TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda

THURSDAY, SEPTEMBER 10, 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: 843 0994 7366 Password: 496685

Phone Access: To observe the meeting by phone, please call at the noticed meeting time
1 (669) 900 6883, then enter the Meeting ID: 843 0994 7366 Password: 496685

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.

ACTION ITEMS

3. **CONSENT AGENDA.**

a. APPROVAL OF MINUTES ❁ **Page 7**

- Minutes of the July 9, 2026, TRANSPAC Board meeting.

b. CCTA EXECUTIVE DIRECTOR'S REPORT REGARDING CCTA ACTIONS / DISCUSSION ITEMS ❁ **Page 13**

- CCTA Executive Director Timothy Haile's Report, dated July 15, 2026.

c. ITEMS APPROVED BY THE CCTA FOR CIRCULATION TO THE REGIONAL TRANSPORTATION PLANNING COMMITTEES AND RELATED ITEMS OF INTEREST ❁ **Page 21**

- CCTA Executive Director Timothy Haile's RTPC Memos dated July 6, 2026, and August 11, 2026.

d. RTPC MEETING SUMMARY LETTERS: ❁ **Page 27**

1. TRANSPAC – Meeting summary letter dated July 14, 2026.
2. TRANSPLAN – No meeting summary letter available.
3. SWAT – No meeting summary letter available.
4. WCCTAC – Meeting summary letters dated July 8, 2026, and July 30, 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/2026/02/7a.FINAL_Fixed-Route-Report-May-2026.pdf
3. County Connection Link Paratransit Monthly Report: https://countyconnection.com/wp-content/uploads/2026/02/7b-Paratransit-Reports.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 July 15, 2026. The next meeting is scheduled for September 16, 2026.
6. The CCTA Administration & Projects Committee (APC) meeting was held on Thursday, September 3, 2026. The next APC Meeting is scheduled for Thursday, October 1, 2026.
7. The CCTA Planning Committee (PC) meeting was held on Thursday, September 3, 2026. The next PC Meeting is scheduled for Thursday, October 1, 2026.

8. The CCTA Calendar for September 2026 and October 2026 may be downloaded at: https://ccta.primegov.com/viewer/preview?id=0&type=8&uid=6db055cf-6f5a-4694-bff0-6b039d98c720

f. TRANSPORTATION MEETINGS ATTENDED BY STAFF. Staff members regularly attend transportation-related meetings outside of the TRANSPAC Board and Technical Advisory Committee meetings. This report provides a summary of the outside meetings attended. **Page 31**

Attachment: Staff Report

g. SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM – DEVELOPMENT PROJECT TRACKING. As part of the TRANSPAC Subregional Transportation Mitigation Program (STMP), the Committee tracks local development projects as a standing item in order to monitor potential impacts to Routes of Regional Significance within local jurisdictions. **Page 33**

Attachment: Staff Report

h. TRANSPAC Quarterly Financial Report. The TRANSPAC JPA calls for the reporting of certain financial information on a quarterly basis. The attached reports contain a summary of the amount of funds held, receipts and expenses of TRANSPAC for FY 2025/26 for the period ended June 30, 2026. The attached material also includes additional information regarding expenses related to the TRANSPAC budget. **Page 35**

ACTION RECOMMENDATION: Accept the Quarterly Financial Report for the period ended June 30, 2026.

Attachment: Staff Report

i. **Measure J Line 20A Fund Program – Revised Notification and Disclosure Policies, FY 2026/2027 – FY 2027/2028.** The Contra Costa Transportation Authority (CCTA) Measure J line 20a program provides funds for Transportation Services for Seniors & People with Disabilities in the TRANSPAC area. TRANSPAC is responsible for recommendations on how the Measure J Line 20a funds are to be used in Central County. Staff revised the Line 20a Program notification and disclosure provisions as directed by the Board along with minor revisions to reporting and invoicing requirements to be consistent with the updated CCTA Master Cooperative Agreement. **Page 41**

ACTION RECOMMENDATION: Adopt the revised TRANSPAC Measure J Line 20a Program Policies for FY 2026/2027 and FY 2027/2028.

END CONSENT AGENDA

4. **TRANSPAC MEASURE J LINE 21A SAFE TRANSPORTATION FOR CHILDREN PROGRAM — CCTA PROGRAM PROPOSAL.** Measure J Line 21A ("Safe Transportation for Children") provides funding to improve transportation access and safety for students in the TRANSPAC subregion. TRANSPAC is responsible for recommendations on how Line 21A funds are used in the subregion. CCTA has developed a proposal for a long-term, multi-modal student transportation program to potentially utilize these funds and will present near-term program opportunities with estimated costs for Board consideration. **Page 63**

ACTION RECOMMENDATION: Approve the programming of Measure J Line 21A funds in the amount of $1,990,000 for the student transit pass program (FY 26-28), Walk N Roll, Bike Family Fest, and bicycle parking (FY 27-28), and matching contributions for the OBAG 4 Safe Routes to School Grant (FY 28-29) with the following direction to staff:

A. **CCTA will prioritize available TFCA funding for the Walk N Roll program before drawing on Line 21A funds.**

B. **TRANSPAC will review and concur with the locations of any bike parking installed in the public right-of-way, particularly lockers proposed near multifamily residential sites, prior to installation.**

C. **Staff will revisit the FY 28-29 Walk N Roll funding allocation in the event the OBAG 4 Safe Routes to School grant is unsuccessful.**

Attachment: Staff Report

REPORTS

5. **TRANSPAC CCTA REPRESENTATIVE REPORTS.**

6. **METROPOLITAN TRANSPORTATION COMMISSION REPORT.**

7. **TAC ORAL REPORTS BY JURISDICTION.**

8. **BOARD MEMBER COMMENTS.**

9. **MANAGING DIRECTOR'S REPORT.**

10. **ADJOURN / NEXT MEETING.**

The next regular meeting is proposed for October 8, 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.

THIS PAGE INTENTIONALLY BLANK

TRANSPAC Board Meeting Summary Minutes

Meeting Date:	**July 9, 2026**
Members Present:	Ken Carlson, Contra Costa County (Chair); Carlyn Obringer, Concord; Sue Noack, Pleasant Hill; Craig DeVinney, Walnut Creek; Richard Enea, Clayton
Planning Commissioners Present:	Craig Mizutani, Concord
Staff Present:	Matt Todd, TRANSPAC Managing Director; Tiffany Gephart, TRANSPAC
Guests/Presenters:	Tim Haile, CCTA; Danielle Elkins, CCTA; Lindy Johnson, CCTA
Minutes Prepared By:	Tiffany Gephart

1. Convene Regular Meeting / Pledge of Allegiance / Self-Introductions
Chair Carlson called the meeting to order at approximately 9:00 a.m.
2. Public Comment
The Chair opened the public comment period. There were no comments from the public.
3. Consent Agenda
a. Approval of Minutes
Minutes of the June 11, 2026, TRANSPAC Board meeting.
b. CCTA Executive Director's Report Regarding CCTA Actions/Discussion Items
c. Items Approved by the CCTA for Circulation to the Regional Transportation Planning Committees and Related Items of Interest
d. RTPC Meeting Summary Letters
e. CCTA Meeting Updates and Countywide Information Links
f. Transportation Meetings Attended by Staff
g. Subregional Transportation Mitigation Program – Development Project Tracking
h. Contra Costa Transportation Authority 2026 Coordinated Call for Projects — Measure J Transportation Fund for Livable Communities Scoring Criteria and Application Review Committee
Action Recommendation: Adopt the CCTA scoring criteria for Central County Measure J Transportation for Livable Communities (TLC) Cycle 3 applications.

On motion by Commissioner Noack, second by Commissioner Obringer, the Consent Agenda was approved by unanimous vote of the members present (Carlson, Obringer, Noack, DeVinney, Enea).

End Consent Agenda

5. Transportation Fund for Clean Air (TFCA) Fund – FY 2026/2027 Call for Projects (ACTION)

The Board considered this item out of order, prior to Item 4.

Tiffany Gephart presented the item. The Transportation Fund for Clean Air (TFCA) program is funded by a $4 surcharge on Bay Area vehicle registrations, of which a portion is passed through to the Contra Costa Transportation Authority (CCTA) as the designated county program manager. Funds are allocated on a two-tier basis, with countywide programs funded first and the remaining balance distributed to subregions by a proportional jobs-housing formula; TRANSPAC's share is 30.7 percent. For FY 2026/27, TRANSPAC received four subregional applications: an expansion of the Walk N Roll school trip reduction program from 17 to 27 schools, a new Pass2Class+ college trip reduction pilot, a proposed Public Employee Trip Reduction Pilot, and the Parkside Cycletracks project from the City of Walnut Creek, together totaling $759,684 in requests against $329,229 in available TRANSPAC subregional TFCA funds.

Ms. Gephart reported that the Technical Advisory Committee (TAC) recommended not advancing the Parkside Cycletracks project this cycle, as the project's proposed May 2029 construction start would not meet the TFCA timely-use-of-funds requirement that implementation begin within one year of grant award, and that staff would continue coordinating with the City of Walnut Creek on project timing for a future call for projects. The TAC also recommended against funding the Pass2Class+ and Public Employee Trip Reduction pilots at this time, citing limited remaining funds and questions regarding program readiness, and recommended instead that the full $329,229 be programmed to Walk N Roll, including $53,129 above the original application request to support onboarding additional schools beyond the ten originally proposed, including expansion into middle schools.

Commissioner Noack asked whether the Pass2Class program was being discontinued. Ms. Elkins clarified that Pass2Class remains fully funded and operating countywide through the countywide TFCA program, which also funds the summer bike challenge, winter walk challenge, school carpool, and Bike to Work Day; the proposed "Plus" component would have added Diablo Valley College and other community colleges.

Chair Carlson asked whether the schools for the Walk N Roll expansion have been identified. Ms. Elkins responded that schools for the ten newly proposed elementary-level expansion slots have been identified, and that at least two middle schools are being considered for the additional funding, dependent on school interest and engagement. Chair Carlson asked whether this expansion would result in all traditional public elementary schools in the TRANSPAC region being served by the program; staff confirmed that was the intent.

Chair Carlson asked for additional detail on the basis for the TAC's program recommendation given the level of unfunded requests. Ms. Gephart explained that the recommendation reflected the limited remaining TFCA balance after funding Walk N Roll, questions about the readiness of the proposed pilot programs, and a related constraint identified by the TAC in which County Connection could not accommodate an additional fare ticket type that would have been needed for the proposed college pass component. She noted that TAC also discussed the potential use of Measure J Line 21A funds to support the pilot concepts in a future cycle.

Commissioner DeVinney asked how Walk N Roll funds are used. Ms. Elkins explained that program costs are concentrated in school start-up activities, including volunteer coordination, signage, and bike parking, along with ongoing marketing and incentive materials, and that per-school costs average approximately $8,000 to $10,000, making the program cost-effective relative to other options.

Commissioner DeVinney asked whether the walking and rolling routes are supported by city-level safety improvements. Ms. Elkins responded that a separate, OBAG 3-funded Safe Routes to School mapping effort is underway to map routes to elementary schools, and that this work could serve as a local match toward a future One Bay Area Grant Cycle 4 (OBAG 4) application, which could fund both mapping and program elements.

On motion by Commissioner Noack, second by Commissioner Obringer, to approve the programming of $329,229 in TFCA subregional funds to support the Walk N Roll (TRANSPAC) school trip reduction program for FY 2026/27, including expansion to additional schools within the TRANSPAC subregion, by unanimous vote of the members present (Carlson, Obringer, Noack, DeVinney, Enea).

4. Measure J Transportation Expenditure Plan Discussion with CCTA Executive Director (INFORMATION)

The Board considered this item out of order, following Item 5.

Timothy Haile, Executive Director of the Contra Costa Transportation Authority (CCTA), presented an overview of Measure J and the process for developing the county's next Transportation Expenditure Plan (TEP), as part of a series of visits to all four Regional Transportation Planning Committees (RTPCs) in the county.

Mr. Haile reviewed the history of CCTA, created in 1988 under Measure C, and its continuation through Measure J, approved by voters in 2004 and extended through 2034. Mr. Haile noted that Measure J is now projected to generate approximately $2.6 billion over its 25-year life. Countywide, the expenditure plan allocates approximately 58 percent of funding to programs and 42 percent to capital projects, with Central County's targeted share totaling $538 million across both categories.

Mr. Haile described a four-phase process for developing the next TEP — Listening, Initial Concept, Confirm Priorities, and Finalize and Adopt — with adoption targeted for late 2027 and a ballot measure targeted for November 2028, requiring a two-thirds voter majority. He noted that the CCTA Board and RTPC members identified five guiding pillars for the plan at a May 2026 workshop: a community-first approach; keeping the plan simple; applying a countywide lens that balances local priorities with countywide benefits; establishing accountability measures; and focusing on significant outcomes that deliver meaningful, transformative improvements to mobility, safety, accessibility, and connectivity. Board members and Planning Commissioners participated in a live audience-response exercise identifying local travel priorities, transportation challenges, and ideas for future improvement. Responses referenced school-related traffic, senior and on-demand transportation needs, traffic signal coordination, and congestion on Ygnacio Valley Boulevard.

