier communities and protects the environment by increasing affordable places to live near jobs, stores, transit, and other daily needs. AHSC reduces greenhouse gas emissions by funding projects that make it easier for residents to get out of their cars and walk, bike, or take public transit. Approximately \$775 million is available.</p> <p>https://sgc.ca.gov/grant-programs/ahsc/</p>
2026 State Transportation Improvement Program (STIP)	S/F	6/6/2025 at 2 P.M.	<p>Every two years the CTC adopts a 5-year STIP that details how it intends to commit State and Federal Transportation Capital funds for the upcoming 5-year period. The 2026 STIP covers the 5-year period from Fiscal Year (FY) 2026-27 through FY 2030-31. As the STIP is updated biennially, each new STIP adds two new years to prior programming commitments. The 2026 STIP will add programming of funds in FY 2029-30 and FY 2030-31.</p> <p>CTTA Staff Contact: Jay Zhang, jzhang@ccta.net</p>

TRANSPAC DEVELOPMENT PROJECT TRACKER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE / DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE
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.		
City of Walnut Creek	Walnut Creek	Traffic Study (TBA)	Mitchell Townhomes	400+ townhomes at Shadelands/Mitchell		

OTHER PROJECTS OF INTEREST						
LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE / DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE
City of Walnut Creek	Walnut Creek	Initial Project Submittals/Plans	Toyota Dealership	Toyota dealership to occupy two tracts of land (approx. 2 acres) at Broadway and Pine	May 7, 2025	