TRANSPAC Transportation Partnership and Cooperation Meeting Notice and Agenda

THURSDAY, MAY 8, 2025 CLOSED SESSION 8:30 A.M.

REGULAR MEETING 9:00 A.M. to 11:00 A.M.

Pleasant Hill City Hall – Large Community Room 100 Gregory Lane, Pleasant Hill

SPECIAL NOTICE – PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCE

The TRANSPAC Board meeting will be accessible in-person or via telephone or video conference to all members of the public. The meeting may be accessed virtually via the methods below:

Remote Teleconference Location: Hyatt Regency Orange County, 11999 Harbor Blvd. Garden Grove, CA 92840

Video Conference Access: Please click the link at the noticed meeting time: <u>https://us02web.zoom.us/j/87142230751?pwd=Fpzbshz3hLidviEjFKdTrxi3gDCb1k.1</u> Meeting ID: 871 4223 0751 Password: 565719

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 871 4223 0751 Password: 565719

Public Comment: 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 <u>irina@graybowenscott.com</u> 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.

Virtual Public Comment: To comment by video conference, click the "Raise Your Hand" button to request to speak when the Public Comment period is opened on an Agenda item and then wait to be called on by the Chair. After the allotted time, you will then be requested to

mute your microphone. To comment by phone, indicate the "Raise Your Hand" icon by pressing "*9" to request to speak when the public comment is opened on an Agenda item and then wait to be called on by the Chair. Press "*6" to unmute/mute. After the allotted time of 3 minutes, you will then be requested to mute your microphone. Please begin by stating your name and indicate whether you are speaking for yourself or an organization.

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CLOSED SESSION

1. PUBLIC EMPLOYEE PERFORMANCE EVALUATION PURSUANT TO GOVERNMENT CODE \$54957

Title: Managing Director

Conference with Labor Negotiators Pursuant to Government Code §54957.6 Agency Designated Representative: Carlyn Obringer, Chair

Unrepresented Employee: Managing Director

RECONVENE IN OPEN SESSION

- 2. **REPORT ON ACTION TAKEN IN CLOSED SESSION**
- 3. CONVENE REGULAR MEETING / PLEDGE OF ALLEGIANCE /SELF-INTRODUCTIONS
- **4. PUBLIC COMMENT.** At this time, the public is welcome to address TRANSPAC on any item not on this agenda. Please refer to the "Public Comment" section above for participation guidance.

ACTION ITEMS

5. CONSENT AGENDA.

a. APPROVAL OF MINUTES **% Page 7**

- Minutes of the March 13, 2025, TRANSPAC Board meeting.
- b. CCTA EXECUTIVE DIRECTOR'S REPORT REGARDING CCTA ACTIONS / DISCUSSION ITEMS & Page 17
 - CCTA Executive Director Timothy Haile's Reports March 19, 2025, and April 16, 2025.

- c. ITEMS APPROVED BY THE CCTA FOR CIRCULATION TO THE REGIONAL TRANSPORTATION PLANNING COMMITTEES AND RELATED ITEMS OF INTEREST & Page 25
 - CCTA Executive Director Timothy Haile's RTPC Memo dated March 7, 2025, April 4, 2024.

d. RTPC MEETING SUMMARY LETTERS: & Page 29

- 1. TRANSPAC Meeting summary letter dated March 13, 2025.
- 2. TRANSPLAN No meeting summary letter available.
- 3. SWAT No meeting summary letter available.
- 4. WCCTAC Meeting summary letter dated March 7, 2025.

e. CCTA MEETING UPDATES AND COUNTYWIDE INFORMATION LINKS.

- 1. Street Smarts Programs in the TRANSPAC Region can be found at: <u>https://streetsmartsdiablo.org/events/</u>
- 2. County Connection Fixed Route Monthly Report: <u>https://countyconnection.com/wp-content/uploads/2025/04/7a.OS_Fixed-Route-Report-March-2025.pdf</u>
- 3. County Connection Link Monthly Report: <u>https://countyconnection.com/wp-</u> <u>content/uploads/2025/04/7b.OS_Paratransit-Monthly-Report-March-</u> <u>2025.pdf</u>
- 4. The CCTA Quarterly Project Status Report may be downloaded at: <u>https://ccta.net/wp-content/uploads/2024/09/QPSR-Jul-Sep-2024-FINAL-Combined-Package-1.pdf</u>
- 5. The CCTA Board Meeting was held on April 16, 2025. The next meeting is scheduled for May 21, 2025.
- 6. The CCTA Administration & Projects Committee (APC) Meeting scheduled for May 1, 2025, has been canceled. The next PC Meeting is scheduled for Thursday, June 5, 2025.
- The CCTA Planning Committee (PC) Meeting scheduled for May 1, 2025, has been canceled. The next PC Meeting is scheduled for Thursday, June 5, 2025.
- 8. The CCTA Calendar for April 2025 to July 2025 may be downloaded at: <u>https://ccta.primegov.com/Portal/viewer?id=0&type=7&uid=399f467a-f55b-4fdb-b1fe-80c1e73da1cc</u>
- f. TRANSPORTATION MEETINGS ATTENDED BY STAFF. Staff members regularly attend transportation-related meetings outside of the TRANSPAC Board and Technical Advisory Committee meetings. This report provides a summary of the outside meetings attended. Page 31

Attachment: Staff Report

g. SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM – DEVELOPMENT PROJECT TRACKING. As part of the TRANSPAC Subregional Transportation Mitigation Program (STMP), the Committee has agreed to track local development projects as a standing item in order to monitor potential impacts to Routes of Regional Significance within local jurisdictions. As a result, each meeting will now include a project tracker to monitor development proposals and environmental processes. & Page 33

Attachment: Staff Report

h. TRANSPAC QUARTERLY FINANCIAL REPORT. The TRANSPAC JPA calls for the reporting of certain financial information on a quarterly basis. This report contains a summary of the amount of funds held, receipts and expenses of TRANSPAC for FY 2024/25 for the period ended March 31, 2025, as well as additional financial reports. **% Page 35**

ACTION RECOMMENDATION: Accept the quarterly financial report for the period ended March 31, 2025.

Attachment: Staff Report

i. TRANSPAC COMMITTEE APPOINTMENTS – CCTA TCC APPOINTMENT FOR THE TERM APRIL 1, 2025 – MARCH 31, 2027. TRANSPAC is represented on the Contra Costa Transportation Authority's (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, 2027. It is requested that the Board approve the TCC alternate appointment as recommended. **% Page 41**

ACTION RECOMMENDATION: Appoint Srinivas Muktevi as the TRANSPAC TAC alternate appointment to the CCTA Technical Coordinating Committee for the term April 1, 2025 – March 31, 2027.

Attachment: Staff Report

END CONSENT AGENDA

6. TRANSPAC WORK PLAN 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 Board is requested to review the draft work plan and budget materials proposed for FY 2025/2026. (INFORMATION). **Page 43**

Attachment: Staff Report

7. TRANSPAC PLANNING COMMISSIONER VACANCIES. TRANSPAC Bylaws stipulate that each City Council and the County Board of Supervisors appoint one Planning Commissioner as an ex-officio member of the Board. Planning Commissioners are an important part of the structure or the TRANSPAC Board. Currently, Concord and Walnut Creek have appointed their planning commissioners and there are vacancies for the cities of Clayton, Martinez, Pleasant Hill, and Contra Costa County. TRANSPAC staff seeks Board input on potential representatives to fill these vacancies. **% Page 57**

Attachment: Staff Report

8. 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 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. At this meeting, TRANSPAC staff will present the proposed pilot program framework for Board comment. (INFORMATION). **% Page 59**

Attachment: Staff Report

9. 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. 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 63**

Attachment: Staff Report

10. TRANSPAC CCTA Representative Reports.

11. METROPOLITAN TRANSPORTATION COMMISSION REPORT.

12. TAC ORAL REPORTS BY JURISDICTION.

13. BOARD MEMBER COMMENTS.

14. MANAGING DIRECTOR'S REPORT.

15. ADJOURN / NEXT MEETING.

The next regular meeting is proposed for June 12, 2025, at 9:00 A.M at the Pleasant Hill City Hall Large Community Room at 100 Gregory Lane, Pleasant Hill. There will be a remote teleconference option for members of the public. Remote teleconference information for members of the public will be included in the posted meeting materials.

TRANSPAC Committee Meeting Summary Minutes

MEETING DATE:	March 13, 2025
MEMBERS PRESENT:	Carlyn Obringer (Chair), Concord; Ken Carlson (Vice Chair), Contra Costa County; Kevin Wilk, Walnut Creek; Richard Enea, Clayton; Greg Young, Martinez;
PLANNING COMMISSIONERS PRESENT:	Molly Clopp, Walnut Creek
STAFF PRESENT:	Ruby Horta, County Connection; Matt Todd, TRANSPAC; Tiffany Gephart, TRANSPAC
GUESTS/PRESENTERS:	Cara De Jong, 511 Conta Costa; Nate Conable, Fehr & Peers; Matt Kelly, CCTA
MINUTES PREPARED BY:	Tiffany Gephart

1. Convene Regular Meeting / Pledge of Allegiance / Self-Introductions

Chair Obringer called the meeting to order at 9:04 A.M.

2. PUBLIC COMMENT

There were no comments from the public.

3. Consent Agenda

- a. Approval of Minutes
 - Minutes of the February 13, 2025, TRANSPAC Board meeting.
- b. CCTA EXECUTIVE DIRECTOR'S REPORT REGARDING CCTA ACTIONS / DISCUSSION ITEMS .
- c. Items Approved by the CCTA for Circulation to the Regional Transportation Planning Committees and Related Items of Interest.
- d. RTPC MEETING SUMMARY LETTERS.
- e. CCTA Meeting Updates and Countywide Information Links.
- f. Correspondence and Communication.
- g. TRANSPORTATION MEETINGS ATTENDED BY STAFF.
- h. TRANSPAC COMMITTEE APPOINTMENTS CCTA TCC APPOINTMENT FOR THE TERM APRIL 1, 2025 MARCH 31, 2027. Action Recommendation: Appoint Matt Redmond (Walnut Creek), Aaron Elias (Concord), and Jason Chen (Clayton) as primary representatives and Ryan McClain (Pleasant Hill) as the alternate representative to the TCC for the term April 1, 2025 March 31, 2027.
- i. Innovate 680 Technical Advisory Committee Appointments. Action Recommendation: Appoint Matt Redmond (Walnut Creek) and Srinivas Muktevi (Martinez) as primary members, and Ann

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James (Pleasant Hill), Briana Byrne (Walnut Creek), and Trevor McGuire (Martinez) as alternate members to the Innovate 680 TAC.

j. Draft Contra Costa Countywide Comprehensive Transportation Safety Action Plan For Local Agencies. Action Recommendation: Approve the Draft CCTSAP for adoption into the Contra Costa Countywide Transportation safety Policy and Implementation Guide.

On a motion by Commissioner Wilk seconded by Commissioner Carlson to approve the consent agenda by unanimous vote of the members present (Obringer, Wilk, Enea, Carlson, Young).

End Consent Agenda

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

A copy of the presentation is included in the agenda materials available at transpac.us.

Matt Todd discussed the TRANSPAC region's Action Plan, a requirement under the CCTA's growth management program. This plan is a component of the subregions compliance with the Measure J GMP requirements as it includes the Subregional Transportation Mitigation Program (STMP).

The STMP generates funds for mitigating traffic impacts from new developments. The focus is on regional routes of significance and net new peak-hour interregional vehicle trips. Cumulative traffic impacts are assessed using a regional traffic model.

Currently, TRANSPAC operates under the 2017 Action Plan while awaiting approval of the updated 2023 version. A major shift in recent years has been the transition from CEQA's level-of-service analysis to a vehicle miles traveled (VMT) based approach under SB 743. Based on the TRANSPAC Action plan, traffic LOS analysis is still used for evaluating regional impacts. Staff noted that jurisdictions have the right to request traffic studies from neighboring regions when developments may affect our TRANSPAC routes. This process ensures that impact of growth on the routes of significance is managed effectively.

Commissioner Obringer raised a comment about the Faria project in Pittsburg highlighting its potential impact on surrounding cities, including Concord, Clayton, and possibly Walnut Creek, due to increased traffic on major roads. She inquired about the process for assessing traffic impact and at what stage it occurs.