Commissioner DeVinney asked how the plan can maintain flexibility for capital needs identified later in the measure's life, given that major capital projects are typically identified and bonded early. Mr. Haile responded that the plan is intended to identify a smaller set of committed priority projects, complemented by broader programmatic funding categories that preserve flexibility to fund multiple projects addressing a shared corridor or need over time, citing the prior I-680 corridor improvement category, which funded several distinct projects, as an example.

Commissioner Enea raised concerns regarding the East County BART extension, noting that it delivered a different train configuration than the rest of the BART system and that riders continue to experience resulting service and access limitations. Mr. Haile acknowledged the concern and stated that accountability and transparency to voters would be emphasized in the next expenditure plan, and explained that under the current plan, RTPCs identified funding amounts by investment category, with the CCTA Board subsequently approving specific project allocations.

Chair Carlson referenced community feedback received at a recent meeting in Pittsburg regarding BART station conditions and encouraged CCTA to engage directly with community groups on station-area improvements. Chair Carlson also emphasized, based on resident feedback, the importance of dedicating a substantial share of future funding to local streets maintenance and improvements, citing Pine Hollow Road as an example of an ongoing community concern. Mr. Haile agreed that pavement management and local road improvements are consistently identified as a high priority by voters and stated that CCTA may consider a more robust pavement management program developed in coordination with local jurisdictions in the next plan. Commissioner Enea added that street and pothole repair are priorities shared broadly across residents, in contrast to capacity investments such as tolled express lanes.

Discussion also addressed emerging mobility needs, including senior and on-demand transportation, curb and parking management associated with increased ride-hailing and future autonomous vehicle use, and the need for a more integrated, multimodal regional transportation system. Mr. Haile noted CCTA's role in coordinating countywide systems integration across local jurisdictions and transit operators.

Chair Carlson asked how shifting federal requirements and funding priorities affect the county's ability to pursue innovative transit approaches. Mr. Haile responded that funding priorities shift with changes in federal and state administrations, and that CCTA's federal and state advocacy efforts help maintain a consistent, unified message regarding the county's transportation funding priorities. Mr. Haile also noted that the current expenditure plan includes limited funding for zero-emission infrastructure, as such investments were not anticipated when the plan was adopted in 2004, and stated that this is a consideration for the next plan.

Mr. Haile discussed opportunities for Board and Planning Commission members to support community engagement on the TEP, including serving as ambassadors within their communities and engaging with the public at locations such as farmers' markets. Planning Commissioner Mizutani offered to assist with outreach at the City of Concord's farmers market, and Chair Carlson noted an opportunity to coordinate outreach announcements during the market's music and community-announcement segment. Matt Todd asked how the Board could refer community input to CCTA. Mr. Haile indicated that CCTA would accept referrals directly and would also conduct outreach through media coverage and additional public events. Mr. Haile noted that a CCTA Board workshop on the TEP was held in May 2026 and that an additional workshop was scheduled for the following week, and he encouraged Board and Planning Commission members to attend.

6. TRANSPAC CCTA Representative Reports

Chair Carlson reported that the CCTA Planning Committee was not scheduled to meet until later that afternoon and had no report to provide at this time.

7. Metropolitan Transportation Commission Report

No report was given.

8. TAC Oral Reports by Jurisdiction

No reports were given.

9. Board Member Comments

Chair Carlson noted an opportunity to coordinate TEP community outreach with the City of Concord's farmers market during its music and market series, including its community-announcement segment, and offered to join Planning Commissioner Mizutani at the event. Planning Commissioner Mizutani agreed to coordinate on timing and suggested using a QR code at the event to collect public feedback.

10. Managing Director's Report

Matt Todd reported that the TRANSPAC website has been updated for improved mobile compatibility. He noted that TRANSPAC does not hold a Board meeting in August, that CCTA's 2026 Coordinated Call for Projects applications are due August 17, 2026, and that TRANSPAC continues to seek a new Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) representative for its area, encouraging Board members to refer interested community members to staff.

11. Adjourn / Next Meeting

There being no further business, the meeting was adjourned at approximately 10:45 a.m. The next regular meeting is scheduled for September 10, 2026, at 9:00 a.m. at the Pleasant Hill City Hall Large Community Room, 100 Gregory Lane, Pleasant Hill.

THIS PAGE INTENTIONALLY BLANK

EXECUTIVE DIRECTOR'S REPORT
July 15, 2026

Transportation Expenditure Plan (TEP) Listening

TEP listening and stakeholder engagement continued to advance as the Authority expanded outreach with key transportation partners and regional stakeholders. On June 24, 2026, the TEP Authority Board Subcommittee met to review materials for the upcoming July Authority Board Workshop, including the framework for developing and evaluating major transportation projects and programs, and received an update on the ongoing TEP listening process. On June 29, 2026, the Authority convened a Transit Operator Kickoff Meeting with 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 to begin the TEP listening process with transit operators, discussing their transportation priorities, future needs, and the engagement process moving forward. On July 9, 2026. I met with Central County Transportation Partnership and Cooperation (TRANSPAC) to provide an update on the TEP process, discuss regional transportation priorities, and gather stakeholder input. Also on July 9th, I met with the Contra Costa County Planning Directors to provide an overview of the TEP development process and hear from local planning leaders about the transportation needs, growth challenges, and priorities of their communities. Staff is also coordinating additional TEP listening sessions with West Contra Costa Transportation Advisory Committee (WCCTAC) and the East County Transportation Planning Committee (TRANSPLAN) to continue building a collaborative, countywide transportation investment strategy that reflects local and regional priorities. 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 will continue to seek opportunities to share information, listen, and engage with communities and stakeholders throughout Contra Costa County to ensure the future TEP reflects local priorities, advances countywide goals, and delivers meaningful transportation investments for generations to come.

Senate Bill (SB) 1408 Meetings

SB 1408 continued to advance through the legislative process after passing the Senate and was double referred to the Assembly Local Government Committee and the Assembly Revenue and Taxation Committee. The bill was approved by the Assembly Local Government Committee on June 18, 2026, with a vote of 8–1, followed by approval by the Assembly Revenue and Taxation Committee on June 29, 2026, with a vote of 4–2. These committee actions represent important milestones for the legislation, which would provide reauthorization authority for the Authority to pursue a future transportation transactions and use tax, subject to voter approval, ensuring the Authority can continue planning for long-term transportation investments that support Contra Costa County's mobility needs.

North Holland Delegation: June 15, 2026
The Authority hosted a transportation innovation delegation from the Province of North Holland, led by Arthur van Dijk, King's Commissioner of North Holland, to strengthen international collaboration and share best practices in emerging transportation technologies. The mission began in Sacramento with briefings on California's statewide policies supporting Advanced Air Mobility (AAM) before the delegation participated in the Authority's 11th Annual Redefining Mobility Summit. The Authority then hosted a VIP Innovation Tour showcasing Contra Costa County's leadership in transportation innovation. The tour began at Byron Airport, where Supervisor Diane Burgis provided an overview of the Bay Area Testing Site, followed by demonstrations from Elroy Air and a live flight demonstration by Pivotal. The delegation then visited the Authority headquarters to learn about the Authority's partnership with Monotch and the connected mobility pilot project in the City of Concord, before concluding the Contra Costa County tour at Glydways for an overview of its autonomous transit technology. The delegation also visited NASA Ames Research Center to discuss the future of AAM and tour its facilities. The Bay Area portion of the mission concluded in Monterey, where DART showcased its AAM program and hosted live demonstrations from Joby Aviation. The mission highlighted California's and North Holland's shared commitment to advancing innovation through international collaboration and public-private partnerships.

Redefining Mobility Summit (RMS): June 16, 2026
The 11th Annual RMS, held on June 16, 2026, was a tremendous success, bringing together more than 250 transportation leaders, policymakers, industry innovators, researchers, and international partners to explore the future of mobility and the technologies transforming transportation. The program featured engaging sessions on AAM, highlighting the infrastructure, policy, and community engagement strategies needed to support emerging aviation technologies; Autonomous Vehicle Safety, focusing on regulatory frameworks, deployment, public trust, and scaling autonomous transportation safely; and Shared Mobility Hubs, showcasing how integrated mobility services can improve connectivity and expand transportation options for residents. A highlight of the summit was a fireside chat featuring transportation leaders from the State of California and the Province of North Holland, providing valuable international perspectives on transportation innovation, sustainability, and mobility policy. The event also featured an inspiring keynote address by Arthur van Dijk, King's Commissioner of North Holland, who shared insights on Dutch transportation leadership, innovation, and the importance of global collaboration in advancing the future of mobility. During the summit, attendees also participated in a Demonstration Zone at Buchanan Airport, where industry partners showcased the latest advancements in intelligent transportation systems, autonomous and smart mobility, and countywide smart signal technologies, providing a firsthand look at the innovations shaping the next generation of transportation.

Interstate 680 (I-680) Ramp Metering Memorandum of Understanding (MOU): June 16, 2026
On June 16, 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 to the Walnut Creek City Council on proposed ramp metering along the I-680 corridor. 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 City of Walnut Creek.

National Highway Traffic Safety Administration (NHTSA) Administrator: June 18, 2026
The Authority hosted Jonathan Morrison, Administrator of NHTSA, at GoMentum Station for a firsthand look at the nation's leading autonomous vehicle proving ground. During the visit, Administrator Morrison received a presentation about the Authority’s current Safe Streets and Roads for All (SS4A) grant and observed testing demonstrations by the Authority’s industry partners. Conversations focused on the challenges and opportunities of moving autonomous vehicle technology from pilot projects to scalable, real-world deployment, as well as the importance of safety, public-private partnerships, and regulatory innovation. Administrator Morrison also met with a visiting group of students, highlighting the importance of inspiring and developing the next generation of transportation professionals through hands-on exposure to emerging mobility technologies.

TRIP California Report: June 18, 2026
Ryan McClain represented the Authority at a TRIP Foundation press conference announcing the release of California Transportation by the Numbers, a statewide report highlighting the condition of California’s transportation infrastructure and the economic impacts of deteriorating roads, congestion, and safety challenges. The report found that inadequate transportation investment costs California motorists an estimated $100 billion annually, including approximately $4,663 per driver each year in the San Francisco-Oakland region due to roadway conditions, congestion, and crashes. Ryan joined transportation leaders in emphasizing the importance of continued investment in transportation infrastructure to improve safety, reduce congestion, and maintain a reliable transportation system that supports California’s economy and quality of life.

Fireside Chat with City of Hercules: June 22, 2026
Danielle Elkins, Ryan McClain, Lindy Johnson, and I met with the City of Hercules leadership team in a Fireside Chat, providing an opportunity to discuss local transportation priorities and future mobility needs. These fireside chats provide a forum to review the Authority’s role, Measure J investments and benefits, the Countywide Transportation Plan (CTP), and the development of a new TEP, while also listening to each city’s/town’s priorities, challenges, and transformative transportation goals. The conversations are intended to strengthen partnerships, better understand community needs, and help shape a future TEP that reflects countywide priorities and delivers meaningful transportation improvements.

California Transportation Commission (CTC) Meeting Presentation: June 25, 2026
I was invited to present to the CTC on June 25, 2026, on the Authority's leadership in advancing autonomous mobility from research and testing to real-world deployment. The presentation highlighted how the Authority's innovation efforts have evolved from testing connected and autonomous vehicle technologies at GoMentum Station to implementing the Presto autonomous mobility program. I also provided an overview of the California Department of Motor Vehicles' (DMV) new commercial autonomous vehicle regulations, discussing the opportunities they create for public transit agencies to safely integrate autonomous vehicle technology into transit operations and expand mobility options. The presentation emphasized the Authority's partnership-based approach to workforce development, including collaboration with Central Contra Costa Transit Authority, dba County Connection and labor partners, demonstrating how public agencies can lead the responsible deployment of emerging mobility technologies while delivering meaningful community benefits.

Innovate 680 Executive Steering Committee (ESC): June 29, 2026
The Authority hosted the Innovate 680 ESC meeting on June 29, 2026, bringing together executive leadership from the Authority, the Metropolitan Transportation Commission (MTC), and Caltrans to provide strategic oversight of the Innovate 680 program. The committee received updates on the overall program schedule and major corridor initiatives, including the I-680 Express Lane Completion Project, corridor-wide ramp metering strategy, and construction coordination across multiple projects along the I-680 corridor. Discussions focused on funding and delivery strategies, interagency coordination, operations and maintenance planning, and opportunities to improve collaboration among partner agencies to ensure successful implementation of the Innovate 680 program and enhance mobility throughout the corridor.

Youth Summer Transit Programs Update
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 Authority is assisting with the promotion of this program through printing, digital advertising, and some direct outreach on buses. The program is funded through a collaborative partnership that includes Measure J (Programs 17 and 21a), 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. On July 7, 2026, the Authority opened sign-ups for Pass2Class to provide transit passes for students going back to school in August and September. Pass2Class is a Bay Area Air District Transportation Fund for

Clean Air (TFCA)-funded program aimed at reducing school car trips and encouraging transit ridership throughout the school year. The Authority has also launched a Youth Transportation Survey (featured in June's Insider Newsletter) that will help us gather feedback on Youth Ride Free, Pass2Class, and better understand the transportation needs of youth and families in Contra Costa County.

Funding Updates and Grants

In coordination with Tri Delta Transit, the Authority is submitting a State Budget Request to continue project development for Segment 1 of the East Contra Costa County Automated Transit Network (ATN). This request for $8,000,000 would fund preliminary design and environmental technical studies for the initial 5-mile phase of a larger proposed 28-mile zero-emission, on-demand, fixed-guideway transit system designed to connect major destinations across the cities of Antioch, Pittsburg, Oakley, and Brentwood in eastern Contra Costa County. Segment 1 extends existing regional mobility by connecting Bay Area Rapid Transit (BART) and Tri Delta Transit services into Brentwood.

