

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda

THURSDAY, JULY 9, 2026

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:

Video Conference Access: Please click the link at the noticed meeting time:

<https://us02web.zoom.us/j/82779152456?pwd=ad4VYnpcvYW57PMsYxVdAmMhUbjU93.1>

Meeting ID: 844 4511 0932 Password: 286318

Phone Access: To observe the meeting by phone, please call at the noticed meeting time

1 (669) 900 6883, then enter the Meeting ID: 844 4511 0932 Password: 286318

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 irina@graybowenscott.com by 3 p.m. on the day before the meeting, which will be read during Public Comment or on the related item when Public Comment is called and entered into the record.

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.

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or

accommodation should contact TRANSPAC via email or phone at irina@graybowenscott.com or (925) 937-0980 during regular business hours at least 48 hours before the time of the meeting.

Meeting Code of Conduct: TRANSPAC is committed to providing a respectful and productive meeting environment for all participants. All attendees, members, and staff are expected to engage constructively and treat others with courtesy. A copy of TRANSPAC's Meeting Code of Conduct is available at transpac.us

1. Convene Regular Meeting / Pledge of Allegiance /Self-Introductions
2. 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.
3. **CONSENT AGENDA.**
 - a. **APPROVAL OF MINUTES 🌀 Page 5**
 - Minutes of the June 11, 2026, TRANSPAC Board meeting.
 - b. **CCTA EXECUTIVE DIRECTOR’S REPORT REGARDING CCTA ACTIONS / DISCUSSION ITEMS 🌀 Page 11**
 - CCTA Executive Director Timothy Haile’s Report, dated June 17, 2026.
 - c. **ITEMS APPROVED BY THE CCTA FOR CIRCULATION TO THE REGIONAL TRANSPORTATION PLANNING COMMITTEES AND RELATED ITEMS OF INTEREST**
 - CCTA Executive Director Timothy Haile’s RTPC Memo - No meeting summary letter available.
 - d. **RTPC MEETING SUMMARY LETTERS: 🌀 Page 17**
 1. TRANSPAC – Meeting summary letter dated June 15, 2026.
 2. TRANSPLAN – No meeting summary letter available.
 3. SWAT – No meeting summary letter available.
 4. WCCTAC – Meeting summary letter dated June 11, 2026.
 - e. **CCTA MEETING UPDATES AND COUNTYWIDE INFORMATION LINKS.**
 1. Street Smarts Programs in the TRANSPAC Region can be found at:
<https://streetsmartsdiablo.org/events/>
 2. County Connection Fixed Route Monthly Report:
https://countyconnection.com/wp-content/uploads/2026/02/8a.-FINAL_Fixed-Route-Report.pdf
 3. County Connection Link Paratransit Monthly Report:
<https://countyconnection.com/wp-content/uploads/2026/02/8b.-Paratransit-Report.pdf>

4. The CCTA Quarterly Project Status Report may be downloaded at: <https://ccta.ca.gov/wp-content/uploads/2026/06/QPSR-Apr-Jun-2026-FINAL-combined-package.pdf>
5. The CCTA Board Meeting was held on June 17, 2026. The next meeting is scheduled for July 15, 2026.
6. The CCTA Administration & Projects Committee (APC) meeting was held on Thursday, June 4, 2026. The next APC Meeting is scheduled for Thursday, July 9, 2026.
7. The CCTA Planning Committee (PC) meeting was held on Thursday, June 4, 2026. The next PC Meeting is scheduled for Thursday, July 9, 2026.
8. The CCTA Calendar for July 2026 to September 2026 may be downloaded at: <https://ccta.primegov.com/viewer/preview?id=0&type=8&uid=e696e55b-6f02-46b2-8d02-d0ea3b2fdb0>

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 19**

Attachment: Staff Report

g. SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM – DEVELOPMENT PROJECT TRACKING. As part of the TRANSPAC Subregional Transportation Mitigation Program (STMP), the Committee tracks local development projects as a standing item in order to monitor potential impacts to Routes of Regional Significance within local jurisdictions. 🌀 **Page 21**

Attachment: Staff Report

h. CONTRA COSTA TRANSPORTATION AUTHORITY 2026 COORDINATED CALL FOR PROJECTS — MEASURE J TRANSPORTATION FUND FOR LIVABLE COMMUNITIES SCORING CRITERIA AND APPLICATION REVIEW COMMITTEE. CCTA has coordinated a streamlined call for projects that consolidates the application process for five separate funding programs with a combined \$95 million (approx.) in funding available: One Bay Area Grant Cycle 4 (OBAG 4), MTC's Community Action and Regional Empowerment (CARE) program, the third cycle of the Measure J Transportation for Livable Communities (TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) programs, and the Transportation Fund for Clean Air (TFCA) Additional Bicycle Infrastructure Program. The call for projects was released on June 23, 2026. 🌀 **Page 23**

ACTION RECOMMENDATION: Adopt the CCTA scoring criteria for Central County Measure J TLC Cycle 3 applications.

Attachment: Staff Report

END CONSENT AGENDA

REGULAR AGENDA ITEMS

- 4. MEASURE J TRANSPORTATION EXPENDITURE PLAN DISCUSSION WITH CCTA EXECUTIVE DIRECTOR.** Measure J, approved by Contra Costa voters in 2004, extended the county's half-cent transportation sales tax through 2034 and established an expenditure plan for how revenues would be spent. As part of ongoing outreach ahead of developing the next Transportation Expenditure Plan (TEP), the Contra Costa Transportation Authority (CCTA) Executive Director is visiting Regional Transportation Planning Committees (RTPCs) countywide to provide an overview of CCTA and Measure J investments. At this meeting, the CCTA Executive Director will present that overview to the TRANSPAC Board and discuss the TEP development process, including opportunities for the Board to provide early input on transportation priorities for Central Contra Costa County. **(INFORMATION).** 🌀 **Page 35**

Attachment: Staff Report

- 5. TRANSPORTATION FUND FOR CLEAN AIR (TFCA) FUND - FY 2026/2027 CALL FOR PROJECTS.** The Transportation Fund for Clean Air (TFCA) program funds projects that promote alternatives to single-occupancy vehicles and result in reduced air pollution from motor vehicles. The Contra Costa Transportation Authority (CCTA) released the TFCA FY 2026-27 call for projects on April 30, 2026, with draft applications due May 19, 2026. Four subregional programs/projects were submitted, totaling approximately \$760,000 in requests. **(ACTION).** 🌀 **Page 39**

ACTION RECOMMENDATION: Approve the programming of \$329,229 in TFCA subregional funds to support the Walk & Roll (TRANSPAC) school trip reduction program for FY 2026/27, including expansion to additional schools within the TRANSPAC subregion.

Attachment: Staff Report

REPORTS

- 6. TRANSPAC CCTA REPRESENTATIVE REPORTS.**
- 7. METROPOLITAN TRANSPORTATION COMMISSION REPORT.**
- 8. TAC ORAL REPORTS BY JURISDICTION.**
- 9. BOARD MEMBER COMMENTS.**
- 10. MANAGING DIRECTOR'S REPORT.**
- 11. ADJOURN / NEXT MEETING.**

The next regular meeting is proposed for September 10, 2026, 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 Board Meeting Summary Minutes

Meeting Date:	June 11, 2026
Commissioners Present:	Ken Carlson, Contra Costa County (Chair); Greg Young (Vice Chair); Carlyn Obringer, Concord; Richard Enea, Clayton; Sue Noack, Pleasant Hill
Planning Commissioners	Ayesha Corio, Concord (alternate)
Staff Present:	Matt Todd, TRANSPAC Managing Director; Tiffany Gephart, TRANSPAC
Guests/Presenters:	Danielle Elkins, CCTA; Haleema Bharoocha, CCTA; Vanessa Candejas, Walnut Creek; Ryan Jones, County Connection; Laurie Talbert, 511CCTA; Andy Smith, County Connection; Samantha Harris, Contra Costa County;
Minutes Prepared By:	Tiffany Gephart

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

The meeting was called to order at 9:02 A.M.

Ms. Gephart conducted roll call. Commissioners Young, Enea, Obringer, Carlson, and Noack were present, constituting a quorum. Commissioner DeVinney (Walnut Creek) was not present.

2. Public Comment

Chair Carlson opened the public comment period for items not on the agenda. No public comment was received.

3. Consent Agenda

- a. Approval of Minutes – Minutes of the May 11, 2026, TRANSPAC Board meeting.**
- b. CCTA Executive Director’s Report Regarding CCTA Actions / Discussion Items – Report dated May 20, 2026.**
- c. Items Approved by the CCTA for Circulation to the Regional Transportation Planning Committees (RTPCs) and Related Items of Interest.**
- d. CCTA Meeting Updates and Countywide Information Links.**
- e. Transportation Meetings Attended by Staff.**

f. Subregional Transportation Mitigation Program (STMP) – Development Project Tracking.

No public comment was received on the consent agenda.

On motion by Commissioner Noack, seconded by Commissioner Obringer, the consent agenda was approved by unanimous roll call vote of the commissioners present (Young, Enea, Obringer, Carlson, Noack).

4. Measure J Line 20a Fund Program – FY 2026/2027-FY 2027/2028

Ms. Gephart presented the final recommendation for the Measure J Line 20a fund program Additional Transportation Services for Seniors & People with Disabilities. The draft program was approved by the Board in May 2026 and released for public comment; the Technical Advisory Committee (TAC) had no further comments on the recommended allocations.

Ms. Gephart noted that two of the recommended awards were partial: one for rural lifeline service and one for a Rossmoor van request, which had sought funding for two vehicles. The rural lifeline award reflected a focus on funding trips outside both the three-quarter-mile mandated paratransit service area and the additional area beyond that served by County Connection. Ms. Gephart requested approval of the program at \$1,335,000.

Ms. Gephart also presented proposed revisions to project sponsor notification requirements, including new disclosure provisions for service schedule documentation, driver shortages, and program changes, noting that non-compliance could affect funding and reimbursement status.

Commissioner Noack raised concerns regarding the proposed driver shortage disclosure requirement, noting that driver availability is often outside a project sponsor's control and questioning TRANSPAC's ability to evaluate such circumstances. She stated that disclosure should be tied to whether a driver shortage results in a reduction of the funded service, not the existence of a shortage alone. Staff noted that the intent of the policy is to provide earlier notice of potential service impacts rather than to penalize sponsors for circumstances outside their control.

Chair Carlson stated that early notification is intended to prevent TRANSPAC from learning of significant service reductions only when a reimbursement request is submitted. Ms. Gephart agreed to revise the proposed policy language to focus on changes in service, citing driver shortages and other circumstances as examples, and to bring the revised language back to the Board for consideration.

