

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, MAY 28, 2026
9:00 A.M. to 11:00 A.M.

In the LARGE COMMUNITY ROOM at City of Pleasant Hill City Hall
100 GREGORY LANE
PLEASANT HILL

Public Comments: Public Comment may be provided in person during the public comment period on items not on the agenda or during the comment period of each agenda item. Comments are limited to 3 minutes. Please begin by stating your name and indicate whether you are speaking for yourself or an organization. Members of the public may also submit written comments to irina@graybowenscott.com by 3 p.m. on the day before the meeting, which will be read during Public Comment or on the related item when Public Comment is called and entered into the record.

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact TRANSPAC via email or phone at irina@graybowenscott.com or (925) 937-0980 during regular business hours at least 48 hours prior to the time of the meeting.

1. **CONVENE MEETING/ SELF-INTRODUCTIONS.**
2. **PUBLIC COMMENT.** Members of the public may address the Committee on any item not on the agenda.

ACTION ITEMS

3. **MINUTES OF THE APRIL 30, 2026, MEETING. 🌀 Page 5**

Attachment: TAC minutes from the April 30, 2026, meeting.

ACTION RECOMMENDATION: Approve Minutes.

4. **MEASURE J LINE 20A FUND PROGRAM – FY 2026/2027-FY 2027/2028.** The CCTA Measure J Line 20a program ("Additional Transportation Services for Seniors & People with Disabilities"), provides supplemental transportation funding for these types of services in the

TRANSPAC area. TRANSPAC is responsible for recommendations on how the Line 20a funds are to be used. Applications were requested to be submitted by January 23, 2026 with 9 applications received totaling approximately \$2.26 million in requests. 🌀 **Page 11**

ACTION RECOMMENDATION: Recommend approval of Final Draft Measure J Line 20a Funds Program for FY 2026/2027 and FY 2027/2028.

Attachment: Staff Report

INFORMATION ITEMS

5. TRANSPAC WORKPLAN AND BUDGET PROCESS FOR FISCAL YEAR 2026/2027. The TRANSPAC Joint Exercise of Power Agreement specifies that TRANSPAC shall adopt a budget that includes operational expenses and the proportional amount each agency will be required to pay to fund TRANSPAC. The method to determine the proportional amount each agency would be required to pay of any member contribution is based on the formula specified in the TRANSPAC JPA. TRANSPAC has also adopted an annual work plan in conjunction with the budget. The TRANSPAC TAC is requested to review the draft work plan and budget. The Board will be requested to consider the final versions of the material for approval in June. (INFORMATION) 🌀 **Page 25**

Attachment: Staff Report

6. MEASURE J LINE 21A SAFE TRANSPORTATION FOR CHILDREN PROGRAM — CCTA PROGRAM PROPOSAL. Measure J Line 21A ("Safe Transportation for Children") provides funding to improve transportation access and safety for students in the TRANSPAC subregion. TRANSPAC is responsible for recommendations on how Line 21A funds are used in the subregion. CCTA has developed a proposal for a long-term, multi-modal student transportation program to potentially utilize these funds and will present future program opportunities for discussion. (INFORMATION) 🌀 **Page 41**

Attachment: Staff Report

7. IRON HORSE TRAIL AND CONTRA COSTA CANAL TRAIL CONNECTION FEASIBILITY STUDY – ROUTE ALIGNMENT CONCEPT ALTERNATIVES. The Contra Costa Transportation Authority (CCTA) is conducting a feasibility study to identify potential connections between the Iron Horse Trail (IHT) and the Contra Costa Canal Trail in the vicinity of the I-680/SR-4 highway interchange. CCTA staff will present an overview of approximately five route alignment concept (RAC) alternatives under study and solicit input from the TRANSPAC TAC as part of CCTA's multi-jurisdictional community engagement process. (INFORMATION) 🌀 **Page 45**

Attachment: Staff Report

8. CONTRA COSTA TRANSPORTATION AUTHORITY 2026 COORDINATED CALL FOR PROJECTS. CCTA is coordinating a call for projects combining approximately \$90 million in funding from the One Bay Area Grant Cycle 4 (OBAG 4) federal program, the third cycle of the Measure J Transportation for Livable Communities (TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) programs, and Transportation Fund for Clean Air (TFCA). A call for projects is expected to be released in June 2026. At this meeting, CCTA staff will provide an update on the program and next steps. (INFORMATION) 🌀 **Page 85**

Attachment: Staff Report

9. TRANSPAC SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM – DEVELOPMENT PROJECT TRACKING. This agenda item is intended to provide an opportunity to review and discuss the general plan amendments and development proposals, that have issued environmental notices, with potential impacts to TRANSPAC jurisdictions. (INFORMATION) 🌀 **Page 86**

10. Committee UPDATES:

- a. **TECHNICAL COORDINATING COMMITTEE (TCC).** The last TCC Meeting was held on Thursday, May 21, 2026. The next regular meeting will be held on June 18, 2026.
- b. **COUNTYWIDE BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (CBPAC):** The last CBPAC Meeting was held on May 18, 2026. The next regular meeting will be held on July 27, 2026.
- c. **ACCESSIBILITY ADVISORY COMMITTEE MEETING:** The last Meeting was held on May 18, 2026. The next regular meeting will be held on June 15, 2026.

11. INFORMATION ITEMS:

- a. **GRANT FUNDING OPPORTUNITIES.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities. (INFORMATION).
- b. **CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) MEETING CALENDAR:** The CCTA Calendar for May 2026 through August 2026 may be downloaded using the following [link](#)

12. MEMBER COMMENTS.

13. NEXT MEETING: JUNE 25, 2026.

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TRANSPAC TAC Meeting Summary Minutes

Meeting Date: April 30, 2026

Staff Present: Aaron Elias, Concord; Trevor McGuire, Martinez; Anthony Nuti, Pleasant Hill; Matt Redmond, Walnut Creek; Henry Rood, Walnut Creek; Samantha Harris, Contra Costa County; Andy Smith, County Connection; Celestine Do, BART; Matt Todd, TRANSPAC Managing Director; Tiffany Gephart, TRANSPAC

Guests/Presenters: Haleema Bharoocha, CCTA; Danielle Elkins, CCTA; Colin Clarke, CCTA

Minutes Prepared By: Tiffany Gephart

1. Convene Meeting / Self-Introductions

Managing Director Matt Todd called the meeting to order at approximately 9:08 A.M. Self-introductions were conducted around the room.

2. Public Comment

No members of the public were present. No public comment was offered.

3. Minutes of the January 29, 2026, Meeting

Mr. Todd asked for comments or suggested revisions to the January 29, 2026, minutes. No comments were offered.

By consensus, the TAC approved the minutes of the January 29, 2026, TRANSPAC TAC meeting.

7. Contra Costa Transportation Authority Countywide Travel Training Program

This item was taken out of order, preceding Item 5, due to its relevance to the Line 20a discussion.

Haleema Bharoocha, CCTA, presented an overview of Ride Together, a free countywide travel training program being developed by CCTA to help older adults and people with disabilities build confidence and skills for using public transit independently. A copy of the presentation is included in the agenda packet available at transpac.us.

The TAC offered the following comments and feedback:

- Mr. Rood asked about the demand basis for the program. Ms. Bharoocha noted prior county programs through WCCTAC and the previously piloted County Connection program (2023–2025) had limited reach and generated insufficient data; the new program takes a broader approach not targeted primarily at paratransit diversion.
- Andy Smith (County Connection) noted that a general-population approach may yield long-term paratransit demand reduction by building transit habits earlier, before individuals become paratransit-eligible. Ms. Bharoocha agreed, noting that paratransit's limitations — 24-hour

booking requirements, pickup windows, and higher costs — make fixed-route alternatives preferable when feasible.

- Mr. Redmond suggested including transit operators in curriculum development to accurately represent what drivers can and cannot assist riders with. Ms. Bharoocha confirmed that surveys had been sent to all transit operators for input and that operator representatives would have oversight on system-specific curriculum content.
- Mr. Redmond suggested Rossmoor as a target community and the DMV as a potential referral partner. Ms. Bharoocha confirmed Rossmoor's computer lab and existing volunteer driver club as outreach opportunities and noted that a DMV contact connection was also in progress.
- Mr. Elias noted the Line 20a discussion could create an opportunity to use senior transportation funding agreements as leverage to encourage cities to support program delivery. Ms. Bharoocha confirmed Walnut Creek had already committed and welcomed outreach to Concord's contact.

4. TRANSPAC Committee Appointments – CCTA Technical Coordinating Committee

Mr. Todd noted that TRANSPAC holds three primary seats and one alternate seat on the Contra Costa Transportation Authority (CCTA) Technical Coordinating Committee (TCC). Following the departure of Jason Chen (Clayton), a primary seat is vacant. Mr. Todd also noted that a review of founding documents revealed TRANSPAC is not limited to one alternate and could add a second alternate position; the county already holds its own TCC seat, that would provide five positions (three primaries plus two alternates) for TRANSPAC's five cities.

Mr. Todd reported that Trevor McGuire (Martinez) and Anthony Nuti (Pleasant Hill) indicated availability for the primary and alternate appointments, respectively. Discussion followed on the practical value of a second alternate given the difficulty of filling the Clayton seat. Mr. Redmond supported having a second alternate to improve TCC quorum coverage. Mr. Elias asked whether there was a downside to leaving an alternate seat unfilled; Mr. Todd and Mr. Redmond indicated that given TCC quorum demands, having backup options was preferable. Mr. Todd recommended a one-city, one-position approach and noted the appointments would go to the Board for approval.

By consensus, the TAC recommended that Trevor McGuire (Martinez) be appointed to the vacant primary position on the CCTA TCC for the term ending March 31, 2027, and Anthony Nuti (Pleasant Hill) be appointed as alternate, to be forwarded to the TRANSPAC Board for approval.

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

Tiffany Gephart presented the draft funding recommendation for the Measure J Line 20a ("Additional Transportation Services for Seniors and People with Disabilities") program for FY 2026/2027 and FY 2027/2028. The full staff report and program descriptions are included in the agenda packet available at transpac.us.

Ms. Gephart noted that nine applications were received totaling approximately \$2.26 million in requests against a baseline funding amount of approximately \$1.2 million, with the possibility of up to \$1.4 million available. Capital requests were received from the City of Concord (van) and the Golden Rain Foundation (two vans). A scoring committee met on March 19, 2026, and evaluated applications using a five-category framework: program design and service quality; equity and community impact; coordination

and strategic alignment; organizational capacity and compliance history; and cost effectiveness. Capital requests were evaluated on a parallel framework.

Two funding scenarios were presented:

- Scenario A (\$1.2M baseline): Recommend the top six programs — County Connection Midday Free Fare; Mobility Matters/Choice and Aging; Mount Diablo Mobilizer (City of Concord); Concord Go; Walnut Creek senior transportation; and Golden Rain Foundation/Rossmoor Dial-a-Bus — plus partial funding of the Rural Lifeline program and the Concord shuttle, without recommending the Rossmoor capital request. A small reserve would remain depending on final confirmed fund balance.
- Scenario B (\$1.335M+): Same top six programs, with partial funding of the Rural Lifeline program, a partial allocation for the Rossmoor accessible van capital request, and no recommendation for the Monument Free Paratransit program or separate travel training (given the planned CCTA countywide program launching in fall 2026).

Discussion addressed several areas:

- Rossmoor Dial-a-Bus service quality: Ms. Bharoocha raised concerns about service delivery for residents and recommended that funding agreements include specific operational requirements. Mr. Elias acknowledged the difficulty of managing third-party service quality through a funding mechanism. Mr. Todd indicated a follow-up conversation with Ms. Bharoocha would be arranged before the recommendation is finalized.
- Rural Lifeline program: Mr. Smith (County Connection) noted the program serves an important gap for residents outside the three-quarter-mile paratransit service perimeter in unincorporated areas such as Marsh Creek Road, and appreciated partial funding of approximately \$62,310. Mr. Elias noted the program served a small number of individuals and questioned cost-effectiveness. Mr. Todd acknowledged the tension between cost-per-rider and geographic equity. Ms. Bharoocha suggested that regardless of final funding outcome, CCTA would work with County Connection to identify affected individuals and explore other service options.
- Rossmoor service clarification: Discussion clarified that the dial-a-bus service is primarily used by Rossmoor residents and their guests; the format does not readily allow general public ridership, as the dial-a-ride structure requires pre-arranged trips. Mr. Todd noted staff would update the program description to accurately reflect this.
- Schedule: Ms. Elkins (CCTA) noted that the recommendation must reach the CCTA Accessible Advisory Committee (AAC) by the third Monday of May to be included in the June board cycle; otherwise, final allocation would shift to September. Ms. Bharoocha confirmed she and Ms. Gephart had previously mapped out a schedule and would reconnect to confirm it works.

By consensus, the TAC approved forwarding the draft Measure J Line 20a funding recommendation to the TRANSPAC Board for consideration under Scenario B at a \$1.335 million budget assumption.

6. TRANSPAC Workplan and Budget Process for Fiscal Year 2026/2027

Tiffany Gephart presented the draft TRANSPAC workplan for FY 2026/2027 for TAC input. Ms. Gephart noted that the workplan structure is similar to prior years and covers: strategic planning and county-wide coordination efforts; regional coordination on topics including Transportation Demand

Management (TDM), TFCA, 511 Contra Costa, Concord Naval Weapons Station Reuse Project, Innovate 680 project delivery coordination; schools-related work; EV charging; and housing and transportation.