In June 2026, the Authority submitted a Federal Safe Streets and Roads for All (SS4A) Grant application for $15,000,000 to reduce emergency response time and improve safety at both emergency scenes and in construction work zones by enabling emergency vehicles to communicate with connected and autonomous vehicles, both directly and through cloud-based technology. This project would both build on our current Countywide Smart Signals project and implement technology developed in our previously awarded SS4A grant (Fiscal Year 2025).

Construction Updates/Lookahead

Caltrans Ramp Metering Project (04-1Q7214):

- Southbound Bollinger Canyon Road 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 – June 2026

The ccta.ca.gov saw 9,000 website visitors in June 2026. This is likely a response to RMS and our listening efforts and survey driving traffic to the website. The Community Input Hub saw more than 1,500 visits, and most of the traffic to the website was direct or through organic search.

Social Media Metrics – June 2026

Social Media Metrics – June 2026 vs. May 2026

Platform	Posts	New Followers	Total Followers	Impressions	Engagements	Impressions Change
LinkedIn	2	+39	2,644	4,176	204	42.8% ↓ from May
Facebook	9	+23	2,529	1,487	505	73.5% ↓ from May
Twitter/X	1	-2	1,127	0	1	0% from May
Nextdoor	3	Automatically subscribed to all Nextdoor accounts in Contra Costa County (~620K)	N/A	11,000+	7	N/A
Bluesky (pilot)	1	+1	50	BlueSky does not currently provide	BlueSky does not currently provide	N/A

The Authority's June 2026 social media activity focused on a mix of major agency visibility, public engagement, and survey promotion. The biggest theme was the 11th Annual RMS, which allowed the Authority to highlight Contra Costa County's leadership in transportation innovation. RMS-related posts were among the top-performing content on both LinkedIn and Facebook, including posts recapping the event and promoting the summit in advance. RMS content was the top LinkedIn post, with the recap generating 109 reactions, and RMS also appeared among the top Facebook posts.

In the middle to later part of June 2026, the Authority also began shifting into public outreach mode by promoting two major surveys: the Summer Listening Survey and the Youth

Transportation Survey. These posts were designed to gather input from residents, families, and youth about transportation needs, barriers, and priorities across Contra Costa County. This outreach supports broader planning efforts by making it easier for the public to share what would make getting around the county safer, easier, and more reliable.

Facebook activity also included community-facing posts tied to specific projects and programs. The top Facebook post focused on the Iron Horse Trail/Contra Costa Canal Trail connection in Pacheco, encouraging residents to review route concepts and complete a survey. Another strong post promoted Youth Ride Free, reminding families that youth 18 and under can ride participating County Connection, Tri Delta Transit, and WestCAT buses for free through July 31, 2026, while also directing them to YouthRideFree.com.

Staff Out-of-State Travel: Timothy Haile attended the Intelligent Transportation Society of America Conference in Detroit, Michigan, from June 7-11, 2026, for a total of $2,934.86.

THIS PAGE INTENTIONALLY BLANK

CONTRA COSTA TRANSPORTATION AUTHORITY

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

MEMORANDUM

To: Matt Todd, TRANSPAC
Chris Weeks, SWAT
Robert Sarmiento, TRANSPLAN
Diane Friedmann, TVTC
John Nemeth, WCCTAC
Nate Levine, LPMC

for

From: Timothy Haile, Executive Director

Date: July 6, 2026

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its June 17, 2026 meeting, the Authority Board discussed and approved the following agenda item recommendations, which may be of interest to the Regional Transportation Planning Committees:

A. *The Authority Board approved Resolution 26-19-P, designating State Route 4 Bypass Authority as the implementing agency for Regional Measure 3 funds for the Vasco Road Safety Improvements – Phase 2 Project.*

B. *The Authority Board authorized the Chair to execute Amendment No. 5 to Agreement No. 530 with WSP USA, Inc. in the amount of $857,457, which includes $60,000 in contingency, for a new total agreement value of $14,427,038, to provide additional design services for coordinated adaptive ramp metering and program support for the Innovate 680 (Project 8009), and allow the Executive Director or designee to make any non-substantive changes to the language.*

C. *The Authority Board authorized staff to issue Request for Proposals No. 26-3 to obtain proposals from firms interested in providing the Authority with state legislative advocacy services and allow the Executive Director or designee to make any non-substantive changes to the language.*

D. *The Authority Board approved Resolution 26-24-P, authorizing the Executive Director or designee to enter into agreements and execute purchase orders in a total amount of $10,033,388 to procure the Authority-furnished equipment and software necessary to advance the construction phase of the Countywide Smart Signals (Project 31000), contingent upon successful obligation of the grant funds and receipt of an Authorization to Proceed (E-76) from the California Department of Transportation; and authorize the Executive Director or designee to shift funds between procurement allotment categories as long as the total expenditures do not exceed the total amount for the Authority-furnished equipment and software procurement allotment.*

E. *The Authority Board authorized staff to execute Amendment No. 2 to Agreement No. 569 with StreetLight Data for a Countywide Multimodal Regional License (Multi-Domain License) for a second and final one-year term option for Fiscal Year (FY) 2026-27, execute Amendment No. 6 to the Memorandum of Understanding No. 80.09.02 between the Authority and each jurisdiction participating in the StreetLight Data Multi-Domain License cost-share for FY 2026-27, and authorize the Executive Director or designee to make any non-substantive changes to the language.*

F. *The Authority Board approved Resolution 26-18-A, adopting the Authority's FY 2026-27 budget following a public hearing on June 17, 2026. The proposed budget calls for funding appropriations totaling $260.4 million for projects, congestion management, planning, programs, administration, and debt service necessary as required for Authority operations, capital improvements, and programmed activities planned from July 1, 2026 through June 30, 2027.*

G. *The Authority Board approved Resolution 26-20-P, authorizing to commit matching funds for upcoming senate bill funding applications for the Interstate 80 San Pablo Dam Road Interchange – Phase II (Project 7002), to exchange $7.5 million in State Transportation Improvement Program funds from the State Route 4 Eastbound Operational Improvement Project (Project 6006), authorize the Chair to execute Agreement No. 761 to facilitate a fund exchange of $8.3 million in Measure J funds with the Pacheco Boulevard Realignment and Widening Project (Project 24003), and authorize the Executive Director or designee to make any non-substantive changes to the language.*

H. *The Authority Board approved Resolution 26-25-P, authorizing the Executive Director or designee to 1) approve the Richmond Street Complete Streets Improvements, (Project 31004) for design in accordance with Government Code Section 830.6 to preserve design immunity; 2) publicly advertise the construction contract for the Project at the Executive Director or designee's discretion, contingent upon successful obligation of the grant funds and receipt of an Authorization to Proceed from the Federal Highway Administration; 3) approve changes and issue addenda to the bidding documents during the advertisement period; and 4) publicly open all bids received.*

I. *The Authority Board approved for staff to release the proposed Coordinated Call for Projects covering the fourth cycle of the One Bay Area Grant, Community Action Resource and Empowerment, the third cycle of Measure J Transportation for Livable Communities and Pedestrian, Bicycle and Trail Facilities, and Transportation Fund for Clean Air Additional funding programs.*

J. *The Authority Board approved the draft Contra Costa Countywide Community-Based Transportation Plan. The draft will be available for public comment through July 31, 2026, and will be finalized in Fall 2026.*

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

CONTRA COSTA TRANSPORTATION AUTHORITY

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

MEMORANDUM

To: Matt Todd, TRANSPAC
Chris Weeks, SWAT
Robert Sarmiento, TRANSPLAN
Diane Friedmann, TVTC
John Nemeth, WCCTAC
Nate Levine, LPMC

for

From: Timothy Haile, Executive Director

Date: August 11, 2026

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its July 15, 2026 meeting, the Authority Board discussed and approved the following agenda item recommendations, which may be of interest to the Regional Transportation Planning Committees:

A. *The Authority Board received a quarterly project status report for April – June 2026. This was an informational item only; no staff recommendation at this time.*

B. *The Authority Board authorized the Chair to execute Amendment No. 767 with DKS Associates in an amount of $1,490,000 for professional services for the Countywide Emergency Evacuation Study, establish a contingency in the amount of $10,000, for a total not-to-exceed maximum agreement value of $1,500,000, and allow the Executive Director or designee to make any non-substantive changes to the language and approve changes within the contingency.*

C. *The Authority Board received a quarterly project status report for Transportation for Livable Communities and Pedestrian, Bicycle, and Trail Facilities Projects for April – June 2026. This was an informational item only; no staff recommendation at this time.*

D. *The Authority Board approved the release of the Draft Contra Costa Countywide Transportation Plan 2050 to all interested parties for public review and comment.*

E. *The Authority Board approved the partial release of withheld Measure J Funds to the City of Richmond's (City) for the Countywide Transportation Services for Seniors and People with Disabilities (Program 15) and Additional Transportation Services for Seniors and People with Disabilities (Program 20b) with 75% of the net funds in the upcoming funding cycle in the amount of $2,709,706.20, and to continue to hold the remaining 25% in the amount of $903,235.40 until the City completes the outstanding items.*

F. *The Authority approved the Senate Bill 63 Contra Costa County small transit operations funding split based on two performance measures as reported in the operator's National Transit Database (NTD) report: Passenger Miles Traveled and Vehicle Revenue Miles.*

G. *The Authority Board approved the Senate Bill 63 Contra Costa County Return to Source Investment Plan and the development of implementation guidelines prior to allocations.*

H. *The Authority Board received an informational overview of the Measure J Reserve Policy and Transportation Expenditure Plan Transit Programs.*

I. *The Authority Board discussed and considered Central Contra Costa Transit Authority, dba County Connection's request for reserve funds from Measure J Programs 14, 15, 16 and 19a and directed staff to defer consideration of County Connection's request for reserve funds until after certification of the November 2026 election.*

J. *The Authority Board discussed and considered West Contra Costa Transit Authority, dba WestCAT's request for reserve funds from Measure J Programs 14, 15, 16, 19b, and 20b and directed staff to defer consideration of WestCAT's request for reserve funds until after certification of the November 2026 election.*

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

THIS PAGE INTENTIONALLY BLANK

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

July 14, 2026

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

RE: Status Letter for TRANSPAC Meeting – July 9, 2026

Dear Mr. Haile:

The TRANSPAC Committee met on July 9, 2026. The following is a summary of the meeting and action items:

1. The Board adopted the CCTA scoring criteria for Central County Measure J TLC Cycle 3 applications.
2. The Board approved the programming of $329,229 in TFCA subregional funds to support the Walk & Roll school trip reduction program in Central County for FY 2026/27, including expansion to additional schools within the TRANSPAC subregion.
3. The Board received information regarding Measure J Transportation Expenditure Plan Discussion from the CCTA Executive Director.

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

WCCTC | WEST CONTRA COSTA TRANSPORTATION COMMISSION

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

July 8, 2026

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

RE: June 26, 2026, WCCTC Meeting Summary

Dear Tim:

The following is a synopsis of the WCCTC Board meeting on June 26, 2026. The Board:

1. adopted Resolution 26-04, approving the FY 2027 work program, budget, and dues.
2. adopted Resolution 26-05, approving the use of Measure J 28b funds for the I-80/San Pablo Dam Road Interchange Phase 2 Project.
3. adopted Resolution 26-06, updating the salary schedule for FY27 to reflect a cost-of-living adjustment.
4. approved the allocation of FY 2027 Measure J 20b Funds for Additional Transportation Services for Seniors and People with Disabilities, as previously approved by the AAC.
5. received information from BART staff about the state of the BART system and from SFMTA about their Speed Safety Camera Program.

Sincerely,

John Nemeth

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

July 30, 2026

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

RE: July 24, 2026, WCCTC Meeting Summary

Dear Tim:

The following is a synopsis of the WCCTC Board meeting on July 24, 2026. The Board:

1. Adopted Resolution 26-07, a STMP Funding Agreement with the City of Pinole for the Bay Trail Gap Closure project at Tennent Avenue.
2. Adopted Resolution 26-08, relating to Measure J Program 21b, the Student Bus Pass Program. The action allows dual pass accommodation for students affected by the Betty Reid Soskin/Pinole Middle School consolidation.
3. Approved the FY 2027 TFCA West Contra Costa Commuter Incentive Program Work Plan.
4. Received presentations about the temporary closure of the Al Zampa Bridge in August for maintenance, AC Transit budget and service forecasts, and the FY 2027 TFCA 40% Fund Countywide Call for Projects.

Sincerely,

John Nemeth

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

THIS PAGE INTENTIONALLY BLANK

TRANSPAC Board Meeting ***STAFF REPORT***

Meeting Date: September 10, 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
CCTA TEP Workshop	7/15/26
CCTA Board Meeting	7/15/26
RTPC Managers Check In Meeting	7/29/26
M Todd / T Haile Check In Meeting	8/31/26
CCTA/RTPCs Quarterly Check In	9/1/26

THIS PAGE INTENTIONALLY BLANK

TRANSPAC Board Meeting ***STAFF REPORT***

Meeting Date: September 10, 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
City of Concord*	Concord	Traffic Impact Analysis	**UA Local 342**	Local union building; a new admin building.		
City of Concord*	Concord	Traffic Impact Analysis	**7 Brew Coffee on Clayton**	Converting a KFC into drive through only, 7 Brew Coffee		

*The TRANSPAC TAC discussed the UA Local 342 and 7 Brew Coffee projects and did not anticipate significant traffic impacts requiring ongoing monitoring.