Ms. Gephart reported that, upon Board approval, the recommendation will proceed to CCTA committees, with anticipated CCTA Board approval in July 2026. Project sponsors may begin incurring eligible expenses as of July 1, 2026; reimbursement will not begin until after CCTA approval and execution of funding agreements, anticipated between July and October 2026. Ms. Gephart further reported that staff has been reconciling fund balances with CCTA and actuals were confirmed through FY 2023-24, and noted that the current funding cycle closes June 30, 2026. A summary will be brought to the Board at a later date.

Commissioner Obringer asked when project sponsors would receive funds given the multi-step approval process. Staff confirmed that sponsors may begin incurring expenses July 1, 2026, but reimbursement follows execution of CCTA funding agreements. No public comment was received on this item.

On motion by Commissioner Obringer, seconded by Commissioner Young, the Board approved the Measure J Line 20a Funds Program for FY 2026/2027 and FY 2027/2028 in the amount of \$1,335,000 by unanimous roll call vote of the commissioners present (Young, Enea, Obringer, Carlson, Noack). Consideration of the proposed program notification and disclosure provisions was continued to a future meeting pending revised policy language.

5. TRANSPAC Work Plan and Budget for Fiscal Year 2026/2027

Mr. Todd presented the work plan and budget for Fiscal Year 2026/2027, noting the item had been reviewed in detail at the prior month's meeting. Workplan updates since that meeting included additional language regarding the Concord Naval Weapons Station, monitoring of November 2026 ballot measures, the Plan Bay Area 2060 planning process, and electric bicycles. The total proposed budget of \$437,000 and the member jurisdiction contribution formula were unchanged from the prior month.

Mr. Todd noted the addition of the GBS Managing Director and Clerk of the Board contract amendment for FY 2026/2027, a one-year, time-and-materials contract with a not-to-exceed value of \$338,000. He also noted that per the TRANSPAC Joint Exercise of Powers Agreement (JPA), approval of the annual budget requires the affirmative vote of four or more Board members present. No public comment was received.

On motion by Commissioner Noack, seconded by Commissioner Obringer, the Board approved the FY 2026/2027 Work Plan and Budget and the GBS Managing Director and Clerk of the Board contract amendment for FY 2026/2027 by unanimous roll call vote of the commissioners present (Young, Enea, Obringer, Carlson, Noack).

6. Measure J Line 21a Safe Transportation For Children Program — CCTA Program Proposal

Ms. Elkins, CCTA, presented an update on the Measure J Line 21A Safe Transportation for Children program, which funds youth transportation initiatives including school pool and transit incentive programs, pedestrian and bicycle facilities, and related projects to provide transportation to schools. Ms. Elkins reviewed current program outcomes, goals, and future program opportunities, including a potential one-year Clipper card pilot for at-risk students in the Mount Diablo Unified School District. A copy of the full presentation is available at transpac.us.

The Board provided the following comments and discussion on the Measure J Line 21A program:

- Commissioner Enea questioned the reported absenteeism data for foster and homeless youth and the respective enforcement responsibilities of school social workers and the courts, and asked how the program would be affected if the November 2026 regional transportation revenue measure (SB63) does not pass.

- Ms. Elkins clarified that the current Measure J expenditure plan runs through 2034, so funding would remain available regardless of the outcome of the November 2026 regional measure (SB63); data gathered through the pilot would help determine whether the program should be incorporated into a future Measure J expenditure plan.
- Commissioner Noack noted that if SB 63 does not pass in November, broader countywide transit service reductions would have a greater effect on program viability than Measure J funding alone.
- Commissioner Obringer asked about the level of school district engagement in developing the program. Ms. Elkins responded that engagement to date has been driven primarily by school district social workers, and that broader school district administrative engagement, including on a potential yellow school bus program, has not yet occurred.
- Commissioner Noack asked whether eligibility for the pilot Clipper card program could extend beyond the initially identified student populations to include other students in the Mount Diablo Unified School District. Ms. Elkins responded that the initial pilot would focus on the approximately 2,000 students with the most significant transportation barriers, with potential expansion if the pilot is successful and additional OBAG funding is secured.
- Commissioner Noack asked whether travel training would be provided to pilot participants. Ms. Elkins confirmed that travel training is anticipated to be included.
- Chair Carlson noted that youth transit and active transportation programs provide broader benefits beyond serving students in need, including reductions in vehicle miles traveled and greenhouse gas emissions.
- Commissioner Noack expressed support for extending the Pass2Class program beyond its current two-month duration, or extending the Youth Ride Free model, noting that discontinuing the benefit for Pass2Class potentially contributes to absenteeism.
- Commissioner Noack raised concerns regarding the planned relocation of the Bike Family Fest from the Pleasant Hill Library to Diablo Valley College, noting the library location allowed more children to ride bicycles to the event, and requested that CCTA evaluate participation levels at the new location. Ms. Elkins noted that holding the event twice annually at rotating locations could be feasible for staff and help address the concern.
- Mr. Todd noted that funding additional Bike Family Fest events is an eligible use of Measure J Line 21A funds if additional resources are needed for event expansion.
- Public Comment: Andy Smith, County Connection, speaking on behalf of General Manager Bill Churchill, expressed support for the Walk and Roll and youth transportation programs and described growth in bicycle ridership at Pleasant Hill schools. Mr. Smith stated that County Connection estimated the annual cost of a year-round Youth Ride Free program for the TRANSPAC portion of its service area at approximately \$200,000, with the SWAT portion estimated at a lower cost given its

smaller service area, and comparable costs expected for Tri Delta Transit and WestCAT. Mr. Smith noted that Measure J Line 21A funding for such a program is not available in East County (TRANSPLAN), as that subregion receives no Line 21A allocation.

- Ms. Elkins responded that TRANSPAC currently has no funding mechanism to provide Youth Ride Free countywide, as Line 21A funds are specific to the TRANSPAC subregion, and that OBAG and TFCA funds cannot be used for a fare-free, non-Clipper-based program. Commissioner Noack stated that funding limitations in other subregions should not delay TRANSPAC from pursuing a year-round Youth Ride Free program within its own service area. Chair Carlson noted that, absent a countywide funding solution, TRANSPAC's position would be to proceed within the TRANSPAC service area while acknowledging potential boundary and fare-structure complications with adjoining service areas.
- Ms. Elkins requested direction on which program options to develop into a costed proposal. Board members indicated support for further analysis of all options presented, including an extension of the Youth Ride Free/Pass2Class period, additional Family Fest events, and evaluation of Pass to Class participation outcomes.

7. TRANSPAC CCTA Representative Reports

Commissioner Obringer reported on the CCTA Planning Committee meeting, noting ongoing discussion of OBAG 4 and other grant funding opportunities with application periods opening in the near term, and encouraged jurisdictions to be aware of upcoming deadlines.

Commissioner Noack reported on the CCTA Administration and Projects Committee, including authorization of matching funds for the San Pablo Dam Road interchange project and continuation of the countywide traffic signal program.

8. Metropolitan Transportation Commission Report

Commissioner Noack reported on Metropolitan Transportation Commission (MTC) activities, including ongoing challenges associated with the transition to Clipper 2.0, with bulk migration delayed from May to July 2026 pending a required 30-day stability period; a closed session on Clipper 2.0 is scheduled for June 24, 2026.

Commissioner Noack also reported on the start of the Plan Bay Area 2060 planning process, noting a request that the process evaluate multiple scenarios rather than a single plan in light of SB 63 and broader fiscal uncertainty, and encouraged jurisdictions to share survey information with their communities.

Commissioner Noack noted that the SB 63 citizens' initiative had collected approximately 305,000 signatures, exceeding the 185,000 required, and that the related campaign would proceed toward the November 2026 ballot. She further noted that transit agencies are developing contingency plans in the event the measure does not pass, including the potential for one-year bridge loans through MTC.

9. TAC Oral Reports by Jurisdiction

There were no comments from the TAC.

10. Board Member Comments

Commissioner Obringer reported that on May 26, 2026, the City of Concord signed a profit-sharing agreement with the Navy and master developer Brookfield, an important step toward unlocking the specific plan for the Concord Naval Weapons Station site. Commissioner Obringer noted that while groundbreaking remains approximately two years away, this represents the furthest the project has progressed, supporting its inclusion in the TRANSPAC work plan for the coming fiscal year.

No other jurisdiction reports were given.

11. Managing Director's Report

Mr. Todd reported that the coordinated call for projects is forthcoming this summer and encouraged jurisdiction staff to review funding opportunities. Mr. Todd reported a vacancy on the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) and noted that Ms. Gephart had recently circulated recruitment information, requesting that jurisdictions help publicize the opening.

Mr. Todd raised scheduling for the July Board meeting, noting that the standard date of July 9, 2026, conflicts with a rescheduled CCTA Administration and Projects Committee meeting on which Commissioner Noack also serves. Following discussion, the Board determined that a quorum could be achieved with five members and elected to retain the July 9, 2026, meeting date. Ms. Gephart noted that a typographical correction was needed on the draft agenda, which had listed the meeting date as July 11.

12. Adjourn / Next Meeting

The meeting adjourned at 10:57 A.M. The next regular meeting is scheduled for July 9, 2026, at 9:00 A.M. at Pleasant Hill City Hall, Large Community Room, 100 Gregory Lane, Pleasant Hill.

EXECUTIVE DIRECTOR'S REPORT

June 17, 2026

May 2026 Board Workshop: May 14–15, 2026

The May 14-15, 2026 Authority Board Workshop brought together Authority Board members and Regional Transportation Planning Committee (RTPC) representatives for a discussion focused on the future of transportation in Contra Costa County and the development of a new Transportation Expenditure Plan (TEP). The workshop provided an opportunity to review the successes and lessons learned from Measure J, examine current transportation trends and challenges, and discuss the role of the TEP in addressing future mobility needs. Participants explored key policy considerations, governance structures, funding strategies, and performance measures that could guide the development of the next transportation measure. Discussions also focused on the Countywide Transportation Plan's (CTP) transformative visions, including reliable freeway travel, a complete and accessible transit network, and people-first streets. Throughout the workshop, Authority Board and RTPC members shared perspectives on transportation priorities, desired outcomes, and community expectations, helping to establish a foundation for the ongoing TEP development process. The workshop reinforced the Authority's commitment to a collaborative, community-driven approach that balances local needs with countywide benefits.

