

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda

THURSDAY, OCTOBER 8, 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/88376485414?pwd=1cccu99aUhF8hBnwYU3E03HJnYVv2d.1>

Meeting ID: 883 7648 5414 Password: 562232

Phone Access: To observe the meeting by phone, please call at the noticed meeting time
1 (669) 900 6883, then enter the Meeting ID: 883 7648 5414 Password: 562232

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 marlene@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 marlene@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

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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 5**

- Minutes of the September 10, 2026, TRANSPAC Board meeting.

b. **CCTA EXECUTIVE DIRECTOR’S REPORT REGARDING CCTA ACTIONS / DISCUSSION ITEMS 🌀 Page 11**

- CCTA Executive Director Timothy Haile’s Report, dated September 16, 2026.

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

- No RTPC summary available.

d. **RTPC MEETING SUMMARY LETTERS: 🌀 Page 19**

1. TRANSPAC – Meeting summary letter dated September 22, 2026.
2. TRANSPLAN – Meeting summary letter dated August 19, 2026.
3. SWAT – No meeting summary letter available.
4. WCCTAC – Meeting summary letter dated August 24, 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-July-2026.pdf>

3. County Connection Link Paratransit Monthly Report:
https://countyconnection.com/wp-content/uploads/2026/02/7b.-FINAL_Paratransit-Monthly-Report-August-2026.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 September 16, 2026. The next meeting is scheduled for October 21, 2026.
6. The CCTA Administration & Projects Committee (APC) meeting scheduled for Thursday, October 1, 2026 was cancelled. The next APC Meeting is scheduled for November 5, 2026.
7. The CCTA Planning Committee (PC) meeting was held on Thursday, October 1, 2026. The next PC Meeting is scheduled for Thursday, November 5, 2026.
8. The CCTA Calendar for October 2026 through December 2026 may be downloaded at:
<https://ccta.primegov.com/viewer/preview?id=0&type=8&uid=c4ecfac0-55a0-4405-91ac-ba083ea87aee>

- 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 23**

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 25**

Attachment: Staff Report

END CONSENT AGENDA

- 4. CONTRA COSTA TRANSPORTATION AUTHORITY TRANSPORTATION EXPENDITURE PLAN FRAMEWORK.** The Contra Costa Transportation Authority (CCTA) is developing a new Transportation Expenditure Plan (TEP) to guide countywide transportation investment following the March 31, 2034 expiration of Measure J. CCTA conducted an initial round of Regional Transportation Planning Committee (RTPC) listening sessions in 2026. CCTA is now returning to

each RTPC, including TRANSPAC, to share how that input is shaping the emerging TEP framework and to gather additional feedback before drafting the initial TEP. 🌀 **Page 27**

Attachment: Staff Report

5. **COUNTY CONNECTION STUDENT TRANSIT PROGRAM PROPOSAL.** County Connection has requested TRANSPAC's consideration of a proposal to institute a year-round Youth Ride Free (YRF) program, building on two successful summer YRF pilots in 2025 and 2026 that provided fare-free rides to youth ages 5 to 18 in the County Connection service area, which includes TRANSPAC. At this meeting, the Board is requested to provide input on the County Connection proposal. 🌀 **Page 47**

Attachment: Staff Report

6. **TRANSPAC MEASURE J LINE 21A SAFE TRANSPORTATION FOR CHILDREN PROGRAM.** 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. Following the Board's September 2026 programming of Line 21A funds for new youth transportation programs in FY 2026/27 through FY 2028/29, staff will present a multi-year cash flow projection of the Line 21A fund balance, including programmed commitments and projected revenues to inform future programming decisions.

🌀 **Page 57**

Attachment: Staff Report

REPORTS

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

The next regular meeting is proposed for November 12, 2026, at 9:00 A.M at the Pleasant Hill City Hall Large Community Room at 100 Gregory Lane, Pleasant Hill. There will be a remote teleconference option for members of the public. Remote teleconference information for members of the public will be included in the posted meeting materials.

TRANSPAC Board Meeting Summary Minutes

Meeting Date:	September 10, 2026
Commissioners Present:	Ken Carlson (Chair), Contra Costa County; Carlyn Obringer, Concord; Sue Noack, Pleasant Hill; Richard Enea, Clayton; Craig DeVinney, Walnut Creek
Staff Present:	Matt Todd, TRANSPAC Managing Director; Irina Nalitkina, TRANSPAC
Guests/Presenters:	Danielle Elkins, CCTA; Cara De Jong, 511CCTA; Bill Churchill, County Connection
Minutes Prepared By:	Matt Todd

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

Managing Director Matt Todd called the meeting to order at 9:00 a.m. and conducted roll call; a quorum of the Board was present.

2. Public Comment

Chair Carlson opened the public comment period for items not otherwise on the agenda. No written or in-person public comment was received.

3. Consent Agenda

3a. Approval of Minutes

Action Recommendation: Approve minutes of the July 9, 2026, TRANSPAC Board meeting.

3b. CCTA Executive Director's Report Regarding CCTA Actions / Discussion Items

3c. Items Approved by the CCTA for Circulation to the Regional Transportation Planning Committees and Related Items of Interest

CCTA Executive Director Timothy Haile's Regional Transportation Planning Committee (RTPC) Memos dated July 6, 2026, and August 11, 2026.

3d. RTPC Meeting Summary Letters

3e. CCTA Meeting Updates and Countywide Information Links

3f. Transportation Meetings Attended by Staff

3g. Subregional Transportation Mitigation Program – Development Project Tracking

3h. TRANSPAC Quarterly Financial Report

Action Recommendation: Accept the Quarterly Financial Report for the period ended June 30, 2026.

3i. Measure J Line 20a Fund Program – Revised Notification and Disclosure Policies, FY 2026/2027 – FY 2027/2028

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

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

4. TRANSPAC Measure J Line 21A Safe Transportation for Children Program — CCTA Program Proposal

Managing Director Matt Todd introduced the item, noting that Measure J Line 21A funds transportation programs for students in the TRANSPAC subregion, generating approximately \$600,000 annually in addition to an existing fund balance. Mr. Todd recapped that the Board had used Line 21A funds to implement a Youth Ride Free program for June and July 2026, approved in late 2025, with a report on ridership results expected in the coming months. He noted that in June 2026 the Board reviewed six potential program concepts for use of Line 21A funds and directed staff to return with cost estimates and an implementation plan.

Danielle Elkins of CCTA presented a proposal covering four program components: a student transit pass pilot using the regional BayPass program, continued expansion of the Walk N Roll program, the Bike Family Fest event, and school bike parking. Ms. Elkins explained that the student transit pass pilot would target students identified through the Support Office for Access and Resources (SOAR) program at Mount Diablo Unified School District, including foster youth and students experiencing homelessness who must navigate multiple transit operators with differing fare structures to reach their home school. Under the BayPass model, participating students would receive a Clipper card providing access to all Bay Area transit operators. Based on an estimated cost of \$25 per pass per month, staff estimated the program at \$540,000 for a nine-month period in FY 2026/27 and \$770,000 for a full twelve-month period in FY 2027/28, for a total of approximately \$1.31 million; a further estimate of approximately \$820,000 for FY 2028/29 was also presented to the Technical Advisory Committee (TAC) but was not part of the funding action before the Board. Ms. Elkins stated the pilot is intended to inform a future countywide expansion using One Bay Area Grant (OBAG), Cycle 4 funding, for which an application is due in October 2026 for CCTA Board approval and subsequent submittal to the Metropolitan Transportation Commission (MTC).

Ms. Elkins further reported that the Walk N Roll program, currently operating at 17 of 36 public elementary schools in Central County, is budgeted to expand to 10 additional schools this year and 9 more next year, with a goal of reaching all 36 schools by 2028/29 using a combination of Transportation Fund for Clean Air (TFCA) and OBAG 4 funding. She noted that Bike Family Fest, now in its fourth year and CCTA's first year as full sponsor, is budgeted through FY 2027/28, with a goal of 3,000 participants at the upcoming event. She described the proposed bike parking program as covering the purchase of bike racks for elementary schools, expanding to

middle schools as TFCA funding allows, as well as future identification of secure bike locker locations near multifamily housing where students lack safe places to store bicycles. Ms. Elkins stated that the TRANSPAC subregion represents 30.7% of the countywide OBAG 4 allocation and that each subregion must provide an 11.47% matching contribution; the combined Safe Routes to School and transit pass match commitment for TRANSPAC is approximately \$200,000.

Commissioner Enea asked whether the bike parking proposal was limited to elementary schools and whether schools permit motorized bikes on campus. Ms. Elkins responded that the program currently targets elementary schools, with expansion to middle schools planned as TFCA funding becomes available, and that enforcement of bicycle-class restrictions is at each school's discretion. Commissioner Enea stated that TRANSPAC should not fund bike racks at schools that do not enforce restrictions on motorized bikes, citing an example from a Clayton elementary school. Ms. Elkins and Cara De Jong of 511CCTA responded that the large majority of bikes used in the Walk N Roll program are standard bicycles and noted CCTA's approach which is focused on education rather than enforcement. Ms. Elkins further noted that withholding bike rack funding could discourage participation broadly rather than address the underlying enforcement issue. Commissioner DeVinney asked whether an age threshold, such as 12 years old, could be used to define program eligibility criteria communicated to participating schools; Ms. De Jong indicated that a clearer statement of expectations along those lines would be feasible. Chair Carlson noted that e-bike safety is being addressed at the regional level, citing coordination between the East Bay Regional Park District and jurisdictions such as the Town of Danville, which has partnered with its school district and police department on education and enforcement.

The Board provided the following additional comments and questions on the proposal:

- Commissioner Noack asked about the current Line 21A fund balance and how the multi-year cost estimates were derived; Ms. Elkins clarified that the fund balance is approximately \$4.9 million and that per-pass cost estimates were built conservatively, anticipating an increase from \$25 to as much as \$30–\$35 per pass per month as usage is recalibrated annually by the BayPass program.
- Commissioner Noack expressed concern about committing to a multi-year program before first-year usage data is available.
- Chair Carlson asked why the staff recommendation deferred FY 2028/29 Walk N Roll funding. Mr. Todd explained that the staff recommendation reduced the allocation from \$250,000, the cost of funding the program directly, to \$200,000 to serve as the TRANSPAC match for CCTA's \$5 million countywide OBAG 4 Safe Routes to School application, and that the \$200,000 could be used for direct implementation if the application is not successful. In response to a question from Commissioner Noack, Ms.

Elkins clarified that the \$200,000 match covers all four years of the grant, not each year. Commissioner Noack expressed support for the TAC recommendation of \$250,000 for FY 2028/29, and Chair Carlson noted that this amount would cover the Safe Routes to School match.

- Chair Carlson raised a concern that the student pass program would serve students residing outside the TRANSPAC subregion; Ms. Elkins clarified that eligibility is based on the student's home school district remaining within TRANSPAC, primarily serving foster youth placed outside the subregion who are entitled under state law to continue attending their home school.
- Chair Carlson asked about coordination between the proposed program administration and the Measure X student navigator program in TRANSPAC-area middle schools; he noted this connection was not reflected in a recent navigator report and stated he would follow up directly.
- Commissioner Noack asked about the origin of prior Walk N Roll funding; Ms. De Jong explained the program began in 2022 at Pleasant Hill Elementary School with Parent Teacher Association (PTA) funding, which was later reimbursed using Line 21A funds.
- Mr. Todd noted that the TAC had requested that any proposed bike locker locations be brought back through the TAC for review before being finalized.