TRANSPAC Board Meeting ***STAFF REPORT***

Meeting Date: September 10, 2026

Subject:	**TRANSPAC QUARTERLY FINANCIAL REPORTS**
Summary of Issues	The TRANSPAC JPA calls for the reporting of certain financial information on a quarterly basis. The attached reports contain a summary of the amount of funds held, receipts and expenses of TRANSPAC for FY 2025-2026 for the period ended June 30, 2026. The attached material also includes additional information regarding expenses related to the TRANSPAC budget.
Recommendations	Accept the Quarterly Financial Report for the period ended June 30, 2026.
Attachment(s)	A. TRANSPAC Quarterly Financial Report for period ended June 30, 2026. B. TRANSPAC FY 2025-2026 Expenditure Status.

TRANSPAC Quarterly Financial Reports

The TRANSPAC JPA calls for the reporting of certain financial information on a quarterly basis. The attached reports contain a summary of the amount of funds held, receipts and expenses of TRANSPAC for FY 2025-2026 for the period ended June 30, 2026. The attached material also includes additional information regarding expenses related to the budget.

Pleasant Hill, CA

Balance Sheet
Account Summary
As Of 06/30/2026

Account	Name	Balance	
Fund: 801 - TRANSPAC FUND			
Assets			
801-101060	INVESTMENT IN LAIF	173,328.94	
801-101100	Claim On Cash	287.54	
801-113090	INTEREST RECEIVABLE AT YEAR END (LAIF)	1,580.84	
	Total Assets:	**175,197.32**	**175,197.32**
Liability			
801-200002	ACCOUNTS PAYABLE PENDING	75,686.35	
	Total Liability:	**75,686.35**	
Equity			
801-300300	RESTRICTED FUND BALANCE	85,287.16	
	Total Beginning Equity:	**85,287.16**	
Total Revenue		351,454.43	
Total Expense		337,230.62	
Revenues Over/Under Expenses		**14,223.81**	
	Total Equity and Current Surplus (Deficit):	**99,510.97**	
	Total Liabilities, Equity and Current Surplus (Deficit):		**175,197.32**

City of Pleasant Hill

FY2025/26 Income Statement Summary by Quarter

Accounting Structure:			
Fund	Department or Revenue Code	Cost Center	Expense Code
xxx	xxxx	0000	xxxx

FUND:85 **Name :TRANSPAC**

OLD Revenue DEPT Id	OLD Description OBJ Id	NEW ACCT CODE (ERP10)	Revenue Description	Activity in 1st Quarter	Activity in 2nd Quarter	Activity in 3rd Quarter	Activity in 4th Quarter		YTD thru 6/30/2026
3510		801-0000-0000-450010	INTEREST REV		4,333.68	3830.17	4,292.58	$	12,456.43
4570		801-0000-0000-460020	CONTRIB FROM OTHER AGENCIES	338,998.00				$	338,998.00
					Total Revenue --------->			**$**	**351,454.43**

OLD Expense DEPT Id	OLD Description OBJ Id	NEW ACCT CODE (ERP10)	Expense Description	Activity in 1st Quarter	Activity in 2nd Quarter	Activity in 3rd Quarter	Activity in 4th Quarter		YTD thru 6/30/2026
7085	0100	801-6002-0000-611010	SALS-PERMANENT		95,195.97	24,808.82	205,825.83	$	325,830.62
7085	1110	801-6002-0000-	OUTSIDE CONSL/LITG					$	-
7085	1140	801-6002-0000-630015	AUDITING SVCS		4,750.00			$	4,750.00
7085	1198	801-6002-0000-630038	CONSULTANT/OTHR					$	-
7085	1300	801-6002-0000-630040	CONTRACTUAL SVC	75.00	780.00	225.00	2,570.00	$	3,650.00
7085	1486	801-6002-0000-650014	MAINT					$	-
7085	2400	801-6002-0000-620113	POSTAGE					$	-
7085	4200	801-6002-0000-660014	SUPLS/OPERATING					$	-
7085	6800	801-6002-0000-620141	ADMIN OVERHEAD	3,000.00				$	3,000.00
7085	6905	801-6002-0000-800110	CONTINGENCIES					$	-
7085	6985	801-6002-0000-800115	TRANSPAC-PROJECT RESERVE					$	-
					Total Expense --------->			**$**	**337,230.62**
					Net Rev/(Exp)			**$**	**14,223.81**

TRANSPAC 2025-2026 - Expenditure Status
Through 6/30/26 (including expenses incurred with payment pending)

EXPENDITURES

	2025-2026 BUDGET	2025-2026 EXPENDITURES		Notes
Managing Director / Admin Support Contract (time and material based expenses) (includes printing, postage & supplies)	$ 326,000	$ 325,831	99.9%	Invoices through 6/30/26
Legal Services - expenses would be incurred on a time and material basis	$ -	$ -	0.0%	
Web Site - Maintain / Enhance (time and material based expenses)	$ 5,000	$ 3,650	73.0%	Invoices through 6/30/26
Audit Services	$ 5,000.00	$ 4,750	95.0%	
City of Martinez - Pacheco Transit Hub / Park & Ride Lot Maintenance	$ 10,000.00	$ -	0.0%	City incurred less than $10,000 of expenses - CCTA funds cover the initial $10,000 of expenses
Pleasant Hill City/Fiscal Administration	$ 3,000	$ 3,000	100.0%	Invoices through 6/30/26
Subtotal	**$ 349,000**	**$ 337,231**	96.6%	
Contingency	$ 35,000	$ -	0.0%	
Project Reserve - This line represents the budget to fund the I-680 / Monument Blvd. Bicycle and Pedestrian Improvement Feasibility study.	$ 41,500	$ -	0.0%	
Total	**$ 425,500**	**$ 337,231**		

REVENUES

	2025-2026 BUDGET	2025-2026 ACTUALS	
Member Agency Contributions	$ 339,000	$ 338,998	100.0%
Carryover Balance	$ 45,000	$ 43,787	97.3%
Interest Earned		$ 12,456	
Project Reserve Carryover Balance	$ 41,500	$ 41,500	100.0%
Total	**$ 425,500**	**$ 436,742**	102.6%

1-Sep-26

TRANSPAC 2024-2025 and 2025-2026 - Expenditure Status
(includes 2025-2026 expenses incurred with payment pending)

EXPENDITURES

	2024-2025 EXPENDITURES THRU 6/30/25	2025-2026 EXPENDITURES THRU 6/30/26	Notes
Managing Director / Admin Support Contract (time and material based expenses) (includes printing, postage & supplies)	$ 293,817	$ 325,831	Invoices through 6/30/26
Legal Services - expenses would be incurred on a time and material basis	$ -	$ -	
Web Site - Maintain / Enhance (time and material based expenses)	$ 1,430	$ 3,650	Invoices through 6/30/26
Audit Services	$ 4,500	$ 4,750	
City of Martinez - Pacheco Transit Hub / Park & Ride Lot Maintenance	$ 10,000	$ -	City incurred less than $10,000 of expenses - CCTA funds cover the initial $10,000 of expenses
Pleasant Hill City/Fiscal Administration	$ 2,856	$ 3,000	Invoices through 6/30/26
Subtotal	**$ 312,603**	**$ 337,231**	
Contingency	$ 23,000	$ -	
Project Reserve - This line represents the budget to fund the I-680 / Monument Blvd. Bicycle and Pedestrian Improvement Feasibility study.	$ -	$ -	
Total	**$ 335,603**	**$ 337,231**	

REVENUES

	2024-2025	2025-2026	
Member Agency Contributions	$ 309,001	$ 338,998	
Carryover Balance	$ 56,737	$ 43,787	
Interest Earned	$ 13,652	$ 12,456	Through 12/31/25
Project Reserve Carryover Balance	$ 41,500	$ 41,500	
Total	**$ 420,890**	**$ 436,742**	

1-Sep-26

THIS PAGE INTENTIONALLY BLANK

TRANSPAC Board Meeting ***STAFF REPORT***

Meeting Date: September 10, 2026

Subject:	**MEASURE J LINE 20A FUND PROGRAM – REVISED NOTIFICATION AND DISCLOSURE POLICIES, FY 2026/2027 – FY 2027/2028**
Summary of Issues	The Contra Costa Transportation Authority (CCTA) Measure J line 20a (Line 20a) program provides funds for Transportation Services for Seniors & People with Disabilities in the TRANSPAC area. TRANSPAC is responsible for recommendations on how the Measure J Line 20a funds are to be used in Central County. At its June 11, 2026 meeting, the TRANSPAC Board approved the Measure J Line 20a Fund Program for FY 2026/2027 and FY 2027/2028 and directed staff to revise the policy language related to project sponsor notification and disclosure provisions. Staff revised the Line 20a Program Policies as directed along with minor revisions to reporting and invoicing requirements to be consistent with the revised CCTA Master Cooperative Agreement.
Recommendations	Adopt the revised TRANSPAC Measure J Line 20a Program Policies for FY 2026/2027 and FY 2027/2028.
Financial Implications	There are no TRANSPAC financial implications.
Attachments	A. TRANSPAC Measure J Line 20a Program Policies, FY 2026/2027 – FY 2027/2028 (revised) B. CCTA Sample Master Cooperative Agreement (revised)

Background

At its June 11, 2026 meeting, the TRANSPAC Board approved the Measure J Line 20a (Line 20a) Fund Program for FY 2026/2027 and FY 2027/2028 in the amount of $1,335,000. The Board continued consideration of the proposed program notification and disclosure provisions and directed staff to revise the policy language to focus on significant changes in service delivery, citing driver shortages as one example among other circumstances that could affect service.

The proposed provisions were in response to questions raised in scoring committee discussions and at the April 2026 TAC meeting regarding service quality, accountability, and oversight for programs funded through the Line 20a Fund Program. Staff coordinated with CCTA staff to identify areas where existing policies could be strengthened for the FY 2026/2027–2027/2028 cycle, and the TAC and Board reviewed the proposed policy updates at the May and June 2026 meetings respectively.

For reference, the notification and disclosure provisions as presented to the Board on June 11, 2026 read as follows:

The following notifications and disclosures were proposed to be adopted for the FY 2026/2027–2027/2028 program policies. In each case, project sponsors would provide TRANSPAC at least 30 days' written notice, and TRANSPAC reserved the right to consider such changes in making funding determinations:

- ***Service schedule documentation**. Project sponsors would be required to notify TRANSPAC of service schedule revisions relative to the service schedule included in the grant application. If service was reduced, the project sponsor would also include information about how the service change would be noticed to system users.*
- ***Driver shortage disclosure**. If a driver shortage affected a funded service, the project sponsor would be required to notify TRANSPAC and submit a remediation timeline outlining how operations would be restored.*
- ***Program change disclosure.** Project sponsors would be required to disclose any material changes to their broader transportation program — including changes to complementary services — that could affect demand for or ridership on the Measure J 20a–funded service.*

Revised Notification and Disclosure Provisions

The revised policies consolidate the three notification and disclosure provisions originally proposed into two provisions and broadened the service/schedule change notification requirement to apply in the event of a significant change in service or schedule for any reason:

- **Service Schedule Documentation and Service Changes.** Project sponsors are required to notify TRANSPAC staff within 30 days of significant revisions to the funded service, including changes to service schedules, service levels, hours of operation, or service availability relative to the service described in the approved grant application. If service is reduced or otherwise materially affected, the project sponsor shall provide information regarding customer notification, anticipated impacts to service delivery, and any planned corrective actions or estimated timeline for restoration of service.

- **Program Change Disclosure.** Project sponsors are required to notify TRANSPAC staff of any planned material changes to their transportation program, including changes to complementary services, service areas, eligibility requirements, operating arrangements, or other program elements that could affect demand for, ridership on, or delivery of the Measure J Program 20a–funded service.

Reporting Requirements
The revised policies also align reporting requirements with the revised CCTA Master Cooperative Agreement, reducing duplicative reporting burden. Reimbursement requests to CCTA are required at least every three months, consistent with the agreement's quarterly invoice schedule. Progress reporting to TRANSPAC moves from an annual to a semi-annual basis on the same schedule; staff is coordinating with CCTA to develop a simplified reporting template reflecting this change. The semi-annual reports are anticipated to focus on quantitative service data, such as trips provided and individuals served, consistent with what has been required by CCTA in the past. TRANSPAC staff will also administer an annual supplemental questionnaire to gather qualitative programmatic information — such as service delivery challenges and program impacts. The specific division of reporting content between the semi-annual reports and the supplemental questionnaire is still being finalized.

At this meeting the Board is requested to adopt the revised program policies for FY 2026-2027 and FY 2027-2028.

2026-2027 and 2027-2028
Call for Projects
TRANSPAC Measure J Line 20a Funds
Additional Transportation Services for Seniors and People with Disabilities

- **<u>TRANSPAC, the Regional Transportation Planning Committee for Central Contra Costa</u>** is issuing a Call for Projects for Measure J Line 20a funds "*Additional Transportation Services for Seniors & People with Disabilities*" funded through the Measure J Transportation Sales Tax Expenditure Plan approved by Contra Costa voters (in 2004) for the two-year period of FY 2026-2027 and 2027-2028.