Mr. Todd responded that the review process is triggered by environmental documents, which provide the basis for traffic assessments.

Mr. Todd noted that TRANSPAC's mitigation approach differs from other county subregions, which typically impose a standard fee per housing unit or commercial square foot to fund future projects. The TRANSPAC model evaluates traffic impacts on a project-by-project basis. The trigger for requiring a traffic study is the release of environmental documentation, which helps determine necessary mitigations. He cited the Oakhurst development as an example, where a traffic study identified downstream impacts in Concord and Walnut Creek, leading to intersection improvement agreements.

Mr. Todd further explained that STMP relies on the regional traffic model for LOS analysis, with the model including assumptions about projected developments and land use changes over a 20-25-year period. The

model is maintained by CCTA. It was also noted that projects with a mitigated negative declaration can still be required to conduct a level-of-service traffic analysis if impacts warrant further evaluation.

In response to Carlyn Obringer's inquiry about whether the tracking system includes only approved projects, Mr. Todd clarified that the goal is to capture projects as early as possible—ideally at the notice of preparation stage or when environmental documents are released for public comment. This early engagement allows for requests for traffic studies and impact assessments before project approvals.

He explained that TRANSPAC is implementing a tracking system, modeled after TRANSPLAN's approach, to maintain a register of new environmental documents. The list will be continuously updated by TAC members to ensure that relevant projects are monitored and assessed for regional transportation impacts.

Commissioner Wilk expressed appreciation that future planning was being considered proactively. Ms. Clopp highlighted the benefit of having planning commissioners involved in the process, as they could help identify potential projects early and serve as a quality control measure for TAC members.

Commissioner Obringer inquired about the process for maintaining and updating the project tracking system. She suggested a quarterly review by the committee, allowing for updates based on local knowledge of housing projects, fair housing initiatives, and other relevant developments.

Mr. Todd responded that the tracking system was intended to be a standing agenda item. His initial vision was to include it as a consent calendar item, with the option to pull projects off for discussion when necessary. He noted that the current list included a project in Discovery Bay, which, while geographically distant, was significant due to its scale. In a recent meeting, the TAC discussed which projects should be tracked and that projects from outside TRANSPAC should be included on a case-by-case basis.

Commissioner Enea emphasized that the Discovery Bay project noted on the handout would have a significant impact on Clayton, as residents would likely use Marsh Creek Road and Clayton Road to access Concord and Walnut Creek, avoiding the already congested Highway 4.

Commissioner Carlson asked about the criteria for designating a road as one of regional significance, noting that Clayton Road was not included in in the current Action Plan.

Mr. Todd noted that there is a new Draft Action Plan (2023 Update) which includes a more comprehensive set of roads than previous iterations. Matt Kelly provided further historical context, explaining that the original criteria for regional significance included roads carrying over 20,000 vehicles per day, those leading to major destinations like colleges or shopping centers, and those connecting to major transit stations. However, jurisdictions had some discretion in whether to designate a road as regional, as this designation impacted development reviews and traffic impact analyses.

Mr. Kelly further explained that while the 2017 plan maintained the original designation criteria, the 2023 update expanded its focus beyond roadways to include pedestrian, bicycle, and transit considerations. This update also resulted in modifications such as the addition of Marsh Creek Road between Central and East County.

Mr. Kelly added that the 2023 Action Plan would be formally adopted in late 2025 or early 2026 following the adoption of the Countywide Transportation Plan.

6. COUNTYWIDE TRANSPORTATION PLAN.

This item was moved up the in agenda (from item 6 to item 5).

A copy of the presentation is included in the agenda packet available at transpac.us.

Matt Kelly, Principal Transportation Planner with CCTA, introduced the Countywide Transportation Plan (CTP), that will guide transportation planning in Contra Costa County for the next 25 years. The plan is built upon five regional action plans and has evolved beyond simply moving vehicles to include broader transportation and community development goals.

A new element of the CTP is a blueprint, which will provide a framework for selecting projects and policies. Additionally, a business plan is being developed to address how CCTA may need to adapt to future needs. Mr. Kelly noted that feedback from various regional meetings is being gathered before the blueprint is finalized and presented to the board in May.

Nate Conable, project manager from consultant firm Fehr & Peers, then discussed the "Livable Streets Proposal," a key concept in the blueprint. This proposal shifts the focus from vehicle movement alone to creating safer, more attractive streets that support economic development and housing goals. CCTA is expanding its role in guiding street design and working with local jurisdictions on implementation.

The CTP process is in the blueprint phase, defining policies and vision before identifying specific projects and funding strategies. The goal is to present a draft CTP by fall 2025 and finalize it by spring 2026.

The CTP includes four guiding principles for the business plan: Safe Travel, Growing Sustainably, Livable & Connected Neighborhoods, and Access for All—which ensures equity and community involvement in transportation decisions. A key initiative is the Livable Streets Proposal, aiming to balance vehicle movement with economic development and quality of life. The goal is to align transportation planning with land use, support multimodal options, and prioritize safe, vibrant streets. Safety is now a top priority in transportation planning, emphasizing lower speeds to reduce fatal accidents. Additionally, state and regional policies push for reducing vehicle miles traveled (VMT) and greenhouse gas emissions (GHG), reinforcing the need for livable streets over car-focused expansion.

CCTA's research highlights the economic benefits of well-designed streets, as higher livability often correlates with higher land values. The proposal classifies streets into four categories based on movement and land-use intensity: Connector Streets, Core Streets, Activity Streets, Place Streets. A key focus is on livable streets, which seek to balance transportation movement with surrounding land use. The policy aims to reduce speeds for safety, cut down on vehicle miles traveled (VMT) and emissions, and align transportation with land development goals. This framework ensures that investments are aligned with regional development goals and contribute to long-term economic growth. Ultimately, the aim is to build a more connected, sustainable, and livable transportation system for all. Mr. Conable further detailed the street types.

Ms. Clopp asked whether a street maintained the same designation throughout its length or if it could change in different areas. Mr. Conable explained that designations vary depending on whether a street passes through a place of regional significance. He provided an example, noting that a street like Ygnacio Valley Road might change designation along its route to better reflect the surrounding area's needs. He

emphasized that streets should not be uniformly designed but should adapt to their context—prioritizing movement in some areas while balancing it with placemaking in others.

Ms. Clopp then raised a question regarding Contra Costa Boulevard, wondering whether street designations should reflect current conditions or aspirational goals. Mr. Conable responded that designations should be forward-looking, aiming to align with long-term community planning and development priorities. He noted that existing regional and local land use plans were used as a foundation but would be refined over time.

Commissioner Wilk then expressed that while the distinctions between connector and neighborhood streets were clear, he found the difference between core and place streets less intuitive. He suggested that those unfamiliar with the full presentation might also find the terminology challenging. Mr. Conable acknowledged the feedback, explaining that core streets serve both movement and placemaking functions, often located on routes of regional significance with higher traffic volumes. In contrast, place streets prioritize local businesses and pedestrian activity over transportation efficiency. Commissioner Wilk provided examples from Walnut Creek, attempting to distinguish core and place streets based on traffic flow and surrounding development. Ms. Clopp agreed that the terminology could be clarified, stating that while there was a clear distinction, the wording needed refinement to improve comprehension.

Commissioner Enea also found the terminology unclear, suggesting that places of significance seemed to align with business districts and questioning why they were not labeled as such. Mr. Conable explained that the designation was intended to encompass not only business districts but also areas planned for future housing and mixed-use development. He acknowledged the need for clearer terminology while noting that calling them "business districts" might not accurately capture all intended uses.

Commissioner Enea inquired whether the framework included proposals for closing streets to create pedestrian malls. Mr. Conable clarified that such decisions would be left to local jurisdictions. He stated that while the framework encourages pedestrian and bicycle-friendly designs for place streets, it does not mandate full street closures.

During a discussion on street designations, Commissioner Wilk inquired whether a list of street designations was available. In response, Mr. Conable offered to revisit the relevant section of the presentation, asking whether Commissioner Wilk was looking for specific street types or a mapping of them.

Commissioner Carlson highlighted the importance of incorporating broader design goals into street planning, including connectivity and alternative modes of transportation. He referenced the Contra Costa Crescent as an example of an area where intended design improvements had fallen short, particularly in bicycle and pedestrian accessibility. He emphasized that, as planning moves forward, it is crucial to integrate these elements more effectively to align with long-term transportation and urban design objectives.

Mr. Conable explained that in addition to defining street typologies, the framework outlined specific design expectations to help jurisdictions align investments with the intended function of each street. Mr. Conable proceeded to detail examples of design strategies for different street types. Mr. Conable concluded by noting that many existing streets do not currently align with their designated typology.

However, as roadways undergo maintenance or redevelopment, there will be opportunities to gradually implement these design principles, ensuring that street infrastructure evolves to support broader community and transportation goals.

Commissioner Enea raised concerns about the proposed traffic design elements highlighting a neighborhood in Clayton referenced in the presentation. He questioned whether funding for repaving projects would be withheld if a city did not comply with certain design recommendations. Mr. Conable responded by clarifying that the exact process for turning the proposal into policy had not yet been determined. Ultimately, he emphasized that the CCTA aimed to provide design guidance to cities and support their efforts to align with best practices.

Commissioner Carlson then shifted the focus to core streets and the importance of transition zones between different street types. He cited examples where significant core streets transitioned into place streets and expressed his strong support for road diets. He also voiced concerns about how these changes might impact nearby freeways and adjacent roadways. He stressed the need for thoughtful planning to avoid creating traffic congestion, which could lead to increased vehicle idle time and greenhouse gas emissions.

Commissioner Carlson elaborated on the importance of considering public perception when implementing roadway changes, especially in areas involving multiple jurisdictions. He emphasized the necessity of synchronized signals and interjurisdictional cooperation. Commissioner Carlson expressed the need for clear communication and planning to help the public understand the broader vision behind proposed changes.

5. MEASURE J LINE 21A PROGRAM.

During a discussion on Measure J, Line 21A, Tiffany Gephart outlined its purpose, emphasizing the funding allocated for improving transportation access for students and that TRANSPAC selects specific projects that align with its goal.

Ms. Gephart noted n that Measure J designates 0.5% of sales tax revenue to this line item, generating approximately \$600,000 annually. Historically, these funds have been used to support 511 Contra Costa programs. There is a current balance of over \$4.2 million available.

Staff is exploring a pilot program to provide free bus fares for students in the TRANSPAC area. The current pass program provides a 2 month pass to a limited group of students.

Under the proposed framework, the pilot program would extend free bus rides for a longer period, potentially six months, starting mid-summer and running through the fall. Funding sources identified for the initiative included Measure J and TFCA funding. Ongoing discussions with County Connection, SWAT, and CCTA aimed to refine the program's structure, eligibility period, transit provider participation, funding needs, and ridership impact.

Commissioner Carlson raised concerns about the existing "Pass2Class" program, noting that it only covered the first two months of the school year. He questioned whether Measure J's 21A funds were being used for it and pointed out that the short duration left students struggling with transportation for the rest of the year. Commissioner Carlson referenced a county-funded navigator at Oak Grove Middle

School who helps connect families with services, including 511 Contra Costa's programs. He also highlighted plans for a new Youth Center in District Four, expected to serve 2,000 children, with hopes of doubling its reach. He stressed the importance of ensuring students could access the center.

Tiffany Gephart responded, noting that the current concept was to open the program to all students rather than restrict it based on eligibility criteria. The long-term goal was to simplify the program by eliminating application requirements.

Commissioner Carlson expressed his support for broadening access but reiterated concerns about students facing financial hardships. He requested a cost analysis comparing different models, including extending the "Pass2Class" program or offering six months of access to all students. He emphasized the importance of ensuring that students who rely on the program are not left struggling for transportation once the initial period expires. Mr. Todd clarified that the existing "Pass2Class" program operates on a first-come, first-served basis.

Commissioner Carlson expressed his enthusiasm for the proposed transportation initiative, emphasizing the importance of eliminating barriers for students traveling to the Youth Center. He also pointed out that some individuals who have never used public transportation may hesitate due to a sense of privilege or unfamiliarity with the system.

Mr. Todd introduced Ruby Horta from County Connection, acknowledging her long-term experience with transit programs. Ms. Horta explained that the idea behind piloting the program was to ensure that there would not be a gap in services over the summer With certain 511 Contra Costa programs being discontinued or modified. A benefit of the pilot program aspect is that the program can be "tested" while avoiding the need for an immediate Title VI analysis, a federal requirement for long-term transit changes. She noted that conducting such an analysis takes several months. The pilot will also provide data for the analysis.