Commissioner Enea requested that the Board vote on each of the four program elements separately rather than as a single action. Chair Carlson opened public comment; none was received.

On motion by Commissioner Enea, second by Chair Carlson, the Board approved the Student Transit Pass Program, in the amount of \$540,000 for FY 2026/27 and \$770,000 for FY 2027/28, for a total of approximately \$1.31 million, by unanimous vote of the members present (Enea, Obringer, Noack, Carlson, DeVinney).

On motion by Commissioner Enea, second by Commissioner Noack, the Board approved the Walk N Roll program, in the amount of \$350,000 for FY 2027/28 and \$250,000 for FY 2028/29, for a total of \$600,000 from Measure J Line 21A funds, by unanimous vote of the members present (Enea, Obringer, Noack, Carlson, DeVinney).

On motion by Commissioner Enea, second by Commissioner Noack, the Board approved the Bike Family Fest program, in the amount of \$80,000 for FY 2027/28 from Measure J Line 21A funds, by unanimous vote of the members present (Enea, Obringer, Noack, Carlson, DeVinney).

On motion by Commissioner Noack, second by Chair Carlson, the Board approved the bike parking program, in the amount of \$50,000 for FY 2027/28 from Measure J Line 21A funds. Motion passed 4–1 (Yes: Obringer, Noack, Carlson, DeVinney), with Commissioner Enea voting no.

Mr. Todd confirmed that the direction to staff included in the TAC recommendation was incorporated into the approved action as follows:

- **Bike parking siting:** CCTA will work with the cities during FY 2026/27 to identify locations for secure bike lockers near multifamily residential sites. TRANSPAC will review and concur with the locations of any bike parking installed in the public right-of-way before installation.
- **OBAG 4 match and Walk N Roll:** The approved FY 2028/29 Walk N Roll allocation is \$250,000 with \$200,000 of this allocation to be used as the TRANSPAC match for CCTA's \$5 million countywide OBAG 4 Safe Routes to School application, and that the match covers all four years of the grant. If the OBAG 4 application is not successful, staff will revisit the FY 2028/29 Walk N Roll allocation.
- **TFCA coordination:** CCTA will prioritize available Transportation Fund for Clean Air (TFCA) funding for Walk N Roll before drawing on Line 21A funds.

The Board requested that staff provide a recap of the Line 21A fund balance and projected expenditures, and that the Student Transit Pass Program return to the Board for consideration before a third program year.

5. TRANSPAC CCTA Representative Reports

Commissioner Obringer reported that she and Chair Carlson attended the CCTA Planning Committee meeting on September 3, 2026, at which the Committee recommended approval of an on-call planning, programs, and communications Request for Qualifications (RFQ) covering areas including growth management program compliance, Senate Bill 743 vehicle miles traveled (VMT) mitigation, development review, and complete streets. Commissioner Obringer reported the Committee also supported the proposed FY 2026/27 TFCA project allocations, including a \$329,229 TRANSPAC Walk N Roll allocation, and approved proposed bylaw updates for the Countywide Active Transportation Advisory Committee, revising its composition to include one TRANSPAC staff representative and one member of the public, plus an alternate.

6. Metropolitan Transportation Commission Report

Commissioner Noack reported that a recent MTC meeting included a joint session of the Bay Area Housing Finance Authority (BAHFA) Advisory Committee and related committees on a potential regional housing revenue measure, covering potential revenue mechanisms, uses,

labor standards, and accessibility, with placement of a measure possible as early as 2028. Commissioner Noack reported the discussion also touched on Interstate 680 and State Route 4 project updates and a feasibility study examining public-private partnerships for mobility hubs.

7. TAC Oral Reports by Jurisdiction

No TAC reports were given.

8. Board Member Comments

Commissioner Noack encouraged attendance at the Bike Family Fest on Sunday, September 13, 2026, in Pleasant Hill. Commissioner Obringer separately invited attendees to a bike festival event in Concord on September 27, 2026, at Baldwin Park, 2727 Parkside Circle, Concord, from 10:00 a.m. to 2:00 p.m.

9. Managing Director's Report

Mr. Todd stated he had nothing to report.

10. Adjourn / Next Meeting

The meeting was adjourned at approximately 10:24 a.m. The next regular meeting is scheduled for October 8, 2026, at 9:00 a.m. at Pleasant Hill City Hall, Large Community Room, 100 Gregory Lane, Pleasant Hill.

EXECUTIVE DIRECTOR'S REPORT

September 16, 2026

Transportation Expenditure Plan (TEP) Listening

TEP Listening and Stakeholder Engagement continued to advance throughout July, August, and September 2026 as the Authority expanded outreach with local jurisdictions, transit operators, labor organizations, regional committees, and other transportation partners. The TEP Subcommittee met on July 13, 2026, to review Authority Board materials and receive an update on the listening process, followed by listening sessions with the LaMorinda Tri-Cities on July 16, 2026; Contra Costa Building and Construction Trades Council and Northern California Carpenters Regional Council on July 20, 2026; and Contra Costa Labor Council on July 21, 2026.

Engagement continued in August with meetings with Alameda-Contra Costa Transit General Manager Sal Llamas on August 10, 2026; Eastern Contra Costa Transit Authority, dba Tri Delta Transit General Manager Rashidi Barnes on August 11, 2026; Central Contra Costa Transit Authority, dba County Connection General Manager Bill Churchill on August 19, 2026; and West Contra Costa Transit Authority, dba WestCAT General Manager Rob Thompson on August 27, 2026 to discuss strengthening partnerships and communication, funding, operational challenges, and future transportation needs. Additional TEP listening included the Delta Six on August 10, 2026, comprised of the Mayors, Supervisors, and City Managers from the East Contra Costa County cities of Pittsburg, Antioch, Brentwood, and Oakley; West Contra Costa Transportation Authority (WCCTAC) on August 20, 2026; and Tri Delta Transit Board on August 26, 2026.

The Public Managers' Association (PMA) Working Group held its first meeting on August 18, 2026, to begin discussing the TEP framework and met again on September 2, 2026, to continue listening to identify priorities for future TEP discussions. The TEP Subcommittee met again on September 1, 2026, to review materials for the September Authority Board Workshop, receive a listening update, and discuss the TEP framework. On September 10, staff met with WCCTAC to discuss the TEP framework and with the East County Transportation Planning Committee (TRANSPLAN) Board to continue TEP listening and hear directly about East County transportation needs and priorities.

Collectively, these conversations are helping the Authority listen to a broad range of perspectives, strengthen partnerships, and develop a collaborative, community-driven TEP that reflects local and regional priorities while advancing a countywide vision for the future of transportation.

Fireside Chats

Danielle Elkins, Ryan McClain, Lindy Johnson, and I continued our series of Fireside Chats with local jurisdictions throughout Contra Costa County, meeting with leadership from the City of Pittsburg on July 14, 2026; City of Antioch and Town of Discovery Bay on July 16, 2026; City of Clayton on July 28, 2026; City of San Pablo on August 6, 2026; City of Pinole on August 11, 2026; City of El Cerrito on August 25, 2026; and City of Richmond on August 27, 2026. These conversations provide an opportunity to discuss local transportation priorities and future mobility needs while reviewing the Authority's role, Measure J investments and benefits, the Countywide Transportation Plan (CTP), and development of a new TEP. Most importantly, the Fireside Chats provide a forum to listen directly to each community about its priorities, challenges, and transformative transportation goals. These discussions continue to strengthen our partnerships with local jurisdictions, deepen our understanding of community needs, and help shape a future TEP that reflects both local priorities and countywide transportation goals.

Senate Bill (SB) 1408 Passed

SB 1408 continued its successful advancement through the Legislature, passing the Assembly Floor on August 26, 2026, by a vote of 48-19, with 12 members not voting. With passage by both houses of the Legislature, the bill now heads to the Governor's desk for signature. SB 1408 provides the Authority with the authority to place a future transportation sales tax measure before Contra Costa County voters, preserving an important tool to address the County's long-term transportation, mobility, and infrastructure needs. I want to extend our sincere appreciation to Senator Jesse Arreguín for authoring SB 1408 and for his leadership, patience, and support throughout the legislative process. Senator Arreguín and his staff worked closely with the Authority and a broad range of stakeholders, listened to concerns, and helped successfully advance this important legislation through the Legislature.

Society of Automotive Engineers (SAE) 2026 Automated Transportation Symposium: July 27, 2026

I participated as an invited speaker at the SAE 2026 Automated Transportation Symposium (ATS) on July 27, 2026, joining the workshop and panel, "The Next Level for Emergency Responders: From Standards to Streets." The session focused on how automated vehicles can safely recognize and navigate emergency and incident scenes without interfering with first responders, including the digital communications, data, and standards needed to support safe interactions. The discussion directly aligned with the Authority's recently awarded Safe Streets and Roads for All (SS4A) grant from the United States Department of Transportation (USDOT), in partnership with the National Highway Traffic Safety Administration (NHTSA), to improve coordination and communication between automated vehicles and emergency responders and help establish a scalable approach that can ultimately be replicated beyond Contra Costa County.

Interstate 680 (I-680) Ramp Metering Memorandum of Understanding (MOU): August 11 and August 25, 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 San Ramon City Council on August 11, 2026, and the Concord City Council on August 25, 2026, about 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 cities of San Ramon and Concord.

Metropolitan Transportation Commission (MTC) Glydways Tour: August 31, 2026

MTC Chair Sue Noack hosted fellow MTC Commissioners and executive staff for a visit to the Glydways Demonstration Facility, in partnership with the Authority, Tri Delta Transit, and Glydways. The visit provided regional transportation leaders with an opportunity to experience the technology firsthand and learn more about the partnership underway to explore autonomous transit as a potential new mobility solution. The discussion focused on how innovative transit technologies can complement existing transportation services, expand mobility options, improve first- and last-mile connections, and help address future transportation needs as the Authority and its partners work to move emerging technologies toward real-world deployment.

United States Department of Transportation (USDOT) Automated Vehicle Peer Exchange: September 9-11, 2026

The Authority was invited to participate in the USDOT Automated Vehicle Peer Exchange in San Francisco, which brought together transportation agencies, regulators, technology providers, and other leaders from across the country to share experiences and lessons learned related to automated vehicle deployment. I participated in the “Envisioning Automated Vehicles in Transit” panel, where I shared the Authority’s experience integrating automated vehicles into public transportation and discussed how Autonomous Vehicles can improve transit efficiency, fill service gaps, and expand access. The discussion highlighted the Authority’s approach to planning, procurement, deployment, operations, and partnerships, as well as lessons learned as we work to move automated mobility from testing and pilots toward scalable public transportation services. As part of the Peer Exchange, the Authority also hosted participating transportation leaders for a tour of GoMentum Station, providing a firsthand look at the nation’s largest dedicated secure testing facility for connected and automated vehicle technology and demonstrations of its testing capabilities.

Bike Family Fest: September 13, 2026

The Authority will host the Fourth Annual Bike Family Fest on Sunday, September 13, 2026, at Diablo Valley College. Presented by the Authority, Bike Family Fest is a free, community-wide event designed to encourage children and families to bicycle, build riding skills, and learn how

to ride safely and confidently. This year's expanded event will feature bike skills and obstacle courses for all experience levels, bicycle safety and helmet-fit activities, free bike checks and maintenance instruction, bicycle demonstrations, transit education, vendors, food trucks, music, and family activities. The event is especially geared toward families with children ages 2–11, while welcoming riders of all levels. Bike Family Fest is an important part of the Authority's broader commitment to bicycle safety, active transportation, and creating a culture where young people and families feel comfortable choosing bicycling as a safe and healthy way to travel.