- **<u>Funds will generally be used</u>** in support of transportation services and related capital expenditures for seniors and people with disabilities provided by TRANSPAC jurisdictions and public and private non-profit agencies operating in the TRANSPAC area (map attached). Funds must be spent in a manner consistent with the Contra Costa Transportation Authority's Measure J *Program 15 Transportation for Seniors & People With Disabilities*[1]. Examples of eligible expenditures include but are not necessarily limited to: vehicle purchase/lease/maintenance, mobility management activities, travel training, facilitation of countywide travel and integration with other public transit.

- **<u>According to Measure J</u>**, in years when revenues have declined from the previous year, funds may be used for supplemental, existing, additional or modified service for seniors and people with disabilities; in years where funding allows for growth in service levels, these funds would be used for service enhancements for seniors and people with disabilities. TRANSPAC will determine if the use of funds proposed by operators meets these guidelines for the allocation of these funds.

- **<u>Eligible Applicants</u>**: TRANSPAC jurisdictions, public non-profit and private non-profit transportation service agencies, duly designated by the State of California and operating in TRANSPAC area in Central Contra Costa may submit application(s) for operating funds for transportation services and/or capital funding projects necessary to continue and/or support existing services for the proposed twenty-four (24) month period. Transportation services and projects must directly benefit seniors and disabled residents of Central Contra Costa (Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Unincorporated Central Contra Costa County). Please see attached map.

---

[1] Full program description is available in the Measure J Sales Tax Expenditure Plan: https://ccta.net/wp-content/uploads/2018/10/5297b121d5964.pdf

- **Funding Available**: The total funding available for this two-year grant/project period is estimated to be $1,200,000 ($600,000 annually).

- **Evaluation Criteria:** Applications will be evaluated on the following criteria which should be addressed in the grant application:

  - Proposed service fills an identified gap in transportation/transit network.
  - Proposed service complements the transportation services provided by the County Connection LINK Americans with Disabilities Act paratransit service.
  - Does the proposal include any service coordination efforts with other accessible or fixed route transit operations, use of mobility management services, etc.
  - The costs of operations relative to the cost of the LINK Paratransit service
    - Per Revenue Hour
      - $139.26. (FY 2025)
    - Per Passenger
      - $85 (FY 2025)
  - Is the service currently being funded by the 20a program.
  - Demonstration of the capacity, commitment, and funding strategy to continue service beyond the grant period.
  - Though matching funds are not required, providing matching funding and leveraging other fund sources will be viewed favorably.
  - Consider multiple equity factors of the proposed service to be provided in the TRANSPAC Subregion (see equity priority area maps in the application).
  - Specific services may be evaluated based on prior pilot program information (such as transportation network company (TNC) service).
  - Use of funds in prior programming cycles including:
    - Whether applicant used all allocated money in previous grants
    - Accuracy of reporting in prior grant cycles
    - Compliance with previous grant requirements (including reporting requirements)

- **Applications**: Applicants are required to complete the attached application form and may attach additional information in support of the application. The TRANSPAC Board will request application review and a program recommendation from TRANSPAC TAC. The TRANSPAC Board will make funding recommendations to Contra Costa Transportation Authority (CCTA) and request allocation action(s).

  a. Applications should be emailed to:
     Tiffany Gephart, TRANSPAC Program Manager
     tiffany@graybowenscott.com

  b. **Applications must be received by [Time] on [Day], [Date]**.

c. Electronic copies of the application will be available by download or email. Please contact Tiffany Gephart at tiffany@graybowenscott.com for the electronic version.

d. Late applications will not be accepted.

- **Post-Award Requirements and Timeline**

All successful applicants must comply with the following TRANSPAC requirements and deadlines:

a. **Funding Agreement and Reimbursement Schedule**

- **Execute funding agreement within 120 days** of CCTA program approval
- **Submit reimbursement requests to CCTA at minimum every 3~~6~~ months**
  - ~~For example, all project sponsors must submit a reimbursement request to CCTA by December 31st and June 30th of each fiscal year~~
- **Submit an electronic copy** of your CCTA funding agreement, purchase orders, and copies of all reimbursement requests to TRANSPAC staff

b. **Project End Dates and Expenditure Deadlines**

- **Project sponsors will not be eligible** to incur reimbursable expenses after the project end date
- TRANSPAC will establish a project end date for each project
- For the 2026-2027 and 2027-2028 Measure J Program 20a cycle:
  - Expenditure deadline: June 30, 2028

c. **Final Invoice Requirements**

- **Submit final invoices within 120 days** of the expenditure deadline
- For example, reimbursement requests should be submitted by October 31, 2028, for projects ending June 30, 2028

d. **Reports to TRANSPAC**: All grantees will be required to submit:

- **Progress Report:** Will require information about program implementation status, challenges, outcomes, ridership data, cost data, operational metrics, and program effectiveness. Progress reporting will be collected on a **semi-annual basis**. TRANSPAC reserves the right to request supplemental information, annual summaries, or more frequent reporting on a case-by-case basis.

- ~~Progress reporting will be collected on an annual basis. TRANSPAC reserves the right to request more frequent reporting on a case-by-case basis.~~

- Additionally, all grantees must participate in **semi-annual status check-ins** with TRANSPAC staff to review program progress and address any implementation issues. The format of these check-ins will be determined by TRANSPAC staff and may include written updates, presentations, or informal meetings as appropriate.

e. **Expenditure Pacing Requirements**

- Project sponsors should adhere to the expenditure timeline proposed in their funding application. Significant deviations from the proposed Year 1/Year 2 spending plan must be reported to TRANSPAC staff and include written justification and updated budget showing Year 2 planned expenditures
- Expenditure pacing will be considered in future funding decisions and monitored during semi-annual check-ins

f. **Service Schedule Documentation and Service Changes.** Project sponsors are required to notify TRANSPAC staff within 30 days of significant revisions to the funded service, including changes to service schedules, service levels, hours of operation, or service availability relative to the service described in the approved grant application. If service is reduced or otherwise materially affected, the project sponsor shall provide information regarding customer notification, anticipated impacts to service delivery, and any planned corrective actions or estimated timeline for restoration of service.

g. **Program Change Disclosure.** Project sponsors are required to notify TRANSPAC staff of any planned material changes to their transportation program, including changes to complementary services, service areas, eligibility requirements, operating arrangements, or other program elements that could affect demand for, ridership on, or delivery of the Measure J Program 20a funded service.

- **Contra Costa Transportation Authority Allocation Process**: Successful applicants will be required to execute a Cooperative~~Funding~~ Agreement with the CCTA within 120 days of the fund program approval and must comply with all of its requirements (see sample Master Cooperative Agreement attached), including, but not limited to, audits, compliance with the Measure J Expenditure Plan as it pertains to the project, insurance (see attachment section 9~~1.9~~, ~~of sample master cooperative agreement~~ insurance requirements), indemnification, and reporting. Pursuant to CCTA policies and procedures established in the Cooperative Agreement referenced above, project sponsors will be reimbursed for eligible, documented expenses in accordance with the approved program/project budget, scope, schedule, and project description~~Pursuant to CCTA policies and procedures established in the Funding Agreement referenced above, project sponsors will be reimbursed for eligible, documented expenses pursuant to the approved program/project budget and scope, schedule and/or project description~~.

2026-2027 and 2027-2028
Call for Projects
TRANSPAC Measure J Line 20a Funds
Additional Transportation Services for Seniors and People with Disabilities

- **TRANSPAC, the Regional Transportation Planning Committee for Central Contra Costa** is issuing a Call for Projects for Measure J Line 20a funds "*Additional Transportation Services for Seniors & People with Disabilities*" funded through the Measure J Transportation Sales Tax Expenditure Plan approved by Contra Costa voters (in 2004) for the two-year period of FY 2026-2027 and 2027-2028.

- **Funds will generally be used** in support of transportation services and related capital expenditures for seniors and people with disabilities provided by TRANSPAC jurisdictions and public and private non-profit agencies operating in the TRANSPAC area (map attached). Funds must be spent in a manner consistent with the Contra Costa Transportation Authority's Measure J *Program 15 Transportation for Seniors & People With Disabilities*[1]. Examples of eligible expenditures include but are not necessarily limited to: vehicle purchase/lease/maintenance, mobility management activities, travel training, facilitation of countywide travel and integration with other public transit.

- **According to Measure J**, in years when revenues have declined from the previous year, funds may be used for supplemental, existing, additional or modified service for seniors and people with disabilities; in years where funding allows for growth in service levels, these funds would be used for service enhancements for seniors and people with disabilities. TRANSPAC will determine if the use of funds proposed by operators meets these guidelines for the allocation of these funds.

- **Eligible Applicants**: TRANSPAC jurisdictions, public non-profit and private non-profit transportation service agencies, duly designated by the State of California and operating in TRANSPAC area in Central Contra Costa may submit application(s) for operating funds for transportation services and/or capital funding projects necessary to continue and/or support existing services for the proposed twenty-four (24) month period. Transportation services and projects must directly benefit seniors and disabled residents of Central Contra Costa (Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Unincorporated Central Contra Costa County). Please see attached map.

[1] Full program description is available in the Measure J Sales Tax Expenditure Plan: https://ccta.net/wp-content/uploads/2018/10/5297b121d5964.pdf

- **Funding Available**: The total funding available for this two-year grant/project period is estimated to be $1,200,000 ($600,000 annually).

- **Evaluation Criteria:** Applications will be evaluated on the following criteria which should be addressed in the grant application:

    - Proposed service fills an identified gap in transportation/transit network.
    - Proposed service complements the transportation services provided by the County Connection LINK Americans with Disabilities Act paratransit service.
    - Does the proposal include any service coordination efforts with other accessible or fixed route transit operations, use of mobility management services, etc.
    - The costs of operations relative to the cost of the LINK Paratransit service
        - Per Revenue Hour
            - $139.26. (FY 2025)
        - Per Passenger
            - $85 (FY 2025)
    - Is the service currently being funded by the 20a program.
    - Demonstration of the capacity, commitment, and funding strategy to continue service beyond the grant period.
    - Though matching funds are not required, providing matching funding and leveraging other fund sources will be viewed favorably.
    - Consider multiple equity factors of the proposed service to be provided in the TRANSPAC Subregion (see equity priority area maps in the application).
    - Specific services may be evaluated based on prior pilot program information (such as transportation network company (TNC) service).
    - Use of funds in prior programming cycles including:
        - Whether applicant used all allocated money in previous grants
        - Accuracy of reporting in prior grant cycles
        - Compliance with previous grant requirements (including reporting requirements)

- **Applications**: Applicants are required to complete the attached application form and may attach additional information in support of the application. The TRANSPAC Board will request application review and a program recommendation from TRANSPAC TAC. The TRANSPAC Board will make funding recommendations to Contra Costa Transportation Authority (CCTA) and request allocation action(s).

    a. Applications should be emailed to:
    Tiffany Gephart, TRANSPAC Program Manager
    tiffany@graybowenscott.com

    b. **Applications must be received by [Time] on [Day], [Date]**.

c. Electronic copies of the application will be available by download or email. Please contact Tiffany Gephart at tiffany@graybowenscott.com for the electronic version.

d. Late applications will not be accepted.

- **Post-Award Requirements and Timeline**

All successful applicants must comply with the following TRANSPAC requirements and deadlines:

a. **Funding Agreement and Reimbursement Schedule**

- **Execute funding agreement within 120 days** of CCTA program approval
- **Submit reimbursement requests to CCTA at minimum every 3 months**
    -
- **Submit an electronic copy** of your CCTA funding agreement, purchase orders, and copies of all reimbursement requests to TRANSPAC staff

b. **Project End Dates and Expenditure Deadlines**

- **Project sponsors will not be eligible** to incur reimbursable expenses after the project end date
- TRANSPAC will establish a project end date for each project
- For the 2026-2027 and 2027-2028 Measure J Program 20a cycle:
    - Expenditure deadline: June 30, 2028

c. **Final Invoice Requirements**

- **Submit final invoices within 120 days** of the expenditure deadline
- For example, reimbursement requests should be submitted by October 31, 2028, for projects ending June 30, 2028

d. **Reports to TRANSPAC**: All grantees will be required to submit:

- **Progress Report:** Will require information about program implementation status, challenges, outcomes, ridership data, cost data, operational metrics, and program effectiveness. Progress reporting will be collected on a **semi-annual basis**. TRANSPAC reserves the right to request supplemental information, annual summaries, or more frequent reporting on a case-by-case basis.
- Additionally, all grantees must participate in **semi-annual status check-ins** with TRANSPAC staff to review program progress and address any implementation issues. The format of these check-ins will be determined by TRANSPAC staff and may include written updates, presentations, or informal meetings as appropriate.

MASTER COOPERATIVE AGREEMENT NO.20.C.XX

BETWEEN

CONTRA COSTA TRANSPORTATION AUTHORITY

AND

XXXXXXXXXXXXXXXXXXXXX

THE MASTER COOPERATIVE AGREEMENT NO.20.C.XX ("AGREEMENT") is made and entered into as of this 1st day of July 2026, by and between XXXXXXXXXX, hereinafter referred to as "SPONSOR", and the CONTRA COSTA TRANSPORTATION AUTHORITY, hereinafter referred to as "AUTHORITY." SPONSOR and AUTHORITY are sometimes individually referred to as "Party" and collectively as "Parties" in this AGREEMENT.