Commissioner Carlson inquired whether the pilot and the required study could run concurrently, ensuring that the program's momentum was not lost.

Ms. Horta confirmed that the pilot would generate data on ridership and allow them to evaluate whether the program disproportionately impacted low-income communities or other protected groups. Additionally, she highlighted the importance of ensuring uniform access to students across service areas. The ideal solution, she suggested, would involve a countywide program encompassing County Connection, Tri Delta Transit, and WestCAT to ensure equal access for all students.

Commissioner Carlson supported this broader approach, stating that breaking down transit barriers could help reduce the stigma surrounding public transportation, and cultivate a new generation of regular transit riders. Ms. Horta also emphasized the decision to eliminate the application process for students. By removing this administrative hurdle, the program would be more accessible to all students, regardless of language barriers or financial constraints.

Mr. Todd added that TRANSPAC's Measure J 21A funds provided financial backing for the program, but the SWAT region did not have a comparable funding source.

Commissioner Carlson then asked about whether TRANSPAC funds could legally be used to subsidize other jurisdictions outside its immediate service area. He suggested that students traveling from outside

TRANSPAC's jurisdiction—such as those commuting from Bay Point to Mount Diablo schools—should still be eligible for the program and requested further clarification on the funding options Mr. Todd acknowledged this consideration and assured the group that their input would be incorporated into ongoing discussions with SWAT, County Connection, and CCTA.

Commissioner Carlson then reflected on broader transit issues, recalling past systems where a single fare allowed seamless transfers across multiple transit modes. He noted that current transit structures often require separate fares for different transit agencies, which creates financial and logistical barriers for riders. While the Clipper card had helped streamline payments, it did not eliminate costs entirely.

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

A copy of the presentation is included in the agenda materials available at transpac.us.

Cara De Jong introduced the TRANSPAC Walk and Roll program which encourages active transportation and carpooling among elementary school students in the TRANSPAC area. Led by 511 Contra Costa, the initiative provides students with scan tags to track trips, which allow them to earn incentives like collectible charms. The program has expanded to multiple schools, showing significant increases in participation, reduced traffic congestion, and improved punctuality. Despite initial concerns about volunteer availability and safety, the program has successfully fostered a culture of sustainable commuting. Efforts are ongoing to expand it further, including outreach to Walnut Creek schools.

At Silverwood Elementary, the principal and the Walk and Roll coordinator wanted to encourage more students to bike to school. To address this, they launched a month-long "Let's See Your Wheels" event in March. As part of this initiative, they hosted a bike rodeo, where students could practice riding in a safe environment, and volunteers helped fit helmets properly. The event was a success, with over 75 attendees. Moving forward, they hope to bring similar rodeos to other schools to promote biking in a safe and supportive setting.

8. FORM 700 FILING REQUIREMENTS FOR 2025.

The Board received information on Form 700 requirements.

9. TRANSPAC CCTA REPRESENTATIVE REPORTS.

No comments from the Board.

10. METROPOLITAN TRANSPORTATION COMMISSION REPORT.

No comments from the Board.

11. TAC ORAL REPORTS BY JURISDICTION.

No comments from the TAC.

12. BOARD MEMBER COMMENTS.

No comments from the Board.

13. MANAGING DIRECTOR'S REPORT.

Matt Todd informed the Board that the April meeting might be canceled. He also noted a closed session was required for the May meeting.

14. ADJOURN / NEXT MEETING.

The meeting adjourned at 11:09am. The next regular meeting is proposed for April 10, 2025, at 11:00 A.M at the Pleasant Hill City Hall Large Community Room at 100 Gregory Lane, Pleasant Hill.

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EXECUTIVE DIRECTOR'S REPORT March 19, 2025

Engineering News Record (ENR) Article: Tech Tools Enhance Asset Management: February 20, 2025

The Authority was featured in Engineering News Record about new tools that can enhance asset management. John Hoang and I were both interviewed about the data dashboard and repository and its role in advancing the Authority to a performance-based organization. https://www.enr.com/articles/60296-tech-tools-enhance-asset-management

GoMentum Innovation Alliance Regional Workforce Council: February 25, 2025

The Authority hosted the first meeting of the GoMentum Innovation Alliance Regional Workforce Council. We provided an overview of the GoMentum Innovation Alliance, roles and responsibilities, and expectations for members. The Regional Workforce Council will focus on local Contra Costa challenges for workforce development as we continue to explore innovative transportation technologies. The Regional Workforce Council will review and develop the gaps and needs assessment including identifying future career pathways.

Commissioner Noack Elected Chair of Metropolitan Transportation Commission (MTC): February 26, 2025

MTC Representative and Commissioner Sue Noack was elected as Chair of MTC for a two-year term.

Citizens Advisory Committee (CAC): February 26, 2025

I provided an overview of key initiatives to the CAC titled, Connected Contra Costa, including people centered mobility, digital road manager, data dashboard, Presto, and the development of the Countywide Transportation Plan. The presentation was well received and prompted excellent engagement by the CAC members.

Glydways Transition: February 28, 2025

Glydways has officially completed their residency at GoMentum Station and transitioned to their new facility under development at Hilltop Mall in Richmond, CA. The new location is needed to further develop their technology and build a facility to fully test the system in compliance with California Public Utility Commission requirements.

Introducing Danielle Elkins: March 3, 2025

Danielle Elkins joined the team as the Deputy Executive Director, Planning, Programs, and Policy. She's a nationally recognized expert in transportation innovation, policy development, and smart mobility, making her a perfect addition to advancing our vision for transportation in the Bay Area. In her recent role for the City of Minneapolis, Danielle led major transportation initiatives that focused on emerging mobility technologies and transit accessibility, including micromobility, electric vehicle infrastructure, connected and automated vehicles, and curbside management.

https://Authority.net/news/contra-costa-transportation-Authority-welcomes-new-deputyexecutive-director/

Introducing Erika Kiernan: March 3, 2025

Erika Kiernan joined the team as a dedicated administrative professional with over 30 years of experience spanning both the public and private sectors. She brings proven expertise in office management and project coordination, having supported high-level city officials, coordinated complex programs, and streamlined administrative operations throughout her career. Erika has a background in emergency operations and logistics including leading training efforts and serving as a liaison in the Emergency Operations Centers at the City of Livermore, which will be a terrific addition to supporting our vision.

Automated Connected Electric Shared (ACES) Mobility Coalition Fly-In: March 4, 2025

Although the Authority did not participate, the ACES Mobility Coalition, in which the Authority is a member, had over 20 meetings with policymakers and staff in Washington, D.C. to lay the groundwork for autonomous vehicle and transit policies in preparation for the reauthorization of the highway and infrastructure bill.

Regional Transportation Measure: March 4, 2025

Lindy Johnson and I had a meeting with Senator Wiener's staff to discuss the proposed responsibility and implementation framework for the proposed legislation for the regional transportation measure.

Richmond Confidential: March 5, 2025

I was interviewed by Richmond Confidential about the new Glydways facilities at Richmond Hilltop Mall and the East Contra Costa Automated Transit Network (ATN) project. We discussed the partnership with Glydways at GoMentum Station, the development of the ATN project, and purpose of the new development facility at the Hilltop Mall in Richmond, CA.

California Public Utility Commission (CPUC): March 7, 2025

Danielle Elkins, John Hoang, and I met with the CPUC to discuss an exciting funding opportunity to support development and implementation of a high-speed broadband network in Contra Costa County. Specifically, the last-mile and connection to the middle-mile network that will be available by the end of 2026. The broadband network will be key to the expansion of the Smart Signals program, multimodal connectivity, and system to systems communications.

Western Winter Workshop: March 8, 2025

I was invited to speak at Western Winter Workshop in Carlsbad, CA to discuss leveraging publicprivate partnerships to advance new technologies and how to integrate them into the public transportation system to add value to the communities we serve. The panel consisted of Glydways, Plenary, and Flatiron Construction – the partnership that is developing the East Contra Costa ATN project.

PRESTO Update

Beep reported a total ridership of 46 passengers on the Bishop Ranch PRESTO service for the month of February 2025, down from the 53 passengers reported in January. Beep reported a total ridership of 71 passengers for the PRESTO Rossmoor service in February 2025, down from the 126 reported in January. The drop in ridership was associated with operational issues with the vehicles. The Rossmoor service was paused as of March 1st due to the expiration of the National Highway Traffic Safety Administration (NHSTA) waiver permit. The extension of the permit experienced an extended delay due to a new procedure implemented at NHTSA. The pause coincided with the replacement of the existing Chevron chargers used to charge the Shared Autonomous Vehicle at the Rossmoor Clubhouse. Rossmoor service is expected to resume the week of March 17, 2025. The Martinez operation has been paused since January 28, 2025, to resolve insurance issues. The issue has been worked out between the parties and service is expected to resume as soon as late March.

Website Update

Our website, ccta.net, saw a slight increase in users/visits during the month of February 2025 with about 5,600 users. This may be, in part, a response to ongoing engagement and marketing around the Countywide Transportation Plan (CTP) survey. The CTP was the second most visited page on the website in February. The website's projects page also saw an increase in viewership, which is encouraging as staff have been working to improve the impact of this page. A strong majority of our visits come to us directly or through organic search – suggesting most visitors are already familiar with the Authority. However, we did see an increase in organic social visits – which suggests our social media sites are driving some website traffic.

Platform	Posts	Followers	Page Impressions	Engagements	Impressions Change
LinkedIn	10	+32 (1.6% increase)	9,038	360	59.2% 个
Facebook	7	+12 (0.3% increase)	82,613	1,393	5.1% 个
Twitter	3	-4 (0.3% decrease)	941	88	49.9% ↓
Nextdoor	1	Automatically subscribed to all Nextdoor accounts in Contra Costa County (~620K)	284 (Martinez only)	3	N/A
Blue Sky	4	23 (76% increase)	BlueSky does not currently provide	BlueSky does not currently provide	N/A

Social Media Metrics – February 2025

Continued Success on Facebook:

- The Authority maintained a strong organic reach, with 82,613 impressions (+5.1%) despite fewer posts.
- Posts about Board Member recognition and the AAA bond rating announcement performed well, drawing strong engagement.

LinkedIn Engagement Growth:

- 59.2% increase in impressions (9,038 total), driven by content related to the Authority's AAA bond rating and industry leadership at the California Transportation Forum.
- Posts featuring Timothy Haile's leadership and financial milestones resonated well with the professional audience.

Twitter Engagement Shift:

- Engagement rates doubled (6.69% from 3.19%), showing that fewer but more strategic posts performed well.
- A Valentine's Day transit-themed post featuring the Bay Area Rapid Transit and a public transit incentive campaign drew strong interaction.

Pilots Continue on BlueSky and Nextdoor:

- The Authority continues to explore new audiences on Nextdoor and BlueSky, with targeted Nextdoor posts in the City of Martinez in support of the Shared Mobility Hub project outreach and PRESTO news updates.
- BlueSky followers nearly doubled in the month of February 2025 but it's still an extremely limited audience (23 followers total, up from 13).

Staff Out-of-State Travel:

Ying Smith attended the American Public Transportation Association Tech Conference in Philadelphia, Pennsylvania from August 3-7, 2024, for a total amount of \$2,071.75. Timothy Haile went on a Federal Advocacy trip in Washington, D.C. from December 1-3, 2024, for a total amount of \$2,918.18. Lindy Johnson went on a Federal Advocacy trip in Washington, D.C. from December 1-3, 2024, for a total amount of \$2,122.54. Matthew Kelly attended the Transportation Research Board conference in Washington, D.C. from January 5–8, 2025, for a total amount of \$2,816.72. Hisham Noeimi attended the Transportation Research Board conference in Washington, D.C. from January 4-9, 2025, for a total amount of \$3,084.13. Stephanie Hu attended the Transportation Research Board conference in Washington, D.C. from January 5-9, 2025, for a total amount of \$2,897.47. Tim Haile attended the Transportation Research Board conference in Washington, D.C. from January 5-9, 2025, for a total amount of \$3,020.55. John Hoang attended the Transportation Research Board conference in Washington, D.C. from January 5-8, 2025, for a total amount of \$2,897.47. Tim Haile attended the Transportation Research Board conference in Washington, D.C. from January 5-9, 2025, for a total amount of \$3,020.55. John Hoang attended the Transportation Research Board conference in Washington, D.C. from January 5-8, 2025, for a total amount of \$2,555.31.