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 assisted with the promotion of this program through printing, digital advertising, and some direct outreach on buses. The program was funded through a collaborative partnership that included 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 were able to ride participating transit services free of charge, providing greater access to jobs, summer programs, recreation, educational opportunities, and community activities. 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 also launched a Youth Transportation Survey to gather feedback on Youth Ride Free, Pass2Class, and better understand the transportation needs of youth and families in Contra Costa County. The survey closed on September 14, 2026, and the Authority is now working to compile the results.

Funding Updates and Grants

In July 2026, the Authority submitted a Federal Transit Administration Pilot Program for Transit-Oriented Development Planning grant application for \$300,000 to develop a corridor-level and station-area planning study associated with the East Contra Costa County Automated Transit Network (ATN) Project. The proposed study would support the 5-mile initial segment of the ATN Project and would integrate land use, access, development, value capture, and implementation planning around the ATN investment. The study would provide the analytical foundation for land value capture, tax increment financing, and other corridor-supportive funding strategies starting with the initial 5-mile Segment, scaling to the full 28-mile ATN system.

In August 2026, the Authority, in partnership with the University of California, Berkeley, submitted a Federal Advanced Transportation Technology and Innovation (ATTAIN) Grant application for \$6,000,000. This project will deploy, install, and operate a high-fidelity real-time roadway event data service that would provide notification of real-time changes on the roadway, such as construction work zones and incident-caused lane closure scenes, with the same deployed infrastructure extensible to emergency evacuation support and special event traffic management. This grant would allow the Authority to pilot the technology and develop a plan for future deployment.

Construction Updates/Lookahead

California Department of Transportation (Caltrans) Ramp Metering Project (04-1Q7214):

- Southbound Bollinger Canyon Road On-Ramp:
 - Intermittent night closures as needed for retaining wall activities and roadway construction. Targeting completion by October 2026.
- Southbound El Cerro Boulevard On-Ramp:
 - Intermittent night closures as needed for soil nail wall construction and roadway construction. Targeting completion by October 2026.
- Southbound Stone Valley Road On-Ramp:
 - Intermittent daytime closures of Stone Valley On-Ramp and #4 lane during retaining wall activities. Targeting completion by October 2026.
- 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 & roadway construction.
- Northbound Livorna Road On-Ramp:
 - Intermittent night closures as needed for soil nail wall & roadway construction.

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

- Ramp Paving completed in July 2026.
- Paving Mainline High Occupancy Vehicle (HOV) and right/left shoulders to start on September 28, 2026
- Safety Improvements (Barrier, Crash Cushion, MGS) to begin on October 5, 2026.
- OH Sign shop drawings in progress; 8- 12 weeks for fabrication after approval. Install new uprights and sign panels in Winter 2026/2027.
- Remaining shoulder drainage, irrigation, planting, and erosion control ongoing through 2026.

Website Update – August 2026

The ccta.ca.gov saw 5,700 website visitors in August 2026. Homepage, meetings page, community input hub, and smart signals page saw the most views. As in previous months, most of the traffic to the website was direct or through organic search.

Social Media Metrics – July-August 2026

Social Media Metrics – July 2026 vs. August 2026

Platform	Posts	New Followers / Net Growth	Total Followers	Impressions / Views	Engagements	Change
LinkedIn	2	+45 net	2,696	2,523 impressions	52	11.1% ↓ from July
Facebook / Meta	4	+10 net	2,549	141,179 page views	2,904	36.6% ↑ from July
Twitter/X	1	+1 net	1,127	579	1	N/A
<u>Nextdoor</u>	4	Automatically subscribed to all <u>Nextdoor</u> accounts in Contra Costa County (~620K)	N/A	20,000+	15	N/A
Bluesky (pilot)	1	+1	51	BlueSky does not currently provide	BlueSky does not currently provide	N/A

- Paid Meta outreach significantly expanded the Authority’s reach in August 2026. Facebook generated 141,179 page views, up 36.6% from July 2026, including 137,166 paid views — a 40.8% increase month over month. Approximately 97% of August Facebook page views came through paid distribution, demonstrating the value of targeted advertising in extending the Authority’s outreach beyond its existing social audience.
- Paid outreach supported the Authority’s Summer Listening and Youth Transportation surveys, allowing the Authority to reach residents, parents, and young people across Contra Costa County and drive participation during the final stretch of summer outreach. The Youth Transportation Survey was also promoted organically on Facebook, alongside program information on adaptive cycling and the Low-Income Fare Equity (LIFE) paratransit program.
- Facebook engagement remained strong alongside the expanded paid reach, generating 2,904 page engagements, up nearly 30% from July’s 2,236. This indicates that the increased visibility was accompanied by meaningful audience interaction with Authority content.

- The Authority's LinkedIn audience continued to expand, reaching 2,696 followers, up 1.7% from July. August content highlighted programs with direct community benefits, led by information about the LIFE Program, which provides eligible Americans with Disabilities Act of 1990 (ADA) paratransit riders with free rides to essential destinations.

Staff Out-of-State Travel: Brandon Hays attended the Design-Build Institute of America (DBIA) Transportation Conference in Dallas, Texas, from April 13-17, 2026, for a total of \$2,110.10. Brandon Hays attended the DBIA Western Pacific Education Summit and Awards in Scottsdale, Arizona, from May 17-19, 2026, for a total of \$1,310.60. Haleema Bharoocha attended the United States Department of Transportation SMART Grant Summit in Washington, D.C., from July 14-16, 2026, for a total of \$1,912.06.

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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

September 22, 2026

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

RE: Status Letter for TRANSPAC Meeting – September 10, 2026

Dear Mr. Haile:

The TRANSPAC Committee met on September 10, 2026. The following is a summary of the meeting and action items:

1. The Board accepted the Quarterly Financial Report for the period ended June 30, 2026.
2. The Board approved Measure J Line 20a Program policies.
3. The Board approved a total of \$2,040,000 in Measure J Line 21A funds for TRANSPAC programming for:
 - o \$540,000 for the Student Transit Pass Program for FY 2026/27 and \$770,000 for FY 2027/28, for a total of approximately \$1.31 million.
 - o \$350,000 for the Walk N Roll program for FY 2027/28 and \$250,000 for FY 2028/29, for a total of \$600,000.
 - o \$80,000 for the Bike Family Fest program for FY 2027/28.
 - o \$50,000 for the bike parking program for FY 2027/28.

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

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

August 19, 2026

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

Dear Mr. Haile:

The TRANSPLAN Committee undertook the following activities during its meeting on August 13, 2026:

1. Appointed Monish Sen (Brentwood) as an Alternate TRANSPLAN representative to the Contra Costa Transportation Authority (CCTA) Technical Coordinating Committee.
2. Approved FY 2026/27 Transportation Fund for Clean Air (TFCA) proposals for East County:
 - a. Walk & Roll for the TRANSPLAN region (\$67,385)
 - b. Tri MyRide Service Expansion (\$216,000)
3. Received an update on the FY 2026/27 Tri Delta Transit Budget and Service Plan.
4. Received an update on the TRANSPLAN Secretary position.
5. Commented on the lack of adequate lane striping associated with the Caltrans repaving work being done on State Route 4 between Hillcrest Avenue and Marsh Creek Road, which is causing safety issues for users of the highway, and that CCTA should reach out to Caltrans to address this issue.

Should you have any questions, please feel free to contact me at 925-655-2918 or robert.sarmiento@dcd.cccounty.us.

Sincerely,



Robert Sarmiento
TRANSPLAN Staff

c: TRANSPLAN Committee	M. Todd, TRANSPAC	M. Kelly, CCTA
J. Nemeth, WCCTAC	T. Grover, CCTA	TRANSPLAN TAC
C. Weeks, SWAT	D. Elkins, CCTA	

August 24, 2026

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

RE: August 20, 2026, WCCTC Meeting Summary

Dear Tim:

The following is a synopsis of the Special WCCTC Board meeting on August 20, 2026. The Board:

1. Approved the Measure J Program 21b allocation of \$43,500 to the John Swett Unified School District's Yellow School Bus Program, representing the annual 5% set-aside required under WCCTC Board policy.
2. Received a presentation from CCTA Executive Director Tim Haile on the Measure J Transportation Expenditure Plan (TEP) development process and provided initial feedback on transportation priorities for West Contra Costa County.

Sincerely,



John Nemeth
Executive Director

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

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TRANSPAC Board Meeting **STAFF REPORT**

Meeting Date: October 8, 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	9/16/26

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TRANSPAC Board Meeting *STAFF REPORT*

Meeting Date: October 8, 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

TRANSPAC Board Meeting **STAFF REPORT**

Meeting Date: October 8, 2026

Subject:	CONTRA COSTA TRANSPORTATION AUTHORITY TRANSPORTATION EXPENDITURE PLAN FRAMEWORK
Summary of Issues	The Contra Costa Transportation Authority (CCTA) is developing a new Transportation Expenditure Plan (TEP) to guide countywide transportation investment following the March 31, 2034 expiration of Measure J. CCTA conducted an initial round of Regional Transportation Planning Committee (RTPC) listening sessions in 2026, including a discussion with the TRANSPAC Board on July 9, 2026. CCTA is now returning to each RTPC, including TRANSPAC, to share how that input is shaping the emerging TEP framework and to gather additional feedback before drafting the initial TEP. TRANSPAC Board input will help inform the framework as CCTA moves toward an initial draft TEP.
Recommendation(s)	For information only.
Financial Implications	No TRANSPAC financial implications.
Attachment(s)	A. CCTA Memorandum: Transportation Expenditure Plan Framework (September 3, 2026). B. List of Named Projects (Source: CCTA TEP Special Workshop, September 16, 2026) C. List of Potential Investment Categories and Programs by Outcome (Source: CCTA TEP Special Workshop, September 16, 2026)

Background

On November 2, 2004, Contra Costa voters approved Measure J, extending the half-cent countywide transportation sales tax first established by Measure C in 1988 for an additional 25 years. Measure J is projected to generate approximately \$2.6 billion over its 25-year life, with the expenditure plan allocating roughly 58 percent of funding to programs and 42 percent to capital projects countywide; Central County's targeted share totals \$538 million across both categories.

On June 18, 2025, the CCTA Board directed staff to begin development of a new TEP to guide investment following Measure J's expiration. CCTA has outlined a four-phase process — Listening, Initial Concept, Confirm Priorities, and Finalize and Adopt — with TEP adoption targeted for late 2027 and a ballot measure targeted for November 2028, requiring a two-thirds voter majority. Five guiding pillars for the plan were identified by the CCTA Board and RTPC members at a May 2026 CCTA Board 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.

As part of Phase 1 (Listening), CCTA Executive Director Timothy Haile presented this overview and process to the TRANSPAC Board on July 9, 2026, as one stop in a series of visits to all four RTPCs in the county (SWAT – June 1; TRANSPAC – July 9; WCCTAC – August 20; TRANSPLAN – September 10). Board members raised several priorities during that discussion that CCTA indicated would inform the next expenditure plan, including: flexibility to fund capital needs identified later in the measure's life, addressed through a mix of committed priority projects and broader programmatic categories; accountability and transparency to voters, raised in connection with rider experience on the East County BART extension; a substantial share of funding for local streets maintenance, citing Pine Hollow Road as an example of an ongoing local concern; senior and on-demand transportation needs; curb and parking management associated with increased ride-hailing and future autonomous vehicle use. Mr. Haile separately noted that the current plan includes limited funding for zero-emission infrastructure, which was not anticipated when the plan was adopted in 2004, and indicated this would be a consideration for the next plan. CCTA also discussed opportunities for Board and Planning Commission members to support TEP community engagement directly, including at community events such as farmers' markets.