The TAC offered the following input for incorporation into the workplan:

- Ms. Elkins recommended adding the CCTA TDM Strategic Plan as a distinct item, noting an active RFP is underway.
- Ms. Elkins also recommended adding the CCTA Micro Mobility RFP — an effort to develop a model ordinance and sample agreements for e-bikes, scooters, and shared mobility across cities — noting it connects to the planned mobility hub network. Ms. Gephart confirmed these items would be added and asked whether CCTA anticipated bringing them back to the TAC as they develop; Ms. Elkins confirmed they would.
- Mr. Clarke suggested adding the Olympic Boulevard corridor to the workplan, noting prior multi-jurisdictional coordination among CCTA, the City of Walnut Creek, the City of Lafayette, and unincorporated Contra Costa County, and a community desire to advance public engagement and the design process for the corridor.
- Mr. Redmond suggested adding Vision Zero coordination with CCTA under the active transportation section, parallel to the Innovate 680 bullet.
- Mr. Redmond and Mr. Todd discussed adding language under the regional coordination section to acknowledge that coordination on corridors and projects spans all phases of development, from outreach and engagement through planning and implementation. Ms. Gephart noted this language would be incorporated under the existing sub-bullet on coordinating with partner agencies.
- Mr. Smith (County Connection) suggested adding the CCTA Integrated Transit Plan (ITP) under county-wide planning efforts, if not yet adopted.
- Mr. Rood suggested elevating Complete Streets as a standalone bullet rather than a sub-item under schools, given its broader applicability.
- Mr. Smith recommended adding a schools-specific bullet on coordinating with school districts and County Connection to promote student transit ridership, noting the difficulty of reaching school districts directly. Ms. Elkins confirmed the youth transportation program presentation would address this connection further.
- Mr. Elias noted the Walk and Roll program could incorporate a transit component in the future.

Mr. Todd confirmed that all input would be incorporated and the updated workplan presented to the Board at the rescheduled to May 11th meeting, with a final workplan and budget coming to the Board in June.

8. Contra Costa Transportation Authority Youth Transportation Program Update

Danielle Elkins, CCTA, presented an update on countywide youth transportation programming under Measure J Line 21A ("Safe Transportation for Children"). A copy of the presentation is included in the agenda packet available at transpac.us.

The TAC offered the following comments:

- Mr. Rood asked about survey response differences between Pass to Class and Youth Ride Free. Ms. Elkins explained the difference in sample size — approximately 700 versus approximately 60 responses — as a major factor, and noted that improved survey consistency across programs this summer is designed to allow better comparison.
- Mr. Smith (County Connection) acknowledged CCCTA's support for countywide Youth Ride Free marketing, including sharing of County Connection's media style guide. He recognized CCTA's support for the MDUSD SOAR program (Support Office for Access and Resources), which serves McKinney-Vento students across sub-region boundaries, and requested that the summer survey questions and methodology be shared with County Connection. Ms. Elkins confirmed the proposal would return to the TAC at the next meeting.
- Mr. Elias noted the Walk and Roll program's effectiveness and asked whether transit is actively promoted within the program. Ms. Elkins confirmed transit rides earn credit and a charm in the program, and noted that County Connection plans to send a bus to Bike Family Fest in September to introduce kids to boarding and riding.

9. Contra Costa Transportation Authority 2026 Coordinated Call for Projects

Colin Clarke, CCTA (on behalf of Matt Kelly, Director of Planning), presented an overview of the 2026 Coordinated Call for Projects, which combines approximately \$90 million in funding across multiple programs. A copy of the presentation is included in the agenda packet available at transpac.us. Danielle Elkins provided supplemental information on TFCA timelines.

Discussion included the following:

- Ms. Do (BART) asked whether PBTF projects must be drawn from a predetermined project list. Mr. Clarke confirmed that PBTF projects must appear in the Bike and Ped Plan, while TLC is less prescriptive; CCTA is working to streamline requirements across both programs.
- Ms. Do sought clarification on the relationship between the TFCA Additional Bikeway Fund (approximately \$3.2 million) and the traditional TFCA 40% program (approximately \$5 million annually). Ms. Elkins clarified that these are separate funding pools, both active simultaneously. The traditional 40% call launched on April 30, 2026.
- Mr. Redmond asked whether a two-project-per-agency limit would be sufficient to reach the \$52 million nomination target. Mr. Clarke acknowledged this remains under discussion and encouraged input from local agencies.
- Mr. Todd asked for clarification on final submission deadlines. Ms. Elkins confirmed TFCA projects must be approved by August 13, 2026, for the September CCTA Board; OBAG 4 final nominations are due in October 2026. The call for projects is expected in June, with applications due approximately in July.

10. TRANSPAC Subregional Transportation Mitigation Program – Development Project Tracking

Mr. Todd noted that no new development project environmental notices had been received since the last meeting. Mr. Elias mentioned that Pleasant Hill may have a potential In-N-Out Burger project at the site of the empty lot at Hookston and Buskirk near John Muir Medical Center, based on a developer inquiry about long-range transportation plans. Mr. Nuti (Pleasant Hill) confirmed the inquiry but noted it was not yet official. The committee noted the item for tracking purposes.

11. Committee Updates

There were no comments from the TAC.

12. Information Items

There were no comments from the TAC.

13. Member Comments

Mr. Todd announced that the TRANSPAC Board meeting typically scheduled for May 14 has been moved to Monday, May 11, at 3:00 P.M., due to a conflict with the CCTA workshop on May 14–15.

14. Next Meeting

The meeting was adjourned at approximately 11:30 A.M. The next regular TRANSPAC TAC meeting is scheduled for May 28, 2026, at Pleasant Hill City Hall, 100 Gregory Lane, Pleasant Hill in the Large Conference Room.

TRANSPAC TAC Meeting *STAFF REPORT***Meeting Date:** May 28, 2026

Subject:	MEASURE J LINE 20A FUND PROGRAM – FY 2026/2027 – FY 2027/2028
Summary of Issues	The Contra Costa Transportation Authority (CCTA) Measure J line 20a program provides funds for Transportation Services for Seniors & People with Disabilities in the TRANSPAC area. TRANSPAC is responsible for recommendations on how the Measure J Line 20a funds are to be used in Central County. Measure J Line 20a funds are expected to generate about \$1.2 million over the two-year programming period. The TRANSPAC Board approved the release of a call for projects in December with applications due on January 23, 2026. Staff received 9 applications totaling approximately \$2.26 million in requests. The TRANSPAC Board approved the draft programming recommendation in May and released it for comment.
Recommendations	Recommend approval of Final Draft Measure J Line 20a Funds Program for FY 2026/2027 and FY 2027/2028.
Options	1. Approve a modified programming scenario. 2. Direct staff to consider other factors and provide an alternative program recommendation at the June Board meeting.
Financial Implications	TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used in the TRANSPAC subregion. The program resulting from the above process will commit Measure J revenue dedicated to projects that support transportation for seniors and people with disabilities for the two-year period in the TRANSPAC subregion.
Attachments	A. Summary of Received Applications B. Summary of Programs/Projects C. Program Operations Detail D. Draft Funding Recommendation E. TRANSPAC Measure J Line20A Program Guidelines (FY 2026/2027 & FY 2027/2028) F. Measure J TEP Program Description [Link]

Background

The Contra Costa Measure J Sales Tax Expenditure Plan includes a program, line 15: Transportation for Seniors & People with Disabilities. The name generally self-describes the activities that the program funds. There is an additional program, in Measure J line 20a: Additional Transportation Services for Seniors & People with Disabilities, which provides the TRANSPAC area an additional 0.5% of Measure J revenue for these types of services. TRANSPAC is responsible for recommendations on how the Line 20A funds are to be used.

TRANSPAC issued a call for projects for the FY 2026/2027 and FY 2027/2028 cycle in December, 2025. Measure J Line 20a funds are expected to generate about \$1.2 million over the upcoming two-year programming period. Program applications were requested to be submitted by January 23, 2026. Staff received nine applications for eleven programs/projects requesting approximately \$2.26 million in funding. For itemized funding requests, program descriptions and operational details see attachments A-C.

Draft Program Recommendation

At the April TAC meeting, staff presented draft programming scenarios for consideration. The TAC was presented two scenarios, one at \$1.2M base funding (Scenario A) and one at \$1.335M (Scenario B), which assumed rollover funding from the previous cycle as estimated by project sponsors. The TAC supported Scenario B, to program \$1.335M for 7 programs and 2 capital requests and directed staff to forward the recommendation to the TRANSPAC Board (attachment D). At the May meeting, the Board approved the draft program and released it for comment.

Rural Lifeline Extended Service Area Program

The Rural Lifeline program was recommended to receive a partial award contingent on verification of projected trips occurring in rural areas of TRANSPAC. Staff has been in communication with County Connection and has confirmed eligible trip data and service boundary information as required. The partial award of \$62,310 is maintained as previously approved. Staff will monitor program implementation pending final TRANSPAC Board approval of the fund program in June.

Program Oversight and Service Accountability

In scoring committee discussions and at the April TAC meeting, questions were raised regarding service quality, accountability, and oversight for programs funded through the Measure J Line 20a grant program. Staff has been coordinating with CCTA staff to identify areas where existing policies can be further strengthened for the FY 2026–28 cycle.

The following additional requirements are under consideration for incorporation into FY 2026–28 program policies:

- **Service schedule documentation.** Project sponsors would be required to file their service schedule with TRANSPAC at the start of each fiscal year. Any changes to days or hours of service would require 30-day advance written notice to TRANSPAC.
- **Service reduction notification.** Any reduction in scheduled service days or hours would require 30-day advance written notice to TRANSPAC and information about how the service change will be noticed to system users.
- **Driver shortage disclosure.** If a driver shortage affects a funded service, the project sponsor would be required to notify TRANSPAC within 30 days and submit a remediation timeline outlining how operations will be restored.
- **Program change disclosure.** Project sponsors would be required to disclose any material changes to their broader transportation program — including changes to complementary services — that could affect demand for or ridership on the Measure J 20a–funded service.

Noncompliance could impact funding and reimbursement status. Staff is also reviewing annual progress report questions for any opportunities to strengthen data gathering. Staff seeks TAC input on the proposed policies and any additional recommendations for consideration.

Next Steps

Below is the program schedule through November 2026.

2026 Programming Schedule	
January	Application Workshop (January 6, 2026) completed Applications Due (January 23, 2026) completed
February	Projects Summary Review (Board) completed
March	Scoring Committee Meeting/Review completed Applicant Presentations (Board) completed
April	Applicant Presentations (Board) completed Review Draft Program (TAC) completed
May	Review Draft Program (Board) completed Review Final Program (TAC)
June	Approve Final Program (Board)
July	Approve Programming Recommendation: CCTA Accessibility Advisory Committee

August	TRANSPAC and CCTA Board Recess
September	Approve Programming Recommendation: CCTA Planning Committee CCTA Board
October-November	Project Sponsors Execute Funding Agreements with CCTA

**Project Applications Received: Measure J Line 20A
FY 2024-2026 Approved Allocations vs. FY 2026-2028 Applications**

Ref. #	Project Name	Sponsor	FY 2024-2026 APPROVED ALLOCATIONS			FY 2026-2028 APPLICATIONS		
			FY 24/25	FY 25/26	Total Alloc.	FY 26/27	FY 27/28	Total Request
1	County Connection Travel Training Program <i>(Funded FY 22-24, \$79,127 total; extended through FY 24-25 with no new FY 24-26 programming)</i>	County Connection	—	—	—	\$72,000	\$108,000	\$180,000
2	County Connection LINK Extended Service Area / Rural Lifeline Paratransit	County Connection	\$25,000	\$25,000	\$50,000	\$248,947	\$261,394	\$510,341
3	Midday Free Rides Program	County Connection	\$39,600	\$39,600	\$79,200	\$33,000	\$33,000	\$66,000
4	Monument Free Paratransit (NEW)	County Connection	—	—	—	\$105,050	\$105,050	\$210,100
5	City of Walnut Creek Social Services Transportation Program (FY 24-26 not broken out by component)	City of Walnut Creek	\$118,500	\$118,500	\$237,000	\$132,500	\$132,500	\$265,000
	Minibus		—	—	—	\$56,975	\$56,975	\$113,950
	Lyft Concierge		—	—	—	\$33,125	\$33,125	\$66,250
	Lyft Self-Access		—	—	—	\$42,400	\$42,400	\$84,800
6	Concord Go! Senior Transportation Program	City of Concord	\$110,375	\$110,375	\$220,750	\$91,000	\$96,950	\$187,950
	Fixed Route Van / Shuttle		\$99,000	\$99,000	\$198,000	\$80,000	\$83,750	\$163,750
	GoGo TNC		\$11,375	\$11,375	\$22,750	\$11,000	\$13,200	\$24,200
7	Rossmoor Senior Transportation — Downtown Access <i>(fka Downtown Walnut Creek Service in FY 24-26)</i>	Golden Rain Foundation	\$115,000	\$115,000	\$230,000	\$115,000	\$115,000	\$230,000
8	Mt. Diablo Mobilizer	Choice in Aging	\$32,408	\$32,408	\$64,816	\$71,870	\$71,870	\$143,740
9	Rides for Seniors / Rides for Veterans	Mobility Matters	\$120,000	\$120,000	\$240,000	\$120,000	\$120,000	\$240,000
10	CEI Central Contra Costa County Transportation Initiative <i>(Funded FY 24-26, \$350,000 total; did not apply for FY 26-28)</i>	Center for Elders' Independence	\$175,000	\$175,000	\$350,000	—	—	—
		OPERATIONS SUBTOTAL	\$735,883	\$735,883	\$1,471,766	\$989,367	\$1,043,764	\$2,033,131
CAPITAL PROJECTS								
11	Concord Go! Senior Transportation Program — E-Transit Van (NEW capital request)	City of Concord	—	—	—	\$55,000	\$0	\$55,000
12	Rossmoor Senior Transportation Fleet Modernization — 2 Accessible Vans (NEW capital request)	Golden Rain Foundation	—	—	—	\$170,000	\$0	\$170,000
		CAPITAL SUBTOTAL	—	—	—	\$225,000	\$0	\$225,000
		FISCAL YEAR TOTAL	\$735,883	\$735,883	\$1,471,766	\$1,214,367	\$1,043,764	\$2,258,131