EXECUTIVE DIRECTOR'S REPORT April 16, 2025

Meeting with Assemblymember Annamarie Avila Farias: March 14, 2025

Commissioner Ken Carlson and Lindy Johnson met with Assemblymember Farias to introduce the Authority and discussed legislative priorities.

Introducing Ryan McClain: March 21, 2025

Ryan McClain has joined the team as the Deputy Executive Director, Projects and Operations. Ryan's diverse experience of working locally as the Transportation Manager for the City of Pleasant Hill to building the complete street national practice for Fehr & Peers will be a great fit as we look to expand our portfolio of projects in Contra Costa County. Ryan is a nationally recognized expert in multimodal complete streets and innovative roadway safety enhancements. His experience spans the entire project lifecycle from planning and design to construction and operations. Ryan is a perfect fit to advance our vision and connect transportation in Contra Costa County.

Meeting with Senator Tim Grayson: March 20, 2025

Commissioner Newell Arnerich and I met with Senator Grayson to discuss Senate Bill 511 and provide insights into how the bill will impact the deployment of autonomous vehicles (AV) in California.

Czech Republic Delegation: March 26, 2025

The Authority hosted an impressive delegation from the Czech Republic, including the country's minister of transportation, at GoMentum Station. They wanted to learn more about GoMentum Station, the business model, and approach to scalable deployment of AVs – including workforce development.



Department of Motor Vehicle (DMV) Commercial AV Regulations: March 25, 2025

Lindy Johnson and I met with the California Transit Association to discuss the upcoming revised draft of the DMV's Commercial AV regulations. The regulations as currently drafted will prohibit passenger service in any autonomous commercial vehicle over 10,000 pounds, which would preclude AV in public transit and shared autonomous shuttles. We are actively working with the DMV to request an exemption for public agencies and transit operators or specifically shared autonomous shuttles weighing 10,000 – 13,000 pounds.

Meeting with Congressman Mark DeSaulnier's Staff: March 25, 2025

Lindy Johnson and I met with Grace Chan to discuss our priorities for highway reauthorization, which includes streamlining of federal formula funding and funding for workforce development programs.

Industrial Association Forum: March 27, 2025

I was invited to speak with Commissioner Sue Noack to discuss regional transportation challenges including the transit fiscal cliff, declining state and federal revenues, the potential renewal of Measure J, and the anticipated transportation regional measure.

Richmond Field Station: March 27, 2025

We met with the University of California, Berkeley to discuss our partnership to expand GoMentum Station to Richmond Field Station, which could be available as early as 2026 to support testing partners at GoMentum Station. We are currently drafting a term sheet for our partnership to determine revenue sharing, roles, and responsibilities.

Regional Transportation Measure: March 31, 2025

Lindy Johnson and I met with Raayan Mohtashemi and the County Transportation Agencies from San Francisco, Alameda, Santa Clara, and San Mateo counties to discuss the transportation regional measure. Raayan presented an implementation framework to determine the draft Transit Operations Financial Responsibility and Implementation Plan (T-FRIP).

Contra Costa County Leadership Academy Graduation: April 2, 2025

Authority staff attended the Contra Costa County Leadership Academy Graduation to support and congratulate Lindy Johnson and Yulie Tjeng on graduating from the program. The goals of the program are to enhance leadership skills and offer professional development opportunities including mentorship. The program is highly regarded, and we have had several staff members graduate from this program.

On the Patio Podcast with Jim Wunderman: April 4, 2025

I recorded another episode of the On the Patio podcast with Jim Wunderman, the Chief Executive Officer of the Bay Area Council. We discussed the Bay Area Council and challenges facing the Bay Area. We had a great conversation about the new innovative technologies and business models that need to be explored to improve the customer experience and access to public transportation.

Women in Transportation Seminar (WTS) Reception: April 10, 2025

Danielle Elkins and Commissioners Darlene Gee and Sue Noack were recognized as new leaders in the Bay Area at the WTS Reception for Newly Elected and Appointed Officials held in the City of Oakland.

PRESTO Update

Beep reported 52 riders for the Presto Service at Bishop Ranch in March 2025, a 13% increase from February 2025, when there were 46 riders. The team continues to work with Beep to address service interruptions and equipment issues.

Rossmoor's ridership was 70 passengers in March 2025, virtually flat from 71 riders in February. There is a reported total of 1,050 riders since the launch on July 22, 2024.

Martinez operations have been paused since January 28, 2025, due to insurance issues. Service resumed on Friday April 4, 2025.

<u>Social Media Metrics – March 2025</u>

Platform	Posts	Followers	Impressions	Engagements	Impressions Change
LinkedIn	6	+51 (2.6% increase)	13,740	3,092	52% 个
Facebook	10	+13 (0.5% increase)	102,965	466	24.6% 个
Twitter	1	-7 (0.6% decrease)	59	1,334	87.9% ↓
Next Door	2	Automatically subscribed to all NextDoor accounts in Contra Costa County (~620K)	~19,000	24	N/A
Blue Sky	2	31 (35% increase)	BlueSky does not currently provide	BlueSky does not currently provide	N/A

- LinkedIn saw major gains in engagement, with over 3,000 interactions (+122%) and impressions were up 52%, driven by posts welcoming new leadership and international delegation visits.
- Facebook continued to perform strongly, with a 25% increase in impressions (103K total) thanks to community-focused content like the Art & Engineering Design Contest (a promoted post) and the Bay Area Rapid Transit station upgrades.
- Next Door's automatic subscription continues to provide significant results without needing to spend money for ads, with ~19,000 unique users reached for just two posts.

Website Update

Website traffic experienced a slight decline in March 2025 (with 4,500 users), likely due in part to reduced outreach efforts for the CTP. Notably, traffic to the CTP page saw a significant drop. However, we observed a modest increase in organic search traffic, as well as a slight increase in visits to the recently updated Projects page.

Staff Out-of-State Travel: Lindy Johnson attended the Transportation Research Board conference in Washington, D.C. from January 5-9, 2025, for a total amount of \$2,976.51.



contra costa transportation authority

COMMISSIONERS

Darlene Gee, Vice

Chair

Aaron Meadows, Chair

Mark Armstrong	To:	Matt Todd, TRANSPAC
Newell Arnerich		Chris Weeks, SWAT
Ron Bernal		Robert Sarmiento, TRANSPLAN
Diane Burgis		Diane Friedmann, TVTC John Nemeth, WCCTAC
Ken Carlson		Shawn Knapp, LPMC
Chris Kelley		
Sue Noack	From:	Timothy Haile, Executive Director
Carlyn Obringer	Date:	March 7, 2025
Rita Xavier	Re:	Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)
Timothy Haile, Executive Director		bruary 19, 2025 meeting, the Authority Board discussed and approved the g agenda item recommendations, which may be of interest to the RTPCs:
	Α.	Authority Board/Committee Assignments for 2025:
		Aaron Meadows, City of Oakley, was appointed as the Authority Board Chair and Darlene Gee, City of Orinda, was appointed as the Authority Board Vice Chair
2999 Oak Road Suite 100 Walnut Creek CA 94597 PHONE: 925.256.4700		Assignments to Administration and Projects Committee (APC): Commissioners Newell Arnerich, Ron Bernal, Darlene Gee, Sue Noack, and Rita Xavier
FAX: 925.256.4701 www.ccta.net		Assignments to Planning Committee (PC): Commissioners Mark Armstrong, Ken Carlson, Chris Kelley, Aaron Meadows, and Carlyn Obringer

- B. The Authority Board approved Resolution 25-08-P, which authorized submittal of an allocation request to the Metropolitan Transportation Commission, in the amount of \$7 million in Regional Measure 3 funds, for Right-of-Way capital costs for the Interstate 680/State Route 4 Interchange Improvements, Phases 1, 2A, and 4 (Project 6001).
- **C.** The Authority Board authorized the Chair to execute Master Agreement No. 43.00.122 with the West Contra Costa Transportation Advisory Committee to allow disbursement of Measure J funds based on approved funding resolutions for Measure J Programs 20b (West County Sub-Regional Additional Transportation Programs for Seniors and People with Disabilities) and 21b (West County Sub-Regional Safe Transportation for Children).
- D. The Authority Board approved Resolution 23-03-G (Rev 1), which will appropriate \$192,000 in Measure J Transportation for Livable Communities (TLC) (Program 12) funds for the construction phase of the Clayton Town Center Pedestrian Safety Improvements (Project 120040) (Project) and revise the scope for the design (\$60,000 in TLC funds) and construction phases of the Project.
- E. The Authority Board approved Resolution 25-03-G, incorporating the Authority's Fiscal Year 2025-26 Transportation Fund for Clean Air (TFCA) 40% Fund Expenditure Plan and allocation of the TFCA 40% funds in the amount of \$1,988,906, and authorized the Executive Director or designee to sign and submit the Expenditure Plan Summary application to the Bay Area Air Quality Management District.
- F. The Authority Board approved Resolution 25-02-G, which will program and appropriate Measure J Pedestrian, Bicycle and Trail Facilities (Program 13) funds in the amount of \$500,000 to the East Bay Regional Park District, for the construction phase of the Iron Horse Trail Rehabilitation (Concord Avenue to Diamond Boulevard and Walden Road to Ygnacio Valley Road) (Project 130034).

*To view the full meeting packet with additional agenda item information, please visit our meetings webpage <u>here</u>. Attachments to the Authority Board packet can be found in the Administration and Projects Committee and Planning Committee packets as referenced in the staff report.



contra costa transportation authority

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Darlene Gee, Vice

Chair

Aaron Meadows, Chair

PHONE: 925.256.4700 FAX: 925.256.4701

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Mark Armstrong	To:	Matt Todd, TRANSPAC
Newell Arnerich		Chris Weeks, SWAT
Ron Bernal		Robert Sarmiento, TRANSPLAN
Diane Burgis		Diane Friedmann, TVTC John Nemeth, WCCTAC
Ken Carlson		Nate Levine, LPMC
Chris Kelley		
Sue Noack	From:	Timothy Haile, Executive Director
Carlyn Obringer	Date:	April 4, 2025
Rita Xavier	Re:	Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)
Timothy Haile, Executive Director		larch 19, 2025 meeting, the Authority discussed and approved the following item recommendations, which may be of interest to the RTPCs:
2999 Oak Road	Α.	The Authority Board authorized the Chair to execute Amendment No. 1 to Agreement No. 700 with Kimley-Horn and Associates, Inc. in the amount of \$440,000, for a new total agreement value of \$4,081,000, to provide environmental services for the Walnut Creek Bay Area Rapid Transit Station Shared Mobility Hub (Project 8009.04), and allowed the Executive Director or designee to make any non-substantive changes to the language.
Suite 100 Walnut Creek CA 94597	В.	The Authority Board approved the updated list of local projects to update Appendix D of the adopted Countywide Bicycle and Pedestrian Plan.

C. The Authority Board approved the release of Request for Proposals No. 25-01 to obtain proposals from firms interested in providing the Authority with professional services for Phase 3 of the San Pablo Avenue Multimodal Corridor Project.

RTPC Memorandum April 4, 2025 Page 2

*To view the full meeting packet with additional agenda item information, please visit our meetings webpage <u>here</u>. Attachments to the Authority Board packet can be found in the Administration and Projects Committee and Planning Committee packets as referenced in the staff report.

TRANSPAC Transportation Partnership and Cooperation

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

March 13, 2025

Timothy Haile Executive Director Contra Costa Transportation Authority 2999 Oak Road, Suite 100 Walnut Creek, CA 94597

RE: Status Letter for TRANSPAC Meeting – March 13, 2025

The TRANSPAC Committee met on March 13, 2025. The following is a summary of the meeting and action items:

- 1. The Board appointed Matt Redmond (Walnut Creek), Aaron Elias (Concord), and Jason Chen (Clayton) as primary representatives and Ryan McClain (Pleasant Hill) as the alternate representative to the TCC for the term April 1, 2025 March 31, 2027.
- The Board appointed Matt Redmond (Walnut Creek) and Srinivas Muktevi (Martinez) as primary members, and Ann James (Pleasant Hill), Briana Byrne (Walnut Creek), and Trevor McGuire (Martinez) as alternate members to the Innovate 680 TAC.
- 3. The Board approved the Draft CCTSAP for adoption into the Contra Costa Countywide Transportation safety Policy and Implementation Guide.
- 4. The Board received information on the TRANSPAC Subregional Transportation Mitigation Program.
- 5. The Board received an update on Measure J Line 21a Program.
- 6. The Board received an update on the Countywide Transportation Plan.
- 7. The Board received an update on Street Smarts Diablo Walk 'N' Roll Program Update.