TAC Comments on the Draft TEP Framework

At its September 24, 2026, meeting, the TAC reviewed the emerging TEP framework presented by CCTA staff and provided the following comments:

Performance Measures

- **Congestion:** Measure person throughput along Routes of Regional Significance, not just vehicle throughput. This could combine vehicle occupancy, transit ridership, and bicycle and pedestrian counts, and use a cordon line to track changes over time. The TAC also discussed how the proposed delay measure should be calculated.
- **Mode shift:** The TAC noted that, apart from potentially faster and more reliable transit travel times, the framework offers few incentives to take drivers off the road.
- **Safety:** The TAC recommended that the safety outcome aims to *eliminate* rather than *reduce* fatal and serious injury crashes, consistent with Vision Zero. Members also discussed whether that target is realistic.
- **Connectivity and Thriving Communities:** Suggested measures included:
 - mode share and mode shift to active transportation and transit
 - the share of business customers arriving by walking, biking or transit
 - access by mode to schools, parks, medical facilities and community centers
 - lower average vehicle speeds
 - tree canopy or shade
 - air quality and community health indicators
- **Pavement condition:** Views differed on where the Pavement Condition Index (PCI) belongs. Some members suggested it fits better in a maintenance-focused category; others noted that residents use pavement condition to judge transportation investment.
- **Environment:** Suggested measures included vehicle miles traveled (VMT), with gas-powered VMT tracked separately, and electric vehicle charging usage.

Program Structure and Funding

- **Routes of Regional Significance maintenance:** The TAC suggested that CCTA coordinate multi-jurisdictional paving contracts to achieve economies of scale, rather than take on roadway operations. Local right-of-way responsibilities should remain clear. Whether this role would draw from return-to-source funds has not been determined.
- **Transit frequency:** The TAC noted that increased transit frequency is not reflected in the draft project list. Capital corridor investments depend on frequent service to be effective.

- **Zero-emission buses:** County Connection noted the higher vehicle and infrastructure costs, utility service delays, and that no U.S. manufacturer currently makes the 30-foot zero-emission buses some of its routes require.

Project List and Potential Named Projects

- **Monument Boulevard/I-680 project:** The TEP should reflect the expanded scope of this project to include Contra Costa Boulevard.
- **Pittsburg-Antioch Highway Improvements:** The TAC asked for the project's sponsor listing to be verified.
- **I-680 crossings:** The TAC suggested a named project bundling bicycle and pedestrian crossings of I-680, which is an east–west barrier in Central County. It could include the SR-4/I-680 interchange and connect crossings including the Monument Boulevard Trails-to-Transit, Concord Avenue, Iron Horse Trail and Grayson Creek Trail corridors.
- **Timing of next review:** The TAC asked to review named projects again before the draft TEP is released in early 2027.

CCTA is returning to the TRANSPAC Board to share how input from the RTPCs is shaping the emerging TEP framework, and to gather additional input before development of the initial draft TEP.

MEMORANDUM

TO: Regional Transportation Planning Committees (RTPCs)

FROM: Timothy Haile, Executive Director
Contra Costa Transportation Authority

DATE: September 3, 2026

SUBJECT: Transportation Expenditure Plan Framework

SUMMARY

The Contra Costa Transportation Authority (CCTA) is advancing development of a new Transportation Expenditure Plan (TEP) to guide future transportation investments throughout Contra Costa County.

Building on the listening sessions conducted with each of the Regional Transportation Planning Committees (RTPCs), CCTA is returning to the RTPCs to review and discuss the emerging TEP framework and receive input as we move toward development of the initial draft TEP.

The discussion will focus on:

- Key transportation outcomes and performance measures that will be used to evaluate potential TEP investments;
- Potential projects and programs that could be included within the TEP investment categories;
- Potential major projects being considered for evaluation as Named Projects within the TEP;

This is an informational item. No action is requested. Feedback received from the RTPCs will help refine the framework and inform development of the initial draft TEP.

BACKGROUND

On June 18, 2025, the Authority Board directed staff to begin development of a new TEP. The TEP will build upon the Countywide Transportation Plan (CTP) and establish a long-term investment strategy for addressing Contra Costa County's transportation needs.

Development of the TEP is occurring through an iterative and collaborative process that provides opportunities for the Authority Board, local jurisdictions, transportation partners, stakeholders, and the public to shape the plan at key decision points.

The process is organized into four phases:

Phase 1 – Listening: Engage the public, local agencies, stakeholders, and Authority Board to identify transportation needs, challenges, priorities, and desired outcomes.

Phase 2 – Initial Draft TEP: Use input gathered through the listening process to develop an initial draft TEP identifying proposed investment categories, major projects and programs, funding allocations, and implementation strategies.

Phase 3 – Confirm Priorities: Share the initial draft TEP with the Authority Board, local jurisdictions, transportation partners, stakeholders, and the public to confirm priorities, refine investments, and identify potential gaps.

Phase 4 – Adoption: Prepare a final TEP and associated documents for consideration by the Authority Board.

CCTA is currently completing Phase 1 and beginning to translate what has been heard through the listening process into the framework and inputs that will be used to develop the initial draft TEP.

TEP LIVING PILLARS

Throughout development of the TEP, the Authority Board has emphasized the importance of establishing a shared foundation to guide decision-making. Five Living Pillars have been established to provide that foundation. They are considered "living" because they are intended to be actively applied throughout the development of the TEP, providing a consistent lens for policy decisions, evaluation of projects and programs, development of investment strategies, and ultimately the investments included in the TEP.

Community-First Approach

We will listen to the people who live, work, and visit in Contra Costa. Projects and programs will align directly with their needs.

Keep It Simple

The plan should be easy to understand, explain, implement, and administer. Clear goals showing the benefit to residents will build trust and make the measure more effective.

Apply a Countywide Lens

We are all in this together. Together, we consider the transportation needs of the entire county, balancing local priorities with regional benefits. We build transportation systems that improve quality of life for communities across Contra Costa.

Emphasize Accountability

We are committed to establishing clear and consistent expectations for how funds are

allocated and the results they are intended to achieve. We will ensure that the commitments we make are fulfilled and the outcomes are promised and delivered.

Focus on Significant Outcomes

We prioritize investments that make a meaningful difference. The plan should lead to visible, effective, and efficient improvements on the transportation issues that the community identifies as important.

BUILDING ON THE LISTENING PROCESS

Phase 1 – Thus far, listening has focused on understanding transportation priorities before developing the initial Draft TEP. CCTA has engaged the Authority Board, Public Managers Association (PMA), advisory committees, community-based organizations, business leaders, transit operators, local jurisdictions, and the RTPCs.

Initial listening has identified several recurring transportation challenges. Traffic congestion, pedestrian and bicycle safety, and road maintenance have been among the most frequently identified local transportation challenges. For longer trips, stakeholders have identified traffic congestion and limited public transit as significant barriers. Ideas for improving transportation have included more robust transit services, improved coordination and affordability of transit, and expanded safe walking and bicycling facilities.

CCTA has also conducted listening sessions with each RTPC Board:

- SWAT – June 1
- TRANSPAC – July 9
- WCCTAC – August 20
- TRANSPLAN – September 10

This item represents the next step in that dialogue. CCTA is returning to share how the input received is helping shape the emerging TEP framework and to receive additional feedback before development of the initial draft TEP.

DEVELOPING THE TEP FRAMEWORK

Six major policy decisions will ultimately shape the structure of the TEP:

1. Developing funding projections;
2. Setting funding allocations and determining benefits;
3. Determining Return to Source and modernizing the Growth Management Program;

4. Creating major investment categories;
5. Defining how projects and programs will be selected and evaluated; and
6. Determining how programs will be structured and administered.

The current discussion focuses primarily on the outcomes, investment categories, projects, and programs being considered as inputs to the initial draft TEP.

The emerging framework establishes a clear progression from the County's transportation vision to the investments ultimately considered for inclusion in the TEP:

Living Pillars → Countywide Vision → Key Outcomes → Investment Categories → Projects and Programs → Performance Evaluation

This approach is intended to ensure that potential investments respond to identified transportation needs and can be evaluated based on the benefits they are expected to deliver.

TRANSFORMATIVE VISIONS AND INVESTMENT CATEGORIES

The TEP is being developed around three broad transportation visions established through the CTP. These visions are being translated into investment categories that organize the projects and programs that may ultimately be funded through the TEP.

Provide Reliable Freeway and Roadway Travel

Potential investments include freeway interchange improvements, operational improvements, express lanes, smart and connected transportation systems, roadway connections, congestion management, and rapid incident recovery.

Build a Complete, Reliable Transit Network

Potential investments include transit corridor improvements, regional transit connections, local bus service, mobility hubs, transit services for seniors and people with disabilities, youth transportation, and other improvements that make transit more reliable, accessible, and convenient.

Create People-First Streets

Potential investments include major roadway safety improvements, pedestrian improvements, local streets and roads, trails and bikeways, Safe Routes to School, smart signals, streetscape and livability improvements, clean mobility, and climate resilience and evacuation improvements.

These categories remain under development and will continue to be refined through discussions with the Authority Board, local agencies, stakeholders, and the public.

KEY OUTCOMES AND PERFORMANCE MEASURES

Consistent with the Focus on Significant Outcomes and Emphasize Accountability Living Pillars, the TEP will use an outcomes-based approach to understand how effectively potential investments address Contra Costa County's transportation needs.

Based on the CTP and input received through the listening process, six key outcomes are currently proposed:

Key Outcome	Proposed Direction
Congestion	Reduce travel times and delays
Safety	Reduce fatal and serious injury crashes
Access	Enhance travel options for seniors, students, people with disabilities, and low-income residents
Connectivity	Improve connections to communities, jobs, services, and key destinations throughout Contra Costa and beyond
Thriving Communities	Build a transportation system that supports a strong economy
Environment	Reduce transportation-related pollution

Each outcome will be supported by more detailed objectives and performance measures. Examples include average daily delay per traveler for congestion; fatal and serious injury crashes for safety; access to travel modes; improve access to jobs, schools, healthcare facilities, community centers, and other critical destinations; pavement condition for thriving communities; and transportation-related greenhouse gas emissions for the environment.

The evaluation is intended to provide a consistent and transparent understanding of the benefits and tradeoffs associated with different investment choices. Evaluation results will be considered together with community and stakeholder input and the Living Pillars to inform development of the TEP.

POTENTIAL PROGRAMS

The TEP is anticipated to include a combination of Named Projects and programs. Programs allow the TEP to address groups of transportation investments that share a

common purpose while maintaining flexibility to respond to needs that may change over the life of the expenditure plan.

Two general types of programs are being considered.

Infrastructure Programs would provide funding for groups of smaller capital projects rather than identifying every individual project in the TEP. Examples include freeway operations, interchange improvements, mobility hubs, local streetscape improvements, smart signals, pavement management, trails and bikeways, and climate resilience and emergency evacuation improvements.

Non-Infrastructure Programs would support transportation services and other improvements that do not primarily involve construction of capital infrastructure. Examples include Safe Routes to School, transportation for seniors and people with disabilities, youth transportation, transit operations, and transportation demand management.