RECITALS

A. Pursuant to the Measure C Sales Tax Renewal Ordinance (#88-01 as amended by #04-02), hereinafter referred to as "Measure J", the AUTHORITY is authorized to expend funds for the provision of transportation programs for seniors and people with disabilities. Measure J is a voter-approved retail transactions and use tax that funds Contra Costa County's Transportation Expenditure Plan (the "TEP") through 2034. Program 20a is one of the programs identified in the TEP and dedicates 1.2% of Measure J sales tax revenues to additional transportation services for seniors and people with disabilities.

B. SPONSOR desires to implement one or more programs to enhance mobility for seniors and/or people with disabilities, hereinafter referred to as "PROGRAM", eligible under the Contra Costa Additional Transportation Services for Seniors and People with Disabilities Program (Measure J Expenditure Plan Program 20a, as amended).

C. The SPONSOR seeks a commitment from the AUTHORITY for Measure J funds for the purpose of providing services and programs as described in the Measure J expenditure plan programs listed in paragraph B above.

D. The SPONSOR understands that AUTHORITY shall only provide such commitment described in paragraph C above after a request for allocation to SPONSOR is made by TRANSPAC through action at a regular meeting of the TRANSPAC board. Such request shall be made in writing from TRANSPAC to the Authority. SPONSOR further understands that TRANSPAC allocation request does not itself constitute a binding commitment to allocate funds, and funds will only be allocated after full execution of this AGREEMENT by all parties.

SECTION I

SPONSOR AGREES:

1. **Application of Funding**

   For PROGRAM approved and funded by AUTHORITY, to apply the funds received under this AGREEMENT to PROGRAM in accordance with the terms and conditions specified in funding resolutions at the AUTHORITY'S full discretion; and consistent with the information contained in the funding resolution attached to this AGREEMENT as Exhibit A and incorporated herein by this reference ("Funding Resolution"). The specific PROGRAM to be implemented by the SPONSOR is identified in the Funding Resolution.

   1.1 **Timely and Diligent Use of Funds.** SPONSOR shall diligently and continuously pursue implementation of PROGRAM, and shall expend funds disbursed under this AGREEMENT at a reasonable and consistent rate of progress throughout the term of this AGREEMENT, consistent with the invoicing schedule set forth in paragraph 2 below. AUTHORITY may treat a sustained pattern of expenditure substantially below a pro-rata share of the amount stated in the Funding Resolution, without good cause shown by SPONSOR, as a material breach of this AGREEMENT. Any funds disbursed under this AGREEMENT that remain unexpended upon expiration or discharge of this AGREEMENT shall be returned to AUTHORITY, except as the Parties may otherwise agree in writing in connection with a subsequent Funding Resolution or renewal of this AGREEMENT.

2. **Invoices**

   To provide invoices requesting reimbursement of eligible expenditures incurred, in the form and detail sufficient to show delivery of the program described in the Funding Resolution, along with supporting documentation as required by AUTHORITY. Invoices will be submitted quarterly, on September 30, December 31, March 31, and June 30 each calendar year for the duration of this agreement.

3. **Record Keeping and Audits**

a. To maintain complete, accurate, and clearly identifiable records with respect to all costs and expenses incurred under this AGREEMENT. To allow AUTHORITY or any independent auditor selected by any of these parties, to audit all expenditures relating to each PROGRAM funded through this AGREEMENT. For the duration of each PROGRAM, and for five (5) years following completion of the PROGRAM, or earlier discharge of the AGREEMENT, SPONSOR shall make available all records relating to expenses incurred in performance of this AGREEMENT by AUTHORITY.

b. To maintain sufficient records demonstrating SPONSOR'S compliance with the terms of the Measure J Expenditure Plan, including amendments, and the Measure J Strategic Plan, as periodically updated, and this AGREEMENT for a period of five (5) years from the date of this AGREEMENT and to allow the AUTHORITY and its duly authorized representatives, agents, and consultants access to such records, and to be audited. SPONSOR shall ensure that audit working papers are made available to the AUTHORITY or its designee upon request for a period of three (3) years from the date the audit report is issued, unless extended in writing by the AUTHORITY.

4. **Reporting**

Where SPONSOR'S PROGRAM is administered in whole or in part by TRANSPAC, to submit progress reports to TRANSPAC using the reporting template provided by AUTHORITY (this template may be updated from time to time), on a semi-annual basis (each December 31st and June 30th for the duration of this AGREEMENT), or on such other schedule, or in such additional form, as AUTHORITY may require consistent with AUTHORITY'S TRANSPAC reporting policies, as adopted or amended from time to time. SPONSOR'S obligation under this subparagraph is limited to timely submission of such reports to TRANSPAC. SPONSOR shall, upon AUTHORITY'S request, promptly provide AUTHORITY a copy of any report submitted under this subparagraph.

5. Management

To provide overall management of PROGRAM(s), including responsibility for schedule, budget, and oversight of services performed by others and to be responsible for evaluation, selection, and management of consultants and contractors.

6. **Signage**

If PROGRAM involves construction, to post signage identifying Measure J and AUTHORITY as a funding source at the site of construction. If PROGRAM involves a capital acquisition, including but not limited to a vehicle, to install and display AUTHORITY'S logo for the life of that vehicle or equipment. If PROGRAM involves the production of promotional materials, including but not limited to, brochures, signage, displays, website pages, or give-away items used in connection with promotional events, to use AUTHORITY's logo thereon. All signage and logo usage under this paragraph shall comply with AUTHORITY'S Branding Requirements and Logo Guidance, as may be amended or updated by AUTHORITY from time to time. SPONSOR shall provide photographic or screenshot proof of compliance with this paragraph within 60 days of any such acquisition.

7. **Surplus Personal Property**

To comply with AUTHORITY'S Policy on Disposition of Surplus Personal Property Acquired by a PROGRAM Sponsor or Recipient of PROGRAM Funds and No Longer Required for the PROGRAM, as may be amended or updated by AUTHORITY from time to time, with respect to the disposal of any surplus property acquired in whole or part with Measure J Funds.

8. **Compliance with Local, State, and Federal Requirements**

If PROGRAM requires SPONSOR to enter into a contract with a contractor and/or consultant, SPONSOR shall ensure that such contract complies with this AGREEMENT and all applicable local, state, and federal requirements, and shall give all notices required by law. Additionally, any contractor and/or consultant is responsible for ensuring that subcontractors, at as many tiers of PROGRAM as required, perform in accordance with the terms, conditions, and specifications of such contract, including local, state, and/or federal requirements. Upon request of AUTHORITY and/or SPONSOR, any contractor and/or consultant shall provide evidence of the steps it has taken to ensure its compliance with this AGREEMENT and the local, state, and/or federal requirements, as well as the evidence of the subcontractor's compliance, at all tiers.

9. **Insurance**

SPONSOR shall maintain the following insurance in force during the entire term of this AGREEMENT, and in the case of Commercial General Liability Insurance and Professional Liability Insurance, for at least five years after the conclusion of all services provided by SPONSOR pursuant to this AGREEMENT. SPONSOR's contractors and consultants shall be subject to the same insurance provisions as stated herein unless specified otherwise:

a. Workers' Compensation Insurance covering SPONSOR's employees in accordance with statutory requirements of all jurisdiction(s) in which any and all Services are being performed, and Employer's Liability Insurance in the amount of $2,000,000 per occurrence for injuries incurred in providing services under this AGREEMENT. This policy shall include a waiver of subrogation stating that the insurer waives all rights of subrogation against the AUTHORITY, its officials, employees, and any successors in interest.

b. Comprehensive or Commercial General Liability Insurance including contractual liability, premises and operations, personal injury, completed operations, and independent contractors' liability, with limits of not less than $2,000,000 each occurrence for bodily injury and not less than $2,000,000 each occurrence for property damage. (Aggregate is $4,000,000 bodily injury and property damage).
   A combined single limit policy is acceptable provided the combined single limit is not less than $2,000,000. The policy shall contain an aggregate limit not less than $4,000,000. The required limits may be satisfied by a combination of a primary policy and an excess or umbrella policy with terms at least as broad as the primary policy.

   The policy shall contain no endorsements or provisions limiting coverage for (1) products and completed operations; (2) contractual liability; (3) third party action over claims; or (4) cross liability exclusion for claims for suits by one insured against another.

c. Automobile Liability Insurance covering owned, non-owned, uninsured motorists, leased, and hired vehicles with limits not less than $2,000,000 each person and $2,000,000 each occurrence for bodily injury, and $2,000,000 each occurrence for property damage. A combined single limit of not less than $2,000,000 will meet this requirement. AUTHORITY shall be added by SPONSOR as an additional insured on this policy. SPONSOR'S insurance policy shall be primary insurance with respect to the AUTHORITY and its employees, agents, officers, and directors and any insurance maintained by AUTHORITY shall be excess of SPONSOR'S insurance.

d. Professional Liability Insurance (covering errors and omissions), with limits not less than $2,000,000 per claim and $4,000,000 in the aggregate, and a retroactive date no later than the commencement date of this AGREEMENT as first shown above. SPONSOR's subcontractors and subconsultants providing professional services under this AGREEMENT shall be added to SPONSOR's policy as additional insureds, or shall provide evidence of their own professional liability insurance which is acceptable to AUTHORITY's Executive Director.

e. Cyber Liability Insurance, for the term of this Agreement in an amount not less than $2,000,000.00 per occurrence. Coverage shall be sufficiently broad to respond to the duties and obligations as is undertaken by SPONSOR in this Agreement and shall include, but not be limited to, claims involving infringement of intellectual property, including but not limited to infringement of copyright, trademark, trade dress; invasion of privacy violations; information theft; damage to or destruction of electronic information; release of private information; alteration of electronic information; extortion; and network security. The policy shall provide coverage for liabilities for financial loss resulting or arising from acts, errors, or omissions, in rendering technology services:

    i. Violation or infringement of any right of privacy, including breach of security and breach of security/privacy laws, rules or regulations globally, now or hereinafter constituted or amended;
    ii. Data theft, damage, unauthorized disclosure, destructions, or corruption, including without limitation, unauthorized access, unauthorized use, identity theft, theft of personally identifiable information or confidential AUTHORITY information in whatever form, transmission of a computer virus or other type of malicious code; and participation in a denial of service attack on third party computer systems;
    iii. Loss or denial of service;
    iv. No cyber terrorism exclusion;
    v. Such coverage must include technology/professional liability including breach of contract, privacy and security liability, privacy regulatory defense and payment of civil fines, payment of credit card provider penalties, and breach response costs, including without limitation,

notification costs, forensic analysis, credit protection services, call center services, identity theft protection services, and crisis management/public relations services.

The policy or policies of insurance required by Section 9.b (Comprehensive or Commercial General Liability Insurance) and Section 9.c (Automobile Liability Insurance) shall conform to or include the following:

1) A provision or endorsement naming AUTHORITY, its officials, employees, and successors in interest as additional insureds with respect to the liability arising out of the performance of the Services by SPONSOR under this AGREEMENT, including completed operations coverage.

2) Provisions that the insurance is primary insurance with respect to AUTHORITY, its officials, employees, and successors in interest. Any insurance or self-insurance maintained by AUTHORITY, its officials, employees, or successors in interest shall be excess of SPONSOR's insurance and shall not contribute with it.

3) Provisions or endorsements stating that the coverage contains no special limitations on the scope of protection afforded to AUTHORITY, its officials, employees, or successors in interest.

4) Provisions or endorsements stating that insurance shall apply separately to each insured against whom claim is made or suit is brought, subject to the limits of the insurer's liability.

5) Provisions or endorsements providing a waiver of subrogation in favor of AUTHORITY, its officials, employees, or successors in interest or shall specifically allow SPONSOR to waive their right of recovery prior to a loss. SPONSOR hereby waives its own right of recovery against AUTHORITY.

All policies shall be issued by insurance companies which are licensed carriers in the State of California and maintain an A.M. Best's rating of "A–" or higher unless otherwise approved by AUTHORITY. Prior to commencing Services under this AGREEMENT, SPONSOR shall furnish to AUTHORITY a copy of each policy of insurance required by this AGREEMENT. Such policies shall provide that not less than thirty (30) calendar days advance notice in writing will be given to AUTHORITY prior to cancellation, termination, or material alteration of said policies of insurance, except 10 calendar days in the event of non-payment of premium. All insurance policies, other than Professional Liability Insurance under paragraph 9.d shall be written on an occurrence basis.

Deductibles and Self-Insured Retentions. Any deductible or self-insured retention applicable to any policy required under this paragraph 9 must be declared to and approved by AUTHORITY. At AUTHORITY'S option, SPONSOR shall either (a) reduce or eliminate such deductible or self-insured retention as it relates to AUTHORITY, its officials, employees, or successors in interest, or (b) procure a bond guaranteeing payment of losses and related defense expenses.

The certificates of insurance must note whether each policy includes a self-insured retention and must disclose the amount of any deductible. If a policy's self-insured retention must be paid by a named insured as a precondition of the insurer's liability, or has the effect of providing that payment of the retention by others — including additional insureds or insurers — does not satisfy the retention, that provision must be modified by special endorsement so that it does not apply to the additional insured coverage required by this AGREEMENT, and so that it does not prevent any party to this AGREEMENT from satisfying the self-insured retention as a precondition to the insurer's liability.