Please contact me at (925)-937-0980, or email at matt@graybowenscott.com if you need additional information.

Sincerely,

ma Tus

Matthew Todd Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff Matt Kelly and John Hoang, CCTA Staff Robert Sarmiento, TRANSPLAN; Susannah Meyer, Chair, TRANSPLAN Chris Weeks, SWAT; Mark Armstrong, Chair, SWAT John Nemeth, WCCTAC; Carneron Sasai, Chair, WCCTAC Tarienne Grover, CCTA Staff Sue Noack, Andrei Obolenskiy



El Cerrito | Hercules | Pinole | Richmond | San Pablo | Contra Costa County | AC Transit | BART | WestCAT

March 7, 2025

Mr. Tim Haile, Executive Director Contra Costa Transportation Authority 2999 Oak Road, Suite 100 Walnut Creek, CA 94597

RE: February 28, 2025, WCCTC Meeting Summary

Dear Tim:

The WCCTC Board meeting on February 28, 2025, took the following actions, which may be of interest to the Authority:

- 1. Adopted the Final Draft Richmond Parkway Transportation Plan (RPTP)
- 2. Received information from CCTA staff about the Countywide Plan, and in particular the Livable Streets Proposals, and provided feedback.

Sincerely,

hu Nemett

John Nemeth Executive Director

cc: Tarienne Grover, CCTA

TRANSPAC BOARD Meeting **STAFF REPORT**

Meeting Date: May 8, 2024

Subject:	TRANSPORTATION MEETINGS ATTENDED BY STAFF
Summary of Issues	Staff members regularly attend transportation-related meetings outside of the TRANSPAC Board and Technical Advisory Committee meetings. This report provides a summary of the outside meetings attended.
Recommendations	For information only.
Attachment(s)	None.

Background

To support TRANSPAC's mission and stay informed on regional transportation initiatives, staff participate in external meetings that address key topics and foster collaboration with partner agencies.

Staff have attended the following meetings:

Meeting	Date
TRANSPAC New Member Orientation – Greg Young	March 27, 2025
TFCA Quarterly Check-in Meeting	April 2, 2025

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`TRANSPAC Board Meeting **STAFF REPORT**

Meeting Date: May 8, 2025

Subject:	SUBREGIONAL TRANSPORTATION MITIGATION	
	PROGRAM – DEVELOPMENT PROJECT TRACKING	
Summary of Issues	As part of the TRANSPAC Subregional Transportation Mitigation Program (STMP), the Committee has agreed to track local development projects as a standing item in order to monitor potential impacts to Routes of Regional Significance within local jurisdictions. As a result, each meeting will now include a project tracker to monitor development proposals and environmental processes.	
Recommendation(s)	For information only.	
Option(s)	None.	
Financial Implications	No TRANSPAC financial implications.	
Attachment(s)	1. TRANSPAC Development Project Tracker	

Attachment 1

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. (February 2025)		

	NEW PROJECTS						
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 [April 2025]	May 7, 2025		
City of Walnut Creek	Walnut Creek	Traffic Study (TBA)	Mitchell Townhomes	400+ townhomes at Shadelands/Mitchell [March 2025]			

*The TAC discussed this project and determined that it is unlikely to trigger the STMP process/requirements and will not be carried forward for further monitoring.

TRANSPAC Board Meeting **STAFF REPORT**

Meeting Date: May 8, 2025

Subject:	TRANSPAC QUARTERLY FINANCIAL REPORTS					
Summary of Issues	The TRANSPAC JPA calls for the reporting of certain financial nformation on a quarterly basis. The attached reports contain a summary of the amount of funds held, receipts and expenses of TRANSPAC for FY 2024-2025 for the period ended March 31, 2025. The attached material also includes additional information regarding expenses related to the TRANSPAC budget.					
Recommendations	Accept the Quarterly Financial Report for the period ended March 31, 2025.					
Attachment(s)	 A. TRANSPAC Quarterly Financial Report for period ended March 31, 2025; B. TRANSPAC FY 2024-2025 Expenditure Status. 					

TRANSPAC Quarterly Financial Reports

The TRANSPAC JPA calls for the reporting of certain financial information on a quarterly basis. The attached reports contain a summary of the amount of funds held, receipts and expenses of TRANSPAC for FY 2024-2025 for the period ended March 31, 2025. The attached material also includes additional information regarding expenses related to the budget.

City of Pleasant Hill

FY2024/25 Income Statement Summary by Quarter

Accountin	g Structure:		
Fund	Department or Revenue Code	Cost Center	Expense Code
ххх	XXXX	0000	хххх

FUND:85 Name :TRANSPAC

OLD Revenue DEPT Id	OLD Description OBJ Id	NEW ACCT CODE (ERP10)	Revenue Description	Activity in 1st Quarter	Activity in 2nd Quarter	Activity in 3rd Quarter	Activity in 4th Quarter	YTD thru 6/30/2025	
3510		801-0000-0000-450010	INTEREST REV		5,490.02	3883.81		\$	9,373.83
4570		801-0000-0000-460020	CONTRIB FROM OTHER AGENCIES	309,001.00				\$	309,001.00
					Total Revenue>			\$	318,374.83
OLD	OLD	NEW ACCT CODE (ERP10)							
Expense I	Description		Expense Description						
DEPT Id	OBJ Id								
7085	0100	801-6002-0000-611010	SALS-PERMANENT		50,143.75	97,879.07		\$	148,022.82
7085	1110	801-6002-0000-	OUTSIDE CONSL/LITG					\$	-
7085	1140	801-6002-0000-630015	AUDITING SVCS			4,500.00		\$	4,500.00
7085	1198	801-6002-0000-630038	CONSULTANT/OTHR					\$	-
7085	1300	801-6002-0000-630040	CONTRACTUAL SVC	225.00	510.00	225.00		\$	960.00
7085	1486	801-6002-0000-650014	MAINT					\$	-
7085	2400	801-6002-0000-620113	POSTAGE					\$	-
7085	4200	801-6002-0000-660014	SUPLS/OPERATING					\$	-
7085	6800	801-6002-0000-620141	ADMIN OVERHEAD	2,856.00				\$	2,856.00
7085	6905	801-6002-0000-800110	CONTINGENCIES					\$	-
7085	6985	801-6002-0000-800115	TRANSPAC-PROJECT RESERVE					\$	-

Total Expense ----->

Net Rev/(Exp)

\$

\$

156,338.82

162,036.01



Balance Sheet Account Summary As Of 03/31/2025

Name CASH INVESTMENT IN LAIF INVESTMENTS-CHANDLER/BNY COLOMBI/ Claim On Cash CASH BAL.ADJ. ACCOUNTS RECEIVABLE MISCELLANEOUS RECEIVABLE (ACCRUALS)	0.00 314,175.04 0.00 -76,902.06 0.00 0.00 0.00	
INVESTMENT IN LAIF INVESTMENTS-CHANDLER/BNY COLOMBI/ Claim On Cash CASH BAL.ADJ. ACCOUNTS RECEIVABLE MISCELLANEOUS RECEIVABLE (ACCRUALS)	314,175.04 0.00 -76,902.06 0.00 0.00	
INVESTMENT IN LAIF INVESTMENTS-CHANDLER/BNY COLOMBI/ Claim On Cash CASH BAL.ADJ. ACCOUNTS RECEIVABLE MISCELLANEOUS RECEIVABLE (ACCRUALS)	314,175.04 0.00 -76,902.06 0.00 0.00	
INVESTMENT IN LAIF INVESTMENTS-CHANDLER/BNY COLOMBI/ Claim On Cash CASH BAL.ADJ. ACCOUNTS RECEIVABLE MISCELLANEOUS RECEIVABLE (ACCRUALS)	314,175.04 0.00 -76,902.06 0.00 0.00	
INVESTMENTS-CHANDLER/BNY COLOMBI/ Claim On Cash CASH BAL.ADJ. ACCOUNTS RECEIVABLE MISCELLANEOUS RECEIVABLE (ACCRUALS)	0.00 -76,902.06 0.00 0.00	
Claim On Cash CASH BAL.ADJ. ACCOUNTS RECEIVABLE MISCELLANEOUS RECEIVABLE (ACCRUALS)	-76,902.06 0.00 0.00	
CASH BAL.ADJ. ACCOUNTS RECEIVABLE MISCELLANEOUS RECEIVABLE (ACCRUALS)	0.00	
ACCOUNTS RECEIVABLE MISCELLANEOUS RECEIVABLE (ACCRUALS)	0.00	
MISCELLANEOUS RECEIVABLE (ACCRUALS)		
	0.00	
INTEREST RECEIVABLE AT YEAR END (LAIF)	0.00	
DUE FROM OTHER AGENCIES	0.00	
Total Assets:	237,272.98	237,272.98
WORKING PAYABLES	0.00	
ACCOUNTS PAYABLE PENDING	0.00	
MISC PAYABLES	0.00	
DEFERRED REVENUE	0.00	
DUE TO TRANSPAC	0.00	
DUE TO OTHER FUNDS (SHORT-TERM LOA	0.00	
Total Liability:	0.00	
FUND BALANCE	0.00	
RESTRICTED FUND BALANCE	75,236.97	
Total Beginning Equity:	75,236.97	
	318,374.83	
	156,338.82	
	162,036.01	
Total Equity and Current Surplus (Deficit):	237,272.98	
	Total Assets: WORKING PAYABLES ACCOUNTS PAYABLE PENDING MISC PAYABLES DEFERRED REVENUE DUE TO TRANSPAC DUE TO OTHER FUNDS (SHORT-TERM LOA Total Liability: FUND BALANCE RESTRICTED FUND BALANCE Total Beginning Equity:	DUE FROM OTHER AGENCIES0.00Total Assets:237,272.98WORKING PAYABLES0.00ACCOUNTS PAYABLE PENDING0.00MISC PAYABLES0.00DUE TO TRANSPAC0.00DUE TO TRANSPAC0.00DUE TO OTHER FUNDS (SHORT-TERM LOA0.00Total Liability:0.00FUND BALANCE75,236.97Total Beginning Equity:75,236.97318,374.83156,338.82Ictal Equity and Current Surplus (Deficit):237,272.98