Potential programs are being developed based on existing Measure J programs, community input received through the listening process, transportation needs identified through the CTP, and relevant programs from peer agency transportation expenditure plans.

Programs will be evaluated based on available data, identified outcomes, national research, best practices, and local context. Where appropriate, potential program performance will be evaluated at different funding levels to help understand the relationship between investment levels and outcomes.

POTENTIAL NAMED PROJECTS

In addition to programs, transportation expenditure plans may identify certain major projects for specific funding commitments. CCTA is referring to these as Named Projects.

Named Projects are generally larger, significant transportation investments that would be evaluated individually for potential inclusion in the TEP. Other capital projects may be included within broader programs rather than specifically named, allowing the TEP to maintain flexibility as transportation needs and priorities change.

The starting point for identifying potential Named Projects is the CTP project inventory. Over the past two years, CCTA and local agencies developed a comprehensive inventory containing more than 1,100 projects, including 181 projects with estimated costs greater than \$10 million and 27 projects with estimated costs greater than \$100 million.

An initial screening of the inventory is being used to identify projects for further consideration as potential Named Projects. Projects not evaluated individually may instead be considered within an appropriate program.

A countywide gaps assessment will also be conducted to determine whether significant transportation needs identified through the CTP and listening process are not adequately addressed by the existing project inventory. Where gaps are identified, additional potential projects or programs may be developed in partnership with local agencies.

The purpose of this discussion is to validate the universe of projects that should be evaluated and not select projects for inclusion in the TEP or make funding commitments. Presentation of a project as a potential Named Project does not indicate that the project has been selected, prioritized, or committed for funding.

EVALUATION FRAMEWORK

Potential Named Projects and programs will move through a four-step, outcomes-based evaluation process:

- 1. Identify** – Identify potential investment categories and the projects and programs that could comprise those investments.
- 2. Screen** – Screen potential Named Projects and programs based on alignment with the identified key outcomes.
- 3. Evaluate** – Evaluate how effectively potential Named Projects and programs advance the outcomes using consistent performance measures and available data.
- 4. Refine the TEP** – Use evaluation results, together with findings from community engagement and continued input from local agencies, to inform the investment categories, funding levels, Named Projects, and programs considered for the initial draft TEP.

Named Projects will be evaluated individually across applicable outcomes. Programs will be evaluated as groups and, where appropriate, at different potential funding levels. The evaluation is intended to provide transparent and consistent information to help understand how different investment choices advance the desired outcomes.

RTPC INPUT AND NEXT STEPS

Input received through the RTPC TAC and Board discussions, together with discussions with the local agencies and Authority Board, will help refine the proposed outcomes, programs, and potential Named Projects.

CCTA will continue the technical evaluation of potential projects and programs and development of the TEP funding and program framework. Evaluation results, together with findings from the broader engagement process, will inform development of the initial draft TEP for future review by the Authority Board, local agencies, stakeholders, and the public.

List of Named Projects (Source: CCTA TEP Special Workshop - September 16, 2026)

Attachment B

Named Project	Total Cost	Project Sponsor	Type	Transformative Vision Category	Component	Mapped	Modeled
BART to Hercules	\$2,427.3M	WCCTAC	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	Yes	Yes
San Pablo Avenue-Macdonald Avenue Transit Corridor	\$1,809.8M	Multiple	Complete streets	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	Yes	Yes
BART System Modernization	\$1,632.7M	BART	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	No	No
BART Station Modernization and Access	\$1,251.4M	Multiple	Transit service and access	Build a Complete, Reliable Transit Network	Accessible and Seamless Transit	Yes	Yes
BART Core Capacity	\$1,181.0M	BART	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	No	Yes
SR-239 Construction	\$1,140.6M	Multiple	Freeways	Other Priorities	Other Priorities	Yes	Yes
Mobility Hubs Program	\$759.0M	Multiple	Complete streets	Build a Complete, Reliable Transit Network	Accessible and Seamless Transit	Yes	No
Walnut Creek to Pittsburg Transit Priority Corridor	\$620.0M	CCTA	Complete streets	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	Yes	Yes
County Connection Service Restoration and Expansion	\$598.8M	County Connection	Transit service and access	Build a Complete, Reliable Transit Network	Transit for All Neighborhoods	Yes	Yes
SR-4 Vision Study Recommended Project Bundles (including CNWS bike path)	\$496.6M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	No	No
I-680/SR-4 Interchange Improvements	\$479.2M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	No
I-680 HOV Gap Closure Between Livorna and North Main	\$419.1M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
Martinez to Clayton Transit Priority Corridor	\$410.0M	CCTA	Complete streets	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	No	Yes
SR-4 Operational Improvements	\$359.9M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
Automated Transit Network (ATN)	\$345.8M	ECCC	Transit service and access	Build a Complete, Reliable Transit Network	Transit for All Neighborhoods	No	No
James Donlon Boulevard Extension	\$306.0M	Pittsburg	Local roadways	Other Priorities	Other Priorities	Yes	No
SR-4 and Vasco Road Widening and Interchanges	\$303.9M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	No	Yes
SR-4 Transit Priority Corridor	\$300.0M	CCTA	Freeways	Provide Reliable Freeway Travel	Smart Lane Management	Yes	Yes
Vasco Road Improvements South of Marsh Creek Road	\$295.7M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Antioch-Martinez-San Francisco Ferry	\$273.6M	Multiple	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	Yes	Yes
Pleasant Hill BART to Concord Transit Priority Corridor	\$270.0M	CCTA	Complete streets	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	Yes	Yes
ECITS Express Bus/BRT Recommendation	\$228.7M	CCTA	Transit service and access	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	No	No
County Connection Zero-Emission Fleet and Infrastructure	\$228.4M	County Connection	Resilience	Other Priorities	Other Priorities	No	No
I-680 Transit Improvements	\$205.8M	CCTA	Freeways	Provide Reliable Freeway Travel	Smart Lane Management	Yes	Yes
Hercules Hub Multimodal Transit Center and Ferry Service	\$203.9M	Multiple	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	Yes	Yes
Walnut Creek to Concord Transit Priority Corridor	\$200.0M	CCTA	Complete streets	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	No	Yes
West County Express Bus Service	\$181.7M	WCCTAC	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	Yes	Yes
23rd Street Multimodal Corridor	\$164.5M	Multiple	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	Yes
eBART Fleet and Facility Improvements	\$152.2M	BART	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	No	No
SR-4 Bypass	\$149.8M	State Route 4 Bypass Authority	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	No	No
"A" Street Grade Separation	\$141.7M	Antioch	Goods movement	Other Priorities	Other Priorities	Yes	No
Richmond Parkway Study Recommendations	\$131.0M	WCCTC	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	No	No
I-580/Stenmark Drive Flyover	\$127.5M	Richmond	Freeways	Other Priorities	Other Priorities	Yes	No

Named Project	Total Cost	Project Sponsor	Type	Transformative Vision Category	Component	Mapped	Modeled
San Pablo Dam Road Multimodal Improvements	\$126.0M	Multiple	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	Yes
SR-4 Widening	\$122.9M	Multiple	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Iron Horse Trail	\$103.0M	Multiple	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
San Francisco Bay Trail	\$82.9M	Multiple	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Slatten Ranch Road Extensions	\$75.0M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Bus Transit Coordinating Council Express Bus Service Expansion	\$75.0M	Bus Transit Coordinating Council	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	No	Yes
Capitol Corridor Service Improvements	\$73.1M	Capitol Corridor JPA	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	No	Yes
I-80/SR-4 Interchange Improvements	\$70.6M	Hercules	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	No
Richmond-San Francisco Ferry	\$69.1M	Richmond	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	No	Yes
Monument Corridor Transit Service Improvements	\$62.9M	County Connection	Transit service and access	Build a Complete, Reliable Transit Network	Transit for All Neighborhoods	Yes	Yes
SR-242/Clayton Rd Interchange Improvements	\$62.7M	Concord	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
Marsh Creek Road Improvements	\$60.9M	Contra Costa County	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
SR-4/Port Chicago Highway Interchange Improvements	\$56.9M	Concord	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	No
Brentwood Intermodal Center	\$56.8M	Tri Delta Transit	Transit service and access	Build a Complete, Reliable Transit Network	Accessible and Seamless Transit	Yes	No
Deer Valley Road Widening	\$55.9M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	No
Marsh Creek Trail	\$55.7M	Contra Costa County	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Vasco Road Safety Improvements	\$53.7M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	No
Northern Waterfront Goods Movement Infrastructure	\$53.6M	Contra Costa County	Goods movement	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	No	Yes
I-80 Express Lane Conversion	\$51.4M	MTC	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
AC Transit Richmond Bus Storage and Maintenance Facility	\$51.0M	AC Transit	Transit service and access	Other Priorities	Other Priorities	No	No
BART to Bay Trail Bikeway	\$50.0M	El Cerrito	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Richmond Parkway Rehabilitation	\$50.0M	Richmond	Local roadways	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	No	No
I-80 CSMP Improvements	\$48.5M	WCCTAC	Freeways	Provide Reliable Freeway Travel	Rapid Recovery Freeways	Yes	Yes
SR-160/East 18 St Interchange Improvements	\$45.0M	Oakley	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
Pittsburg-Antioch Highway Widening	\$44.9M	Multiple	Freeways	Other Priorities	Other Priorities	Yes	Yes
Byron Highway Widening and Safety Improvements	\$44.2M	Contra Costa County	Freeways	Other Priorities	Other Priorities	Yes	No
SR-4/Willow Pass Interchange Improvements	\$43.7M	Concord	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	No
Pacheco Boulevard Improvements	\$43.5M	Contra Costa County	Complete streets	Other Priorities	Other Priorities	Yes	No
Laurel Road Extension	\$42.0M	Oakley	Local roadways	Other Priorities	Other Priorities	No	Yes
Richmond Greenway Gap Project	\$40.0M	Richmond	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
I-80 Integrated Corridor Mobility	\$38.2M	CCTA	Freeways	Provide Reliable Freeway Travel	Rapid Recovery Freeways	Yes	No
Kirker Pass Road Southbound Truck Lanes	\$37.5M	Contra Costa County	Goods movement	Other Priorities	Other Priorities	Yes	Yes
Viera Avenue Grade Separation	\$34.6M	Antioch	Transit service and access	Build a Complete, Reliable Transit Network	Accessible and Seamless Transit	Yes	Yes