Transportation Expenditure Plan (TEP) Listening

TEP listening and outreach efforts continued throughout May and June 2026 as the Authority engaged a broad range of stakeholders to gather input and build awareness of the TEP development process. On May 18, 2026, I presented to the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) to discuss the TEP and hear perspectives on active transportation priorities. Lindy Johnson presented to the Accessibility Advisory Committee (AAC) on May 18, 2026, to gather feedback on mobility needs for seniors and people with disabilities. On May 27, 2026, I presented to the Citizens Advisory Committee (CAC) to gain insights from the communities we serve, and on June 1, 2026, I met with the Southwest Area Transportation Committee (SWAT) to discuss the TEP process and regional priorities. On June 5, 2026, I was invited by the City of San Ramon Mayor Mark Armstrong to speak at the Mayor's Breakfast, where I provided an overview of Authority, discussed the TEP, and listened to community perspectives on future transportation needs. In addition, the TEP Authority Board Ad Hoc Committee met on June 2, 2026, to review the draft public opinion poll, which is being finalized with survey work expected to begin in mid-June. These efforts continue to support the Authority's commitment to a collaborative, community-driven process that will help shape the future of transportation investment in Contra Costa County. We continue to seek opportunities

to share information, listen, and engage with communities and stakeholders throughout Contra Costa County.

Senate Bill (SB) 1408 Meetings: May 19, 2026

SB 1408 continued to advance through the legislative process, passing the California State Senate on May 19, 2026, by a vote of 30–9. The bill, authored by Senator Jesse Arreguín, provides reauthorization authority for the Authority to pursue a future transportation transactions and use tax, subject to voter approval. With Senate approval, SB 1408 now advances to the Assembly for consideration.

Interstate 680 (I-680) Ramp Metering Memorandum of Understanding (MOU):

On May 19, 2026, and June 3, 2026, Stephanie Hu, along with the Innovate 680 Coordinated Adaptive Ramp Metering (CARM) and California Department of Transportation (Caltrans) Adaptive Ramp Metering (ARM) project teams, presented on proposed ramp metering along the I-680 corridor at the town/council meetings of the Town of Danville and City of Martinez, respectively. The presentation included the scope of the CARM and ARM projects, the purpose of the MOU, and the partnership between the Authority, Caltrans, and the local jurisdictions. The MOU was approved by the two agencies.

Women in Transportation Seminars (WTS) San Francisco (SF) Bay Area Chapter Annual Gala: May 21, 2026

On May 21, 2026, the Authority attended the WTS SF Bay Area Chapter’s Annual Gala, the local chapter’s annual scholarship and awards event. Authority Board Chair Darlene Gee was awarded the Legacy Leadership Award for her longstanding commitment to WTS through service to the local chapter and her support and mentorship of women in transportation. Authority Board Members Chris Kelley and Amy Worth joined staff members Danielle Elkins, Ryan McClain, Lindy Johnson, Stephanie Hu, Nikki Foletta, and Haleema Bharoocha to attend on behalf of the agency.

Fireside Chats with Cities

Danielle Elkins, Ryan McClain, Lindy Johnson, and I met with the City of Lafayette on May 22, 2026, and the City of Walnut Creek on June 5, 2026, in a Fireside Chat. These meetings with the City Managers and executive leadership teams provided an opportunity to discuss local transportation priorities and future mobility needs while reviewing the Authority’s role, Measure J investments and benefits, the Countywide Transportation Plan (CTP), and the development of a new TEP. The conversations focused on listening to each city’s priorities, challenges, and transformative transportation goals, helping strengthen partnerships, better understanding community needs, and informing the development of a future TEP that reflects both local priorities and countywide transportation objectives.

Launch of Countywide Smart Signals: May 27, 2026

On May 27, 2026, the Authority officially launched the Countywide Smart Signals Project with a groundbreaking event attended by key federal, county, and local leaders. The project will modernize traffic signal infrastructure at approximately 365 intersections across Contra Costa County, improving safety, traffic flow, transit reliability, and emergency response capabilities. The event highlighted the critical role of Congressman Mark DeSaulnier, whose Community Benefit Funding helped initiate early smart signal investments in the Town of Danville, City of Concord, and Lamorinda communities, laying the foundation for countywide expansion. Joining the celebration were the Town of Danville Mayor and Authority Board Member Newell Arnerich, Contra Costa County Supervisor and Authority Board Member Candace Andersen, and Town of Danville Councilmembers Karen Stepper (Authority Board Alternate), Renee Morgan, and Mark Belotz. The launch marked a significant milestone in advancing a connected and intelligent transportation network that will benefit residents throughout Contra Costa County for decades to come. You can learn more, view the interactive project map, and download the project factsheet at www.ccta.ca.gov/projects/countywide-smart-signals/.

Press Release: www.ccta.ca.gov/news/traffic-signals-across-contra-costa-county-are-getting-smarter/.

Launch of Youth Ride Free: June 1, 2026

Central Contra Costa Transit Authority, dba County Connection, Eastern Contra Costa Transit Authority, dba Tri Delta Transit, and West Contra Costa Transit Authority, dba WestCAT, in partnership with the Authority, launched the Youth Ride Free Summer Program on June 1, 2026, providing free transit rides for youth throughout Contra Costa County during the summer months. The program is funded through a collaborative partnership that includes Measure J, support from Contra Costa County Supervisors Diane Burgis and Shanelle Scales-Preston, and the Low Carbon Transit Operations Program (LCTOP). Youth ages 18 and under can ride participating transit services free of charge, providing greater access to jobs, summer programs, recreation, educational opportunities, and community activities. The program is designed to remove transportation barriers, encourage lifelong transit use, reduce greenhouse gas emissions, and support equity by expanding mobility options for young people throughout Contra Costa County.

Intelligent Transportation Society of America (ITS America) Conference: June 8-11, 2026

I attended the ITS America Conference & Expo in Detroit, Michigan – one of the nation’s premier gatherings of transportation technology leaders, where I was honored to be invited by ITS America to speak on the conference’s featured Plenary Session, “From Vision to Reality: Enabling the Next Generation of Transportation,” alongside leaders from the public and private sectors to discuss how agencies can move emerging technologies from pilot projects to scalable, sustainable deployment. The discussion focused on digital infrastructure, partnerships,

workforce development, funding strategies, safety, and the role of public agencies in accelerating innovation and transportation technology adoption.

In addition, I spoke on the panel “From Pilot to Platform: High-Capacity Autonomous Transit as a New Mode,” which explored how autonomous vehicle technology is evolving beyond small-scale demonstrations into a scalable mobility solution capable of enhancing regional transit networks. The discussion examined opportunities to integrate autonomous transit into existing bus and rail systems and improve mobility options for communities. Throughout both sessions, I highlighted the Authority’s leadership in advancing transportation innovation through GoMentum Station, autonomous vehicle testing and deployment, connected vehicle technologies, and partnerships that are helping shape the future of safe, accessible, and sustainable mobility.

Redefining Mobility Summit: June 16, 2026

The 11th Annual Redefining Mobility Summit, taking place on June 16, 2026, will bring together transportation leaders, policymakers, industry innovators, and international partners to explore the future of mobility and the technologies transforming transportation. Key sessions will focus on Advanced Air Mobility (AAM), including the infrastructure, policy, and community engagement strategies needed to support emerging aviation technologies; Autonomous Vehicle Safety, highlighting regulatory frameworks, testing, deployment, and public trust; and Shared Mobility Hubs, showcasing how integrated mobility services can improve connectivity and expand transportation options for residents. A highlight of the event will be a featured fireside chat featuring transportation leaders from the State of California and the Province of North Holland, which will provide valuable international perspectives on transportation innovation, sustainability, and mobility policy. The summit will also feature a keynote address by Arthur van Dijk, the King’s Commissioner of North Holland, who will share insights on Dutch transportation leadership, innovation, and the importance of global collaboration in shaping the future of mobility. In addition, attendees will have the opportunity to experience a Demonstration Zone at Buchanan Airport, showcasing partners and technologies in AAM, autonomous and smart mobility, and connected transportation systems, including demonstrations of smart signal technologies and other innovations that are helping redefine how people and goods move in the future.

Construction Updates/Lookahead

Caltrans Ramp Metering Project (04-1Q7214):

- Southbound Bollinger Canyon On-Ramp:
 - Intermittent night closures as needed for retaining wall activities.
- Southbound El Cerro Boulevard On-Ramp:
 - Intermittent night closures as needed for soil nail wall construction.
- Southbound Stone Valley Road On-Ramp:
 - Intermittent daytime closures of Stone Valley On-Ramp and # 4 lane during retaining wall activities.

- Intermittent nighttime closures of Stone Valley On-Ramp and #4 lane during demo, excavation, and retaining wall activities.
- Northbound Stone Valley Road On-Ramp:
 - Intermittent night closures as needed for retaining wall construction.
- Southbound Livorna Boulevard On-Ramp:
 - Intermittent night closures as needed for soil nail wall construction.

Caltrans 680 Pavement Rehab Project - South (04-0AA244):

- Working on submittals. Civil work is planned to start in July 2026.

Website Update – May 2026

The Authority website saw almost 5,500 active users in May 2026, a significant increase over April 2026. This was in part driven by Smart Signals' outreach, which received attention from most local news blogs and on social media. Direct and organic search continue to be our most common ways to access the website.

Social Media Metrics – May 2026

Platform	Posts	New Followers	Total Followers	Impressions	Engagements	Impressions Change
LinkedIn	6	+59	2,606	7,299	204	51% ↑ from Apr
Facebook	5	+13	2,509	5,608	505	527.3% ↑ from Apr
Twitter/X	1	-3	1,129	11	1	↔ from Apr
<u>Nextdoor</u>	2	Automatically subscribed to all <u>Nextdoor</u> accounts in Contra Costa County (~620K)	N/A	11,000+	5	N/A
Bluesky	1	+1	49	BlueSky does not currently provide	BlueSky does not currently provide	N/A

In May 2026, the Authority’s social media outreach focused on promoting community engagement opportunities and highlighting local programs.

Facebook saw the strongest increase in reach compared with April 2026, with impressions rising significantly. The posts that helped drive visibility included promotion of the Authority’s Countywide Smart Signals podcast episode, which explained how smarter

traffic signals can improve everyday travel; coverage of the Walk 'N Roll event at Wren Elementary in the City of Concord; and outreach for the Countywide Community-Based Transportation Plan Virtual Town Hall, which invited residents to learn about the planning process and provide feedback.

On LinkedIn, Authority continued to highlight agency work and professional updates, including the announcement of Nikki Foletta as Director, Programs, Authority's participation in the Western Winter Workshop, and a request for proposals for a Countywide Micromobility Operations Program.