Total Liabilities, Equity and Current Surplus (Deficit): 237,272.98

TRANSPAC	2024-2025	 Expenditu 	ure Status							
				th payment per	hdine	a)				
3		J · · · · ·				57				
				EXPENDITURES	1					
					20	24-2025	2	024-2025		
					-	JDGET		ENDITURES		Notes
					Б	JUGLI		INDITORES		Notes
(time and material I	/ Admin Support Contrac based expenses) postage & supplies)	ct			\$	312,000	\$	205,722	65.9%	Expenses through 3/31/25
Legal Services - ex material basis	xpenses would be incurre	ed on a time and			\$	-	\$	-	0.0%	
Web Site - Maintair (time and material I					\$	5,000	\$	1,355	27.1%	Expenses through 3/31/25
Audit Services					\$	6,000	\$	4,500.00	75.0%	
City of Martinez - P Maintenance	Pacheco Transit Hub / Pa	rk & Ride Lot			\$	10,000	\$	-	0.0%	
Pleasant Hill City/F	Fiscal Administration				\$	3,000	\$	2,856	95.2%	Expenses through 3/31/25
Subtotal					\$	336,000	\$	214,433	63.8%	
<u> </u>										
Contingency					\$	30,000	\$	23,000	76.7%	Contingency used for 23/24 GBS expenses
Project Reserve - T Blvd. Bicycle and P	This line represents the b Pedestrian Improvement I e balance reflects unexpe	Feasability study.			\$	30,000 41,500	\$	-	76.7% 0.0%	Contingency used for 23/24 GBS expense
Project Reserve - T Blvd. Bicycle and P The increase in the	Pedestrian Improvement I	Feasability study.						-,		Contingency used for 23/24 GBS expense
Project Reserve - T Blvd. Bicycle and P The increase in the contracts	Pedestrian Improvement I	Feasability study.		REVENUES	\$	41,500	\$	-		Contingency used for 23/24 GBS expense
Project Reserve - T Blvd. Bicycle and P The increase in the contracts	Pedestrian Improvement I	Feasability study.		REVENUES	\$	41,500	\$	-		Contingency used for 23/24 GBS expense
Project Reserve - T Blvd. Bicycle and P The increase in the contracts	Pedestrian Improvement I	Feasability study.		REVENUES	\$	41,500 407,500	\$	237,433		Contingency used for 23/24 GBS expense
Project Reserve - T Blvd. Bicycle and P The increase in the contracts	Pedestrian Improvement I balance reflects unexpe	Feasability study.		REVENUES	\$	41,500 407,500 24-2025	\$	- 237,433		Contingency used for 23/24 GBS expense
Project Reserve - T Blvd. Bicycle and P The increase in the contracts	Pedestrian Improvement I e balance reflects unexpe	Feasability study.		REVENUES	\$ \$ 200 BI	41,500 407,500 24-2025 JDGET	\$ \$ 21 A	- 237,433 024-2025 CTUALS	0.0%	Contingency used for 23/24 GBS expense
Project Reserve - T Blvd. Bicycle and P The increase in the contracts Total	Pedestrian Improvement I e balance reflects unexpe	Feasability study.		REVENUES	\$ \$ 200 \$	41,500 407,500 24-2025 JDGET 309,000	\$ \$ \$ 21 A \$	- 237,433 024-2025 CTUALS 309,001 56,737 9,374	0.0%	Contingency used for 23/24 GBS expense
Project Reserve - T Blvd. Bicycle and P The increase in the contracts Total Member Agency Co Carryover Balance	Pedestrian Improvement I e balance reflects unexpe	Feasability study.		REVENUES	\$ \$ 200 \$	41,500 407,500 24-2025 JDGET 309,000	\$ \$ \$ 20 A \$ \$ \$	- 237,433 024-2025 CTUALS 309,001 56,737	0.0%	Contingency used for 23/24 GBS expense
Project Reserve - T Blvd. Bicycle and P The increase in the contracts Total Member Agency Co Carryover Balance Interest Earned	Pedestrian Improvement I e balance reflects unexpe	Feasability study.		REVENUES	\$ \$ 200 81 \$ \$	41,500 407,500 24-2025 JDGET 309,000 57,000	\$ \$ \$ 20 A \$ \$ \$ \$ \$ \$	- 237,433 024-2025 CTUALS 309,001 56,737 9,374	0.0%	Contingency used for 23/24 GBS expense

TRANSPAC	C 2023-2024 an	d 2024-2025	- Expenditure Status					
(include	s 2024-2025 ex	penses incu	red with payment pending)				
			EXPENDITURES					
				2	023-2024	20	024-2025	
					ENDITURES RU 6/30/23		ENDITURES RU 6/30/24	Notes
(time and material	 / Admin Support Contract based expenses) postage & supplies) 			\$	225,988	\$	205,722	Expenses through 3/31/25
Legal Services - ex material basis	xpenses would be incurred	on a time and		\$	-	\$	-	
Web Site - Maintai (time and material				\$	1,750	\$	1,355	Expenses through 3/31/25
Audit Services				\$	4,250.00	\$	4,500	
City of Martinez - F Maintenance	Pacheco Transit Hub / Parl	& Ride Lot		\$	-	\$	-	
Pleasant Hill City/F	Fiscal Administration			\$	3,000	\$	2,856	Expenses through 3/31/25
Subtotal				\$	234,988	\$	214,433	
Contingency				\$	-	\$	23,000	Expenses through 3/31/25
Bicycle and Pedes	This line represents the bu strian Improvement Feasab e balance reflects unexper	ility study.		\$	-	\$	-	
Total				\$	234,988	\$	237,433	
			REVENUES					
				2	023-2024	20	024-2025	
	Contributions			\$	298,001	\$	309,001	
Mombor Agonav C	011110010115			ş (\$	53,877	\$	56,737	
						\$	9,374	
Carryover Balance				\$	5.899	Э	3.3/4	
Carryover Balance Interest Earned)			\$	5,899 41,500	5 \$	41,500	
Member Agency C Carryover Balance Interest Earned Project Reserve Ca)							

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TRANSPAC Board Meeting **STAFF REPORT**

Meeting Date: May 8, 2025

Subject:	TRANSPAC COMMITTEE APPOINTMENTS – CCTA TCC APPOINTMENT FOR THE TERM APRIL 1, 2025 – MARCH								
	31, 2027								
Summary of Issues	TRANSPAC is represented on the Contra Costa Transportation Authority's (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, 2027. The TAC recommended appointing Srinivas Muktevi (Martinez) to fill the alternate position for the current term. It is requested that the Board approve the appointment as recommended.								
Recommendations	Appoint Srinivas Muktevi as the TRANSPAC TAC alternate appointment to the CCTA Technical Coordinating Committee for the term April 1, 2025 – March 31, 2027.								
Financial Implications	No TRANSPAC Financial Implications.								
Option(s)	 Defer the appointment action to a future meeting. Recommend an alternative appointment. 								
Attachment(s)	None.								

Background

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, 2027. Ryan McClain is no longer with the City of Pleasant Hill leaving a vacant alternate position. The TAC recommended appointing Srinivas Muktevi (Martinez) as the alternate TCC representative for the term April 1, 2025 - March 31, 2027. It is requested that the Board approve the TCC alternate appointment as recommended.

TRANSPAC Board Meeting **STAFF REPORT**

Meeting Date: May 8, 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. The TRANSPAC Board 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

<u>Background</u>

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).

At the April 24, 2025 TRANSPAC TAC meeting, staff presented a Draft 2025/2026 Work Plan for review and comment. The discussion covered topics for consideration that have been included in the attached version of the work plan, including:

- Include TRANSPLAN, as well as SWAT, as neighboring RTPCs that can be coordinated with,
- Include the new transit pass program, a potential common item of interest,
- Add TFCA programming tasks (under the new TFCA programming policies approved by CCTA in 2024),
- Include the tracking of development project environmental documents.

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. Staff will present the final work plan at the June TRANSPAC Board meeting for consideration of the Board.

<u>Budget</u>

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 program (will have call for projects processes for both), and economy/inflation factors.
- A new multiyear audit contract was procured, starting with the FY 2023/2024 audit, and with that contrace we have an annual audit cost defined for up to the next 4 years. 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 Boulevard 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 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 increase is largely due to the use of reserve funds in FY 2024/2025 to cover the costs of the amendment to the Managing Director contract.

	Measure J Inf	ormation	PROPOSED TRANSPAC MEMBER CONTRIBUTION							
	RTS	RTS	Part A	Part B	Total					
JURISDICTION	Allocation	%	Equally distributed	Based on RTS Allocation	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					

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

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

JURISDICTION		PAST										P	ROPOSED	
		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 Annu	al R	evenue (\$ x	mil	lions)										
	\$	93.5	\$	107.3	\$	5 120.3	\$	123.5	\$	121.7		TBD		TBD
	-3.25% 14.75%			12.16% 2.66% -			-1.49% TBD				TBD			

TRANSPAC Member Contribution History

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. The Board is requested to review and comment on the proposed budget. Staff will present the final budget at the June TRANSPAC Board meeting for consideration of the Board.

<u>Schedule</u>

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

	TRANSPAC Committee Actions
April 2025	TAC
	Review draft 2025/2026 work plan and budget
May 2025	Board
	Review draft 2025/2026 work plan and budget
	Closed Session for Employee Review
June 2025	Board
	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
 - o SWAT / TRANSPLAN
 - Items of interest could include the INNOVATE 680 Program and a transit pass 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) (provides additional funds for senior and disabled transportation programs in the TRANSPAC RTPC area)
 - o Project update/status reports
 - Monitor the Accessible Transportation Strategic Plan Task Force (ATSP)
- General Programming Tasks
 - o TFCA
 - o 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
 - o CCTA Board Representative
 - o Other CCTA Committee Appointments
- Subregional Transportation Mitigation Program Development Project Tracking
- 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

	BUDGET			
	EXPENDIT	URES		
	20)24-2025	20)25-202
Managing Director / Admin Support Contract (time and material based expenses) (includes printing, postage & supplies)	\$	312,000	\$	326,0
Legal Services - expenses would be incurred on a time and material basis	\$	-	\$	-
Web Site - Maintain / Enhance (time and material based expenses)	\$	5,000	\$	5,0
Audit Services	\$	6,000	\$	5,0
City of Martinez - Pacheco Transit Hub / Park & Ride Lot Maintenance	\$	10,000	\$	10,0
Pleasant Hill City/Fiscal Administration	\$	3,000	\$	3,0
Subtotal	\$	336,000	\$	349,0
Contingency	\$	30,000	\$	35,0
Project Reserve - This line represents the budget to fund the I-680 / Monument Blvd. Bicycle and Pedestrian Improvement Feasability study. The increase in the balance reflects unexpended funds from the completed contracts	\$	41,500	\$	41,5
contracts				
Total	\$	407,500	\$	425,5
	\$ REVENU		\$	425,5
	REVENU	JES		
	REVENU			425,5 025-202
	20 \$	JES 024-2025 309,000	20)25-202 339,0
Total	REVENU 20	JES 024-2025	20)25-202
Total	20 \$	JES 024-2025 309,000	20)25-202 339,0
Image: Contributions Image: Contributions Carryover Balance Image: Contributions	20 8 8 8	JES 024-2025 309,000 57,000	20 \$ \$)25-202 339,0 45,0

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		TRANSPAC 2025-2026 BUD	GET			
	TRANSPAC MEMBER A	GENCY CONTRIBUTION ALLOCATIO	N FORMULA METHODOLO	GY		
PART A	Each jurisdiction contributes 50% of the TRANSPAC budget amount.	Member Agency Contributions based on an ec	qual (1/6) share of the annual	\$ 169,500		
PART B	The remaining 50% share of the TRANSPAC Member Measure J "return to source" funds received by each		ost recent percentage of	\$ 169,500		
	PART A		A FOR MEMBER AGENCY C		NUE BU	JDGET
		50% SHARE OF ANNUAL MEMBER AGENCY				RISDICTION
JURISDIC		CONTRIBUTION BUDGET			E	QUALS (R)
CLAYTO	N N	1/6			\$	28,250
CONCOR	RD	1/6			\$	28,250
MARTINE	Z	1/6			\$	28,250
PLEASAN		1/6			\$	28,250
WALNUT		1/6			\$	28,250
CONTRA	COSTA COUNTY	1/6			\$	28,250
TOTAL					\$	169,500

TR	ANSP	AC 2025-20	026 BUDGE	Τ					
		ALLOCATION	FORMULA FO	R MEME	BER AGENCY CO	NTRIBU	TION REVE	NUE	BUDGET
PART B	M	EASURE J RTS \$s	MEASURE J RTS %	FF	\$ ROM RTS				Total for
JURISDICTION	Allocation				PART B	PART A			Jurisdiction
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
	\$	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
 - o 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
 - o 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

- o Project update/status reports
- o Review of the CCTA Pedestrian Needs Assessment Study

Administrative Tasks

- Quarterly and Year End Financial Reporting
- Appointments
 - CCTA Board Representative
 - o 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

	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	\$ 41,500	\$ 41,500	
Blvd. Bicycle and Pedestrian Improvement Feasability study. The increase in the balance reflects unexpended funds from the completed contracts			
The increase in the balance reflects unexpended funds from the completed	\$ 375,000	\$ 407,500	
The increase in the balance reflects unexpended funds from the completed contracts	\$ 375,000 REVENUES	\$ 407,500	
The increase in the balance reflects unexpended funds from the completed contracts		\$ 407,500	
The increase in the balance reflects unexpended funds from the completed contracts Total	2023-2024	2024-2025	
The increase in the balance reflects unexpended funds from the completed contracts Total	REVENUES 2023-2024 \$ 298,000	2024-2025 \$ 309,000	
The increase in the balance reflects unexpended funds from the completed contracts Total Member Agency Contributions Carryover Balance	REVENUES 2023-2024 \$ 298,000 \$ 56,877	2024-2025 \$ 309,000 \$ 57,000	
The increase in the balance reflects unexpended funds from the completed contracts Total Member Agency Contributions Carryover Balance Project Reserve Carryover Balance	REVENUES 2023-2024 \$ 298,000 \$ 56,877 \$ 41,500	2024-2025 \$ 309,000 \$ 57,000 \$ 41,500	
The increase in the balance reflects unexpended funds from the completed contracts Total Member Agency Contributions Carryover Balance	REVENUES 2023-2024 \$ 298,000 \$ 56,877	2024-2025 \$ 309,000 \$ 57,000	