Sponsor	Program Name	Program Description
City of Walnut Creek	City of Walnut Creek Transportation Program	The City of Walnut Creek offers a robust transportation program, managed by the Social Services Division, that provides accessible transportation for seniors and adults with developmental or intellectual disabilities within the TRANSPAC region. Through a combination of Lyft TNC and Minibus services, the program offers a range of ride options to meet varying needs and abilities. This program reflects the City's commitment to inclusivity and independence by delivering transportation that is easy to access, fills gaps left by other service providers, and offers high-quality customer service that empowers community members to get where they need to go.
City of Concord	Concord Go! Senior Transportation Program	The Concord Senior Center, a division of the City of Concord's Recreation Services Department, serves as a hub for health, wellness, and human services for older adults. In partnership with the City, the Concord Senior Citizens Club, and Meals on Wheels Diablo Region, the Senior Center provides coordinated services including nutrition, social activities, and supportive resources. A core service is the Concord Go! Senior Transportation Program, which supports access, independence, and community engagement for residents age 65 and older. Concord Go! Transportation enables access to Café Costa congregate meals, benefits counseling, tax and legal assistance, support groups, activities and classes. The program offers a free Senior Center Shuttle and low-cost, on-demand rides through GoGo Grandparent, ensuring safe, reliable, and equitable transportation for seniors.
County Connection	Central Contra Costa Rural Lifeline Transportation and Extended Paratransit Service Area Program	Revenue permitting, the Central Contra Costa Rural Lifeline Transportation and Extended Paratransit Service Area Program will continue to provide Non-ADA LINK Paratransit service within TRANSPAC's jurisdiction but outside of County Connection's ADA-mandated paratransit service area. The Program provides lifeline accessible transportation to ADA Paratransit-certified individuals.
County Connection	County Connection Travel Training Program	The County Connection Travel Training Program will be a full-service Travel Training program, operated and administered primarily by County Connection staff. Public facing activities will include conducting regular in-person outreach at senior centers, senior living facilities, libraries, community centers, and other appropriate locations within the service area. Outreach efforts will include tabling events, large and small group presentations, small-group field trips from selected locations, and one-on-one Travel Training sessions as requested by trainees.
County Connection	Midday Free Rides Program	The Midday Free Program, currently serving Mt. Diablo Unified School District's Bridge Program, Clayton Valley Charter High School's Adult Transition Program, and RES Success (a non-profit organization supporting people with intellectual and developmental disabilities), allows students and their instructors to ride County Connection buses for free between 10am and 2pm while they are engaging in these programs that provide individuals with the knowledge and skills they need in order to make a successful transition to an independent, adult life. A key part of this is learning how to navigate and use public transit, which also helps to reduce dependency on paratransit services.
County Connection	Monument Free Paratransit	Monument Free Paratransit provides free fares for paratransit users in the catchment areas of County Connection's existing free routes serving the Monument Corridor. These funds will enable the continuation of County Connection's fare-free routes in the Monument Corridor funding the mandated fare-free paratransit trips associated starting within ¼ of a mile of the existing fare-free fixed routes.
Golden Rain Foundation	Downtown Walnut Creek Service	The service provides rides to and from downtown Walnut Creek to enable senior adults in the Rossmoor Community to achieve and maintain their independence for commuting, shopping, medical, civil service, and entertainment destination of their choice. The bus service connects residents to the public transit systems, Bart and County Connection bus lines. The Downtown service is operated using 12-16 passengers cut aways that are all equipped with wheelchair lifts.
Mobility Matters	Rides for Seniors / Rides for Veterans	Mobility Matters is a nonprofit 501(c) 3 organization that provides mobility management services throughout Contra Costa County by matching riders to transportation providers that meet their individual needs. In addition, we operate the only countywide volunteer driver programs that provide free, escorted, one-on-one, door-through-door rides for seniors and disabled veterans, including their service dogs, who cannot access other forms of transportation. Home safety, falls/injury prevention, and emergency planning and evacuation, are major components of our rides programs.
Choice in Aging	Mt. Diablo Mobilizer	Choice in Aging operates the Mt. Diablo Mobilizer program which offers two primary services. The Mt. Diablo Mobilizer provides door-to-door wheelchair accessible transportation to Mt. Diablo Center participants. The trips are to and from the Adult Day Health Care program, Monday through Friday. The bus arrives in the morning and takes participants home in the afternoon. The Mt. Diablo Mobilizer serves those with the greatest medical needs as Choice in Aging drivers are equipped to meet these needs as well as the needs of participants who live with Alzheimer's and Late-Stage Dementia. In addition, the Mt. Diablo Mobilizer runs a mid-day shopping shuttle for participants in senior low-income communities connecting them to much needed groceries, prescriptions and other community partners.

TRANSPAC Line 20a Call for Projects — FY 2026–28 Program Data Summary

Program / Project	Sponsor	Projected FY 2026–27				Last 12 Months (Actuals)				Days & Hours	Trip Type & Eligibility
		Unique Individuals (TRANSPAC)	Trips (Origin OR Dest in TRANSPAC)	Trips (Entirely within TRANSPAC)	Cost per Trip	Unique Individuals (TRANSPAC)	Trips (Origin OR Dest in TRANSPAC)	Trips (Entirely within TRANSPAC)	Cost per Trip		
OPERATIONS											
County Connection – Midday Free Rides	County Connection (CCCTA)	190	30,000	26,721	\$1.10	163	24,808	22,097	\$1.10	Weekdays, 10:00 AM – 2:00 PM	Fixed-route fare subsidy. Persons with disabilities enrolled in MDUSD Bridge Program, Clayton Valley Charter HS Adult Transition, or RES Success.
Mobility Matters – Rides for Seniors / Rides for Veterans	Mobility Matters	265	5,880	3,500	\$131.80	253	5,748	3,228	\$128.31	Office: M–F 7 AM–5 PM Rides: daylight hours, 7 days/week	Escorted door-through-door volunteer driver rides. Seniors 60+, homebound; honorable-discharge veterans. No charge to riders.
Choice in Aging – Mt. Diablo Mobilizer	Choice in Aging	90	N/A	3,300	\$25	77	N/A	2,378	\$35.79	M–F, 7:30 AM – 4:00 PM	Door-through-door wheelchair accessible van; scheduled Adult Day Health Care transport and mid-day shopping shuttle. ADHC participants and low-income senior housing residents.
City of Concord – Concord Go! Senior Shuttle	City of Concord	45	N/A	1,392	\$57.47	30	N/A	428	\$57.47	M–Th, 9:00 AM – 3:30 PM	Curb-to-curb van shuttle (Senior Center). Concord residents age 65+; \$15 annual membership, scholarships available.
City of Concord – Concord Go! GoGo TNC	City of Concord	165	4,350	4,300	\$2.58	143	3,656	3,621	\$3.98	7 days/week, 24 hours	On-demand TNC via GoGo Grandparent platform. Concord residents age 65+; \$15 annual membership, scholarships available.
City of Walnut Creek – SST: Lyft Self Access	City of Walnut Creek	131	N/A	4,611	\$11.29	127	N/A	4,477	\$9.29	Lyft: 7 days, 8:00 AM – 9:00 PM	On-demand TNC (self-managed). Age 60+ or disability; TRANSPAC resident; \$60 annual membership, scholarships available.
City of Walnut Creek – SST: Lyft Concierge	City of Walnut Creek	58	N/A	1,295	\$33.05	56	N/A	1,257	\$25.95	Lyft: 7 days, Dispatch 9:00 am - 10:00am, Ride Hours 8:00 AM – 9:00 PM	On-demand TNC (staff-assisted concierge). Age 60+ or disability; TRANSPAC resident; \$60 annual membership, scholarships available.
City of Walnut Creek – SST: Minibus	City of Walnut Creek	198	N/A	1,244	\$55.58	192	N/A	1,208	\$47.06	T/W/Th, Dispatch 9:00 am 10:00am, Ride Hours 9:00 AM – 2:00 PM	Door-to-door minibus. Age 60+ or disability; TRANSPAC resident; \$60 annual membership, scholarships available.

TRANSPAC Line 20a Call for Projects — FY 2026–28 Program Data Summary

Program / Project	Sponsor	Projected FY 2026–27				Last 12 Months (Actuals)				Days & Hours	Trip Type & Eligibility
		Unique Individuals (TRANSPAC)	Trips (Origin OR Dest in TRANSPAC)	Trips (Entirely within TRANSPAC)	Cost per Trip	Unique Individuals (TRANSPAC)	Trips (Origin OR Dest in TRANSPAC)	Trips (Entirely within TRANSPAC)	Cost per Trip		
OPERATIONS											
Golden Rain Foundation – Rossmoor Downtown Dial-A-Bus	Golden Rain Foundation (Rossmoor)	1,200	N/A	36,000	\$34.98	1,200	N/A	35,962	\$35.40	M–F, 8:00 AM – 6:00 PM (~40 rides/day)	On-demand curb-to-curb dial-a-bus; all buses wheelchair lift-equipped. Rossmoor residents/guests 55+ to/from designated downtown Walnut Creek stops.
County Connection – Rural Lifeline & Extended Paratransit	County Connection (CCCTA)	38	84,265	51,444	\$90.09	36	80,252	48,994	\$94.59	~4:30 AM–10:30 PM weekdays; 6:30 AM–9:30 PM weekends	Demand-response ADA paratransit sharing LINK fleet and Trapeze dispatch. Must hold ADA paratransit certification; origins outside the County Connection ¾-mile ADA service boundary.
County Connection – Monument Free Paratransit (new) <i>*(cost per trip estimated using FY 25 average)</i>	County Connection (CCCTA)	1,295	N/A	19,100	\$85.00*	1,235	N/A	17,362	\$85.00*	Monument Corridor routes: Weekdays 5:30 AM–10:00 PM; Weekends 7:00 AM–8:30 PM	Paratransit fare subsidy. LINK ADA paratransit-certified riders whose trips originate within the ¾-mile catchment of Monument Corridor fare-free fixed routes.
County Connection – Travel Training Program	County Connection (CCCTA)	200	200	N/A	\$600/trainee	N/A	N/A	N/A	N/A	Primarily M–F, 8:00 AM – 5:00 PM; evenings/weekends as needed	Group and individual travel training; transportation outreach and education. Seniors 60+, persons with disabilities,
CAPITAL											
City of Concord – Concord Go! E-Transit 350 EV Van	City of Concord	N/A				N/A				N/A	Ford e-Transit 350 (10–15 yr service life); pool van currently unavailable June–mid-August leaving a ~4-month gap; city sells retiring 30-passenger bus (~\$7K salvage) to offset cost; \$55K Line 20a + \$7K proceeds.
Golden Rain Foundation – Fleet Modernization (2 vans)	Golden Rain Foundation (Rossmoor)	N/A				N/A				N/A	Two ADA-compliant lift-equipped passenger vans (7–10 yr service life) to replace oversized 12–16 passenger cutaways; current fleet too large for narrow residential streets causing boarding delays; right-sizing cuts wait times and per-trip cost;

TRANSPAC Measure J Line 20a — FY 2026–28 Funding Scenarios			
Total Requested: \$2,258,131			
Program	Requested (2-yr)	\$1,335,000	
		Decision	Amount
OPERATIONS PROGRAMS			
County Connection – Midday Free Fare	\$66,000	Recommended	\$66,000
Mobility Matters	\$240,000	Recommended	\$240,000
Choice in Aging – Mt. Diablo Mobilizer	\$143,740	Recommended	\$143,740
City of Concord – Concord Go!	\$187,950	Recommended	\$187,950
City of Walnut Creek Social Svcs Transportation	\$265,000	Recommended	\$265,000
Golden Rain Foundation – Rossmoor Dial-A-Bus	\$230,000	Recommended	\$230,000
Monument Free Paratransit	\$210,100	Not Recommended	
County Connection – Travel Training	\$180,000	Not Recommended	
County Connection – Rural Lifeline*	\$510,341	Partial	\$62,310
Operations Subtotal	\$ 2,033,131	\$1,195,000	
CAPITAL PROJECTS			
City of Concord – Senior Shuttle Van (e-Transit)	\$55,000	Recommended	\$55,000
Rossmoor – Senior Accessible Van (2 requested)**	\$170,000	Partial	\$85,000
Capital Subtotal	\$225,000	\$140,000	
TOTAL REQUESTED (All Applicants)		\$2,258,131	
TOTAL FUNDED		\$1,335,000	
* Rural Lifeline partial award is contingent upon verification of trip data confirming service to destinations outside the current TRANSPAC paratransit service area and unincorporated areas.			
**Rossmoor requested 2 vans at \$170,000 total (\$85,000 each). One van is proposed to be funded.			