The strong increase in Facebook reach shows that project-specific and community-focused content continues to perform well, especially when residents can clearly see how the Authority's work connects to their neighborhoods, schools, and daily travel.

Staff Out-of-State Travel: There is nothing to report this month.

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

June 15, 2026

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

RE: Status Letter for TRANSPAC Meeting – June 11, 2026

Dear Mr. Haile:

The TRANSPAC Committee met on June 11, 2026. The following is a summary of the meeting and action items:

1. The Board approved the Final Draft Measure J Line 20a Funds Program for FY 2026/2027 and FY 2027/2028.
2. The Board approved the FY 2026/2027 Work Plan and Budget, as well as the GBS Managing Director and Clerk of the Board contract amendment for FY 2026/2027.
3. The Board received information regarding Measure J Line 21a Safe Transportation for Children Program and options for programs that could be funded.

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

Sincerely,

Matt Todd

Matt Todd
Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Danielle Elkins and Matt Kelly, CCTA Staff
Robert Sarmiento, TRANSPLAN; Susannah Meyer, Chair, TRANSPLAN
Chris Weeks, SWAT; Mark Armstrong, Chair, SWAT
John Nemeth, WCCTAC; Cameron Sasai, Chair, WCCTAC
Tarienne Grover, CCTA Staff
Lyone Conner, Ethan Bindernagel, City of Pleasant Hill

June 11, 2026

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

RE: May 22, 2026, WCCTC Meeting Summary

Dear Tim:

The following is a synopsis of the WCCTC Board meeting on May 22, 2026:

1. The Board approved one of the funding scenario options (A) for its STMP Cycle 3 Call for Projects. This option includes funding for the I-80 / San Pablo Dam Road Interchange project.
2. The Board authorized circulation of the draft Fiscal Year 2027 Work Program, Budget, and Dues, with final adoption anticipated at the June 26, 2026, Board meeting.
3. The Board heard information about Bike to Wherever Day 2026, which had the highest participation since the start of the pandemic, with 1,000 participants in West County and 2,437 Countywide.

Sincerely,



John Nemeth
Executive Director

cc: Tarienne Grover, CCTA
Tiffany Gephart, Grey-Bowen-Scott
Irina Nalitkina, Grey-Bowen-Scott
Robert Sarmiento, DCD Contra Costa County
Chris Weeks, SWAT

TRANSPAC Board Meeting *STAFF REPORT*

Meeting Date: July 09, 2026

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
TFCA Call for Projects RTPC Coordination	6/18/26
CCTA TFCA Working Group	7/1/2026

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TRANSPAC Board Meeting *STAFF REPORT*

Meeting Date: July 09, 2026

Subject:	SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM – DEVELOPMENT PROJECT TRACKING
Summary of Issues	As part of the TRANSPAC Subregional Transportation Mitigation Program (STMP), the Committee tracks local development projects as a standing item in order to monitor potential impacts to Routes of Regional Significance within local jurisdictions.
Recommendation(s)	For information only.
Option(s)	None.
Financial Implications	No TRANSPAC financial implications.
Attachment(s)	1. TRANSPAC Development Project Tracker

TRANSPAC DEVELOPMENT PROJECT TRACKER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE / DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	NOTES
City of Walnut Creek	Walnut Creek	Notice of Determination Link	Mitchell Townhomes	400+ townhomes at Shadelands/Mitchell [October 2025]	N/A	NOD Issued 4/8/2026
		Environmental Impact Report (EIR) Link			10/6/2025	EIR Notice
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)		
Contra Costa County	Unincorporated	Notice of Availability of a Draft Environmental Impact Report (EIR) Link	FSRE Industrial Concord Project Link	223,145 sq ft logistics warehouse with office space, parking (223 auto/38 trailer stalls), 36 truck docks, and off-site improvements including new intersection at Marsh Drive/Sally Ride Drive with pedestrian beacon [October 2025]	10/21/2025	City of Concord and Pleasant Hill Provided Comment

NEW PROJECTS/NOTICES

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE / DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	NOTES
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TRANSPAC Board Meeting **STAFF REPORT**

Meeting Date: July 9, 2026

Subject:	CONTRA COSTA TRANSPORTATION AUTHORITY 2026 COORDINATED CALL FOR PROJECTS — MEASURE J TRANSPORTATION FUND FOR LIVABLE COMMUNITIES SCORING CRITERIA AND APPLICATION REVIEW COMMITTEE
Summary of Issues	<p>The Contra Costa Transportation Authority (CCTA) issued the 2026 Coordinated Call for Projects (CCFP) on June 23, 2026, consolidating five funding programs — including the third cycle of the Measure J Transportation for Livable Communities (TLC) program — with a combined total of approximately \$95 million available countywide. Of that total, TRANSPAC’s subregional share of the Measure J TLC allocation for Central County is approximately \$11.09 million. Application materials are due August 17, 2026.</p> <p>At its June 30, 2026 meeting, the Technical Advisory Committee (TAC) reviewed CCTA’s proposed scoring criteria for the TLC program, recommended maintaining the countywide criteria without modification, and identified three members to serve on the subregional TLC application review subcommittee.</p>
Recommendation(s)	Adopt the CCTA scoring criteria for Central County Measure J TLC Cycle 3 applications.
Financial Implications	TRANSPAC is responsible for recommending funding priorities for the Measure J Transportation for Livable Communities (TLC) fund program for Central County. Any program resulting from a funding recommendation will commit CCTA administered TLC grant funds to implement the project(s).
Attachment(s)	<ul style="list-style-type: none">A. CCTA TCC Staff Report — Approval of the Proposed Coordinated Call for Projects Program Guidelines (May 21, 2026)B. FINAL TLC Scoring Criteria (CCTA)

Background

The Metropolitan Transportation Commission (MTC) released the OBAG 4 Regional and County Call for Projects Guidelines in February 2026. As the Congestion Management Agency (CMA) for Contra Costa County, the Contra Costa Transportation Authority (CCTA) is responsible for administering the county program in accordance with MTC guidelines and submitting eligible project nominations.

CCTA issued the 2026 Contra Costa Coordinated Call for Projects (CCFP) on June 23, 2026. The CCFP consolidates funding from the following five programs to streamline the application process for local project sponsors: One Bay Area Grant Cycle 4 (OBAG 4), MTC's Community Action and Regional Empowerment (CARE) program, Measure J Transportation for Livable Communities Cycle 3 (TLC), Measure J Pedestrian, Bicycle and Trail Facilities Cycle 3 (PBTF), and the Transportation Fund for Clean Air (TFCA) Additional Bicycle Infrastructure Program.

For OBAG 4, CCTA anticipates nominating approximately \$52 million in projects to MTC with funding available in Fiscal Years 2026-27 through 2029-30. Additional funds from the Measure J TLC and PBTF programs bring the combined total to approximately \$95 million available for local applicants. Of that total, TRANSPAC's subregional share of the Measure J TLC allocation for Central County is approximately \$11.09 million. All application materials are due by 5:00 PM on August 17, 2026. Program descriptions, eligibility requirements, and scoring criteria are available at ccta.ca.gov/planning/coordinated-call-for-projects.

TAC CCFP Discussion Summary

At the April 30 and May 28, 2026 TAC meetings, CCTA staff presented an overview of the CCFP process, next steps, and draft scoring criteria. CCTA has established a unified 12-criterion scoring framework totaling 75 points to be applied across all CCFP funding programs, and each RTPC may adjust the point values assigned to each criterion for its own subregional Measure J TLC scoring; the criteria themselves remain fixed.

At its June 30, 2026 meeting, the TAC reviewed CCTA's proposed scoring framework, including possible adjustments to the weighting of TLC criteria related to transit ridership, public health outcomes, and other factors. After discussion, the TAC recommended maintaining the countywide TLC scoring criteria without modification for Cycle 3. The TAC also identified Aaron Elias (City of Concord), Pranjal Dixit (County Connection), and Anthony Nuti (City of Pleasant Hill) to serve on the subregional TLC application review subcommittee (please note that jurisdictions serving on the subregional application review subcommittee will not score their own applications). The subcommittee is anticipated to convene in September 2026 to evaluate Central County TLC applications, which is anticipated to be brought to the TRANSPAC Board in October. CCTA Board adoption of prioritized TLC projects is anticipated in November 2026.

At this meeting the TRANSPAC Board is requested to approve the TLC Cycle 3 scoring criteria as recommended by the TAC.

RTPC – TLC Scoring (West, Central and Southwest)

Table 1. Scoring Categories Summary and Assigned Weights (Maximum Points per Criterion for OBAG 4 County Program; TLC and PBTF may use alternate weightings)

Criterion	Description	Maximum Points
1	Vision Zero Safety and Injury Prevention	20
2	Public Health Outcomes	6
3	Total Project Cost and Funding Match Percentage from Applicant	7
4	Safe System Approach Bundled Projects	4
5	Grant Deliverability, Sponsor Readiness, and Overall Implementation Feasibility	8
6	Improve System/Network Connectivity	9
7	Range and number of users	6
8	Latent Demand	2
9	Public Engagement, Community Outreach & Policy Support	3
10	Alignment with Regional Policy and Objectives	6
11	Prioritizing Public Space	2
12	Increase or Sustain Transit Ridership	2
CCTA Total		75

Table 2. Scoring Categories Detail and Assigned Weights

Ranking Criterion	Scoring Range	Points Assigned
<p>Criterion 1 of 12: Vision Zero Safety and Injury Prevention e.g., refer to responses to Application Form #1 – 2, 15.</p> <p><input type="checkbox"/> To which Level-of-Traffic-Stress (1 through 4) will the final scope implement a transformative segment that is part of a future safer, more contiguous countywide Low-Traffic-Stress Network (mainly Class I bicycle facilities) for all ages & abilities?</p> <p><input type="checkbox"/> Extent to which the systemic / Safe Systems approach is integrated into the final scope? e.g., a specific collision type addressed in multiple locations via careful site selection/planning.</p> <p><input type="checkbox"/> Proportion (%) by which the final project scope will reduce each segment’s maximum potential Speed (observed/actual instead of “posted speed limit”) of vehicles? Through new bulbouts & curb extensions?</p>	<p>20 max points.</p> <p>0–5 = minimal safety improvement that would demonstrably effectively eliminate fatal & severe injuries in most scenarios; or not on a High-Injury Network; LTS 3-4</p> <p>6–10 = moderate reduction of risk of severe</p>	