	TRAN	SPAC 2024-2	025 BUDGE	Г				
	TRANSPAC MEMBER AGENCY	CONTRIBUTION	ALLOCATION FO	RMULA METHODO	LOGY			
PART A	Each jurisdiction contributes 50% of the TRANSPAC Member budget amount.	Agency Contributions	based on an equal (1/	/6) share of the annual	\$	154,500		
PART B	The remaining 50% share of the TRANSPAC Member Agency Measure J "return to source" funds received by each jurisdictic		lated on the most reco	ent percentage of	\$	154,500		
	PART A	ALLOCATIO	N FORMULA FOR	MEMBER AGENC	Y CONTRIBL	JTION REVE	NUE BU	JDGET
	50	% SHARE OF ANNUA	AL.					
JURISDIC		MEMBER AGENCY						RISDICTION QUALS
JURISDIC		PER JURISDICTION					E	(R)
CLAYTO	N T	1/6					\$	25,750
CONCOR	D	1/6					\$	25,750
MARTINE	Z	1/6					\$	25,750
PLEASAN	VT HILL	1/6					\$	25,750
WALNUT	CREEK	1/6					\$	25,750
CONTRA	COSTA COUNTY	1/6					\$	25,750
TOTAL							\$	154,500

TR	ANSPA	C 2024-2	025 BUDGE1	-					
		ALLOCATION	I FORMULA FOR	MEM	BER AGENCY CO	NTRIBUT	TION REVE	NUI	E BUDGET
PART B	MI	EASURE J RTS \$s	MEASURE J RTS %	F	\$ ROM 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
AEstimated at 25% of allocation (\$3,619,360) Based on DRAFT - FY 2024-25 Return To Source Projections									

TRANSPAC Board Meeting **STAFF REPORT**

Meeting Date: May 8, 2025

TRANSPAC PLANNING COMMISSIONER VACANCIES
TRANSPAC Bylaws stipulate that each City Council and the County Board of Supervisors appoint one planning commissioner as an ex- officio member of the Board. These members do not have voting rights and are not counted towards the quorum but are still an important part of the structure or the TRANSPAC Board.
Currently, Concord and Walnut Creek have appointed their planning commissioners, Craig Mizutani and Molly Clopp, respectively. There are vacancies for the cities of Clayton, Martinez, Pleasant Hill, and Contra Costa County. TRANSPAC staff seeks Board input on potential representatives to fill these vacancies.
For Information Only.
No TRANSPAC Financial Implications. None. None.

Background

Per the TRANSPAC Bylaws, "one planning commissioner shall be appointed as an ex-officio member of the Board by the respective City Council. For the County Agency, one planning commissioner shall be appointed as an ex-officio member of the Board by the County Board of Supervisors. Ex-officio members shall not be entitled to vote and shall not be counted towards the quorum." Planning Commissioners serve a vital role in advising the Board.

Currently there are two planning commissioners appointed by the cities of Concord (Craig Mizutani) and Walnut Creek (Molly Clopp). There are vacancies for the cities of Clayton, Martinez, Pleasant Hill, and Contra Costa County (see TRANSPAC Committee Membership below).

City	Board (Primary)	Board (Alternate)	Planning Commissioner		
Clayton	Richard Enea	Holly Tillman	Vacant		
Concord	Carlyn Obringer	Laura Nakamura	Craig Mizutani		
Martinez	Greg Young	Brianne Zorn	Vacant		
Pleasant Hill	Sue Noack	Matt Rinn	Vacant		
Walnut Creek	Kevin Wilk	Cindy Darling	Molly P. Clopp		
County	Ken Carlson, District IV	Candace Anderson, District II	Vacant		

At this meeting, TRANSPAC staff seeks Board input on potential representatives to fill the planning commissioner vacancies.

TRANSPAC Board Meeting **STAFF REPORT**

Meeting Date: May 8, 2025

Subject:	MEASURE J LINE 21A PROGRAM				
Summary of Issues	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 students (in the TRANSPAC area) has emerged as an option.				
	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 provide an update on the potential program framework for Board input.				
Recommendations	For information only.				
Options	None.				
Attachment(s)	None.				

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 an 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, firstserved basis while supplies last.
- The program partners include 511 Contra Costa/CCTA, 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. Though Pass2Class offers free rides for students to ride County Connection buses, this program provide<u>s</u> a limited number of passes, 2,024 in 2024, (1,200 in Central and 824 in SWAT), and students are 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 farefree. 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 proof of age.

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 (including 5 TRANSPAC/SWAT overlapping routes), 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 Measure J Line 21A funds. Staff also notes that SWAT has not taken a position on supporting this proposed 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 (Source TBD)		\$10,000	\$10,000		
			\$187,500		

Data Collection:

County Connection is considering several data collection efforts for the pilot program. These can include monitoring youth ridership at the route level, accommodating 511 Contra Costa staff for in-person surveys, and/or conducting online surveys to gather demographic information and program benefits. Data from school routes can be used to calculate average youth trip lengths. Additionally, County Connection can provide regular reporting on ridership as agreed upon.

Title VI Analysis: At the end of the 6 months, County Connection staff will be required to complete a Title VI analysis and work with County partners to evaluate future deployment options. A Title VI analysis ensures that proposed transit programs comply with the Civil Rights

Act by evaluating potential disproportionate impacts on minority or low-income populations. It includes demographic assessment, fare equity analysis, public outreach, and, if needed, adjustments to mitigate any adverse effects. Results are documented and shared for transparency.

Staff seeks Board input on the concept of a free student bus fare pilot program to further refine the scope, funding strategy, and implementation approach. Staff anticipates bringing back additional information in June pending further discussion with CCTA, SWAT and County Connection.

TRANSPAC Board Meeting **STAFF REPORT**

Meeting Date: May 8, 2025

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

Attachment A

SR-4 Corridor Vision Study

TRANSPAC Committee

May 8, 2025





contra costa transportation authority Page 64

SR-4 Vision Study Overview



Draw from Ongoing and Recent Studies and Project Planning to Create a Future Vision for the Corridor

- SR-4 Integrated Corridor Mobility Project (Ph 1)
- SR-4 Design Alternatives Assessment
- East County Integrated Transit Study
- SR-4 Operational Improvements Project
- SR-4/I-680 Interchange Project
- SR-239/Airport Connector Project
- Hercules Hub Project

Scope Based on Caltrans CMCP Requirements

- Automobile
- Transit
- Freight
- Bicycle
- Pedestrian
- Emerging Technology

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Agency Stakeholders



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



Benefits of the Corridor Vision

• Equitable Access

- Invest in disadvantaged communities
- Incorporate community supported solutions
- Congestion Reduction
 - Improve share of non-SOV modes
 - VMT reduction strategies
- System Reliability
 - Increase total corridor throughput
 - Support non-capital strategies
- Sustainability
 - Reduce GHG emissions
 - Provide access to areas identified for highdensity development



Achieving the Corridor Vision

- O 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



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Study Elements

- Build Upon Extensive Existing Efforts
- Document Existing Plans & Guidelines
- Perform Additional Analysis of
 - Corridor Safety
 - Freight System
 - Arterial Network Operations
 - Identify Emerging Technologies
- Establish Evaluation Criteria
- Project Screening and Bundling
- Finalize SR-4 Corridor Vision Plan & Gain CMCP Approval from Caltrans
- Future Steps Leverage Plan to pursue project funding



Stakeholder Engagement

The Project Team Presented to the Following Groups for Study Input:

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

Comments Received from These Groups Included:

- Include Ygnacio Valley Road/Kirker
 Pass Road in the project analysis
- Consider strategies to improve bicycle mobility between
 Pittsburg/Bay Point and Concord
- Confirm that the Project's land use assumptions include buildout of the Concord Naval Weapons Station
- Consider strategies for improving pavement conditions

Public Outreach

Community Events:

City	Event	People Engaged
Pittsburg	Summer Kick Off Community Event	40
Hercules	National Night Out	247
Concord	Music & Market	180
Brentwood	Farmer's Market/Makers Boulevard	133
Martinez	Farmer's Market	129
Antioch	Big Truck Day	253
Oakley	Heart of Oakley	174

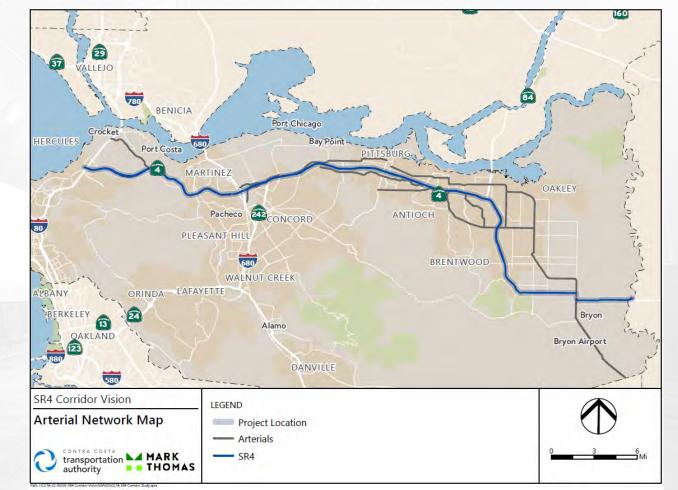
Online public survey:

- Published on the project webpage
- Received 219 responses
- Overall responses:
 - 72% Improving traffic bottlenecks
 - 61% Roadway maintenance & repair
 - 49% Safety improvements for all users

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Project Analyses

- Safety Analysis
 - 34% of pedestrian crashes resulted in death or serious injuries
- Freight System Analysis
 - Findings suggest SR-4 is not a major through corridor and freight traffic is sensitive to congestion on I-580
- Arterial 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 Caltrans or municipalities



Project Screening and Bundling

- Reviewed all relevant existing planning documents and identified relevant projects
 - O 79 Documents
 - 87 Projects identified for scoring and TAC review
 - Goal-based scoring criteria
 - 3 Tiers of Prioritized Projects
 - 8 "Bundles" of complementary and supportive projects around Tier 1 projects or issue areas

#	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%

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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

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Implementation Plan

- Used Tier 1 projects to identify eight (8) project bundles (including 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



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 # Project Term Ranking Priority			ProjectTitle	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-

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



Improve economic vitality

mprove

social equity

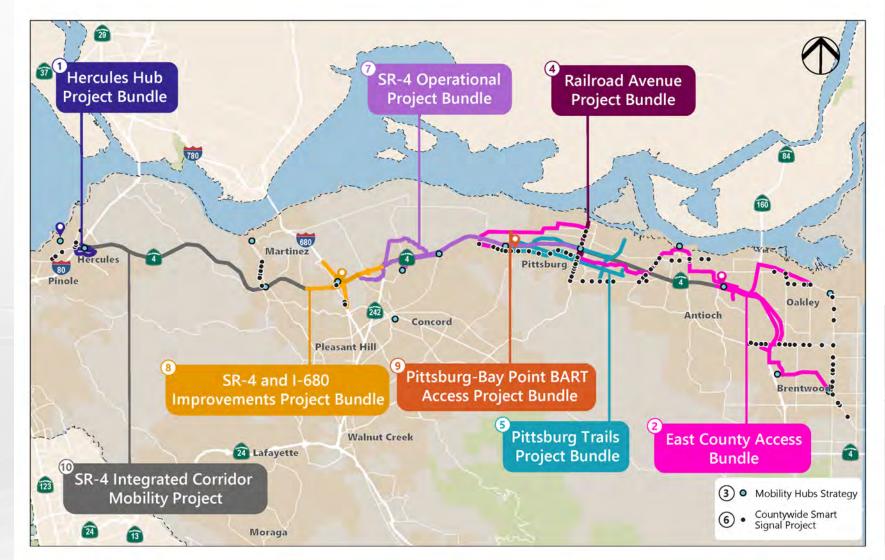


Support efficient land uses





Corridor Vision Improvements



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Presentations to RTPCs and CCTA