2026-2027 and 2027-2028

Call for Projects

TRANSPAC Measure J Line 20a Funds

Additional Transportation Services for Seniors and People with Disabilities

- **TRANSPAC, the Regional Transportation Planning Committee for Central Contra Costa** is issuing a Call for Projects for Measure J Line 20a funds "*Additional Transportation Services for Seniors & People with Disabilities*" funded through the Measure J Transportation Sales Tax Expenditure Plan approved by Contra Costa voters (in 2004) for the two-year period of FY 2026-2027 and 2027-2028.
- **Funds will generally be used** in support of transportation services and related capital expenditures for seniors and people with disabilities provided by TRANSPAC jurisdictions and public and private non-profit agencies operating in the TRANSPAC area (map attached). Funds must be spent in a manner consistent with the Contra Costa Transportation Authority's Measure J *Program 15 Transportation for Seniors & People With Disabilities*¹. Examples of eligible expenditures include but are not necessarily limited to: vehicle purchase/lease/maintenance, mobility management activities, travel training, facilitation of countywide travel and integration with other public transit.
- **According to Measure J**, in years when revenues have declined from the previous year, funds may be used for supplemental, existing, additional or modified service for seniors and people with disabilities; in years where funding allows for growth in service levels, these funds would be used for service enhancements for seniors and people with disabilities. TRANSPAC will determine if the use of funds proposed by operators meets these guidelines for the allocation of these funds.
- **Eligible Applicants**: TRANSPAC jurisdictions, public non-profit and private non-profit transportation service agencies, duly designated by the State of California and operating in TRANSPAC area in Central Contra Costa may submit application(s) for operating funds for transportation services and/or capital funding projects necessary to continue and/or support existing services for the proposed twenty-four (24) month period. Transportation services and projects must directly benefit seniors and disabled residents of Central Contra Costa (Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Unincorporated Central Contra Costa County). Please see attached map.

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

- **Funding Available:** The total funding available for this two-year grant/project period is estimated to be \$1,200,000 (\$600,000 annually).
- **Evaluation Criteria:** Applications will be evaluated on the following criteria which should be addressed in the grant application:
 - Proposed service fills an identified gap in transportation/transit network.
 - Proposed service complements the transportation services provided by the County Connection LINK Americans with Disabilities Act paratransit service.
 - Does the proposal include any service coordination efforts with other accessible or fixed route transit operations, use of mobility management services, etc.
 - The costs of operations relative to the cost of the LINK Paratransit service
 - Per Revenue Hour
 - \$139.26. (FY 2025)
 - Per Passenger
 - \$85 (FY 2025)
 - Is the service currently being funded by the 20a program.
 - Demonstration of the capacity, commitment, and funding strategy to continue service beyond the grant period.
 - Though matching funds are not required, providing matching funding and leveraging other fund sources will be viewed favorably.
 - Consider multiple equity factors of the proposed service to be provided in the TRANSPAC Subregion (see equity priority area maps in the application).
 - Specific services may be evaluated based on prior pilot program information (such as transportation network company (TNC) service).
 - Use of funds in prior programming cycles including:
 - Whether applicant used all allocated money in previous grants
 - Accuracy of reporting in prior grant cycles
 - Compliance with previous grant requirements (including reporting requirements)
- **Applications:** Applicants are required to complete the attached application form and may attach additional information in support of the application. The TRANSPAC Board will request application review and a program recommendation from TRANSPAC TAC. The TRANSPAC Board will make funding recommendations to Contra Costa Transportation Authority (CCTA) and request allocation action(s).
 - a. Applications should be emailed to:
Tiffany Gephart, TRANSPAC Clerk
tiffany@graybowenscott.com
 - b. **Applications must be received by 3:00 pm on Friday, January 23, 2026.**

- c. Electronic copies of the application will be available by download or email. Please contact Tiffany Gephart at tiffany@graybowenscott.com for the electronic version.
- d. Late applications will not be accepted.

- **Post-Award Requirements and Timeline**

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

- a. **Funding Agreement and Reimbursement Schedule**

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

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

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

- c. **Final Invoice Requirements**

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

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

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

e. **Expenditure Pacing Requirements**

- Project sponsors should adhere to the expenditure timeline proposed in their funding application. Significant deviations from the proposed Year 1/Year 2 spending plan must be reported to TRANSPAC staff and include written justification and updated budget showing Year 2 planned expenditures
 - Expenditure pacing will be considered in future funding decisions and monitored during semi-annual check-ins
-
- **Contra Costa Transportation Authority Allocation Process:** Successful applicants will be required to execute a Funding Agreement with the CCTA within 120 days of the fund program approval and must comply with all of its requirements (see sample Master Agreement attached), including, but not limited to, audits, compliance with the Measure J Expenditure Plan as it pertains to the project, insurance (see attachment section 1.9 of sample master agreement insurance requirements), indemnification, and reporting. Pursuant to CCTA policies and procedures established in the Funding Agreement referenced above, project sponsors will be reimbursed for eligible, documented expenses pursuant to the approved program/project budget and scope, schedule and/or project description.

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TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: May 28, 2026

Subject:	TRANSPAC WORK PLAN AND BUDGET FOR FISCAL YEAR 2026/2027
Summary of Issues	The TRANSPAC Joint Exercise of Power Agreement (JPA) specifies that TRANSPAC shall adopt a budget that includes operational expenses and the proportional amount each agency will be required to pay to fund TRANSPAC. TRANSPAC has also adopted an annual work plan in conjunction with the budget. The TRANSPAC Board is requested to review the draft work plan and budget materials proposed for FY 2026/2027.
Recommendations	For information only.
Financial Implications	The final budget is scheduled to be considered at the June TRANSPAC Board meeting. The TRANSPAC budget projects the costs associated with TRANSPAC operations and identifies the level of funds required, including member contributions, to be included in the TRANSPAC FY 2026/2027 Budget. The method to determine the proportional amount each agency would be required to pay of any member contribution will be based on the formula specified in the TRANSPAC JPA. Based on the approved budget, each member agency will be requested to contribute funds to support the TRANSPAC operations for FY 2026/2027.
Options	Direct staff to modify the draft workplan or budget
Attachment(s)	A. TRANSPAC FY 2026/2027 DRAFT Work Plan B. TRANSPAC FY 2026/2027 DRAFT Budget C. TRANSPAC FY 2025/2026 Work Plan D. TRANSPAC FY 2025/2026 Budget

Background

The TRANSPAC JPA specifies that the Board shall adopt a budget that includes operational expenses and the proportional amount each agency will be required to pay and that the Board shall appoint a Managing Director to administer the day-to-day activities of TRANSPAC and report to the Board. The FY 2026/2027 budget is similar to the previous year with the Managing Director / Administration Support Contract being the largest annual expense.

Work Plan

TRANSPAC considers the annual work plan in conjunction with review of an annual budget. The work plan priority tasks are intended to be evaluated on a regular basis to allow for the affirmation or revision of priorities. The work plan is based on identified priorities and current trends and topics in regional transportation such as the progress of the Countywide Transportation Plan (CTP), Transportation Demand Management (TDM), Safe Routes to School Program (SR2S) and youth transportation, emerging technology such as EV technology and Infrastructure and autonomous vehicle programs and regional project coordination. Items also include tasks that TRANSPAC would perform in any event (i.e. Measure J Line 20a programming cycle).

At the April 30, 2026 TRANSPAC TAC meeting comments included:

- Adding the CCTA Integrated Transit Plan (ITP), TDM Strategic Plan and Micro Mobility Model Ordinance and Sample Agreements as part of Countywide Planning Efforts
- Adding the Olympic Boulevard corridor as a multi-jurisdictional coordination item
- Refining the Schools section to consolidate youth transportation, transit ridership promotion, and walk/bike-to-school programming.

At the May 11, 2026 TRANSPAC Board meeting, Board members requested the following additional topics for inclusion in the work plan:

- Concord Naval Weapons Station – Strengthen from monitoring to active engagement; active coordination and transportation study involvement is anticipated in the second half of 2026/2027 as the Concord–Navy profit-sharing agreement advances the Brookfield specific plan.
- Measure J November 2026 Ballot – Add language acknowledging that Measure J-related programming and coordination activities are contingent on the outcome of the November 2026 ballot measure.
- Plan Bay Area 2060 – Add under Coordination with MTC to position TRANSPAC to engage as MTC launches this planning cycle and seeks subregional input.
- E-Bikes – Add reference alongside the Countywide Bicycle and Pedestrian Plan to address e-bike policy, education, and integration into the bicycle and pedestrian planning process.

These items are highlighted in redline format in the attached draft workplan. Staff will present the final work plan at the June TRANSPAC Board meeting for consideration of the Board.

Budget

The FY 2026/2027 budget continues to include similar expense categories from prior year budgets.

- The Managing Director / Administration Support Contract is the largest annual expense. The GBS contract for Managing Director / Administration Support Contract is proposed at \$338,000. This is a 3.7% increase over the current year contract. The contract level is based on a combination of factors including upcoming work associated with programs like the Line 20A program, the CCTA 2026 Coordinated Call for Projects (OBAG 4, TFCA and Measure J Line 12 and 13 (Transportation for Livable Communities (TLC) and Pedestrian, Bicycle, and Trail Facilities (PBTF)), TEP discussions, as well as economy/inflation factors.

- A multiyear audit contract was procured, starting with the FY 2023/2024 audit. With that contract we have an annual audit cost defined for 5 years through FY 2027/2028. The annual audit costs in the new contract include an annual escalation factor.
- We continue to honor the commitment made to support the maintenance of the City of Martinez Pacheco Transit Hub/Park and Ride lot.
- The City of Pleasant Hill Finance Department continues to provide excellent service as they fulfill the Treasurer role of TRANSPAC. The city staff are proposed to continue in this role at a similar cost to the current year and provide services including maintaining our financial accounts, working with our auditor, and paying our invoices.
- The contingency line item (\$35,000) represents just under 10% of the operations budget.
- The Project Reserve funds that supported the completed I-680 / Monument Boulevard Bicycle and Pedestrian Improvement Feasibility study are from previously collected funds and do not impact the annual contribution request level. The use of the remaining funds is an open question, with the range of options from reserving the funds for another one time project/task to utilizing the funds for our typical annual expenses.

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

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

Member contributions have grown steadily since FY 2021/22 as operations returned to a normal cadence following the pandemic period. The proposed FY 2026/27 contribution of \$346,000 represents an increase of approximately 2% over the current year.

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

	Measure J Information		PROPOSED TRANSPAC MEMBER CONTRIBUTION		
JURISDICTION	RTS Allocation	RTS %	Part A Equally distributed	Part B Based on RTS Allocation	Total Budget Contribution
Clayton	\$ 321,098	5.08%	\$ 28,833	\$ 8,776	\$ 37,609
Concord	\$ 2,205,487	34.84%	\$ 28,833	\$ 60,278	\$ 89,112
Martinez	\$ 761,328	12.03%	\$ 28,833	\$ 20,808	\$ 49,641
Pleasant Hill	\$ 784,711	12.40%	\$ 28,833	\$ 21,447	\$ 50,280
Walnut Creek	\$ 1,328,771	20.99%	\$ 28,833	\$ 36,317	\$ 65,150
CC County	\$ 928,391	14.65%	\$ 28,833	\$ 25,374	\$ 54,207
TOTAL	\$ 6,329,786	100%	\$ 173,000	\$ 173,000	\$ 346,000

Notes: Return to Source (RTS); Contra Costa County component based on Central County portion of the agency (25% of overall);
May include minor errors due to rounding

TRANSPAC Member Contribution History

JURISDICTION	PAST					PROPOSED
	21/22	22/23	23/24	24/25	25/26	26/27
Clayton	\$ 27,150	\$ 30,372	\$ 32,488	\$ 33,637	\$ 36,902	\$ 37,609
Concord	\$ 63,449	\$ 71,788	\$ 76,781	\$ 79,583	\$ 87,309	\$ 89,112
Martinez	\$ 35,363	\$ 39,737	\$ 42,843	\$ 44,413	\$ 48,725	\$ 49,641
Pleasant Hill	\$ 35,765	\$ 40,225	\$ 43,342	\$ 44,884	\$ 49,241	\$ 50,280
Walnut Creek	\$ 45,947	\$ 51,993	\$ 55,959	\$ 58,143	\$ 63,878	\$ 65,150
CC County	\$ 37,822	\$ 42,883	\$ 46,588	\$ 48,341	\$ 53,034	\$ 54,207
TOTAL	\$ 245,496	\$ 277,000	\$ 298,000	\$ 309,000	\$ 339,000	\$ 346,000
	16.90%	12.83%	7.58%	3.69%	9.71%	2.06%
Measure J Annual Revenue (\$ x millions)						
	\$120.3	\$123.5	\$121.7	\$120.1	TBD	TBD
	12.16%	2.66%	-1.49%	-1.29%	TBD	TBD

Notes: May include minor errors due to rounding

The Draft FY 2026/2027 TRANSPAC budget is included in the attached material. The budget for the current fiscal year is also included for reference. The TAC is requested to review and comment on the proposed budget. Staff will present the final budget at the June TRANSPAC Board meeting for consideration of the Board.

Schedule

The overall schedule proposed for the work plan and budget process for fiscal year 2026/2027 is detailed below.