Ranking Criterion	Scoring Range	Points Assigned
<p><input type="checkbox"/> To which extent (% and \$) will the (cost and) severity of each potential collision be reduced by way of kinetic energy transfer that will result from the project? By which percentage will the \$1.3-billion annual countywide socioeconomic cost of fatal & severe injuries (\$1,151 per resident), or subregion, be estimated to improve?</p> <p><input type="checkbox"/> Will the final project scope add a new roundabout? Type?</p> <p><input type="checkbox"/> To which extent (% and \$) will the individual & regional economic costs (2026) per incident (e.g., including repair/recovery) be reduced by the proposal? (e.g., refer to MTC “BayViz” regional safety data webtool for local analysis here & regional HIN)</p> <p><input type="checkbox"/> To which extent will the cumulative “Plan Countermeasures” (e.g., Leading Pedestrian Interval) be effective after the final project scope is completed, to move toward Countywide Vision Zero? (e.g., refer to MTC “BayViz”)</p> <p><input type="checkbox"/> Which of the Livable Streets Policy / Playbook (e.g., Five-Star Projects & Transformative Visions) vs. Countywide Vision Zero toolbox actions are included in the proposal?</p> <p><input type="checkbox"/> Is an Entertainment Zone adopted in the public right-of-way including a (bicycling/rolling &) pedestrian priority area? i.e., place for farmer’s market, school or extracurricular activity, or street events/activities safe & physically separated from vehicles?</p> <p><input type="checkbox"/> Is the proposal located along or within a particular proximity of a High-Injury Network (HIN) corridor, emergency evacuation route, and/or a subregional Action Plan-designated Regional Route of Significance? (latest)</p> <p><input type="checkbox"/> Quantifies the estimated reduction in severity of each collision. Which of the Caltrans (or FHWA) “proven countermeasure(s)” or “crash modification/reduction factor(s)” (here; explained here) will be included in the final scope to reduce maximum potential vehicle Speed during construction and future operation?</p> <p><input type="checkbox"/> How has the City committed to using the speed reduction law? (Assembly Bill 43)</p> <p><input type="checkbox"/> Which of the Common Countywide Collision Pattern(s) from December 2024-adopted CCTSAP fatal & severe injury collision (2013 – 2022 and 2008 – 2017) data, jurisdiction-wide per-capita, will be eliminated or reduced as a result of the final implementation scope?</p> <ul style="list-style-type: none"> <input type="checkbox"/> Excessive Unsafe Speeding (considering conditions) <input type="checkbox"/> Driving under the Influence <input type="checkbox"/> Contraflow bike riding <input type="checkbox"/> Seniors (vulnerable population) 	<p>crash/injury; on a Local HIN; LTS 2—3</p> <p><u>11–20</u> = LTS-1; significant reduction of exposure to & risk of severe crash/injury; on a Regional or Countywide HIN; locally adopted timeline to eliminate fatal & severe injuries & locally adopted jurisdiction-wide Vision Zero Policy (*or* a program, e.g., SRTS-NI or TDM or Student Transportation or Technical Assistance)</p>	

Ranking Criterion	Scoring Range	Points Assigned
<ul style="list-style-type: none"> ○ Youth (vulnerable population) ○ Highway interchange(s) ○ Trail/Street crossing(s) ○ Channelized right turn slip-lanes ○ Skewed intersection(s) ○ Unprotected left turns at signal ○ Red light violation <p><input type="checkbox"/> Will the final scope significantly reduce bicycling or pedestrian jurisdiction-wide per-capita fatal and/or severe injuries?</p> <p><input type="checkbox"/> How will the final scope improve the pavement condition index (PCI) on an off-street trail or pedestrian/walkway and maintain the condition of public (transit) assets in a state of good repair?</p> <p><input type="checkbox"/> To which extent has and/or will the proposal address the topics above?</p>		
<p>Criterion 2 of 12: Public Health e.g., refer to responses for Application Form #1 – 4, 15.</p> <p><input type="checkbox"/> To which extent (tools here) will the final scope reduce greenhouse gas (GHG) emissions and air pollution?</p> <p><input type="checkbox"/> Number of trees (excluding plants/shrubs) that will be added (excluding number to be retained) in the final scope to address climate adaptation, equity (MTC EPCs & Caltrans EQI), low maintenance, carbon sequestration, regenerative/regeneration, shade coverage, and reduce the urban heat island effect and increasing average temperatures vs. Tree Equity Score here.</p> <p><input type="checkbox"/> To which extent will the final scope enhance to bicycling/pedestrian “trail standards” the conditions of easements, driveways, paths, streets, and roads intended for maintenance access?</p> <p><input type="checkbox"/> To which extent will the final scope improve Public Health? e.g., physical health and mental health at the individual level.</p> <p><input type="checkbox"/> Has a qualified Public Health professional committed in writing to any amount of participation in design and construction scope development/review, ongoing operation, etc.?</p> <p><input type="checkbox"/> To which extent has and/or will the program address the topics above?</p>	<p>6 max points. <u>0–1</u> = minimal <u>2–4</u> = moderate (*or* a program, e.g., SRTS-NI or TDM or Student Transportation or EV Blueprint or Technical Assistance) <u>5–6</u> = significant</p>	
<p>Criterion 3 of 12: Total Project Cost and Funding Match Percentage from Applicant e.g., refer to response to Application Form #12 - 14 & Funding Plan.</p>	<p>8 max points. 8 = 60% match 7 = 50% match 6 = 40% match</p>	

Ranking Criterion	Scoring Range	Points Assigned
<input type="checkbox"/> To which extent/percentage will funds be leveraged from other non-grant program fund-related sources that already are, or will be, committed to the final scope and secured by the applicant? (eligible to count toward match: applicants, co-sponsors, other cities/towns/districts, and project sponsors' contributions and all other fund sources excluding Measure J) How-To Resources from FHWA here , including Training May 24-25, 2022	4 = 30% match 2 = 20% match 0 = 11.47% match (of total project cost)	
<p>Criterion 4 of 12: Safe System Approach Bundled Projects e.g., refer to response to Application Form #1 – 4, 15.</p> <input type="checkbox"/> Explains any Collaborative Governance and extent to which the Project Sponsor will partner with a different (or smaller or more resource-limited) jurisdiction that is optionally designated an Equity Priority Community (MTC EPC and Caltrans EQI) or limited-staff government, and the percentage of the final scope that will be in each jurisdiction that is within an EPC. <input type="checkbox"/> Describes an existing or proposed partnership across departments and across agencies, e.g., County Public Health (CCH) or non-profit, non-governmental organization, park district, canal water public right-of-way (PROW) or flood control channel district, utility provider, or an application with multiple proposed protected intersections at locations in multiple jurisdictions, for example. <input type="checkbox"/> Will the project adequately improve Safety (eliminate fatal & severe injuries) for pedestrians & people bicycling/rolling at or near a Trail Crossing with collaborative participation from a City/County/District jurisdiction and East Bay Regional Park District? (EBRPD) <input type="checkbox"/> Will the proposal include (partially or fully privately funded) construction of fiberoptic broadband communications infrastructure in addition to scope for transportation/streetscape?	4 max points. 0 = minimal 1–2 = moderate 3–4 = significant (each range above applies also to a Technical Assistance or Student Transportation or TDM or SRTS-NI program, e.g., multiple geographic locations across school districts or other jurisdiction boundaries)	
<p>Criterion 5 of 12: Grant Deliverability, Sponsor Readiness, and Overall Implementation Feasibility e.g., refer to responses to Application Form #7 - 11.</p> <input type="checkbox"/> Quantified \$ amount and FY extent to which the applicant has committed annual operations & maintenance, repair, and lifecycle replacement costs after initial construction? e.g., At which frequency is the jurisdiction proposing to commit to maintenance of the new or improved facility, such as sweeping? (e.g., for safety) <input type="checkbox"/> Which issues could arise before project implementation?	8 max points. 0 = Design is less than 35% complete at application submittal. 1–2 = minimal additional Design is necessary &	

Ranking Criterion	Scoring Range	Points Assigned
<ul style="list-style-type: none"> <input type="checkbox"/> Has a single jurisdiction committed as lead agency to ensuring complete implementation of the final scope across multiple jurisdictions? <input type="checkbox"/> Is any (potential) necessary right-of-way already acquired? <input type="checkbox"/> Which month & year will the proposed project (realistically) begin construction? <input type="checkbox"/> Will the project be ready for public use, e.g., pedestrians and bicyclists, no later than 2030? <input type="checkbox"/> Describe the Sponsor Delivery Record. How many months of delay did the sponsor provide during grant delivery vs. the countywide and subregional average from Cycle-2 of TLC/PBTF and Cycle-2 of OBAG? And in submitting reimbursement-request invoice-packets that are audit-ready & acceptable for review & processing? <input type="checkbox"/> Will the final scope be consistent with the minimum criteria required in the state law (effective since January 1, 2021) known as Senate Bill 71? (to streamline CEQA review and documentation, per guidelines here). 	<p>minimal environmental review documentation timeline, e.g., not eligible for SB-71.</p> <p><u>3-5</u> = moderate: Design is less than 65% complete at application submittal, and/or SB-71-eligible scope.</p> <p><u>6-8</u> = significant, or (mostly or entirely) Quick-Build materials/method, and/or SB-71-eligible final scope (*or* a program, e.g., SRTS-NI or TDM or Student Transportation)</p>	
<p>Criterion 6 of 12: Improve System/Network Connectivity e.g., refer to responses to Application Form #1 – 4, 15.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Will the final scope eliminate a gap(s) in an existing pedestrian or bikeway(s), remove barrier(s) to access, and increase the directness or capacity of the bicycling/pedestrian network (including alternatives to trails that are closed/unlit during hours of darkness/ overnight), where they facilitate connections to work, public school, health facilities, or transit. <input type="checkbox"/> Will the final scope straighten or shorten a curving or non-linear pathway, or create an opening in a gate, fence, retaining wall, or barrier of any kind to enhance access from an adjacent trail for people bicycling, rolling, or walking? e.g., to access shopping & retail, especially a grocery store, restaurant, or other food & drink establishment. <input type="checkbox"/> Is the proposal included in MTC’s Active Transportation Plan, or CBPP Low-Stress Network? (Network map) 	<p><u>9 max points.</u></p> <p>1-3 = (not a gap closure or) minimal</p> <p>3-6 = moderate</p> <p>7-9 = significant (*or* a program, e.g., SRTS-NI or TDM or Student Transportation or Technical Assistance)</p>	