AUTHORITY's Risk Manager may waive or modify any of the insurance requirements of this section by written document.

The requirements contained herein as to types and limits of insurance to be maintained by SPONSOR are not intended to and shall not in any manner limit or qualify the liabilities and obligations assumed by SPONSOR under this AGREEMENT.

10. Data Privacy and Security. SPONSOR shall implement and maintain reasonable administrative, technical, and physical safeguards to protect the confidentiality, integrity, and availability of all data and information belonging to AUTHORITY, and all personal information of PROGRAM participants, from unauthorized access, use, disclosure, alteration, or loss. SPONSOR shall maintain written policies and procedures governing the collection, storage, use, retention, and disposal of such data. SPONSOR shall notify AUTHORITY promptly, and in no event later than 3 business days, of any actual or suspected unauthorized access to, or disclosure of, such data.

SECTION II

<u>AUTHORITY AGREES</u>:

1. <u>Reimbursement</u>

   Consistent with the procedures specified in Section I, paragraph 2 above, to reimburse SPONSOR for eligible expenses incurred in conducting the PROGRAM within 45 days of receipt of invoice, up to the amounts stated in Exhibit A of this AGREEMENT.

2. <u>Notice of Audit</u>

   To provide timely notice if an audit is to be conducted.

SECTION III

<u>IT IS MUTUALLY AGREED</u>:

1. Term and Discharge of AGREEMENT.

a. This AGREEMENT is effective as of July 01, 2026 and will remain in effect until discharged as provided below. Under this AGREEMENT, no expenditures prior to July 01, 2026 are eligible for reimbursement.

b. This AGREEMENT shall be subject to discharge as follows:

   (i) Either party may terminate this AGREEMENT at any time for cause pursuant to a power created by the AGREEMENT, or by law, other than for breach, by giving written notice of termination to the other party, which shall specify both the cause and the effect of termination. Notice of termination under this provision shall be given at least ninety (90) days before the effective date of such termination. On termination, all obligations which are still executory on both sides are discharged, but any right based on prior breach or performance survives.

   (ii) This AGREEMENT may be canceled or terminated by a party for breach of any obligation, covenant, or condition hereof by the other party upon notice to the breaching party. With respect to any breach which is reasonably capable of being cured, the breaching party shall have thirty (30) days from the date of the notice to initiate steps to cure. If the breaching party diligently pursues cure, such party shall be allowed a reasonable time to cure, not to exceed sixty (60) days from the date of the initial notice, unless a further extension is granted by the non-breaching party. On cancellation, the non-breaching party retains the same rights as a party exercising its right to terminate under the provisions of (i) above, except that the canceling or terminating party also retains any remedy for breach of the whole contract or any unperformed balance.

(iii) By mutual consent of the parties, this AGREEMENT may be terminated at any time.

(iv) Except as to any rights or obligations which survive discharge, as provided herein, this AGREEMENT shall be discharged, and the parties shall have no further obligation to each other upon the disbursement of the amount set forth in Section II, paragraph 1 above.

(v) Either party may terminate this AGREEMENT for convenience, without cause, upon 90 days' written notice to the other party. In the event of termination under this provision, SPONSOR shall be reimbursed for eligible costs incurred prior to the effective date of termination, and any unexpended Measure J funds shall be returned to AUTHORITY in accordance with paragraph 1(c).

c. In the event that SPONSOR ceases operation, upon termination of operation, any unexpended Measure J funding will be promptly reimbursed to the AUTHORITY.

2. <u>Indemnity</u>

To the fullest extent permitted by law, SPONSOR shall indemnify, defend, and hold AUTHORITY and its officers, employees, agents and contractors harmless from, any damage or liability occurring by reason of anything done or omitted to be done by SPONSOR, its officers, employees, consultants or contractors, under or in connection with the performance of this Agreement, or any authority or jurisdiction of SPONSOR or delegated to SPONSOR under this AGREEMENT. Without limiting the generality of the foregoing, it is further specifically understood and agreed that SPONSOR shall fully indemnify, defend, and hold AUTHORITY and its officers, employees, agents and contractors harmless from any liability or damages imposed for injury as defined by California Government Code Section 810.8 occurring by reason of anything done or omitted to be done by SPONSOR, its officers, employees, agents, or contractors under this AGREEMENT or in connection with any services, authority, or jurisdiction of SPONSOR or delegated to SPONSOR under this AGREEMENT.

3. Notices

Any notice which may be required under this AGREEMENT shall be in writing, effective when received, and given by personal service, certified, or registered mail (return receipt requested), or courier service to the addresses set forth below, or to such addresses which may be specified in writing by the parties hereto.

To the SPONSOR:	To the AUTHORITY
Name:	Brian Kelleher
Title:	Chief Financial Officer
Agency:	Contra Costa Transportation Authority
Address:	2999 Oak Road, Suite 100
Email:	Walnut Creek, CA 94597
	bkelleher@ccta.net

By executing this AGREEMENT, each of the parties acknowledges and agrees that the persons identified above, or any other person designated by either party to AGREEMENT by notice to the other party, is authorized to execute documents and to bind the party with respect to this AGREEMENT.

4. Additional Acts and Documents

Each party agrees to do all such things and take all such actions, and to make, execute, and deliver such other documents and instruments as shall be reasonably requested to carry out the provisions, intent, and purpose of the AGREEMENT.

5. Counterparts

This AGREEMENT may be signed in counterparts, each of which shall constitute an original.

6. Amendment

SPONSOR may, at any time, request an amendment to the work scope or budget of any PROGRAM funded under this AGREEMENT with Measure J by submitting a revised EXHIBIT A, indicating the proposed amendment in redline/strikeout format, together with a signed transmittal letter indicating the reason for the proposed change. Submittal of these documents shall be construed as SPONSOR's consent to amend this AGREEMENT as specified. AUTHORITY will evaluate SPONSOR's request on the basis of consistency with applicable policies and, if approved, will convey notice of approval to SPONSOR in writing. Approval by AUTHORITY under this paragraph is a precondition to, and does not substitute for, any approval separately required from TRANSPAC under paragraph 12. Upon approval by AUTHORITY, and where required, TRANSPAC, this AGREEMENT will be considered amended per SPONSOR's request.

This AGREEMENT may otherwise be amended by written amendment executed by the parties and shall not be changed, modified, or rescinded except as provided herein. Any attempt at oral modification of this AGREEMENT shall be void and of no effect.

7. Independent Agency

SPONSOR renders its services under this AGREEMENT as an Independent agency. None of the SPONSOR's agents or employees shall be agents or employees of AUTHORITY.

8. Assignment

This AGREEMENT may not be assigned, transferred, hypothecated, or pledged by any party without the express written consent of the other party.

9. Binding on Successors

This AGREEMENT shall be binding upon the successor(s), assignee(s), or transferee(s) of AUTHORITY or SPONSOR(s) as the case may be. This provision shall not be construed as an authorization to assign, transfer, hypothecate, or pledge this AGREEMENT other than as provided above.

10. Severability

Should any part of this AGREEMENT be determined to be unenforceable, invalid, or beyond the authority of either party to enter into or carry out, such determination shall not affect the validity of the remainder of this AGREEMENT which shall continue in full force and effect, provided that the remainder of this AGREEMENT can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the parties.

11. Limitation

All obligations of AUTHORITY under the terms of this AGREEMENT with respect to Measure J funds are expressly subject to AUTHORITY's continued authorization to collect and expend the sales tax proceeds provided by Measure J. If for any reason AUTHORITY's right to collect or expend such sales tax proceeds is terminated or suspended in whole or part, AUTHORITY shall promptly notify SPONSOR, and the parties shall consult on a course of action. If, after twenty-five (25) working days, a course of action is not agreed upon by the parties, this AGREEMENT shall be deemed terminated by mutual consent, provided that any future obligation to fund from the date of the notice shall be expressly limited by and subject to (i) the lawful ability of AUTHORITY to expend sales tax proceeds for the purposes of this AGREEMENT; and (ii) the availability, taking into consideration all the obligations of AUTHORITY under all outstanding contracts, agreements and other obligations of AUTHORITY, of funds for such purposes.

12. Scope of Work

The Scope of work or description of the PROGRAM is incorporated into the funding resolution attached as Exhibit A. Work performed must be consistent with the program described to be eligible for reimbursement. Any amendments to the PROGRAM as described require written approval from TRANSPAC and the AUTHORITY.

13. Attorney's Fees

The parties agree to select a mediator to assist in resolving conflict. The parties will share in the cost of the mediator. By participating in mediation, the parties do not waive any judicial remedies that may be available. If either party commences an action against the other party, either legal, administrative, or otherwise, arising out of or in connection with this AGREEMENT, the prevailing party shall be entitled to have and recover from the losing party reasonable attorney's fees and all other costs of such action.

14. Waiver

No waiver of any default shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel, or otherwise.

15. Integration

This AGREEMENT represents the entire AGREEMENT of the parties with respect to the subject matter hereof. No representations, warranties, inducements, or oral agreements have been made by any of the parties except as expressly set forth herein or in other contemporaneous written agreements.

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT as of the day and year above written.

SIGNATURES [ADD]

THIS PAGE INTENTIONALLY BLANK

TRANSPAC Board Meeting ***STAFF REPORT***

Meeting Date: September 10, 2026

Subject:	**TRANSPAC MEASURE J LINE 21A SAFE TRANSPORTATION FOR CHILDREN PROGRAM — CCTA PROGRAM PROPOSAL**
Summary of Issues	Measure J Line 21A (Line 21A), "Safe Transportation for Children", is a subregional program established under the Measure J Transportation Expenditure Plan (TEP) that sets aside Measure J sales tax revenue for TRANSPAC to fund transportation-to-school projects in the TRANSPAC subregion. TRANSPAC is responsible for recommendations on how Line 21A funds are used in the subregion. The Contra Costa Transportation Authority (CCTA) developed cost estimates and funding options for a student transportation program using Line 21A funds following concepts presented to the TAC and Board in April-June. At its August 27, 2026 meeting, the Technical Advisory Committee (TAC) reviewed CCTA's proposal and recommends allocation of Measure J Line 21A funds for the pilot student transit pass program, the Walk N Roll program, Bike Family Fest, and bicycle parking infrastructure.
Recommendation (s)	Approve the programming of Measure J Line 21A funds in the amount of $1,990,000 for the student transit pass program (FY 26-28), Walk N Roll, Bike Family Fest, and bicycle parking (FY 27-28), and matching contributions for the OBAG 4 Safe Routes to School Grant (FY 28-29) with the following direction to staff: A. CCTA will prioritize available TFCA funding for the Walk N Roll program before drawing on Line 21A funds. B. TRANSPAC will review and concur with the locations of any bike parking installed in the public right-of-way, particularly lockers proposed near multifamily residential sites, prior to installation. C. Staff will revisit the FY 28-29 Walk N Roll funding allocation in the event the OBAG 4 Safe Routes to School grant is unsuccessful.
Option(s)	A. Direct staff to work with CCTA to revise the funding proposal before returning to the Board. B. Defer the recommendation to a future meeting.

Financial Implications	TRANSPAC is responsible for recommendations on how Measure J Line Item 21a funds are to be used in the TRANSPAC subregion. The program resulting from the above process will commit Measure J revenue dedicated to projects that support safe transportation for children through FY 28/29 in the TRANSPAC subregion.
Attachment(s)	A. CCTA Student Program Proposal Memo

Background

Measure J Line 21A ("Safe Transportation for Children") is a subregional program established under the Measure J Transportation Expenditure Plan (TEP) that sets aside a share of Measure J sales tax revenue for TRANSPAC to fund transportation-to-school projects in the TRANSPAC subregion. Per the TEP, TRANSPAC identifies specific projects, which may include SchoolPool and Transit Incentive Programs, pedestrian and bicycle facilities, sidewalk construction and signage, and other projects and activities to provide transportation to schools. The TRANSPAC subregion receives an estimated $600,000 annually in Line 21A revenues.

At the April 30, 2026 TAC meeting, CCTA staff presented an update on youth transportation programming including the countywide youth transit pilot comprising the Summer Youth Ride Free program which ran from June-July 2026 and the Pass2Class school-year component (August – October). The TRANSPAC Board approved $41,000 in Line 21A funds for the TRANSPAC portion of summer program costs for youth ride free at the November 2025 Board meeting. The Pass2Class school year component is currently funded by the Transportation Fund for Clean Air (TFCA).

At the May 28, 2026 TAC meeting and the June 11, 2026 Board meeting, CCTA presented six program concepts for a long-term student transportation program in the TRANSPAC subregion: a student transit pass program, expansion of Walk N Roll, expansion of Bike Family Fest, additional bicycle parking, extending travel training services to youth, and a yellow school bus feasibility study. The Board requested that CCTA return with cost estimates to inform a funding allocation decision.

At its August 27, 2026 meeting, the TAC reviewed CCTA's cost estimates and funding proposal for four of the six program elements: the student transit pass program, Walk N Roll, Bike Family Fest, and bike parking. CCTA's staff recommendation would fund all four elements through FY 2028/2029 for a total of $2.97M as summarized in Table 1 and attachment A. Following the discussion, the TAC recommended a modified allocation of $2.04M as summarized in Table 2 and in the discussion summary below.