	TRANSPAC Committee Actions
April 2026	<i>TAC</i> Review draft 2026/2027 work plan and budget (complete)
May 2026	<i>Board</i> Review draft 2026/2027 work plan and budget (complete) Closed Session for Employee Review (complete) <i>TAC</i> Approve draft 2026/2027 work plan and budget
June 2026	<i>Board</i> Approve final 2026/2027 work plan and budget Approve FY 2026/2027 Managing Director contract

DRAFT 2026 / 2027 WORK PLAN

Strategic Planning Discussion Identified Work

- ~~Countywide Transportation Plan~~
- Planning Efforts – Coordinate with CCTA and monitor progress
 - Countywide Transportation Plan (CTP)
 - Congestion Management Plan (CMP)
 - Central County Action Plan
 - Transportation Expenditure Plan (TEP) – Includes monitoring of other regional transportation funding ballot measures and potential impacts on the Contra Costa transportation systems and needs. Integrated Transit Plan (ITP)
 - Transportation Demand Management (TDM) Strategic Plan
 - Micro Mobility Model Ordinance and Sample Agreements
- Regional Coordination
 - Coordinate with partner agencies to review and discuss items of interest including:
 - Coordination with CCTA: (including all project delivery phases, from outreach and engagement through project design and construction):
 - INNOVATE 680 Project
 - Accessible Transportation Strategic Plan
 - SR239 Project
 - Countywide Smart Signals Project
 - Countywide VMT Mitigation Framework
 - SR4 Vision Study
 - Countywide Emergency Evacuation Plan
 - ~~Pedestrian Needs Assessment Study~~
 - Vision Zero Program
 - ~~TDM 2.0~~
 - Mobility Hub NetworkActive Transportation
 - Countywide Comprehensive Safety Action Plan
 - Countywide Bicycle and Pedestrian Plan
 - Coordination with MTC Led Efforts
 - Regional Active Transportation Network
 - Plan Bay Area 2060
 - Transportation Demand Management (TDM)
 - Coordination with CCTA on TFCA funding priorities for Countywide as well as subregional programs/projects
 - Coordination with 511CCTA to maximize benefits of the available Transportation Demand Management Tools, including identifying projects to submit to be funded with TFCA
 - ~~Monitor~~ Concord Naval ~~Weapons~~Weapons Station-~~Development~~
 - ~~Coordination with MTC~~
 - ~~Regional Active Transportation Network~~

- Monitor progress and coordinate on transportation planning (specific plan and subsequent studies) as the Project advances
- SWAT / TRANSPLAN
 - Items of interest could include the INNOVATE 680 Program and a transit pass program
- Project Delivery Coordination
 - Continue researching opportunities for local agency coordination and project delivery efficiencies
 - Explore project types that could be delivered within a partnership structure
- Schools
 - Coordinate with CCTA and County Connection to develop, administer and expand youth transportation programming for Central County, including but not limited to transit fare programs and promotion of transit ridership
 - Work with school district staff and other partner agencies to address congestion (including working with the Cities and their existing and ongoing coordination efforts), safety, and enforcement issues
 - Coordinate with CCTA, 511CCTA, County Connection and Central County school districts to promote walk-and, bike and transit-to-school options, including Walk'N'Roll events, and monitor progress of the Countywide SR2S Program (see also Regional Coordination / TDM-2.0)
 - Prioritize funding opportunities for school related improvements, including SR2S and complete streetsComplete Streets
 - Explore the role of transit services and how they facilitate safe routes to schools, (including student transit fare programs)
- Arterial Coordination
 - Coordination within the TRANSPAC sub area for major arterials (Routes of Regional Significance)
 - Olympic Boulevard corridor – coordinate with SWAT and partner agencies (CCTA, City of Walnut Creek, City of Lafayette, unincorporated Contra Costa County) on multi-jurisdictional planning and public engagement
- E-Bikes
 - E-bike policy, safety, education, and legislative coordination. Could also include incorporating into multi-modal planning efforts.
- Electric Vehicle Charging Infrastructure
 - Work with CCTA, BAAQMD, and TRANSPAC agencies to implement EV charging infrastructure across a wide array of local communities and including infrastructure for multifamily housing
- Transportation and Housing

TRANSPAC

2026 / 2027 WORK PLAN

- Monitor transportation policies as they arise related to state housing programs and other regional housing policies (RHNA, MTC TOC Policy, etc.).
- TRANSPAC JPA Review

Ongoing / Existing Tasks

- Measure J Line 15 / 20A (Senior and Disabled Transportation)
 - Line 20a Call for Projects and Programming Program Administration (for FY 2026-2027 and FY 2027-2028) (provides additional funds for senior and disabled transportation programs in the TRANSPAC RTPC area)
 - Project update/status reports
 - Monitor the Accessible Transportation Strategic Plan Task Force (ATSP)
- General Programming Tasks
 - CCTA 2026 Coordinated Call for Projects Process
 - TFCA
 - OBAG 4
 - Measure J (as needed)
 - Line 10 (BART Parking, Access, and Other Improvements) ~~(as needed)~~
 - Line 12 Transportation for Livable Communities (TLC) (encourage the use of alternatives to single occupant vehicles)
 - Line 13 Pedestrian Bicycle and Trail Facilities (PBTF) (for construction of pedestrian and bicycle facilities including regional trails)
 - Line 17 Commute Alternatives (alternatives to commuting in single-occupant vehicles, including carpools, vanpools and transit)
 - Line 19a (Additional Bus Service Enhancements) ~~(as needed)~~
 - Line 21a (Safe Transportation for Children) ~~(as needed)~~

Administrative Tasks

- Quarterly and Year End Financial Reporting
- Appointments
 - CCTA Board Representative
 - Other CCTA Committee Appointments
- Subregional Transportation Mitigation Program – Development Project Tracking
- FY ~~2024/2025~~ 2026 Audit
- ~~2026~~ 2027 Meeting Schedule
- Administration of Conflict of Interest Form 700 process
- ~~2025/2026~~ 2027 Workplan and Budget
- Administration of Contracts and Invoices

TRANSPAC 2026-2027 BUDGET						
EXPENDITURES						
			2025-2026		2026-2027	
Managing Director / Admin Support Contract (time and material based expenses) (includes printing, postage & supplies)			\$ 326,000		\$ 338,000	
Legal Services - expenses would be incurred on a time and material basis			\$ -		\$ -	
Website - Maintain / Enhance (time and material based expenses)			\$ 5,000		\$ 5,000	
Audit Services			\$ 5,000		\$ 5,000	
City of Martinez - Pacheco Transit Hub / Park & Ride Lot Maintenance			\$ 10,000		\$ 10,000	
Pleasant Hill City/Fiscal Administration			\$ 3,000		\$ 3,000	
Subtotal			\$ 349,000		\$ 361,000	
Contingency			\$ 35,000		\$ 35,000	
Project Reserve - This line represents the budget to fund the I-680 / Monument Blvd. Bicycle and Pedestrian Improvement Feasability study. The increase in the balance reflects unexpended funds from the completed contracts			\$ 41,500		\$ 41,500	
Total			\$ 425,500		\$ 437,500	
REVENUES						
			2025-2026		2026-2027	
Member Agency Contributions			\$ 339,000		\$ 346,000	
Carryover Balance			\$ 45,000		\$ 50,000	
Project Reserve Carryover Balance			\$ 41,500		\$ 41,500	
Total			\$ 425,500		\$ 437,500	
NOTES:						
-TRANSPAC does not have any direct employees. Staff positions provided through contract.						

	TRANSPAC 2026-2027 BUDGET								
	TRANSPAC MEMBER AGENCY CONTRIBUTION ALLOCATION FORMULA METHODOLOGY								
PART A	Each jurisdiction contributes 50% of the TRANSPAC Member Agency Contributions based on an equal (1/6) share of the annual budget amount.						\$	173,000	
PART B	The remaining 50% share of the TRANSPAC Member Agency Contributions is calculated on the most recent percentage of Measure J "return to source" funds received by each jurisdiction.						\$	173,000	
	PART A		ALLOCATION FORMULA FOR MEMBER AGENCY CONTRIBUTION REVENUE BUDGET						
		50% SHARE OF ANNUAL							
		MEMBER AGENCY							PER JURISDICTION
JURISDICTION		CONTRIBUTION BUDGET							EQUALS
		PER JURISDICTION							(R)
CLAYTON		1/6						\$	28,833
CONCORD		1/6						\$	28,833
MARTINEZ		1/6						\$	28,833
PLEASANT HILL		1/6						\$	28,833
WALNUT CREEK		1/6						\$	28,833
CONTRA COSTA COUNTY		1/6						\$	28,833
TOTAL								\$	173,000

TRANSPAC 2026-2027 BUDGET							
		ALLOCATION FORMULA FOR MEMBER AGENCY CONTRIBUTION REVENUE BUDGET					
	PART B	MEASURE J RTS \$s	MEASURE J RTS %	\$ FROM RTS			Total for
JURISDICTION		Allocation		PART B		PART A	Jurisdiction
CLAYTON		\$ 321,098	5.07%	\$ 8,776		\$ 28,833	\$ 37,609
CONCORD		\$ 2,205,487	34.84%	\$ 60,278		\$ 28,833	\$ 89,112
MARTINEZ		\$ 761,328	12.03%	\$ 20,808		\$ 28,833	\$ 49,641
PLEASANT HILL		\$ 784,711	12.40%	\$ 21,447		\$ 28,833	\$ 50,280
WALNUT CREEK		\$ 1,328,771	20.99%	\$ 36,317		\$ 28,833	\$ 65,150
CONTRA COSTA COUNTY ^		\$ 928,391	14.67%	\$ 25,374		\$ 28,833	\$ 54,207
TOTAL		\$ 6,329,786		\$ 173,000		\$ 173,000	\$ 346,000
^Estimated at 25% of allocation (\$3,713,562)							
Based on FINAL - FY 2025-26 Return To Source Allocations							

2025 / 2026 WORK PLAN

Strategic Planning Discussion Identified Work

- Countywide Transportation Plan
 - Coordinate with CCTA and monitor progress
- Regional Coordination
 - Coordinate with partner agencies to review and discuss items of interest including:
 - Coordination with CCTA:
 - INNOVATE 680 Project
 - Accessible Transportation Strategic Plan
 - SR239 Project
 - Countywide Smart Signals Project
 - Countywide VMT Mitigation Framework
 - SR4 Vision Study
 - Countywide Emergency Evacuation Plan
 - Pedestrian Needs Assessment Study
 - Vision Zero Program
 - TDM 2.0
 - Coordination with CCTA on TFCA funding priorities for Countywide as well as subregional programs/projects
 - Coordination with 511 Contra Costa to maximize benefits of the available Transportation Demand Management Tools, including identifying projects to submit to be funded with TFCA
 - Monitor Concord Naval Weapon Station Development
 - Coordination with MTC
 - Regional Active Transportation Network
 - SWAT / TRANSPLAN
 - Items of interest could include the INNOVATE 680 Program and a transit pass program
- Project Delivery Coordination
 - Continue researching opportunities for local agency coordination and project delivery efficiencies
 - Explore project types that could be delivered within a partnership structure
- Schools
 - Work with school district staff and other partner agencies to address congestion (including working with the Cities and their existing and ongoing coordination efforts), safety, and enforcement issues
 - Coordinate with CCTA, 511 Contra Costa, County Connection and Central County school districts to promote walk and bike to school events, and monitor progress of the Countywide SR2S Program (see also Regional Coordination / TDM 2.0)
 - Prioritize funding opportunities for school related improvements, including SR2S and complete streets

TRANSPAC

2025 / 2026 WORK PLAN

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

Ongoing / Existing Tasks

- Measure J Line 15 / 20A (Senior and Disabled Transportation)
 - Line 20a Call for Projects and Programming (for FY 2026-2027 and FY 2027-2028) (provides additional funds for senior and disabled transportation programs in the TRANSPAC RTPC area)
 - Project update/status reports
 - Monitor the Accessible Transportation Strategic Plan Task Force (ATSP)
- General Programming Tasks
 - TFCA
 - Measure J
 - Line 10 (BART Parking, Access, and Other Improvements) (as needed)
 - Line 19a (Additional Bus Service Enhancements) (as needed)
 - Line 21a (Safe Transportation for Children) (as needed)

Administrative Tasks

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

TRANSPAC 2025-2026 BUDGET						
			EXPENDITURES			
			2024-2025		2025-2026	
Managing Director / Admin Support Contract (time and material based expenses) (includes printing, postage & supplies)			\$ 312,000		\$ 326,000	
Legal Services - expenses would be incurred on a time and material basis			\$ -		\$ -	
Web Site - Maintain / Enhance (time and material based expenses)			\$ 5,000		\$ 5,000	
Audit Services			\$ 6,000		\$ 5,000	
City of Martinez - Pacheco Transit Hub / Park & Ride Lot Maintenance			\$ 10,000		\$ 10,000	
Pleasant Hill City/Fiscal Administration			\$ 3,000		\$ 3,000	
Subtotal			\$ 336,000		\$ 349,000	
Contingency			\$ 30,000		\$ 35,000	
Project Reserve - This line represents the budget to fund the I-680 / Monument Blvd. Bicycle and Pedestrian Improvement Feasibility study. The increase in the balance reflects unexpended funds from the completed contracts			\$ 41,500		\$ 41,500	
Total			\$ 407,500		\$ 425,500	
			REVENUES			
			2024-2025		2025-2026	
Member Agency Contributions			\$ 309,000		\$ 339,000	
Carryover Balance			\$ 57,000		\$ 45,000	
Project Reserve Carryover Balance			\$ 41,500		\$ 41,500	
Total			\$ 407,500		\$ 425,500	
NOTES:						
-TRANSPAC does not have any direct employees. Staff positions provided through contract.						

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

TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: May 28, 2026

Subject:	MEASURE J LINE 21A SAFE TRANSPORTATION FOR CHILDREN PROGRAM — CCTA PROGRAM PROPOSAL
Summary of Issues	Measure J Line 21A ("Safe Transportation for Children") provides funding to improve transportation access and safety for students in the TRANSPAC subregion. TRANSPAC is responsible for recommendations on how Line 21A funds are used in the subregion. CCTA has developed a proposal for a long-term, multi-modal student transportation program for the TRANSPAC subregion. At this meeting, CCTA staff will present a proposal for a potential use of the Line 21A funds to the TAC for discussion and comment.
Recommendation	For information only.
Financial Implications	No TRANSPAC financial implications.
Attachment(s)	A. CCTA Program 21a Proposal – Safe Transportation for Children

Background

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. Eligible uses include youth transit programs, pedestrian and bicycle improvements, and related safety projects. The TRANSPAC subregion receives an estimated \$600,000 annually in Line 21A revenues.