Ranking Criterion	Scoring Range	Points Assigned
<input type="checkbox"/> To which extent the Project or Programmatic implementation will address the topics above? (select the highest points range)		
<p>Criterion 7 of 12: Range and number of users e.g., refer to response to Application Form #1 – 4, 15.</p> <input type="checkbox"/> Will the final scope serve a wide range of users? e.g., all ages and abilities, females, people riding transit, electric and pedal bicycle commuters, shoppers, people with disabilities — and increase the number of pedestrians and bicyclists within the geographic boundary limits. Will an Equity Priority Community be served? Residence or work?	<p><u>6 max points.</u> 1–2 = (unknown, not estimated, or minimal 3–5 = moderate 6 = significant</p>	
<input type="checkbox"/> Percentage completion of jurisdiction-wide ADA Transition Plan (toward compliance or accessibility)		
<input type="checkbox"/> Will each participating jurisdiction adopt by July 31, 2027 a bicycle parking & charging ordinance with minimum requirements for proposed changes-of-use permits and per net new square foot of each land use?		
<input type="checkbox"/> Which percentage of the project will be on a statewide (e.g., Great California Delta Trail) and/or the U.S. Bicycle Route System? (USBRS)		
<input type="checkbox"/> To which extent will the final scope expand access, universal design, compliance or exceeding ADA accessibility, travel choices, and increase the rate of active transportation? e.g., contiguous route through engaging landscapes, connecting local neighborhoods or natural areas, parks, or elevated viewsheds, improving community interaction, integrated interactive public art by local artists, all ages and abilities (e.g., attracting seniors & children to travel (& even explore) via active transportation), mental/overall wellness, community survey input.		
<input type="checkbox"/> Which of the Common Countywide Collision Pattern(s) vulnerable population from (2011 - 2020 SWITRS) collision data will be eliminated or reduced in the final scope? <ul style="list-style-type: none"> <input type="checkbox"/> Seniors <input type="checkbox"/> Youth, children 		
<input type="checkbox"/> To which extent will the final scope reduce congestion or Vehicle Miles Traveled (VMT) in an urbanized area?		
<input type="checkbox"/> To which extent are any groups of people under-represented in the available data? SWITRS: race data for people involved in a crash are typically reported only based on an officer’s anecdotal observation, assumption, or best guess.		
<input type="checkbox"/> Will the final scope improve access to jobs, or the reliability of, <u>Freight/Goods Movement by cargo bicycle, electric bicycle, and improve Economic Access/Vitality?</u>		

Ranking Criterion	Scoring Range	Points Assigned
<p>Criterion 8 of 12: Latent Demand e.g., refer to response to Application Form #1 - 4.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Will the final scope be likely to encourage more people to use pedestrian, bicycling, or rolling trips? e.g., greater population density, employment density, mix of land uses, percentage of low- or zero-vehicle ownership households, location in an Equity Priority Community (EPC), or relative lack of on-street & off-street vehicle parking. <input type="checkbox"/> Will the final scope be located within an Equity Priority Community (EPC map here) in Plan Bay Area? <input type="checkbox"/> To which extent has and/or will the Programmatic application address the topics above, and historically underserved community groups? 	<p><u>2 max points.</u> 0 = (unknown, not estimated, or) minimal 1 = moderate 2 = significant</p>	
<p>Criterion 9 of 12: Public Engagement and Community Outreach, & Policy Support e.g., refer to responses to Application Form #5 - 6.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Is the proposal part of the future low-stress network or otherwise included in the adopted Countywide Bicycle and Pedestrian Plan’s future network and project list? <input type="checkbox"/> Is the proposal in a locally adopted plan, Caltrans, MTC, Bay Area Air District (formerly BAAQMD), Contra Costa Health (e.g., public health), AARP Livable Communities Plan, League of American Bicyclists’ evaluation or metrics for Bike-Friendly City (or businesses’) designation, and/or not yet formally submitted to CCTA for consideration at the countywide level for inclusion in a CBPP update? <input type="checkbox"/> Will the final scope include Safe System Approach bundled or similar projects across jurisdictions with multiple participating organizations? e.g., utilities, Bike East Bay. <input type="checkbox"/> Does the jurisdiction(s) have a locally adopted Policy Resolution that adopted a per-resident jurisdiction-wide Vision Zero timeline to eliminate fatal and severe injuries (first) of pedestrians and people bicycling, that includes a Safe Systems approach that is both proactive/systemic and reactive (collision analysis) and prioritizes Safety before Speed, and an emphasis on planning for people (not vehicles); and prioritizes the safe movement of people, especially vulnerable road users (including seniors & youth). <input type="checkbox"/> To which month/year/date, and at which URL/link, does the jurisdiction publicly state a commitment to eliminate jurisdiction-wide per-capita fatal and severe injuries? <input type="checkbox"/> Does the jurisdiction’s locally adopted Policy Resolution explicitly require that staff and each project prioritize Safety 	<p><u>3 max points.</u> 0 = (unknown, none or) minimal 1 = moderate 2–3 = significant, or (partially or maximum points if entirely) Quick-Build method/materials or demonstration activities that would serve as engagement and support-building (up to 3 if a policy was locally adopted consistent with Countywide Vision Zero)</p>	

Ranking Criterion	Scoring Range	Points Assigned
<p>before Speed and integrate model language from the countywide template here?</p> <p><input type="checkbox"/> Which adopted plan(s), adoption (and revision or amendment/enhancement) dates, and ranked project lists, included the proposal?</p> <p><input type="checkbox"/> Which Design Guidelines and standards documents were used for each component of the proposal? (here)</p> <p><input type="checkbox"/> Is the proposal consistent with any specific policies in the adopted General Plan?</p> <p><input type="checkbox"/> CCTA Countywide Pedestrian Needs Assessment? (CPNA)</p> <p><input type="checkbox"/> MTC Complete Streets Policy?</p> <p><input type="checkbox"/> Caltrans Complete Streets Policy? (DIB-94)</p> <p><input type="checkbox"/> Caltrans Safe Systems approach? (e.g., land use)</p> <p><input type="checkbox"/> From which organization(s) and signatories, including elected and appointed representatives, and residents & members of the traveling public, has the applicant provided a Letter of Support?</p>		
<p>Criterion 10 of 12: Alignment with Regional Policy and Objectives</p> <p>e.g., refer to responses to Application Form #1 - 4.</p> <p><input type="checkbox"/> Is the application/project able to be scalable & replicated by a jurisdiction(s) in other counties or transit agencies?</p> <p><input type="checkbox"/> Is the proposal in a Community-Based Transportation Plan?</p> <p>Housing Policies' Compliance With Regional & State Law, Policy & Programs</p> <p><input type="checkbox"/> Does the application include documentation that the involved jurisdiction is an approved member of the California Housing and Community Development (HCD) Department's Prohousing Designation Program?, describe how local policies align with or exceed criteria. https://www.hcd.ca.gov/planning-and-research/prohousing</p> <p><input type="checkbox"/> Quantify numerically and in percentage growth of housing supply, per type/size (e.g., number of units by number of bedrooms before-&-after scenarios), & describe jurisdictional relationship to a specified number or range of future (and entitled) housing options. Example: (New – Old) / Old = % change per cycle & years.</p> <p>Housing Anti-Displacement Policies</p>	<p>6 max points. 0–1 = minimal 2–3 = moderate 4–6 = significant, e.g., project identified in a CBTP (*or* a program, e.g., SRTS-NI or TDM or Student Transportation or Technical assistance)</p>	

Ranking Criterion	Scoring Range	Points Assigned
<ul style="list-style-type: none"> <input type="checkbox"/> Which local housing policies have the jurisdiction [in which the final scope will be entirely (or mostly) located in], adopted – that effectively limit or prevent the displacement of (specify which) vulnerable populations? <input type="checkbox"/> Explain why they are effective within the context of the jurisdiction. <input type="checkbox"/> The application addresses the potential for the project to support existing, planned (General Plan), entitled, and/or permitted housing options, especially below-market-rate residential uses, and how the project will advance state, regional, countywide, and local transportation, growth management, and land-use goals. 		
<p>Criterion 11 of 12: Prioritizing Public Space e.g., refer to responses to Application Form #1 - 4.</p> <ul style="list-style-type: none"> <input type="checkbox"/> To which extent (percentage vs. amount) will the final scope Right-Size the amount of available Vehicle Parking and Parking Density within the public right-of-way? <input type="checkbox"/> Which techniques/technologies will be used (e.g., to provide demand-based pricing of vehicle parking) within the public right-of-way to maximize public benefit from this public asset? <input type="checkbox"/> Which policies from MTC’s Vehicle Parking Policy Playbook (or resources here & here) have been adopted to reform the local agency’s (municipal) code or let the market forces lead? e.g., zoning code adopted vehicle parking maximums or removed ‘provision of parking’ mandatory minimum ratio(s). <input type="checkbox"/> Walkway/bikeway proximity to, and relationship to (separated, protected, etc.) on-street or off-street vehicle parking (which can affect Level of Traffic Stress) <input type="checkbox"/> Has the jurisdiction planned, designated, adopted, and implemented a vehicle-free commercial central area(s) that prioritizes pedestrian activity and livability? Which dimensions and location? <input type="checkbox"/> Is an Entertainment Zone adopted in the public right-of-way including a (bicycling/rolling &) pedestrian priority area? i.e., place for farmers’ market, school or extracurricular activity, or street events/activities safe & physically separated from vehicles. <input type="checkbox"/> How many of each type (e.g., covered, secured, adaptive, recumbent, family- & cargo-sized) bicycle parking spaces will be added? Provide all existing, proposed, and net new dimensions. Serpentine & grid racks are ineligible. From 	<p><u>2 max points.</u> 0 = Unknown or None or Minimal 1 = Moderate 2 = Significant (*or* a program, e.g., SRTS-NI or TDM or Student Transportation or Technical Assistance)</p>	

Ranking Criterion	Scoring Range	Points Assigned
<p>which page is the proposal in APBP Bike Parking Guide's 3rd Edition?</p> <p><input type="checkbox"/> To which extent has and/or will the Programmatic application address the topics above? (select the moderate points range)</p>		
<p>Criterion 12 of 12: Increase or Sustain Transit Ridership e.g., refer to response to Application Form #1 - 4.</p> <p><input type="checkbox"/> Extent to which the implementation will address customer travel experience and increase or sustain the use (rider retention) of public transit? e.g., rail transit station, transit (e.g., bus or vehicle) stop, shelter (shade coverage for hotter weather, using ShadeMapApp and/or Shadow Map), regional or countywide (shared) mobility hub, bicycle parking spaces, storage/bike racks, or covered and secured mobility device storage (short-term and longer-term) and electric charging.</p> <p><input type="checkbox"/> Maximum points only if the jurisdiction committed in writing to adopting a Transit First Policy by July 31, 2027, including the language from MTC's template ("Guidance on Optional Local Transit Priority Resolution or Policy") for local agencies.</p> <p><input type="checkbox"/> Which percentage of the final scope (geographic & funding) will be located within a CBPP-designated Pedestrian Priority Area? (PPA)</p> <p><input type="checkbox"/> To which extent will universal design & accessibility be improved beyond standard ADA compliance? To which percentage of partial completion would the local ADA Transition Plan become?</p> <p><input type="checkbox"/> To which extent will the final scope be located within two miles (or 15 minutes of travel time) of a Transit-Oriented Community? (TOC)</p>	<p>2 max points. 0 = Unknown or minimal potential 1 = moderate; bus 2 = significant; rail (*or* a program, e.g., SRTS-NI or TDM or Student Transportation or Technical Assistance)</p>	