Named Project	Total Cost	Project Sponsor	Type	Transformative Vision Category	Component	Mapped	Modeled
Orinda-Moraga Regional Trail Project	\$34.4M	Multiple	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Lone Tree Way Grade Separation	\$33.3M	Brentwood	Local roadways	Other Priorities	Other Priorities	Yes	No
Delta de Anza Trail	\$32.9M	Multiple	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
SR-24/Brookwood Ramp Modifications	\$32.7M	Orinda	Freeways	Other Priorities	Other Priorities	Yes	No
SR-4 Overcrossing at Range Road Extension	\$32.7M	Pittsburg	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Camino Tassajara Safety Improvements	\$32.2M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	No
North Richmond Truck Route	\$30.5M	Contra Costa County	Goods movement	Other Priorities	Other Priorities	Yes	Yes
Crow Canyon Road Widening	\$30.2M	San Ramon	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Sand Creek Road Extension	\$30.1M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Cowell Road Complete Streets	\$30.0M	Concord	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Monument Boulevard Trails-to-Transit	\$30.0M	Concord	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Traffix School Bus Roll Out	\$30.0M	San Ramon	Complete streets	Create People-First Streets	Safer Ways to Get to School	No	No
I-80 EB HOV Lane Extension from Cummings Skyway to Carquinez Bridge	\$29.7M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
Mokelumne Trail	\$29.4M	Multiple	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Downtown Protected Bikeway Circuit	\$27.5M	Walnut Creek	Trails and greenways	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
California Delta Trail	\$27.4M	Multiple	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Wildcat Creek Regional Trail	\$27.1M	Multiple	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
I-80 Express Bus	\$26.9M	Multiple	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	Yes	Yes
Highland Road Safety Improvements	\$26.8M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	No
Oakley Main Street Bypass	\$25.9M	Oakley	Local roadways	Other Priorities	Other Priorities	Yes	No
Richmond CyberTran	\$25.8M	Richmond	Transit service and access	Build a Complete, Reliable Transit Network	Transit for All Neighborhoods	No	No
San Pablo Avenue Bicycle and Pedestrian Gap Closure and Enhanced Facilities	\$25.0M	Pinole	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Ygnacio Valley Road Pavement Reconstruction	\$24.5M	Walnut Creek	Local roadways	Other Priorities	Other Priorities	Yes	No
Martinez Intermodal Project	\$24.4M	Martinez	Transit service and access	Build a Complete, Reliable Transit Network	Accessible and Seamless Transit	No	No
Contra Costa Canal Trail	\$24.4M	Multiple	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Cutting/Carlson Grade Crossing Improvements	\$24.1M	Richmond	Local roadways	Other Priorities	Other Priorities	Yes	No
Lone Tree Way Widening	\$23.4M	Brentwood	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Walnut Boulevard Bicycle and Pedestrian Improvements	\$23.2M	Contra Costa County	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Appian Way Complete Streets Project	\$23.2M	Contra Costa County	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Waterfront Road Grade Change Project	\$22.5M	Contra Costa County	Resilience	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
San Pablo Avenue Bridge Replacement	\$22.5M	San Pablo	Trails and greenways	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Wilder/Downtown Class 1 Multi-use Path	\$22.5M	Orinda	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Hydrogen for a Connected West Contra Costa County: AC Transit Division 3 ZEB Infrastructure	\$22.0M	AC Transit	Transit service and access	Build a Complete, Reliable Transit Network	Accessible and Seamless Transit	Yes	No

Named Project	Total Cost	Project Sponsor	Type	Transformative Vision Category	Component	Mapped	Modeled
Railroad Avenue and 4th Street Improvements	\$21.8M	Pittsburg	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Willow Pass Road Widening and Bridge Reconstruction	\$21.5M	Multiple	Local roadways	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	Yes
San Pablo Avenue Complete Streets	\$20.8M	Contra Costa County	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	Yes
ECCTA High Frequency Bus Improvements	\$20.6M	ECCTA	Transit service and access	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	No	Yes
Macdonald Avenue Streetscape	\$20.3M	Richmond	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
I-680/Concord Blvd/Contra Costa Blvd Interchange Improvements	\$20.1M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
Wilbur Ave Widening	\$20.0M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	Yes
I-80 Bus on Shoulder	\$20.0M	CCTA	Transit service and access	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	No	No
Bella Vista Infrastructure Improvements	\$19.6M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	No	Yes
I-680 Auxiliary Lanes South of SR-24	\$19.5M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
Cummings Skyway Truck Lane Extension	\$18.1M	Contra Costa County	Goods movement	Other Priorities	Other Priorities	Yes	No
Monument Blvd/I-680 Bicycle and Pedestrian Improvements	\$17.5M	Pleasant Hill	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
West Tregallas Road Widening	\$17.5M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Richmond Yellow Brick Road Complete Streets	\$17.0M	Richmond	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	No	No
Martinez Rail Corridor Improvements	\$16.8M	MTC	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	No	No
Caldecott Tunnel Modernization and Safety Improvements	\$16.4M	CCTA	Freeways	Other Priorities	Other Priorities	Yes	No
I-680 Operational Improvements	\$16.3M	TRANSPAC	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	No
Oakley Road Extension	\$16.2M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	Yes
SR-4 Integrated Corridor Mobility	\$15.6M	CCTA	Freeways	Provide Reliable Freeway Travel	Rapid Recovery Freeways	Yes	No
San Pablo Creek Trail	\$15.5M	Contra Costa County	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Via Verde Pedestrian Bridge	\$15.5M	Contra Costa County	Complete streets	Other Priorities	Other Priorities	Yes	No
Paso Nogal Widening	\$15.4M	Pleasant Hill	Local roadways	Other Priorities	Other Priorities	Yes	No
Monument Boulevard Widening	\$15.4M	Pleasant Hill	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Tri Delta Transit Maintenance Building	\$15.2M	Tri Delta Transit	Transit service and access	Other Priorities	Other Priorities	Yes	No
Dallas Ranch Road Extension	\$15.0M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Phillips Lane Extension	\$15.0M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	No
Standard Oil Avenue Construction	\$15.0M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Coggins Drive and Oak Park Boulevard Completed Street Project	\$15.0M	Pleasant Hill	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
San Pablo Avenue Intersection Realignment	\$15.0M	San Pablo	Local roadways	Other Priorities	Other Priorities	Yes	No
Oakley Amtrak Station to TriDelta Transit Park & Ride Multimodal Connection	\$15.0M	Multiple	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	No	No
East County Track Improvements	\$14.7M	MTC	Goods movement	Other Priorities	Other Priorities	Yes	No
I-80 WB/John Muir Parkway On-Ramp	\$14.6M	Hercules	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	No
Alhambra Avenue/SR-4 Intersection Improvements	\$14.6M	Martinez	Local roadways	Other Priorities	Other Priorities	Yes	Yes

Named Project	Total Cost	Project Sponsor	Type	Transformative Vision Category	Component	Mapped	Modeled
San Marco Blvd Extension	\$14.4M	Pittsburg	Local roadways	Other Priorities	Other Priorities	Yes	Yes
I-80/Central Avenue Interchange Modification	\$14.2M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	No
Hillcrest Avenue Grade Separation	\$14.2M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	No
Balfour Road Shoulder Widening	\$13.9M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	No
Brentwood Boulevard Widening	\$13.9M	Brentwood	Local roadways	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	Yes
I-80 EB/Pinole Valley Road On-Ramp Improvement	\$13.4M	WCCTAC	Freeways	Other Priorities	Other Priorities	Yes	No
Gregory Lane Complete Street	\$13.3M	Pleasant Hill	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Sunset Road Widening	\$13.0M	Contra Costa County	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Walnut Boulevard Widening	\$12.9M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Chestnut Street Widening	\$12.7M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	No
Oakland Boulevard Protected Bikeway	\$12.5M	Walnut Creek	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Knightsen Avenue and Eden Plains Road Widening	\$12.5M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	No
SR-4/Railroad Ave Interchange Interchange Improvements	\$12.4M	Pittsburg	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
Marina Blvd and West Street Improvements	\$11.5M	Pittsburg	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Camino Diablo Widening	\$11.2M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	No
Delta Road Widening	\$10.8M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	No
O'Hara Avenue Widening	\$10.8M	Oakley	Complete streets	Other Priorities	Other Priorities	Yes	Yes
Cummings Skyway/I-80 Interchange Improvements	\$10.7M	Contra Costa County	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
California Avenue Widening	\$10.3M	Pittsburg	Local roadways	Other Priorities	Other Priorities	Yes	No
Pleasant Hill Road Pedestrian Improvements	\$10.2M	Pleasant Hill	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
West 10th Street/ Enterprise Circle Improvements	\$10.2M	Pittsburg	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Willow Pass Road/10th Street Intersection Improvements	\$10.2M	Pittsburg	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Oakley Main Street Widening	\$10.0M	Oakley	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Ygnacio Valley Road Bicycle Improvements	\$10.0M	Walnut Creek	Complete streets	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Tri Delta Transit Hydrogen Fueling Station	\$9.7M	Tri Delta Transit	Transit service and access	Other Priorities	Other Priorities	Yes	No
Pleasant Hill Road Center Median Pathway	\$9.2M	Lafayette	Complete streets	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Lamorinda School Bus Expansion	\$9.0M	Multiple	Complete streets	Create People-First Streets	Safer Ways to Get to School	No	No
EB SR-24 Auxiliary Lanes	\$8.7M	Orinda	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
WestCAT Infrastructure Improvements	\$7.9M	WestCAT	Transit service and access	Build a Complete, Reliable Transit Network	Transit for All Neighborhoods	No	Yes
Cooperative Congestion Management	\$5.0M	Multiple	Freeways	Provide Reliable Freeway Travel	Rapid Recovery Freeways	No	No
ECCTA Transit Signal Priority on Key Corridors	\$4.0M	ECCTA	Transit service and access	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	No	Yes
I-680/Treat Multimodal Improvements	\$3.8M	CCTA	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	No	No
SR-24 HOV or Express Lane	-	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes

Named Project	Total Cost	Project Sponsor	Type	Transformative Vision Category	Component	Mapped	Modeled
East County Automated Transit Network	-	Multiple	Local roadways	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	No	Yes
Antioch-Brentwood Transit Extension	-	Multiple	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	No	Yes
SR-4 Bus on Shoulder	-	CCTA	Transit service and access	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	No	No
Byron Airport EVTOL	-	CCTA	Local roadways	Other Priorities	Other Priorities	No	No
CC Canal to Iron Horse Trail Connector	-	CCTA	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	No	No
RSR Multimodal Access Projects	-	Richmond	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	No	No

List of Potential Investment Categories and Programs by Outcome

Congestion - Reduce travel times and delays

Investment Category	Program	Description
Reliable Freeways	Freeway Interchange Improvements	Targeted capacity and operational upgrades at interchanges where merging and weaving cause the worst backups.
	Reduce Bottlenecks	Strategic widening and new links that add redundancy, so a single chokepoint does not stall an entire corridor.
Traffic Relief Technology	Smart Freeway Management	Technology to clear incidents quickly, provide adaptive ramp metering, and invest in express lanes to make travel more reliable.
	Smart Roadways & Corridors	Adaptive signal timing and traffic management to keep arterials moving at consistent speeds and reduce stop-and-go travel.
Better, Safer Roads	Transit Priority Corridor Improvements	Frequent all-day service on core corridors, connecting residents to jobs and education without requiring a car.
Reliable Backbone Transit	Regional Transit Service	Planning for an express bus network on key corridors, upgrades to BART and regional rail, and expanded ferry service and terminal access.
	Support for Local Bus Service	Operating funding for local transit operators, plus feeder bus, community shuttle, and microtransit service that reaches untapped markets.

Safety - Reduce fatal and serious injury crashes

Investment Category	Program	Description from Presentation
Traffic Relief Technology	Smart Roadways & Corridors	Adaptive signal timing that results in safer, more consistent speeds and reduces stop-and-go conditions behind many crashes.
Youth Transportation	Safe Routes to School	School streets, drop-off traffic management, expanded sidewalks, and bus priority lanes that make the trip to school safe for kids.
Better, Safer Roads	Multimodal Corridor Improvements	Corridor redesigns, protected intersections, pedestrian safety improvements, and speed management on the high-injury network.
	Local Street Repair and Maintenance	High-quality pavement, striping, and signage so surface conditions do not create hazards for drivers, cyclists, and buses.
	Regional Routes of Significance Repair and Maintenance	Countywide standard of pavement condition and design for routes of regional significance to provide a safe travel environment for drivers, cyclists, pedestrians, and buses.
Better Trails	Regional Trails and Bikeway Network	Fully separated, barrier-protected paths and grade-separated crossings that remove conflicts between bikes and vehicle traffic.