At the April 30, 2026, TAC meeting, CCTA staff presented an update on the countywide youth transit pilot, including the Summer Youth Ride Free program launching in June 2026 and the Pass2Class school-year component. The TRANSPAC Board approved \$41,000 in Line 21A funds for the TRANSPAC portion of summer program costs at the November 2025 Board meeting.

At this meeting, CCTA is presenting a broader proposal for a long-term student transportation program in the TRANSPAC subregion, with the goal of eventually informing a countywide program. Proposed program elements could include a student transit pass program, Walk and Roll, Bike Family Fest, bike parking, youth travel training, and a yellow school bus feasibility study. CCTA proposes to lead overall program administration, design, and coordination in partnership with TRANSPAC, the school districts, and transit operators. At this meeting, the TAC is requested to provide comment on the proposed program opportunities. Staff will bring this item and a summary of the discussion to the TRANSPAC Board for consideration at the June meeting.

Background:

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

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

Potential Elements of the Program:**Student Pass Program**

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

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

Given the challenges, the initial pilot proposal was developed with the school district to provide Clipper cards to approximately 2,000 students identified by the Mt. Diablo School District. Participation in the program would not require parent sign-ups.

The students identified for the initial pilot include: those experiencing homelessness, Foster Youth, Justice-Involved, Newcomer/Refugee, Migrant Education, Unaccompanied Youth, and those in the American Indian Education Program.

Walk and Roll Program

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

Bike Family Fest

Originally developed as a volunteer run event led by Bike East Bay, attendance at the annual Bike Family Fest has continued to grow year over year. As the program has grown, so has the need to move away from a volunteer based and to a more formally managed program. Bike Family Fest serves as a celebration of active transportation, encouraging families to consider walking and biking to school and providing active transportation education to thousands of residents.

Bike Parking

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

Youth Travel Training Program

With the launch of the countywide travel training program, Ride Together, comes potential to further expand travel training to target youth riders. Educating 5th grade students about public transportation and how to use a public bus to travel independently to school and throughout their communities will provide students and parents with the skills and confidence to adopt this mode, build new travel habits, and reduce vehicle trips for years to come. Beyond educating individual students, the program could also offer a platform to reach parents with transit information and target family behavioral change as well.

Yellow School Bus Program

Building off the success of the TRAFFIX and Lamorinda School Bus Programs, TRANSPAC could study the potential for limited yellow school bus programming targeting specific age demographics.

Program Structure and Coordination

CCTA will lead the overall program administration, design, and coordination, including coordination with MTC, TRANSPAC, the School Districts, and impacted transit operators. The Mt. Diablo School District has already committed to supporting a transit pass and bike parking program in partnership with the SOAR Program (Support Office for Access and Resources) and the McKinney-Vento Program. CCTA also has existing contract vehicles for the 511CCTA program that could be utilized for other program support.

Program Evaluation

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

Student Program Timeline

CCTA is currently working with MTC and the School District to prepare for a potential launch of the transit pass program to align with the start of the 2026 Fall Back to School schedule.

At this meeting the TAC is requested to review and provide feedback on the potential programs TRANSPAC wishes to implement for Measure J Program 21a: Safe Transportation for Children in the future.

TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: May 28, 2026

Subject:	IRON HORSE TRAIL AND CONTRA COSTA CANAL TRAIL CONNECTION FEASIBILITY STUDY – ROUTE ALIGNMENT CONCEPT ALTERNATIVES
Summary of Issues	The Contra Costa Transportation Authority (CCTA) is conducting a feasibility study to identify potential connections between the Iron Horse Trail (IHT) and the Contra Costa Canal Trail in the vicinity of the I-680/SR-4 highway interchange. CCTA staff will present an overview of alignment concept alternatives and solicit input from the TRANSPAC TAC as part of CCTA’s multi-jurisdictional community engagement process.
Recommendation(s)	For information only.
Financial Implications	No financial implications.
Attachment(s)	A. Iron Horse Trail and Contra Costa Canal Trail Connection Feasibility Study – Community Comment Card (CCTA, February 2026). B. CCTA CBPAC Staff Report and Alternatives Memo – January 26, 2026.

Background

CCTA is leading the Iron Horse Trail and Contra Costa Canal Trail Connection Feasibility Study, examining alternatives for a potential crossing in the vicinity of the I-680/SR-4 interchange. The study evaluates route alignment concepts for a potential under- or overcrossing that would close the active transportation gap between the IHT and the Contra Costa Canal Trail, two significant regional trail corridors in Central Contra Costa County. The study is funded through a Regional Measure 3 (RM3) grant.

An alternatives planning memo was presented to the CCTA Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) on January 26, 2026 (Attachment B). Approximately five route alignment concept alternatives are being evaluated.

The study is being conducted in coordination with multiple jurisdictions and agencies, including Contra Costa County and the East Bay Regional Park District (EBRPD). CCTA is gathering input from technical advisory committees and the public before advancing any single alternative.

Input from the TRANSPAC TAC will be forwarded to CCTA for consideration in the ongoing study. For questions or written comments, contact CCTA Senior Planner Colin B. Clarke at <mailto:cclarke@ccta.ca.gov> or 925-256-4726.



Iron Horse and Contra Costa Canal Trails Connection Feasibility Study

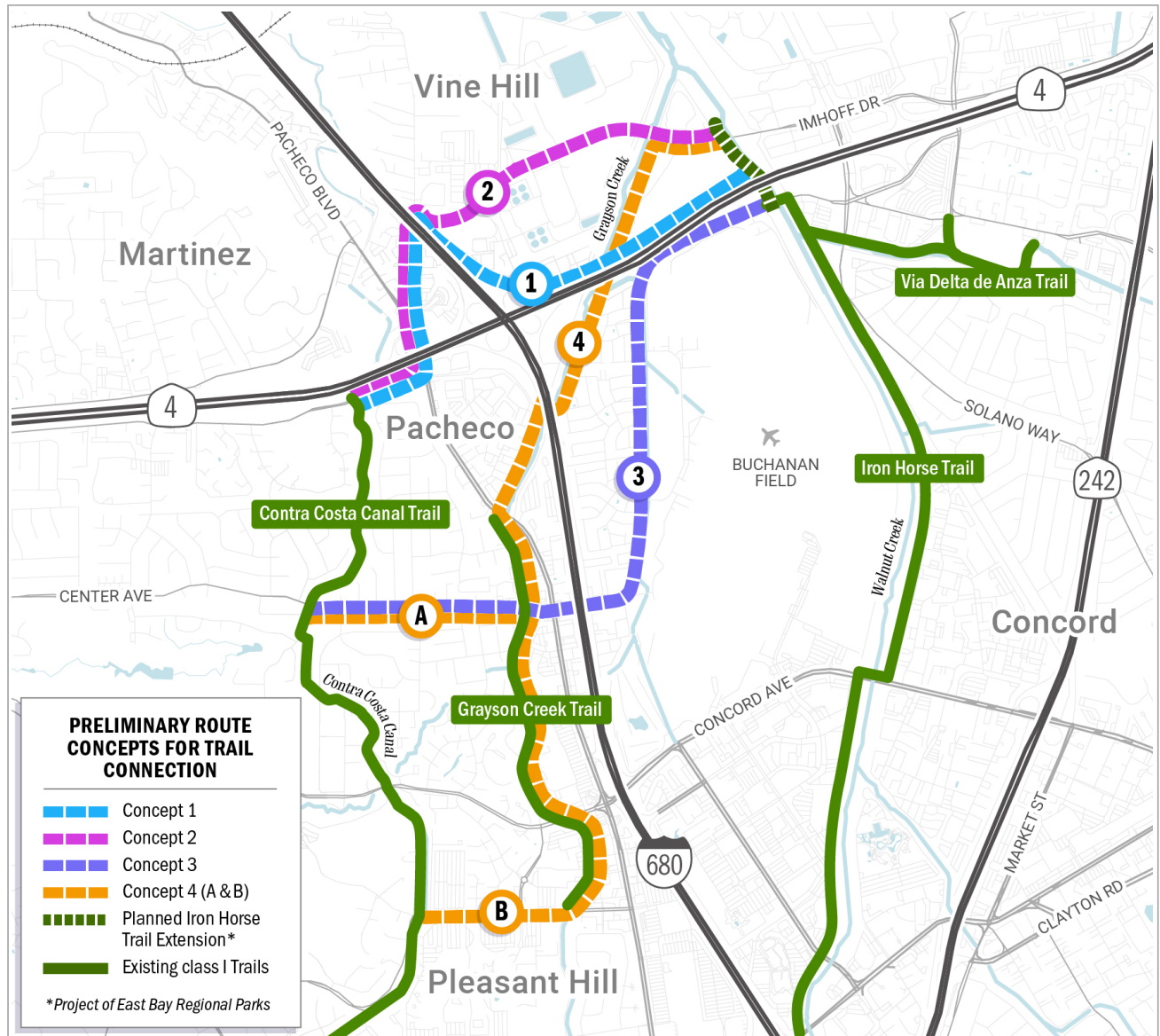
Community Input Opportunity:

Concepts are being studied for future connections between the Iron Horse and Contra Costa Canal Trails.

Please share suggestions, comments, and concerns on the potential future trail gap closure routes and which trail features would be important to you if funded.

FEEDBACK VIA EMAIL CAN BE SENT TO:

Colin Clarke, Senior Transportation Planner
cclarke@ccta.ca.gov or 925.256.4726



TEAR HERE TO HAND IN COMMENTS

Note: The route concepts displayed in the map are preliminary concepts intended to generate project input and are not formally proposed at this time.

MEMORANDUM

Date: January 21, 2026

To: Countywide Bicycle and Pedestrian Advisory Committee (CBPAC)

Subject: Alternatives Analysis: Evaluation Criteria for Route Alignment Concepts for a Potential Future I-680 and SR-4 Highway Interchange Crossing: Iron Horse & Contra Costa Canal Trails Connection Feasibility Study (Multi-Agency Planning Phase)

1.0 Purpose of this Memorandum

This memorandum serves as an additional opportunity for the Committee (CBPAC), stakeholders, partner agencies, and the general public to provide input on the draft Iron Horse and Contra Costa Canal Trails Connection Feasibility Study (Planning Phase evaluation ongoing) by providing comment on the identification, evaluation, and qualitative & quantitative scoring process for potential trails connection route alignment concept alternatives (RACs).

2.0 Background

During the preliminary design phase for the Interstate 680 (I-680) and State Route 4 (SR-4) Highway Interchange Improvements Project, community members and active transportation (including pedestrian and bicycle) user groups commented on the need to connect the existing Iron Horse and Contra Costa Canal trails in the Pacheco community. Both trails serve as popular, multiuse trails suitable for bikers, runners, walkers, and equestrians. The I-680 and SR-4 highway interchange serves as a perceived socioeconomic and actual physical barrier between the trails, and the trails run parallel to each other along either side of I-680 throughout the unincorporated County and the cities of Concord, Pleasant Hill, and Walnut Creek. Thus, in 2024, regional funding was allocated by the Metropolitan Transportation Commission (MTC) for Contra Costa Transportation Authority (CCTA) to conduct a feasibility study, in coordination with public agency partners, to determine where and how the two regional trails could be connected.¹

Connecting the Contra Costa Canal and Iron Horse trails in the Pacheco community area would close a gap in the regional trail network in northern Contra Costa County, providing improved connectivity and opportunities to support off-street transportation (and recreational) access to key transit hubs, regional destinations, and points of interest. Also, connecting these trails would provide improved and safer connection between neighborhoods and key uses on the east and west sides of I-680 in the Pacheco

¹ This planning effort was funded by MTC's Regional Measure 3: RM3-19.2-funded Project No. 6001C.1: Iron Horse Trail and Contra Costa Canal Trail Connection Feasibility Study near I-680/SR-4 Highway Interchange (Planning a Potential Crossing).

community, which is designated by MTC as an Equity Priority Community prioritized for transportation improvements in CCTA’s Community-Based Transportation Plan (CBTP). Figure 1 shows the existing trail network and the lack of connectivity between these two major regional trails in the northern Contra Costa County.

3.0 Goals and Key Considerations for a Potential Future Trails Connection

Goals for connecting the Contra Costa Canal and Iron Horse trails are based on public comments received by CCTA and California Department of Transportation, District-4 (Caltrans) as part of the public process for the I-680/SR-4 Highway Interchange Improvement Project, feedback shared during CCTA CBPAC meetings, and feedback from stakeholder agencies with jurisdictional responsibilities². Agencies with jurisdictional responsibilities include those with property or operations in the vicinity of identified route alignment concept alternatives, and agencies with overlapping purpose that would support trails and bicycling and pedestrian facilities infrastructure. A list of the aforementioned participating project stakeholders is provided in Attachment 1, Table A. Table 1 provides a list of the key stakeholder and community feedback about the goals and considerations for a potential future trail connection. Stakeholder feedback about the goals and key considerations for a trail connection guided the identification of potential trail connection RACs.

² Public comment and feedback from stakeholders and Advisory Committee Members were received during CBPAC meetings held on July 22, 2024, and March 24, 2025, and survey questionnaires and community events related to the Countywide Transportation Plan update through 2050, and the CBTP update.