TRANSPAC Board Meeting STAFF REPORT

Meeting Date: July 9, 2026

Subject:	MEASURE J TRANSPORTATION EXPENDITURE PLAN DISCUSSION WITH CCTA EXECUTIVE DIRECTOR
Summary of Issues	<p>On November 2, 2004, Contra Costa voters approved Measure J, which extended the half-percent cent local transportation sales tax first established by Measure C in 1988 for another 25 years expiring in 2034. Measure J included an expenditure plan that outlined how the expected revenues from the sales tax would be spent.</p> <p>The Contra Costa Transportation Authority (CCTA) Executive Director is attending Regional Transportation Planning Committee (RTPC) meetings throughout Contra Costa County to provide an overview of CCTA, highlight investments and community benefits delivered through Measure J, and discuss the development of the next Transportation Expenditure Plan (TEP).</p> <p>At this meeting, the CCTA Executive Director will provide this overview to the TRANSPAC Board and discuss the TEP development process, including opportunities for the Board to offer early input on transportation priorities for Central Contra Costa County.</p>
Recommendation (s)	For Information Only.
Financial Implications	No Financial Implications.
Attachment(s)	A. CCTA Measure J TEP RTPC Kickoff Staff Report

Summary

The Contra Costa Transportation Authority (CCTA) Executive Director will attend Regional Transportation Planning Committee (RTPC) meetings throughout Contra Costa County to provide an overview of CCTA, highlight investments and community benefits delivered through Measure J, and discuss the development of the Transportation Expenditure Plan (TEP). These meetings will help shape the early development of the TEP by gathering input from local jurisdictions, stakeholders, and community representatives regarding transportation priorities, desired outcomes, and key considerations for the future expenditure plan.

Background

Measure J, approved by Contra Costa voters in 2004 as a 25-year transportation sales tax measure, is scheduled to expire in 2034. Since its approval, Measure J has delivered more than \$5 billion in transportation investments throughout Contra Costa County, supporting projects and programs that improve local streets and roads, transit, freeway improvements, bicycle and pedestrian infrastructure, paratransit services, and transportation technology and innovation initiatives.

In preparation for the expiration of Measure J, CCTA is initiating development of a new TEP following adoption of the updated Countywide Transportation Plan (CTP). The TEP will build upon the vision, goals, and priorities established through the CTP. On May 14 and 15, CCTA conducted a Board Workshop focused on the TEP process, priorities, policies, and framework for development of a future transportation sales tax measure. Representatives from local jurisdictions serving on the RTPCs were invited to participate in the workshop discussions to help inform the early stages of the process.

The TEP process will be shaped through a community-driven, grassroots approach built on input from the local agencies, stakeholders, and the public to help inform priorities, policies, programs, and investment strategies for a future transportation sales tax measure. RTPC meetings provide a forum to bring together local jurisdictions and gather input on transportation needs and priorities within each area of the county. Participation from local jurisdictions at this stage is both valuable and necessary to ensure the TEP reflects the diverse needs of communities across Contra Costa County.

This meeting will help kick off the TEP engagement process with the RTPCs building upon countywide listening efforts with local agencies, stakeholders, and the public to help inform development of the future Transportation Expenditure Plan. These meetings will serve as a collaborative listening forum, providing an opportunity for RTPC members to offer early input and for CCTA staff to better understand and capture local perspectives.

This feedback will help shape the early development of the TEP and establish a foundation for future engagement and decision-making.

The development of the TEP is being guided by five foundational pillars that will serve as the basis for discussions throughout the workshop process and future phases of TEP development, with the goal of creating a TEP that is clear, implementable, and reflective of both local and countywide priorities:

Community-First Approach – Prioritize the needs and quality of life of residents and communities by listening early and throughout the process to people who live, work, and travel in Contra Costa County.

Keep It Simple – Develop a plan that is clear, understandable, and implementable, with a focus on transparency and ease of communication to the public and stakeholders.

Apply a Countywide Lens – Balance local priorities with countywide benefits by focusing on investments that build a transportation system delivering meaningful benefits across the entire County.

Emphasize Accountability – Define clear expectations for how funds are invested and what results are delivered by establishing performance measures and outcome-based accountability to track commitments and measurable benefits.

Focus on Significant Outcomes – Prioritize investments that deliver meaningful and transformative improvements to mobility, safety, accessibility, and connectivity that improve people’s daily lives.

Initiating the TEP process with the RTPCs is an important step in building a community driven, countywide transportation vision that reflects local priorities, delivers meaningful outcomes, and establishes a strong foundation for the future of transportation in Contra Costa County. Through continued collaboration with local jurisdictions, stakeholders, and the public, the TEP process will help shape a transportation investment strategy that improves safety, accessibility, and connectivity for communities throughout the county.

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TRANSPAC Board Meeting STAFF REPORT

Meeting Date: July 9, 2026

Subject:	TRANSPORTATION FUND FOR CLEAN AIR (TFCA) FUND - FY 2026/2027 CALL FOR PROJECTS
Summary of Issues	The Transportation Fund for Clean Air (TFCA) 40% Fund Program supports projects that promote alternatives to single-occupancy vehicles and result in reduced air pollution from motor vehicles. CCTA released the TFCA FY2026-27 call for projects on April 30, 2026; draft applications were due May 19, 2026. Four subregional programs/projects were submitted, totaling approximately \$760,000 in requests against \$329,229 in available funding.
Recommendation	Approve the programming of \$329,229 in TFCA subregional funds to support the Walk & Roll (TRANSPAC) school trip reduction program for FY 2026/27, including expansion to additional schools within the TRANSPAC subregion.
Financial Implications	TRANSPAC is responsible for recommending how TFCA subregional funds are used within the subregion. The programming resulting from this action will commit \$329,229 in CCTA administered TFCA revenue to the Walk & Roll program, subject to subsequent CCTA Board action.
Attachment(s)	<ul style="list-style-type: none"> A. CCTA TFCA FY2027 Call for Projects Memo B. CCTA TFCA Project Submittal and Benefits Calculation Worksheet

Background:

The Transportation Fund for Clean Air (TFCA) funds projects that reduce air pollution from motor vehicles. In 1991, the California State Legislature authorized the Bay Area Air Quality Management District (Air District) to impose a \$4 surcharge on motor vehicles registered within the Bay Area to fund clean air projects; 40 percent of that revenue is passed through to a designated Administering Agency in each of the nine Air District counties, based on each county's proportionate share of fee-paid vehicle registrations. CCTA is the designated Administering Agency for the TFCA 40% Fund in Contra Costa County. Regional Transportation Demand Management (TDM) strategies such as programs implemented under the umbrella of the 511CCTA program (which aim to reduce greenhouse gas (GHG) emissions and Vehicle Miles Traveled (VMT) by decreasing single occupancy vehicle use), have been supported by TFCA grant funds in the past as well as other types of projects such as bike lane facilities. CCTA released an FY 2026-27 TFCA call for projects on April 30, 2026 with approximately \$2M available for countywide and subregional programs. Draft applications were due May 19, 2026.

TFCA 40% funding is administered using a two-tier funding process. CCTA first identifies countywide programs — such as the 51CCTA TDM programs and the countywide vanpool program — that benefit all county residents. Each subregion is credited with a proportional share of countywide program costs based on a jobs-housing formula; Central County's share is 30.7%. After countywide program costs are deducted, remaining funds are distributed to each subregion by the same formula percentages.

For subregional funds, TRANSPAC reviews local project proposals and provides a funding priority recommendation to the CCTA Board. Eligible project types include ridesharing programs, shuttle services, bicycle facility improvements, traffic management, telecommuting demonstrations, vehicle buy-back programs, clean fuel vehicle purchases, and infrastructure supporting emission reductions. CCTA evaluates all projects for emission reduction cost-effectiveness in accordance with TFCA grant program requirements.

Summary of TRANSPAC TFCA TDM Programs/Projects - FY 25-26 Funded and FY 26-27 Proposed

FY 2025-2026 Programs/Projects	FY 2026-2027 Proposed Programs/Projects
Countywide	
511CCTA: Brand Maintenance; Year-Round "Big Win on Transit" Program; Seasonal TDM Incentives (Winter Walk Challenge, Earth Day, Bike to Work, Summer Bike Challenge etc.); School Pool, Pass2Class	511CCTA Countywide Brand; Year-Round TDM Incentives ("Big Win on Transit", Weekly Spair the Air); Seasonal TDM Incentives (Pass2Class, Summer Bike Challenge, Winter Walk Challenge, SchoolPool Carpool, Bike to Work Day, National and regional TDM campaigns)
Guaranteed Ride Home	<i>Note: the Guranteed Ride Home program will continue in FY 2026-27 but is being funded with program balance from the prior year</i>
Vanpool Incentives	Countywide Vanpool Program
Subregional	
Walk & Roll (Active4Me) Program for Central County	TRANSPAC Walk & Roll Program (511CCTA)
	TRANSPAC College Pass2Class+ Trip Reduction (511CCTA)
	TRANSPAC Public Employee Trip Reduction Pilot (511CCTA)
	Parkside Cycletracks (Walnut Creek)

FY 2026/27 Funding Availability

Central County available funds for FY 2026/27 are as follows:

Component	Amount
Formula allocation (30.7%)	\$200,755
Reprogrammed rollover (24CC02, CCTA)	\$128,474
Central County Available Funds	\$329,229

FY 2026/27 Applications — Central County

Four projects were submitted for Central County TFCA subregional funding. Total requests of \$759,684 exceed available funds by approximately \$430,455 (see attachment A).