Access - Enhance travel options for vulnerable residents

Investment Category	Program	Description from Presentation
Senior and Disabled Transit	Transit for Seniors and People with Disabilities	Paratransit, accessible vehicles, and training that keep an aging population and riders with disabilities mobile as their share of the county grows.
Youth Transportation	Youth Transit Programs	Free and reduced-fare passes and youth-oriented service that give students an independent travel option beyond the family car.
	School Bus Programs	District and subregional-coordinated programs to provide busing for school-aged children to and from school.
	Safe Routes to School	Sidewalk, crossing, and bikeway improvements around schools, paired with drop-off management and school bus programs.
Better, Safer Roads	Pedestrian Safety Improvements	Accessible crossings, curb ramps, tactile paving, lighting, and seating so seniors, students, and people with disabilities can reach transit on foot.
Reliable Backbone Transit	Support for Local Bus Service	Operating support for local and feeder routes, community shuttles, and on-demand microtransit that fill service gaps in underserved neighborhoods.

Connectivity - Improve connections to communities

Investment Category	Program	Description from Presentation
Transit Access	Transit Access Capital Support	Bike parking, bike share, and trail connections at transit hubs so walking and biking trips link seamlessly to transit.
Better, Safer Roads	Multimodal Corridor Improvements	Corridor redesigns, protected intersections, and pedestrian safety improvements that make trips by walking, bicycling, and transit practical and comfortable.
Youth Transportation	Safe Routes to School	Bikeways and sidewalks linking schools to surrounding neighborhoods, giving students a connected route that does not require a car.
Better Trails	Regional Trails and Bikeway Network	Close the gaps in a contiguous countywide network with full separation from traffic, grade-separated crossings, smooth surfaces, wayfinding, and lighting.

Thriving Communities - Support strong local economies

Investment Category	Program	Description from Presentation
Reliable Freeways	Reduce Bottlenecks	Strategic widening and new links that add redundancy, so a single chokepoint does not stall an entire corridor, and reduces cut-through traffic.
	Goods Movement	Truck route, access, and last-mile improvements serving industrial and logistics sites so freight costs and delay do not constrain economic growth.
Better Trails	Regional Trails and Bikeway Network	Trail-oriented development along major corridors, supporting compact walkable growth with direct access to trails for daily trips.
Better, Safer Roads	Local Street Repair and Maintenance	High-quality pavement, striping, and signage so surface conditions do not create hazards for drivers, cyclists, and buses.
	Multimodal Corridor Improvements	Street design, plazas, and walkable retrofits that help aging retail centers and main streets attract reinvestment as mixed-use neighborhood centers.
	Transit Priority Corridor Improvements	Frequent all-day service on core corridors, connecting residents to jobs and education without requiring a car.
Transit Access	Transit Access Capital Support	Hubs at job centers, shopping areas, and campuses that anchor transit-oriented development and widen the labor pool employers can reach.
Commute Programs	Carpool, Vanpool, and TDM Programs	Rideshare matching, employer programs, and incentives that reduce drive-alone trips and vehicle miles traveled countywide and provide options.

Environment - Reduce transportation-related pollution

Investment Category	Program	Description from Presentation
Resilient Communities	Climate Resilience and Evacuation Improvements	Harden roadways exposed to sea level rise and flooding and add evacuation capacity and route redundancy in communities facing growing wildfire risk.
	Support for Clean Mobility	EV charging, zero-emission fleet conversion, and clean shared mobility that cut tailpipe emissions in the communities most exposed to them.
Commute Programs	Carpool, Vanpool, and TDM Programs	Rideshare matching, employer programs, and incentives that cut drive-alone trips and vehicle miles traveled countywide.
Better, Safer Roads	Smart Signals	Adaptive signal timing that reduces idling and stop-and-go travel, lowering fuel use and emissions on busy arterials.
Traffic Relief Technology	Smart & Connected Transportation Systems	Detection, monitoring, and real-time traffic management that clear incidents faster and support coordinated emergency response.
Reliable Backbone Transit	Transit Priority Corridor Improvements	Frequent, reliable service on core corridors that makes transit a competitive alternative to driving and shifts trips out of cars.
	Regional Transit Improvements	Express bus, rail, and ferry improvements that make longer regional trips possible without a car, cutting vehicle miles traveled.
	Transit Maintenance	Make upgrades to fleet and facilities to enable ongoing effective delivery of transit service.

TRANSPAC Board Meeting *STAFF REPORT***Meeting Date:** October 8, 2026

Subject:	COUNTY CONNECTION STUDENT TRANSIT PROGRAM PROPOSAL
Summary of Issues	County Connection has requested TRANSPAC's consideration of a year-round Youth Ride Free (YRF) program proposal, building on two successful summer YRF pilots in 2025 and 2026. The proposed program would provide fare-free rides to youth ages 5 to 18 in the County Connection service area. The TRANSPAC Technical Advisory Committee (TAC) reviewed the proposal at its September 24, 2026 meeting, and a summary of the TAC discussion is included in this report. At this meeting, the Board is requested to provide input on the County Connection proposal.
Recommendations	For Information Only.
Financial Implications	No TRANSPAC financial implications.
Options	None.
Attachments	A. County Connection letter, "Proposal for Year-Round Youth Ride Free Program," dated September 17, 2026. B. Contra Costa Transportation Authority (CCTA) letter, "County Connection Student Transit Program Proposal," dated September 23, 2026.

Background

County Connection operated a two-month summer Youth Ride Free (YRF) pilot in June and July 2025, offering fare-free rides to riders aged 5 to 18 systemwide, with Tri Delta Transit and WestCAT participating using their own funding. The pilot generated approximately 25,400 youth trips. Based on these results, County Connection, Tri Delta Transit, and WestCAT repeated the program for summer 2026, with TRANSPAC area service funded through Measure J Line 21a contributions and additional contribution from the Southwest Area Transportation Committee (SWAT) to cover their portion of the County Connection service area. Summer 2026 ridership rose to approximately 26,500 YRF trips, a 4.3% increase over 2025 (see attachment A for the

County Connection YRF proposal letter which includes additional program performance information).

Discussion

To further expand the program, County Connection requests TRANSPAC’s consideration of a year-round YRF program. County Connection’s proposal would extend fare-free rides on all County Connection routes to youth systemwide, in the same no-application, no-pass format as the summer pilots. County Connection would invoice TRANSPAC quarterly for reimbursement at \$1.00 per youth trip, based on operator-collected boarding data.

Table 1 summarizes the annual program cost for TRANSPAC and SWAT, with the cost range reflecting whether LCTOP (Low Carbon Transit Operations Program) funding for several currently fare-free routes continues or is discontinued as anticipated in July 2027. These estimates also assume a 15% increase in youth ridership systemwide over Fiscal Year (FY) 2026. In addition, a future consideration will be the funding of SWAT service area trips as part of the broader program. The TAC discussed potential funding sources and the SWAT service area share, as summarized below.

Table 1: Youth Ride Free Program Projected Costs (FY 2027)

Program Period	RTPC	Rides	Cost w/ LCTOP	Cost w/o LCTOP
January–June (6 months)	TRANSPAC	118,000	\$118,000	\$152,000
	SWAT	84,000	\$84,000	\$108,000
	Total	202,000	\$202,000	\$260,000
July–December (6 months)	TRANSPAC	129,000	\$129,000	\$166,000
	SWAT	92,000	\$92,000	\$119,000
	Total	221,000	\$221,000	\$285,000
Annual (12 months)	TRANSPAC	247,000	\$247,000	\$318,000
	SWAT	176,000	\$176,000	\$227,000
	Total	423,000	\$423,000	\$545,000

TAC Comments

At its September 24, 2026, meeting, the TAC reviewed the County Connection proposal and provided the following comments:

Program Cost and Ridership

- **Ridership growth:** The TAC asked whether the cost estimates account for ridership growth. County Connection noted that the estimates assume a 15% increase in youth ridership with year-round service, and that the larger increase cited for the 2025 pilot compared YRF with the prior sign-up-based summer youth pass program.

- **Marketing and outreach:** The TAC asked whether additional marketing would be needed, given the more modest 2026 summer ridership growth in the County Connection service area. County Connection attributed the lower growth in part to the extent and timing of school outreach, and noted that it would market the program within its existing budget, which is not included in the request.
- **Ridership data:** County Connection drivers record each youth boarding, and data is available by route and date. County Connection will confirm whether data is also available by bus stop and time of day. Noting that BayPass and YRF collect ridership data differently, the TAC asked about options for more detailed program data. County Connection identified an onboard passenger survey as the most comprehensive option, at additional cost.

Funding and Trade-offs

- **Funding source:** The TAC asked where funding for the program would come from and what would be traded off to fund it. Staff noted that the accumulated Measure J Line 21a fund balance could be considered as a potential funding source.
- **Existing commitments:** The TAC noted that the youth programs the Board approved in September would draw on the same Line 21a balance if continued in future years. CCTA noted that available funds would not cover all programs under discussion.
- **Cash flow analysis:** Staff offered to prepare a Line 21a cash flow analysis through the end of Measure J in 2034 (in coordination with CCTA), showing existing commitments, the current fund balance, and projected revenue. The TAC noted that its input on the proposal would depend on this analysis, and asked to see how YRF would combine with the youth programs the Board has already approved.
- **SWAT service area share:** The TAC asked whether TRANSPAC would fund the SWAT portion of the program and whether SWAT would contribute. TRANSPAC-area trips account for \$247,000 to \$318,000 of the \$423,000 to \$545,000 annual program cost (Table 1). County Connection noted that the proposal includes both subregions, and that cost sharing would be determined by others such as the TRANSPAC and SWAT Boards.

Coordination with Other Youth Transit Programs

- **CCTA letter:** CCTA submitted a letter to the TAC dated September 23, 2026 (Attachment B) expressing support for growing youth transit ridership and identifying the following considerations:
 - The TRANSPAC-funded BayPass pilot serves as a proof of concept and as leverage for CCTA's upcoming One Bay Area Grant (OBAG) application for a Countywide BayPass Student Transit Pass Program.

- The countywide Pass2Class program, funded with Transportation Fund for Clean Air (TFCA) regional funds, relies on countywide administration to remain competitive for TFCA funding. YRF in the County Connection service area could affect TFCA funding for the program countywide. CCTA staff reiterated this concern at the meeting.
 - CCTA supports a countywide approach to youth transit and will work with County Connection on countywide youth transit programs.
- **BayPass:** County Connection noted that YRF could complement BayPass programs, such as the TRANSPAC-funded SOAR pilot, by limiting BayPass to students whose school trips involve BART or who live outside the TRANSPAC area, which could reduce BayPass program costs.
- **Ongoing coordination:** CCTA suggested discussing program coordination at an upcoming staff-level meeting between the transit operators and CCTA, and offered to lead a transit working group. County Connection agreed and noted that it would also welcome coordination with CCTA on CCTA's youth transit proposals.

Next Steps

At this meeting, the TRANSPAC Board is requested to provide input on the County Connection proposal.

September 17, 2026

TRANSPAC Committee
c/o Matthew Todd, Managing Director
1320 Mt. Diablo Boulevard, Suite 206
Walnut Creek, CA 94596

Re: Proposal for year-round Youth Ride Free program

Chair Carlson and committee members:

Building on the success of two consecutive summer Youth Ride Free (YRF) programs, County Connection respectfully requests the TRANSPAC Committee's consideration of a proposal to institute a year-round Youth Ride Free program that would serve youth and students ages five to 18 in the TRANSPAC and SWAT regions.