Figure 1: Existing Trails

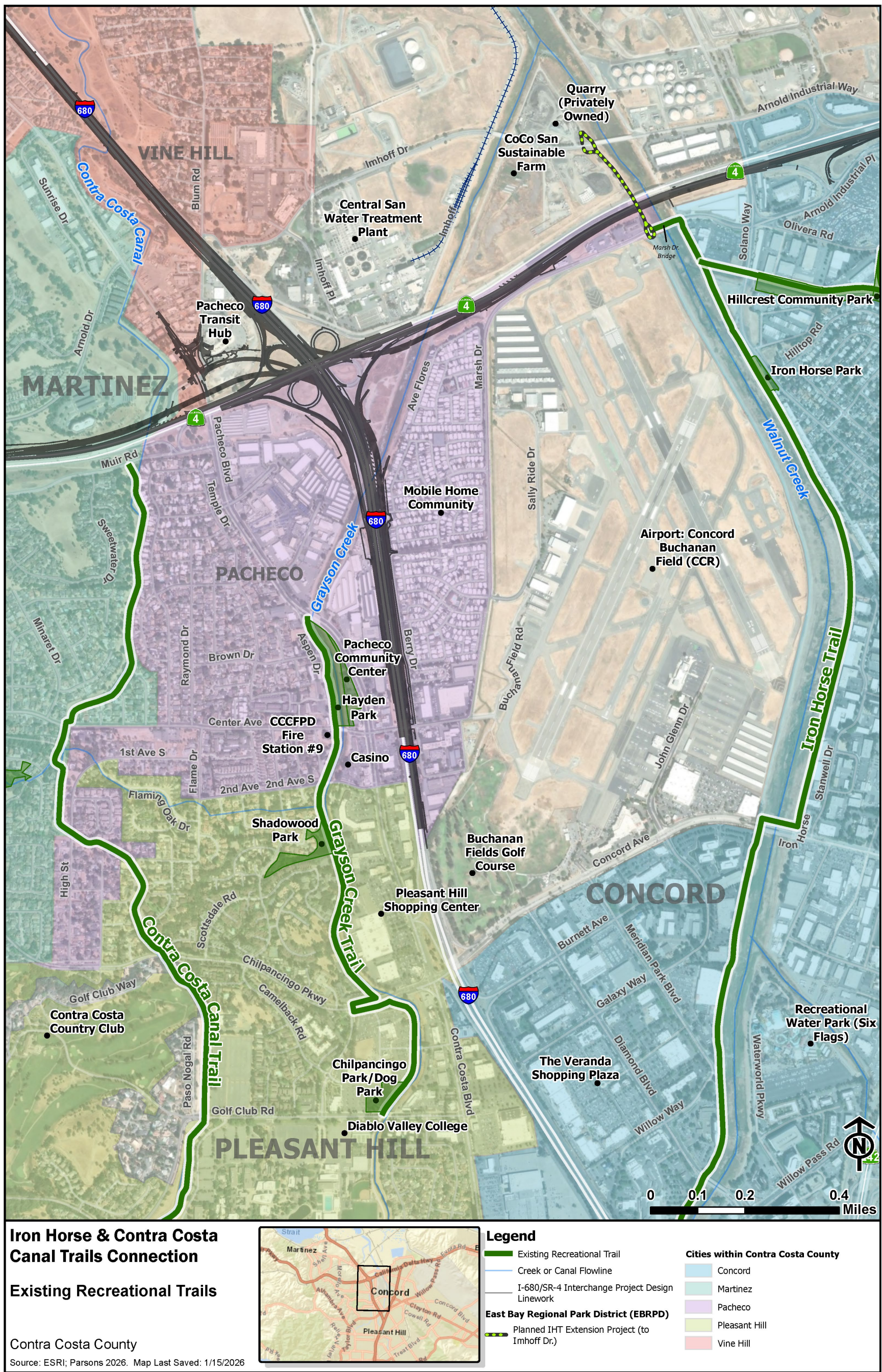


Table 1. Summary of Public and Stakeholder Input

Key Goals and Considerations by Participating Stakeholders
Separate users from vehicle traffic (buffer distance or physical barrier)
Class I (or Class IV) bikeways where possible, and highest comfort/lowest traffic stress
Connect with (and travel along) Grayson Creek Trail
Connect with existing Park and Ride or future mobility hub
Consider Safe Routes to School (SRTS) multi-purpose
Design to avoid (frequent) flooding of trail
Ensure no obstructions to water flow or disruption to aquatic ecosystems
Preserve the flow capacity of the creek and maintain the integrity of the United States Army Corps of Engineers-certified levees along Grayson Creek
Separate e-bikes/micro-modal from bikes and pedestrians
Provide speed limit signage
Connect with CoCo community garden
Connect with Pacheco Slough restoration area/planned trails
Traffic calming or bike/pedestrian buffer from traffic at SR-4/Pacheco Boulevard and Center Avenue
Provide seating
Provide shade
Provide safety lighting
Provide bike repair stations
Consider eligibility for California Relief Grants – adding tree and shade canopy in low-income communities
Support Bay Area Rapid Transit (BART) connectivity
Avoid Buchanan Field Airport Runway Protection Zone
Avoid heavy truck traffic in the I-680/SR-4 interchange vicinity (Central San, Quarry, local industrial uses)
Potential odors from Central San facility
Compatibility with Central San facility and operations expansion plans
Identify trail maintenance and operations responsibilities and funding
Existing homeless encampment concerns along Grayson Creek and general concern for any new trail

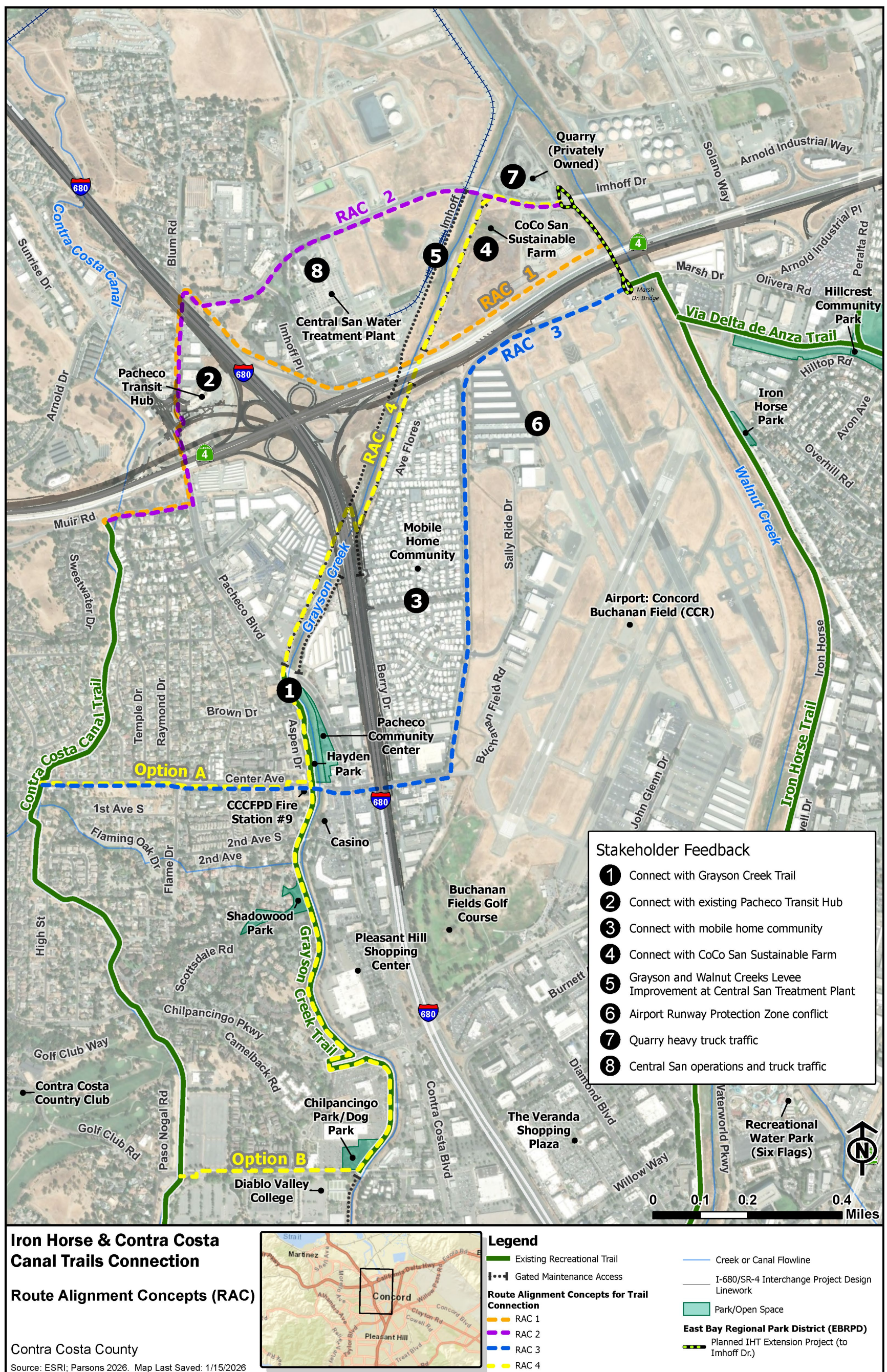
4.0 Alternatives Analysis of Each Route Alignment Concept

The project team identified four RACs that could connect the Iron Horse and Contra Costa Canal trails (both regional) through and within the Pacheco community. Figure 2 depicts the RACs and associated stakeholder feedback. A description of each RAC is provided in the following subsections, including a summary of to which extent each RAC would meet each goal and address key considerations raised by stakeholders. Table 2 lists the total length of each RAC and the approximate percentage of length/distance that the RAC segment(s) would be set back from an existing roadway (off-street) versus alongside an existing roadway (on-street). Trails set back away from streets and driveways generally offer a more trusting, calmer, more all ages and abilities welcoming recreational experience and are a significantly higher preference to attract trail users, more trips, and more mode shift away from vehicle trips. Available right-of-way width (without acquisition of a portion of individual private property[ies]) to support construction of a dedicated trail set back from a roadway can be the biggest challenge in identifying potential routes. All of the RACs include a portion of the route that follows alongside a roadway, as indicated in Table 2, but an on-street protected bike lane or grade-separated bikeway (adjacent trail) could retain a contiguous Class-IV or Class-I user experience.

Table 2. Route Alignment Concept (RAC) Length and Roadside Percentage

Route Alignment Concept Alternative/ Option		Driveway Crossings	Major Intersections/ Crossings	Minor Intersections/ Crossings	Approx. % On-Street	Approx. % Off-Street	Total Length (miles)
RAC 1		15	4	3	70%	30%	1.70
RAC 2		21	4	6	100%	0%	1.54
RAC 3		42	2	18	100%	0%	2.11
RAC 4	Option A	35	2	13	33%	67%	2.19
	Option B	10	6	4	22%	78%	3.06

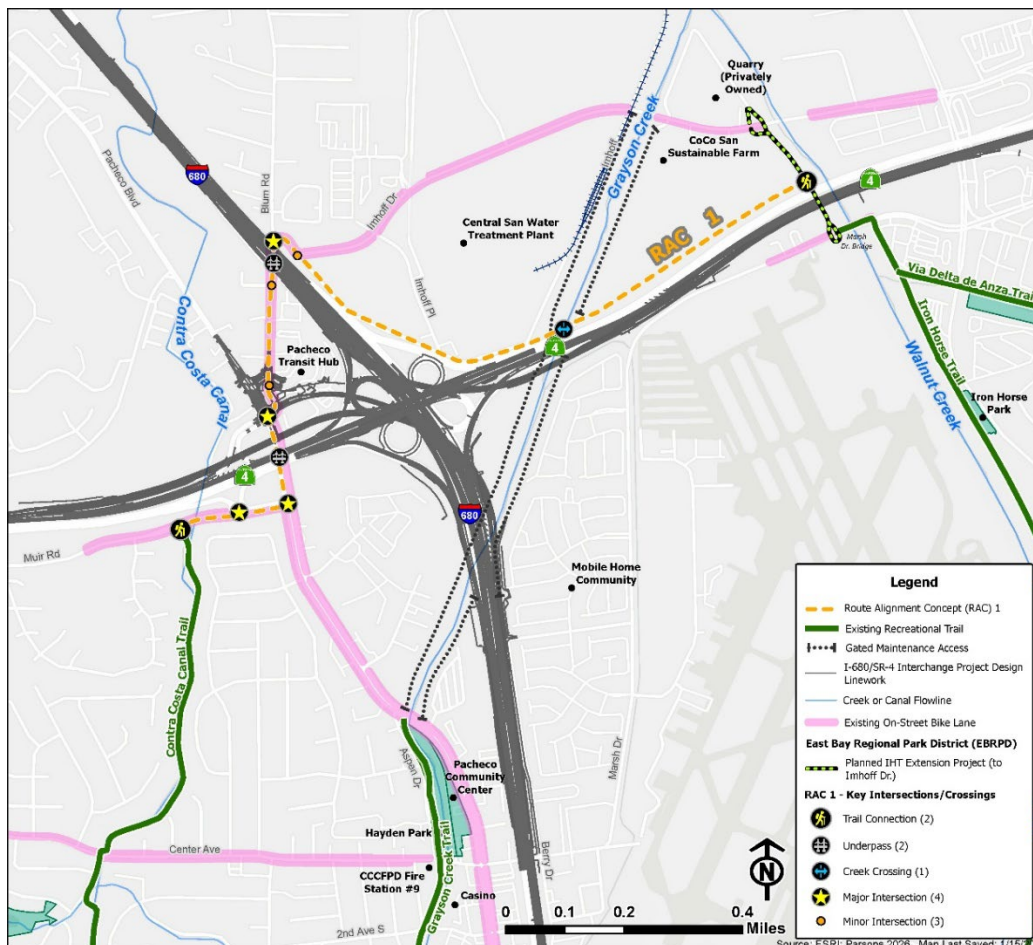
Figure 2: Route Alignment Concepts for Potential Future Trails Connection



Route Alignment Concept 1

RAC 1 primarily follows existing highway right-of-way and streets north and west of the I-680/SR-4 highway interchange, relying on the feasibility of available right-of-way alongside the highway alignments to achieve dedicated trail separated from vehicle (e.g., car, van, and truck) traffic, as well as multimodal and traffic calming along streets shared with vehicles. Most of the land use along RAC 1 is municipal industrial (airport and sanitation), as well as other nearby industrial and commercial uses. RAC 1 would extend new trail from the northern Iron Horse Trail terminus along the north side of SR-4 to Imhoff Drive near the Imhoff Drive/Imhoff Place intersection, continuing northwest to the Imhoff Drive/Blum Road intersection, south along Blum Road and under I-680 to the Pacheco Boulevard/Blum Road intersection, continuing south along Pacheco Boulevard under SR-4 to the Pacheco Boulevard/Muir Road intersection, and west along Muir Road to connect with the Contra Costa Canal Trail northern terminus. RAC 1 would require a crossing of (under or above) Grayson Creek near the existing SR-4 Grayson Creek undercrossing. An advanced feasibility analysis would consider the feasibility of a creek crossing, right-of-way to provide dedicated trail physically separated from vehicle (e.g., car, van, and truck) traffic along SR-4 and the I-680/SR-4 highway interchange, Blum Road and Imhoff Drive, and compatibility with multimodal and traffic-calming projects under study (planning phase led by the County) for Pacheco Boulevard. Figure 3 depicts RAC 1.