Project	Sponsor	Requested Amount
Walk & Roll (TRANSPAC)	CCTA	\$276,100
TRANSPAC Public Employee Trip Reduction Pilot	CCTA	\$162,610
TRANSPAC College Pass2Class+ Trip Reduction	CCTA	\$100,974
Parkside Cycletracks	City of Walnut Creek	\$220,000
Total Requests		\$759,684

Program Descriptions

Walk and Roll provides schools with a trackable method for reducing drive-alone school trips. Using the Active4me app platform, students earn rewards for walking, biking, carpooling, and taking transit to school. The program currently serves more than a dozen schools in the TRANSPAC subregion and has demonstrated reductions in vehicle drop-off trips. The FY 2026/27 application proposes expansion to 27 schools (17 existing, 10 new) across all Central County cities. Requested: \$276,100.

TRANSPAC College Pass2Class+ Trip Reduction provides up to two months of free public transit to approximately 350 college students at Diablo Valley College in Pleasant Hill and California State University East Bay in Concord at the start of the academic year, along with carpool parking incentives for 75 carpools. Requested: \$100,974.

TRANSPAC Public Employee Trip Reduction Pilot is a new program through which 511CC would work with public employers in the TRANSPAC subregion to advertise and fulfill commute incentives for employees. Target employers include the cities of Clayton, Concord, Martinez, Pleasant Hill, and Walnut Creek; Contra Costa County; the community college districts; the

County Office of Education; Mount Diablo, Walnut Creek, and Martinez school districts; Central San; and Contra Costa Water District. Incentives would include cash rewards, Clipper cards, and gift cards for carpooling and active transportation. At least 1,000 employees are expected to participate. Requested: \$162,610.

Parkside Cycletracks encompasses a 0.4-mile Class IV cycle track on Parkside Drive, providing an east-west connection between Riviera Avenue near the Walnut Creek BART Station and Civic Drive. The improvement would serve approximately 14,000 daily vehicles and provide bicycle access to Downtown Walnut Creek, two schools, the Iron Horse Trail, and regional employment centers. The project has previously received Affordable Housing and Sustainable Communities (AHSC) Grant funding; this request addresses a remaining funding gap of \$220,000 resulting from increased construction costs. Requested: \$220,000.

TAC Recommendation

At its June 30, 2026, meeting, the TAC reviewed the four FY 2026/27 TFCA subregional projects and recommended allocating the full \$329,229 in available Central County funds to the Walk & Roll program. The recommendation includes an additional \$53,129 above the application request to support the onboarding of additional schools beyond the ten currently proposed, including expansion into middle schools within the TRANSPAC subregion. The TAC took into consideration, and as confirmed by CCTA staff, that the TFCA two-year spending window, which begins July 1, 2026, allows any unspent balance to carry into the following school year should any funding remain.

The TAC did not recommend funding the TRANSPAC College Pass2Class+ Trip Reduction program or the TRANSPAC Public Employee Trip Reduction Pilot in this cycle. The TAC also did not recommend funding the Parkside Cycletracks project: the project's proposed May 2029 construction start date would not meet the TFCA timely use of funds requirement that implementation begin within one year of grant award, and staff will continue coordinating with the City of Walnut Creek on project timing for a future call for projects.

The TRANSPAC Board is requested to approve the programming of \$329,229 in TFCA subregional funds to support the Walk & Roll (TRANSPAC) school trip reduction program for FY 2026/27.

Next Steps

Following Board action, staff will submit the TRANSPAC recommendation to the CCTA Board for approval. CCTA is anticipated to review programming recommendations in September 2026, with funding agreements to be executed in October 2026.

TFCA 2026 Call for Projects Schedule

Date	Activity
April 30, 2026	CCTA FY 2026/27 TFCA Call for Projects Release (complete)
May 19, 2026	Draft applications due to CCTA (complete)
June 22, 2026	Final project submissions due to CCTA (complete)
June 30, 2026	TRANSPAC TAC meeting — FY 2026/27 program recommendation
July 9, 2026	TRANSPAC Board meeting — FY 2026/27 program action
August 13, 2026	Subregional Project Selections Submittal Deadline to CCTA
September 3, 2026	CCTA Planning Committee review
September 16, 2026	CCTA Board approval
October 2026	Funding agreements executed



CONTRA COSTA
TRANSPORTATION
AUTHORITY

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Rita Xavier

Timothy Haile,
Executive Director

MEMORANDUM

DATE: April 30, 2026
TO: Prospective Contra Costa County Project Sponsors
FROM: Danielle Elkins, Deputy Executive Director, Planning, Programs, & Policy
SUBJECT: Transportation Fund for Clean Air (TFCA) 40% Fund Fiscal Year 2026-27 Call for Projects

Draft Applications Due by 5PM on Tuesday, May 19

The Contra Costa Transportation Authority (CCTA) is pleased to announce a Call for Projects in the Transportation Fund for Clean Air (TFCA) 40% Fund for the Fiscal Year (FY) 2026-27 cycle.

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

The FY 2026-27 TFCA 40% Fund Expenditure Plan includes \$2,075,475. Of that total amount, \$401,953 consists of prior year (pre-FY2025) unspent balances, and will be reprogrammed to affected Contra Costa subregions: Central (TRANSPAC), East (TRANSPLAN), and Southwest (SWAT). The remaining \$1,673,522 will be allocated by formula to the four subregions of the county, equal to the current jobs/housing formula benefit defined in the Contra Costa TFCA Policy (adopted 2024). CCTA is required to allocate all funds to eligible projects and programs. The fund year begins July 1, 2026, and projects can also begin as early as July 1, 2026.

All interested parties should review the Air District FYE 2027 TFCA 40% Fund County Program Manager Guidance. All Air District guidelines and requirements apply to this Call for Projects. For further reference, at its meeting on April 17, 2024, the Authority Board approved the TFCA

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE:
925.256.4700
ccta.ca.gov

40% Fund Policy that outlines fund allocation principles and program/project selection procedure.

Bikeways & Bike Parking Projects

For FY 2026-27, the Air District has also allocated an additional \$3,333,094 in TFCA 40% Funds to Contra Costa County, which shall be dedicated to funding bikeways and bike parking projects. This particular program will be incorporated into the forthcoming Coordinated Call for Projects with One Bay Area Grant (OBAG Cycle 4)/Transportation for Livable Communities (TLC)/Pedestrian, Bicycle, and Trail (PBTF) funding programs, which is scheduled for release in late spring 2026.

Eligible applicants interested in applying for this dedicated bikeway and bike parking funding program are encouraged to notify CCTA of their interest in advance, and to monitor the Coordinated OBAG4/TLC/PBTF Call for Projects. For any questions specific to this additional bikeways and bike parking funding, please contact James Hinkamp at james@amobility.com.

Call for Projects Schedule (subject to change)

Thursday, April 30, 2026	CCTA Releases TFCA Call for Projects
thru Wednesday, May 13, 2026	Upon request, CCTA staff provides assistance to Project Sponsors to complete draft project documents.
Tuesday, May 19, 2026, 5pm	Project Sponsors submit draft Project Information Form and Cost Effectiveness Worksheet including budget and TFCA funds request to the Authority.
thru Friday, June 12, 2026	CCTA and Regional Transportation Planning Committees (RTPC) staff review and collaborate on selection of eligible submittals, with input from Project Sponsors.
Monday, June 15, 2026	Project Sponsors informed of Projects moving to final draft with suggested updates.
Monday, June 22, 2026 5pm	Project Sponsor submit final project requests with Project Information and Cost Effectiveness Worksheet
thru July 2026; DUE Thursday, August 13, 2026	Selection of recommended Countywide Projects by Authority and selection of recommended Subregional Projects by RTPCs
Thursday, September 3 & Wednesday, September 16, 2026	Present recommended projects to CCTA Planning Committee & Board for approval
October 2026	CCTA and Project Sponsors execute funding agreements.
Friday, November 6, 2026	Deadline for the Administering Agency (CCTA) to allocate funds identified in the Expenditure Report and submit FYE 2027 projects to the Air District

Application Materials

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

<https://forms.office.com/r/vgb5FiKfd0>

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

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

SharePoint folder contents include:

- *Start Here* document outlining the steps to submit projects
- Schedule of Call for Projects activities
- Air District FYE 2027 TFCA 40% Fund County Program Manager Guidance
- Resolution 24-16-G: CCTA Transportation Fund for Clean Air 40% Fund Policy
- Resolution 26-08-G (rev): FY 2026-27 TFCA 40% Fund Expenditure Plan

Required project submittal documents:

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

Draft Applications Due by 5PM (PST) on Tuesday, May 19*

**Late applications will not be accepted.*

FOR MORE INFORMATION :

If you need assistance with your draft project submission, please contact Danielle Elkins at delkins@ccta.ca.gov, Nikki Foletta at nfoletta@ccta.ca.gov AND James Hinkamp at james@amobility.com.

One-on-one “office hours” will be available in 30-minute segments on two (2) consecutive Wednesdays: May 6 (9:00am – 2:00pm) and May 13 (9:00am – 1:00pm). Please contact James Hinkamp (james@amobility.com) to schedule a time.

Sincerely,



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

TFCA Project Submittal and Benefit Calculation Worksheet	
TFCA County Total Funds FY2027	\$ 2,075,475

<i>Sub-regional reprogramming (rollovers from prior unspent balances)*</i>	\$ 401,953
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	Project	Sponsor		
Central County	24CC02	CCTA	\$	128,474
East County	24CC02	CCTA	\$	109,441
Southwest	24CC03	San Ramon	\$	164,038

Funds Remaining for Countywide & Subregional Projects	\$ 1,673,522
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Countywide Projects - Serving All Residents

<i>Project Status</i>	Project	Sponsor	Cost
<i>Under review</i>	511CC Countywide Brand + Countywide TDM Commute & School Incentives + Seasonal Programs	CCTA/511CC	\$ 785,425
<i>Under review</i>	Countywide Vanpool Program	City of San Ramon	\$ 234,172
	Countywide Project Total		\$ 1,019,597

Funds Remaining for Subregional Projects	\$ 653,925
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Available by Subregion		
Central County	30.70%	\$200,755
East County	26.60%	\$173,944
Southwest	20.50%	\$134,055
West County	22.20%	\$145,171

Central County Available Funds	\$ 329,229
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Reprogrammed	24CC02	CCTA	\$ 128,474
Formula	30.70%		\$ 200,755

<i>Project Status</i>	Project	Sponsor	Cost
<i>Under review</i>	TRANSPAC College Pass2Class+ Trip Reduction	CCTA	\$ 100,974
<i>Under review</i>	TRANSPAC Public Employee Trip Reduction Pilot	CCTA	\$ 162,610
<i>Under review</i>	Walk & Roll (TRANSPAC)	CCTA	\$ 276,100
<i>Under review</i>	Parkside Cycletracks	City of Walnut Creek	\$ 220,000

Central County Project Total	\$ 759,684
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Remaining:	\$ (430,455)
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