Background:

For young people, freedom of movement is an important part of gaining their independence and a steppingstone to adulthood, and public transit is an ideal way for youth to achieve this freedom without driving or being driven by automobile, and as an added benefit, transit provides freedom to parents who don't need to drive their children to school or their activities. Additionally, people who start riding transit in their youth are more likely to continue riding transit as adults.

The need to pay a fare can be a greater barrier for youths than adults for various reasons including lack of financial resources and/or lost fare products such as Clipper cards and discounted passes. Having to pay a fare can also present a barrier to receiving an education, as described by Vanessa Castillo, LCSW, PPSC, a Social Worker Specialist with the Mt. Diablo Unified School District:

"As a School Social Worker, I work daily with students who are eager to learn but face significant obstacles in simply getting to school. One of the biggest barriers is the rising cost of public transportation, which forces many families to make impossible choices between necessities like food, rent, and bus fare.

The consequences of this are devastating. Chronic absenteeism—defined as missing 10% or more of the school year—is a leading predictor of academic failure and school dropout. According to the California Department of Education, students who are chronically absent are significantly less likely to achieve proficiency in reading and math, graduate on time, or pursue higher education. In our district, we see firsthand how transportation insecurity disproportionately affects our most vulnerable students, including low-income families, newcomers, and unaccompanied youth.

Every day a student misses school, they lose access not only to education but also to critical resources such as free meals, mental health support, and safe learning environments. Absences don't just impact the students themselves—our schools and community suffer as well. When students aren't in class, school funding is reduced, learning gaps widen, and future opportunities diminish."

Summer Youth Ride Free Pilot:

The summer Youth Ride Free (YRF) pilot program was designed to boost ridership over the summer months while helping young people build familiarity and confidence in riding transit. In June and July 2025, County Connection launched and funded the YRF program, a two-month pilot that allowed riders 18 and under to travel fare-free on all routes. Tri Delta Transit and WestCAT also participated in the regional effort, paid for with their own funding. Designed to remove barriers to access, the program required no application, special passes, or ID.

The 2025 summer YRF pilot was a huge success, with approximately 25,400 recorded youth trips across County Connection over the two-month period – a 1,600% increase in participation compared to the previous summer's youth program. Building on this success, County Connection, Tri Delta Transit, and WestCAT brought back Youth Ride Free for summer 2026. Funding for County Connection's 2026 Youth Ride Free program was provided by Measure J contributions from TRANSPAC and SWAT, with CCTA providing help with countywide promotional support, including engagement with school districts, city and county offices, and libraries.

The combination of free fares and the removal of barriers to entry (i.e. no need to sign up for a program to obtain a special pass) saw continued success in 2026 with the summer YRF program resulting in a further increase in ridership of approximately 4.5% over the previous summer. The following is a summary of County Connection's YRF ridership for the summer 2026 program:

- Total YRF Ridership: Approximately 26,500 (up from approximately 25,400 in 2025)
- YRF ridership as a percentage of all rides: 6.7% (up from 6.4% in Summer 2025)
- YRF ridership as a percentage of all rides, when excluding free routes: 15.3% (up from 14.8% in Summer 2025)

Proposed Year-Round YRF Program:

As requested, County Connection is submitting a proposal to requesting funding for a continuous year-round YRF program to provide free fares on all County Connection buses to youths aged six to 18. This year-round YRF program would operate in the same manner as the two previous summer YRF programs by allowing all passengers 18 and under to just get on the bus and. County Connection would invoice the cost for reimbursement of YRF fares (\$1.00 per trip) on a quarterly basis, using passenger data collected by bus operators for each boarding.

As shown in the tables below, County Connection estimates the cost of a year-round YRF program to be approximately \$423,000 to \$545,000 per year, depending on whether or not existing free routes continue to be funded. LCTOP funding that currently pays for all fares on Routes 11, 14,

16, 99X, 311, 314, and 316, as is anticipated to be discontinued beginning in July 2027. These estimates also assume a 15% long-term increase in youth ridership systemwide over fiscal year (FY) 2026 resulting from induced demand, though youth ridership levels will need to be closely monitored as the growth rate during the school year may be different than during the summer, and a year-round program may be more effective in attracting new riders than a time-limited program. Below are the calculations, in 6-month increments and annually. The start/end time period is flexible and can be adjusted based on the Committee's implementation preference.

January - June (6 months)

RTPC	Rides	Fare Loss w/LCTOP	Fare Loss w/o LCTOP
TRANSPAC	118,000	\$118,000	\$152,000
SWAT	84,000	\$84,000	\$108,000
Total	202,000	\$202,000	\$260,000

July - December (6 months)

RTPC	Rides	Fare Loss w/LCTOP	Fare Loss w/o LCTOP
TRANSPAC	129,000	\$129,000	\$166,000
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Annual (12 months)

RTPC	Rides	Fare Loss w/LCTOP	Fare Loss w/o LCTOP
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Total	423,000	\$423,000	\$545,000

The proposed year-round YRF program will effectively and efficiently provide mobility to all youth throughout the County Connection service area at low cost, and with no overhead or administrative expenses. It builds upon a proven formula with strong local support, and with TRANSPAC funding can begin as soon as January 2027.

Sincerely,



Bill Churchill
General Manager



CONTRA COSTA
TRANSPORTATION
AUTHORITY

COMMISSIONERS September 23, 2026

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Chair

Sue Noack,
Vice Chair

Mark Armstrong

Newell Americh

Juan Banales

Diane Burgis

Ken Carlson

Chris Kelley

Aaron Meadows

Carlyn Obringer

Rita Xavier

Subject: County Connection Student Transit Program Proposal

Dear TRANSPAC Technical Advisory Committee Members,

Thank you for the opportunity to provide input to the TRANSPAC Technical Advisory Committee (TAC) as it considers County Connection's proposal to establish a year-round Youth Ride Free (YRF) program. The Contra Costa Transportation Authority (CCTA) values County Connection and the important role transit plays throughout Contra Costa County. We share TRANSPAC's and County Connection's goal of growing transit ridership and recognize countywide needs such as reducing traffic congestion at schools, barriers to traveling across multiple service areas, and leveraging state and regional funding to serve the entire county. We especially agree that students and youth represent one of the most important opportunities to build ridership, both immediately and by cultivating lifelong transit riders. It is in that spirit that CCTA offers the following comments for consideration.

TRANSPAC's Investment in the BayPass Pilot

CCTA notes that TRANSPAC recently approved the use of Program 21a funds to support a BayPass pilot program within the TRANSPAC region. We appreciate this commitment, which reflects a shared goal of a sustainable approach to expanding youth and student access to transit. The TRANSPAC BayPass pilot is intended to aid the most in-need, serve as proof of concept, and work as leverage for CCTA's upcoming One Bay Area Grant (OBAG) application, which seeks funding to establish a Countywide BayPass Student Transit Pass Program. Without OBAG funding, there would be little to no funding source available to offer a free transit program to vulnerable youth in East and Southwest Contra Costa County, making the success of this application essential to achieving more equitable, countywide access. Further, BayPass makes youth transit itself a non-issue for the household, regardless of which route or operator a student needs on a given day, expanding access to school, but also for work, healthcare, or family obligations, at an economical cost, considering the pass provides unlimited trips. BayPass Clipper program meets the requirements of MTC and advances multiple recommendations of the Blue Ribbon Transit Recovery Taskforce and MTC's Transit Transformation Action Plan by expanding access to the regional

Timothy Haile,
Executive Director

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

Clipper BayPass platform, reducing fare barriers for vulnerable youth, increasing transit ridership, supporting fare integration across transit operators. Using Clipper enables data collection, takes advantage of existing transfer credits, and is MTC's preferred choice for fare payment.

To summarize, the approved BayPass pilot program is a key building block toward a countywide program; putting those funds at risk would jeopardize our ability to deliver a countywide BayPass program.

Risk to the Countywide Pass2Class Program

Pass2Class is currently funded on a countywide basis through Transportation Fund for Clean Air (TFCA) regional funds and was recently approved by TRANSPAC and the CCTA Board. With Youth Ride Free in place, Pass2Class passes would no longer be needed within County Connection's service area, effectively eliminating the program there. Pass2Class would not be competitive for this funding if it were not administered countywide. The practical result could be the loss of TFCA funding for Pass2Class altogether, potentially ending a program that currently serves youth across the entire county.

The Case for a Countywide Approach

CCTA aims to build a youth transit program that is effective, equitable, and funded on a countywide basis. A countywide approach simplifies the experience for youth and families, consolidates funding sources and eligibility, and strengthens the ability to leverage state and regional grants such as OBAG and TFCA. CCTA will work with County Connection on countywide youth transit programs and build consensus on future-focused solutions. We can collaborate to define the need, clarify the underlying problem, and align on shared goals and desired outcomes.

CCTA appreciates County Connection's leadership on youth transit access and the strong ridership results from the 2025 and 2026 summer YRF pilots. We ask that the TAC weigh these countywide concerns as it formulates its input to County Connection. We look forward to continued collaboration on this important issue.

Sincerely,



Timothy Haile
Executive Director

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TRANSPAC Board Meeting **STAFF REPORT**

Meeting Date: October 8, 2026

Subject:	TRANSPAC MEASURE J LINE 21A SAFE TRANSPORTATION FOR CHILDREN PROGRAM
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. At its September 10, 2026 meeting, the TRANSPAC Board approved \$2.04M in funding for a pilot student transit pass program, expanding the Walk N Roll program, Bike Family Fest and Bike Parking infrastructure. The Board also requested a summary of the Line 21A fund balance and projected expenditures, and the TAC made a similar request at its September 24, 2026, meeting. Additional information will be available at the meeting for discussion.
Recommendation (s)	For information only.
Option(s)	None.
Financial Implications	No TRANSPAC financial implications.
Attachment(s)	None.

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 its September 10, 2026 meeting, the TRANSPAC Board approved \$2,040,000 in Line 21A funding for FY 2026/27 through FY 2028/29, as summarized in Table 1:

- \$1,310,000 over two years for a pilot student transit pass program supporting the Mt. Diablo Unified School District (MDUSD) Support Office for Access and Resources (SOAR), which serves students and families facing barriers to education

- \$600,000 over two years for the Walk N Roll program; the FY 2028/29 allocation also supports TRANSPAC's local match for the Contra Costa Transportation Authority (CCTA) Countywide Safe Routes to School One Bay Area Grant Cycle 4 (OBAG 4) application
- \$80,000 for Bike Family Fest in FY 2027/28
- \$50,000 for bicycle parking infrastructure in FY 2027/28

Table 1: Approved Line 21A Programming (September 2026)

Program	FY26/27	FY27/28	FY28/29	3-Year Total
Student Transit Pass Program (SOAR)	\$540,000	\$770,000	—	\$1,310,000
Walk N 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

**FY 2028/29 Walk N Roll funding also supports TRANSPAC's local match for the CCTA Countywide Safe Routes to School OBAG 4 application (awards expected spring 2027).*

Staff is working with CCTA to review the Line 21A program balance and prepare a projection of available funds through the end of the Measure J collection period on March 31, 2034. The projection will include estimated revenues and commitments for the youth transportation programs approved by the Board in September 2026. Additional information will be available at the meeting for discussion.