Coordinate with Caltrans on CMCP Approval

Work with Corridor Agencies to support Project Funding & Implementation Efforts







contra costa transportation authority



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
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:

Enhance overall safety



Improve



Improve economic vitality

Improve

social equity



Support efficient land uses

Improve air quality, health, and sus**Bagg**i**i§0**

Improve multimodal travel



Hercules Hub Project Bundle Funding Strategy

FACT SHEET

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		Ø			
Federal-State Partnership for Intercity Passenger Rail Grant Program (FSP)	Federal	Annually	\$2.283 billion					
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million			Ø	Ø	Ø
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		Ø		Ø	Ø
Active Transportation Program (ATP)	State	Annually	\$123 million					Ø
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-2027	\$750 million		Ø			
Priority Development Area (PDA) Grants	Regional	2022-2023	\$15 million					
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million					Ø

*Grant program available funding amounts are projected based on the last funding cycle as of August 2024 Page 81

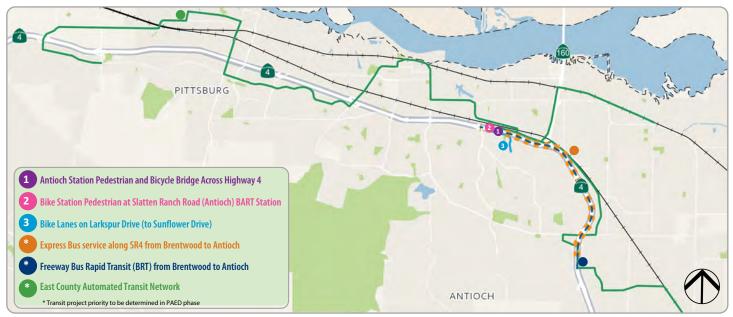


East County Access Project Bundle

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-supportive infrastructure upgrades that will support future transit expansions in East Contra Costa County. First-/last-mile active transportation enhancements will include bike lockers, 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. Future additions to the bundle include major expansions in transit service between the Antioch BART Station and the Brentwood Innovation Center area, with two bus options and one using automated transit network (ATN) technology being recommended for further analyses in the environmental phase.



Projects within Bundle

CMCP Project #	Overall Project Ranking	Near- Term Priority	Project Title	2024 Capital Cost			
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:						
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			
T-06*	2		East County Automated Transit Network (ATN)*	\$527.8 M			

*Future analyses (PID/PAED) required for alternative selection(s)

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







Improve multimodal travel



Improve air quality, health, and sustainability





Priority Conservation Area

(PCA) Grant

Regional

2024

East County Access Project Bundle Funding Strategy

FACT SHEET continued

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

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

\$8.5 million

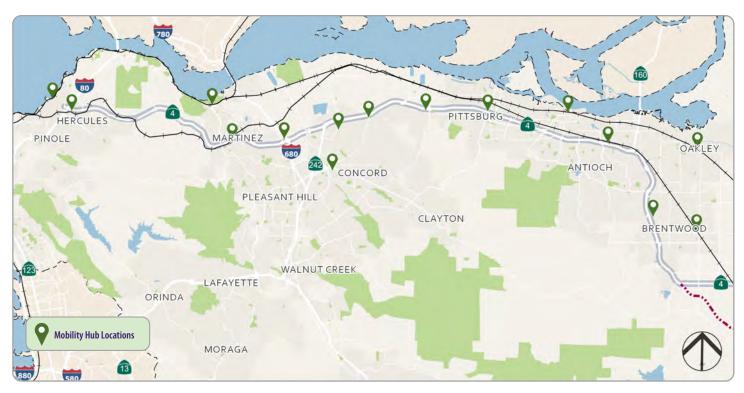


Mobility Hub Strategy

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 social equity



Improve economic vitality



Leverage technology to improve efficiency



Support efficient land uses

Improve air quality, health, and sustainability Page 84



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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	Ø
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.



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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 Sreet	\$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:











Improve air quality, health, and sustainability **Page 86**



Railroad Avenue Project Bundle Funding Strategy

FACT SHEET

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	Ø	
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		Ø
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million	Ø	Ø
Active Transportation Program (ATP)	State	Annually	\$123 million	Ø	
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		Ø
Safe Routes to BART	Regional	N/A	\$25 million	0	
Priority Development Area (PDA) Grants	Regional	2022-23	\$15million	Ø	Ø
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million	Ø	

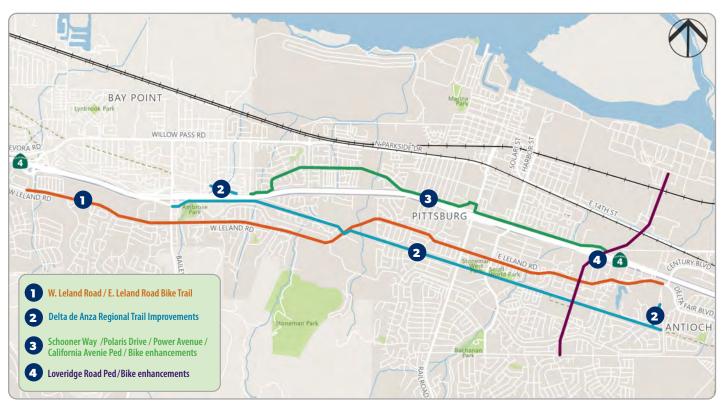


Pittsburg Trails Project Bundle

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:











Improve air quality, health, and sustainability Page 88



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	Ø	Ø		
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million	Ø	0	Ø	0
Active Transportation Program (ATP)	State	Annually	\$123 million	0	Ø	Ø	0
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million	Ø	Ø	Ø	Ø
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million	Ø	Ø	Ø	0
Safe Routes to BART	Regional	N/A	\$25 million			Ø	
Priority Development Area (PDA) Grants	Regional	2022-23	\$15 million	Ø	Ø	Ø	Ø
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million	Ø	⊘	Ø	0

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

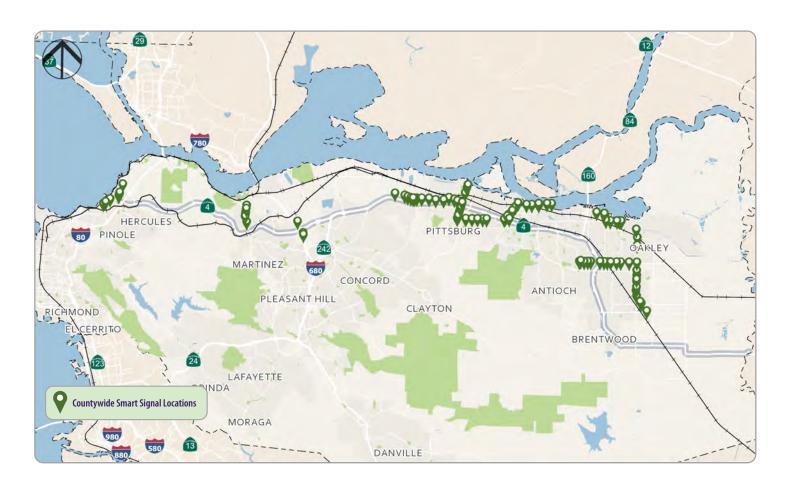


6 Countywide Smart Signal Project

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	n	•	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







Recommended Grant Programs for Countywide Smart Signal Project

Available Grant Opportunities		<u> </u>		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.



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:









Improve air quality, health, and Page 92ty



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)			0				
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					0		
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						Ø	Ø
One Bay Area Grant (OBAG)	Regional	Multi- Year Cycles: now OBAG 3, 2023-27	\$750 million	0		0				
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million							Ø
Safe Routes to BART	Regional	N/A	\$25 million							\bigcirc
Priority Development Area (PDA) Grants	Regional	2022-23	\$15 million							
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million						Page	

*Grant program available funding amounts are projected based on the last funding cycle as of Algage 093.



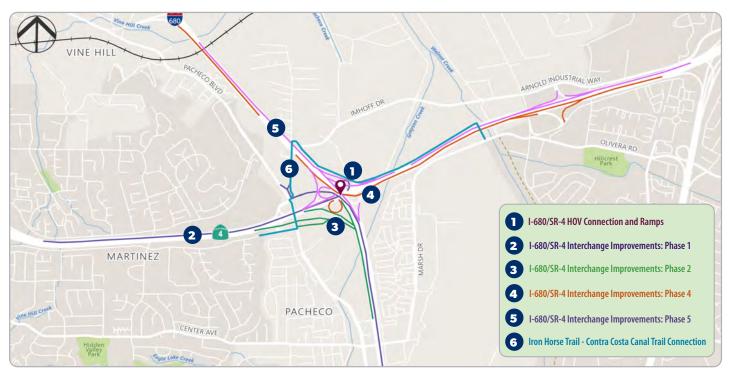
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SR-4 and I-680 Improvements Project Bundle

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 InterchangeImprovements: 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

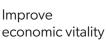
Buildout of this project bundle will address the following SR-4 Vision goals:





Improve multimodal travel







Leverage technology to improv**pagedg4**fficiency





Recommended Grant Programs for Each Project

Available Grant Opportunities				SR-4 and Project B	l-680 Impre Bundle	ovements			
Grant Program	Grant Type	Funding Cycle	Available Funding*	I-680/SR-4 HOV Connection and Ramps	I-680/SR-4 Interchange Improvements: Phase 1	l-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						0
Trade Corridor Enhancement Program (TCEP)	State	Bi-Yearly (even no. years)	\$1 billion	Ø	Ø	Ø		0	
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million						0
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million						0
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million						0
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million						0

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

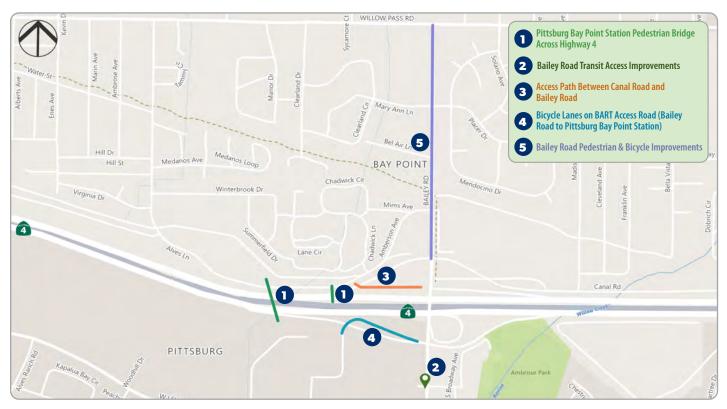


Pittsburg-Bay Point BART Access Project Bundle

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 multimodal travel



Improve air quality, health, and **Rage 96**y



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Pittsburg-Bay Point Project Bundle Funding Strategy

FACT SHEET

Recommended Grant Programs for Each Project

Available Grant Opportunities				Pittsburg Project B	g-Bay Point Sundle			
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)	0				
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million				Ø	
Active Transportation Infrastructure Investment Program (ATIIP)	Federal	Annually	\$44.55 million					
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million				Ø	
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	0				
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million		Ø	Ø	Ø	Ø
Safe Routes to BART	Regional	N/A	\$25 million				Ø	
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 Page 97



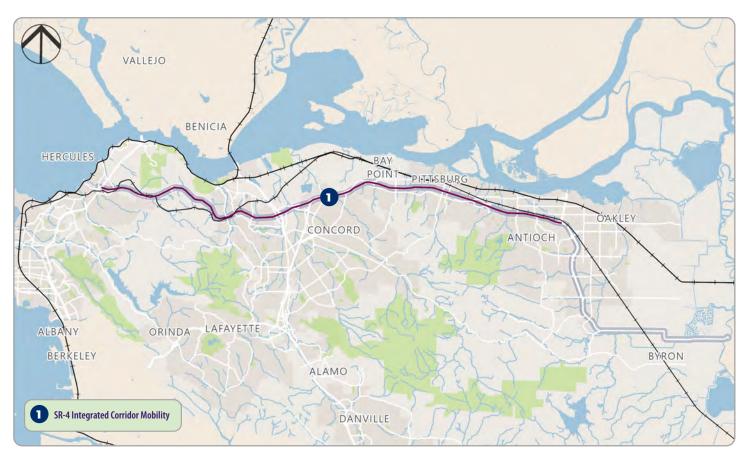
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SR-4 Integrated Corridor Mobility Project

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 Prioity	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







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	Ø

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