Following the August 27, 2026 TAC meeting, TRANSPAC staff further evaluated the funding approach for the FY 2028/29 Walk N Roll program in coordination with CCTA. CCTA's Countywide Safe Routes to School program is seeking a One Bay Area Grant Cycle 4 (OBAG 4) award of $5 million, of which TRANSPAC's subregional share is 30.7 percent, subject to a required local match of 11.47 percent. Based on this share, staff calculate TRANSPAC's required match contribution at approximately $200,000 which could be met using Measure J Line 21A funds. If awarded, the OBAG 4 grant together with the required match would fund TRANSPAC's full share of the Safe

Routes to School program, including FY 2028/29 Walk N Roll operations. Staff therefore recommends allocating $200,000 in Line 21A funds for the required match as summarized in Table 3. OBAG 4 awards are expected to be confirmed in spring 2027. If the application is not successful, staff will return to the Board with a recommendation to allocate additional Line 21A funds to cover the FY 2028/29 Walk N Roll operating costs at that time.

A summary of the TAC discussion and additional funding provisions are outlined below. Further program detail, methodology, and assumptions are provided in Attachment A.

Table 1: Line 21a Program Recommendation (CCTA Staff)

Program	FY26/27	FY27/28	FY28/29	3-Year Total
Student Transit Pass Program	$540,000	$770,000	$820,000	$2,130,000
Walk and Roll*	—	$350,000	$250,000	$600,000
Bike Family Fest*	—	$80,000	$80,000	$160,000
Bike Parking*	—	$50,000	$30,000	$80,000
TOTAL	**$540,000**	**$1,250,000**	**$1,180,000**	**$2,970,000**

**FY26/27 costs for Walk N Roll, Bike Family Fest, and bike parking are already funded by TFCA and previously allocated MJ21a funds.*

Table 2: Line 21a Program Recommendation (TAC)

Program	FY26/27	FY27/28	FY28/29	3-Year Total
Student Transit Pass Program	$540,000	$770,000	—	$1,310,000
Walk and Roll*	—	$350,000	$250,000	$600,000
Bike Family Fest*	—	$80,000	—	$80,000
Bike Parking*	—	$50,000	—	$50,000
TOTAL	**$540,000**	**$1,250,000**	**$250,000**	**$2,040,000**

Table 3: Line 21a Program Recommendation (TRANSPAC Staff)

Program	FY26/27	FY27/28	FY28/29	3-Year Total
Student Transit Pass Program	$540,000	$770,000	—	$1,310,000
Walk and Roll*	—	$350,000	Deferred	$350,000
Safe Routes to School/OBAG 4 Matching Contribution**			$200,000	$200,000
Bike Family Fest	—	$80,000	—	$80,000
Bike Parking	—	$50,000	—	$50,000
TOTAL	**$540,000**	**$1,250,000**	**$200,000**	**$1,990,000**

**FY 2028/29 Walk N Roll operating costs deferred pending OBAG 4 award decision. **Calculated OBAG 4 (Safe Routes to School) match (30.7% TRANSPAC share; 11.47% match rate), contingent on grant award (expected spring 2027).*

The following is a summary of the TAC discussion regarding the Line 21a funding request at the August meeting:

- Committing multiple years of funding before ridership and cost data are available from the student transit pass pilot carries the risk of funds sitting unspent and untracked in future cycles, as has occurred with other TRANSPAC-funded programs in the past. A shorter funding cycle allows TRANSPAC to review first-year utilization before committing further years.
- Walk and Roll is recommended through FY 2028/2029 to secure a required Measure J 21A match for the countywide One Bay Area Grant Cycle 4 (OBAG 4) Safe Routes to School application.
- TFCA funding should continue to be used for Walk and Roll to the extent available in future annual TFCA allocation cycles, before drawing on Line 21A funds. TFCA allocations are decided annually and are not affected by this recommendation.
- The TAC requested the opportunity to review and concur on the locations of any bike parking installed in the public right-of-way, particularly lockers proposed near multifamily residential sites.
- The TAC requested that CCTA provide a comprehensive program funding plan including OBAG 4 proposed/committed matching contributions from all four subregions.

At this meeting, the TRANSPAC Board is requested to consider the Line 21a program recommendation as outlined.

Information provided by CCTA, August 19, 2026

Background:

TRANSPAC is responsible for recommendations on how to utilize Measure J Program 21a Safe Transportation for Children Program funds in the TRANSPAC subregion. The main goals for a student transportation program are:

- To build long term behavioral change that encourages lifelong transit ridership and biking, walking, and rolling.
- Provide much needed transportation to schools to replace car trips, reduce traffic, meet vision zero goals, and reduce absenteeism.
- Reduce barriers to accessing education, employment, and recreational opportunities.

Proposed program elements were brought to the TRANSPAC TAC on May 28, 2026 and the TRANSPAC Board on June 11, 2026 and the Board asked that cost estimates be brought back to the Board for funding allocation.

Potential Elements of the Program:

Student Pass Program

Driven by feedback from the Mt. Diablo School District and TRANSPAC members, there continues to be a need for free or subsidized transit passes for students. The biggest issues identified by stakeholders and potential funding partners were:

- A lack of accessible transportation severely disadvantages our most vulnerable students, resulting in high absenteeism rates, diminished academic achievement, and a profound loss of academic confidence.
- The students most in need of this program are also those most likely to be traveling across multiple transit operators.
- The need to collect data beyond general ridership data to show trip reduction, Cost-Effectiveness, and comply with data validation needs that require Clipper usage.
- The students most in need of this program are the least likely to have a parent or guardian who can complete program sign-up processes.

Given the challenges, the initial pilot proposal was developed with the school district to provide Clipper cards to approximately 2,000 students identified by the Mt. Diablo School District. The pilot would require a contract between CCTA and MTC for Clipper BayPass and a cooperative agreement and coordination with the Mt. Diablo School District to distribute and monitor the passes.

Information provided by CCTA, August 19, 2026

The students identified for the initial pilot include those experiencing homelessness, foster youth, justice-involved, newcomer/refugee, migrant education, unaccompanied youth, and those in the American Indian Education Program.

The initial cost estimate provided by the Clipper BayPass team for this pilot is $25 per student per month. Considering program set up and delivery costs, and the monthly cost to purchase passes, the cost to run an initial 9-month pilot pass program during the FY26/27 school year would be approximately $540,000. The cost for future years would likely be adjusted by Clipper Bay Pass depending on the number of trips taken by students in the pilot program. Cost estimates for an ongoing annual pass program for FY27/28 and FY28/29 are shown below. The total cost for the 9-month pilot in addition to continuing the program annually through 2029 is approximately $2.13 million. This is an initial estimate and will be adjusted after actual ridership data is collected through the pilot program. Clipper BayPass will provide a revised cost estimate per student for subsequent annual contracts.

A One Bay Area Grant Cycle 4 (OBAG 4) application is currently being considered to expand the Student BayPass program countywide. These Measure J funds could be used as a match to help leverage those funds, potentially freeing up 21a funds for the remaining priorities.

Table 1: Clipper BayPass Student Pass Program Cost Estimates

	FY26/27*	FY27/28	FY28/29	TOTAL
Student Pass Program	**$540,000**	**$770,000**	**$820,000**	**$2,130,000**

*Cost for 9-month pilot

Cost for 9-month pilot + 2 full years of implementation: **$2,130,000***

*Cost dependent on annual negotiation with Clipper BayPass

Information provided by CCTA, August 19, 2026

Walk N Roll Program

Walk and Roll (WNR) started from the creative and community-focused mind of one person who believed that schools and families could come together to increase walking and biking to school. With the support of CCTA, the program grew from one school to more than a dozen – with requests to bring it to schools coming in from all over the county. With 92% of parents wanting Walk n Roll to continue – perhaps in part because they see themselves in the success, there is increased demand to expand to all schools in TRANSPAC and continue the program. Beyond simply easing traffic and improving safety, these changes have driven down absenteeism and tardy rates for many schools.

The cost to onboard a new school is more expensive than the ongoing cost to keep the program running. To date, WNR has been rolled out to 17 elementary schools in Central County. TFCA funding has been allocated to continue implementation of WNR at those 17 schools in addition to onboarding 10 additional schools in FY26/27. The cost estimate for continuing to offer WNR at those 27 schools and onboard the remaining 9 elementary schools in Central County in FY27/28 is $350,000. The ongoing cost estimate to keep the program running at all 36 schools is approximately $250,000 per year. TFCA funding is discretionary and cannot be guaranteed year to year. Therefore, it is recommended to fund the next two fiscal years of WNR using Program 21a funds. These funds can be used as a match for the Countywide Safe Routes to School program OBAG 4 grant to help fund WNR, Street Smarts school assemblies and preferred walking and biking maps to schools in Central County.

Table 2: WNR Program Cost Estimates

	FY26/27	FY27/28	FY28/29	TOTAL
Number of Schools	17 + 10 new	27 + 9 new	36	
WNR	**TFCA Secured**	**$350,000**	**$250,000**	**$600,000**

Cost for two years of program implementation: ~**$600,000**

Bike Family Fest

Originally developed as a volunteer run event led by Bike East Bay, attendance at the annual Bike Family Fest has continued to grow year over year. As the program has grown, so has the need to move away from a volunteer-based and to a more formally managed program. Bike Family Fest serves as a celebration of active transportation, encouraging families to consider walking and biking to school and providing active transportation education to thousands of residents. The FY26/27 Bike Family Fest is being funded by existing previously allocated 21a funds to 511 CCTA. The cost estimate below assumes holding one event per year in FY27/28 and FY28/29. Interest was expressed in holding more than one event per year and potentially rotating cities. The cost estimate to hold two events per year would be double, or approximately $160k per year.

Table 3: Bike Family Fest Cost Estimates

	FY26/27	FY27/28	FY28/29	TOTAL
Number of Events	1	1	1	
Bike Family Fest	**MJ21a Funds Secured**	**$80,000**	**$80,000**	**$160,000**

Cost for two events: **$160,000**

Bike Parking

As Walk N Roll continues to expand across TRANSPAC, the requests for additional bike parking at schools and near multi-family residential locations have increased. Investing in the infrastructure to support this positive behavior change will support further growth. There have also been conversations with the school districts to enhance active transportation programs by connecting students in need of a bike with those providing them to those in need in the community.

Through the WNR program, bike racks are installed at schools as demand for bike parking increases as more children bike to school. Students are also provided with secure bike locks to use to lock their bikes. Bike lockers would be installed in publicly accessible locations near multi-family residential units identified by the school districts as serving kids in need at their schools. Below is a cost estimate for providing bike locks, racks, and lockers to complement the WNR program roll out in Central County for FY27/28 and FY28/29.

Information provided by CCTA, August 19, 2026

Table 4: Bike Parking Cost Estimates

	FY26/27	FY27/28	FY28/29	TOTAL
Number of Bike Rack Spaces: 35 spaces per new WNR school + annual expansion	TFCA Secured	315	35	560
Number of Bike Locks: Ten per WNR school per year	TFCA Secured	360	360	2,880
Number of Bike Lockers		4 lockers / 8 spaces	4 lockers / 8 spaces	8 lockers / 16 spaces
Bike Racks, Locks, and Lockers Total Cost	**TFCA Secured**	**$50,000**	**$30,000**	**$80,000**

Cost for bike racks, locks and lockers: **$80,000**

Program Structure and Coordination

CCTA will lead the overall program administration, design, evaluation, and coordination, including coordination with MTC, TRANSPAC, the School Districts, cites, and impacted transit operators. The Mt. Diablo School District has already committed to supporting a transit pass and bike parking program in partnership with the SOAR Program (Support Office for Access and Resources) and the McKinney-Vento Program. CCTA will contract for any additional program delivery through the 511 CCTA program.

Program Evaluation

Program evaluation will be critical to help build out long term program viability and identify additional funding sources. CCTA is committed to leading program evaluations including ridership and participant data analysis, user survey development, execution, and analysis, and partner feedback integration. All completed program evaluations will inform the continuation of the program and potential countywide expansion in the future.

Student Program Timeline

CCTA is currently working with MTC and the School District to prepare for a potential launch of the transit pass program in the 2026/27 school year. The initial pilot would be for approximately 9 months.

At this meeting, the TRANSPAC TAC is requested to select the proposed programs TRANSPAC wishes to implement for Measure J Program 21a: Safe Transportation for Children in the future and approve the allocation of funding for those programs. Once TRANSPAC approves the allocation, it will go to the CCTA Planning Committee and Board for approval and allow CCTA to execute necessary cooperative agreements and contracts.

Recommendation

Two options for allocating Measure J Program 21a funds are provided. Staff recommend Option 1 for allocation.

Option 1: Staff recommends allocating Program 21a funding for the FY26/27 9-month pilot for the student transit pass program in addition to the FY27/28 and FY28/29 proposed school year programs including the student transit pass program, Walk N Roll, Bike Family Fest, and Bike Parking. The total MJ21a allocation through FY28/29 is **$2,970,000**.

Table 5: Recommended Measure 21a Program Allocation

	FY26/27	FY27/28	FY28/29	TOTALS
Student Transit Pass Program	$540,000	$770,000	$820,000	$2,130,000
Walk N Roll		$350,000	$250,000	$600,000
Bike Family Fest		$80,000	$80,000	$160,000
Bike Parking		$50,000	$30,000	$80,000
TOTAL	**$540,000**	**$1,250,000**	**$1,180,000**	**$2,970,000**

Option 2: Staff, at a minimum, would like to launch the 9-month pilot for the student transit pass program. The total MJ21a allocation for the FY26/27 school year is **$540,000**.