Figure 3: Route Alignment Concept 1



RAC 1 key benefits include a less circuitous route with direct connection to the Pacheco Transit Hub that may offer right-of-way for dedicated trail along the north side of SR-4; however, providing dedicated trail or a low-stress bicycle facility along Imhoff Drive, Blum Road, and Pacheco Drive may not be feasible due to heavy truck traffic and right-of-way constraints. Table 3 summarizes the existing conditions of RAC 1 presented by segment.

Table 2. Route Alignment Concept 1 Existing Roadway Characterization by Segment

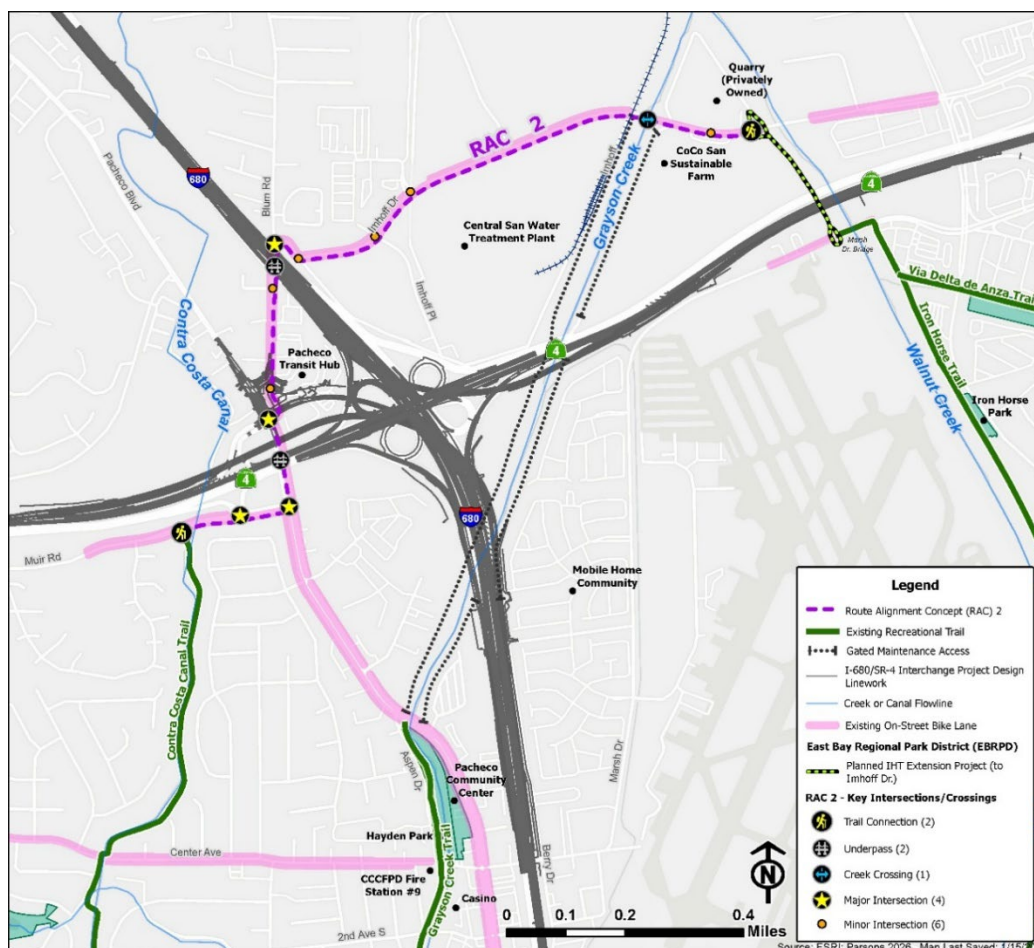
Segment Description	Existing Conditions	Functional Class	Total Length (miles)	On-Road Arterial	On-Road Collector	On-Road Other*	Off-Road Other*
From Iron Horse Trail to Imhoff Drive along maintenance road	Unpaved - maintenance road	Highway - maintenance road	0.52				0.52
Imhoff Place to Imhoff Drive	Road without marked bike facility	Private property road	0.48			0.48	
Imhoff Drive to Blum Road	Marked bike lane on road	Major collector	0.05		0.05		
Blum Road to Pacheco Boulevard	Marked bike lane on road	Major collector	0.30		0.30		
Pacheco Boulevard to Muir Road	No designated bike lane	Minor arterial	0.16	0.16			
Muir Road to Contra Costa Canal Trail	No designated bike lane	Minor arterial	0.19	0.19			
Total			1.70	0.35	0.35	0.48	0.52
			100%	20%	21%	28%	30%

*Maintenance or access road.

Route Alignment Concept 2

RAC 2 follows along streets that have existing or planned bicycle facilities. RAC 2 follows existing streets north and west of the I-680/SR-4 interchange, relying on the feasibility of available right-of-way to achieve dedicated trail separated from car and truck traffic north of the interchange, as well as multimodal and traffic calming to achieve a low-stress bike facility along shared vehicle streets west of I-680. RAC 2 would extend new trail from the northern planned Iron Horse Trail terminus at Imhoff Drive west along Imhoff Drive to the Imhoff Drive/Blum Road intersection, south along Blum Road and under I-680 to the Pacheco Boulevard/Blum Road intersection, continuing south along Pacheco Boulevard under SR-4 to the Pacheco Boulevard/Muir Road intersection, and west along Muir Road to connect with the Contra Costa Canal Trail northern terminus. RAC 2 would require a crossing of Grayson Creek at Imhoff Drive. An advanced feasibility analysis would consider the feasibility of a creek crossing, right-of-way potential to provide dedicated trail physically separated from car and truck traffic along Imhoff Drive and Blum Road, and compatibility with planned multimodal and traffic-calming projects under study for Pacheco Boulevard and the Muir Road/Pacheco Boulevard intersection. Figure 4 depicts RAC 2.

Figure 4: Route Alignment Concept 2



Key benefits of RAC 2 include a less circuitous route with direct connection to the Pacheco Transit Hub that may offer a substantial stretch of right-of-way for dedicated trail along Imhoff Drive; however, providing dedicated trail or a low-stress bicycle facility along Blum Road and Pacheco Drive may not be feasible due to heavy truck traffic and right-of-way constraints. Table 4 summarizes the existing conditions of RAC 2 presented by segment.

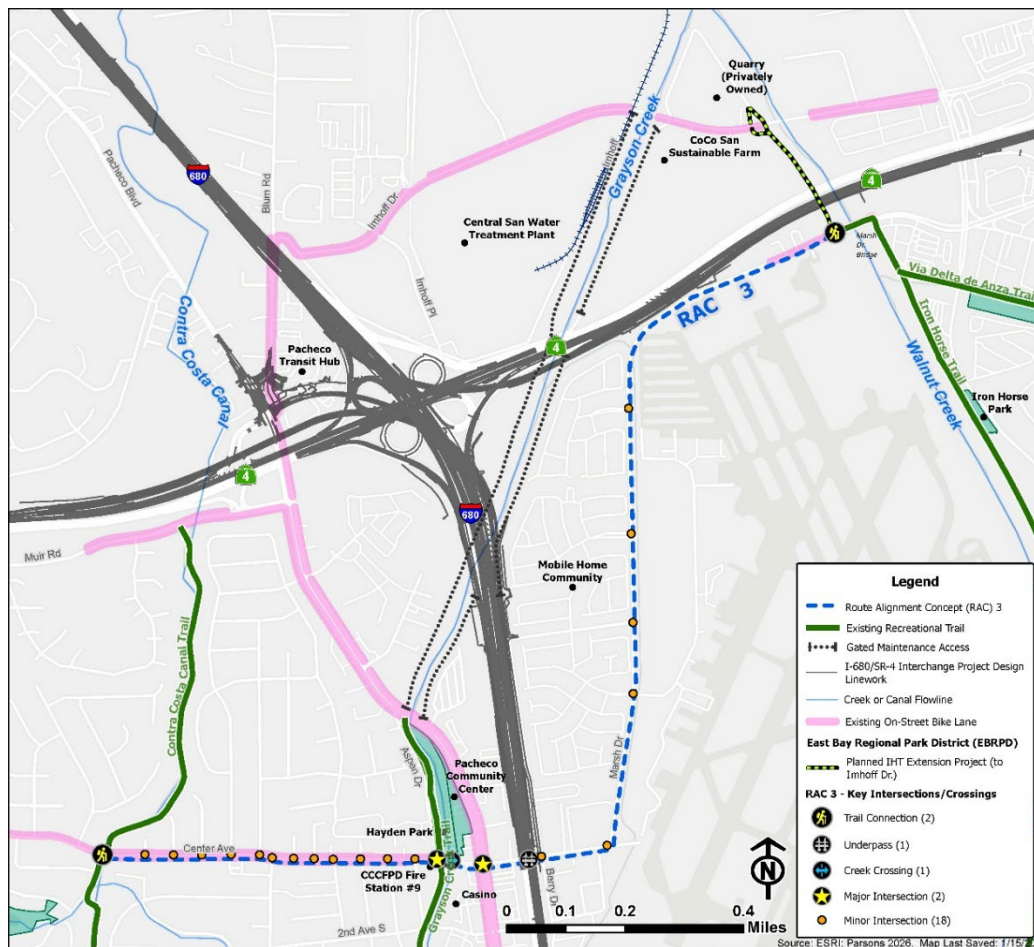
Table 4. Route Alignment Concept 2 Existing Roadway Characterization by Segment

Segment Description	Existing Conditions	Functional Class	Total Length (miles)	On-Road Arterial	On-Road Collector
From Iron Horse Trail to Blum Road on Imhoff Drive	Marked bike lane on road	Major collector	0.89		0.89
Blum Road to Pacheco Boulevard	Marked bike lane on road	Major collector	0.30		0.30
Pacheco Boulevard to Muir Road	No designated bike lane	Minor arterial	0.16	0.16	
Muir Road to Contra Costa Canal Trail	No designated bike lane	Minor arterial	0.19	0.19	
Total			1.54	0.35	1.19
			100%	23%	77%

Route Alignment Concept 3

RAC 3 follows streets that have existing or planned bicycle facilities south and west of the I-680/SR-4 interchange. RAC 3 would extend new trail from the northern Iron Horse Trail terminus along the south side of SR-4, at the newly constructed Marsh Drive Bridge, which supports a 10-foot-wide separated bike and pedestrian facility over Walnut Creek. RAC 3 would extend new trail from the Marsh Drive Bridge southwest along Marsh Drive to Center Avenue, and west along Center Avenue crossing under I-680 and Pacheco Boulevard to the northern terminus of the Contra Costa Canal Trail at the Center Avenue/Hidden Lakes Drive intersection. An advanced feasibility analysis would consider the feasibility of right-of-way to provide dedicated trail physically separated from car and truck traffic along Marsh Drive, implications of the Airport RPZ, and compatibility with planned multimodal and traffic-calming projects under study for Center Avenue and the proposed Marsh Drive Class I Bikeway. Figure 5 depicts RAC 3.

Figure 5: Route Alignment Concept 3



Key benefits of RAC 3 include direct connection to the high-density mobile home community and central Pacheco, as well as compatibility with Pacheco Area of Benefit (AOB) projects supporting Vision Zero needs south of the I-680/SR-4 interchange, including a Class I Bikeway along Marsh Drive and improvements to the Pacheco Boulevard/Center Avenue intersection. However, establishing the trail along Marsh Drive north and east of the mobile home community conflicts with the Buchanan Field Airport Runway Protection Zone, and it may not be possible to secure right-of-way bordering the airport. It is anticipated that the entirety of RAC 3 would be an on-street/shared vehicle facility with limited ability to separate users and provide trail amenities, and it would maintain a limited recreational trail experience. RAC 3 would not provide direct connection to the Pacheco Transit Hub. Table 5 summarizes the existing conditions of RAC 3 presented by segment.

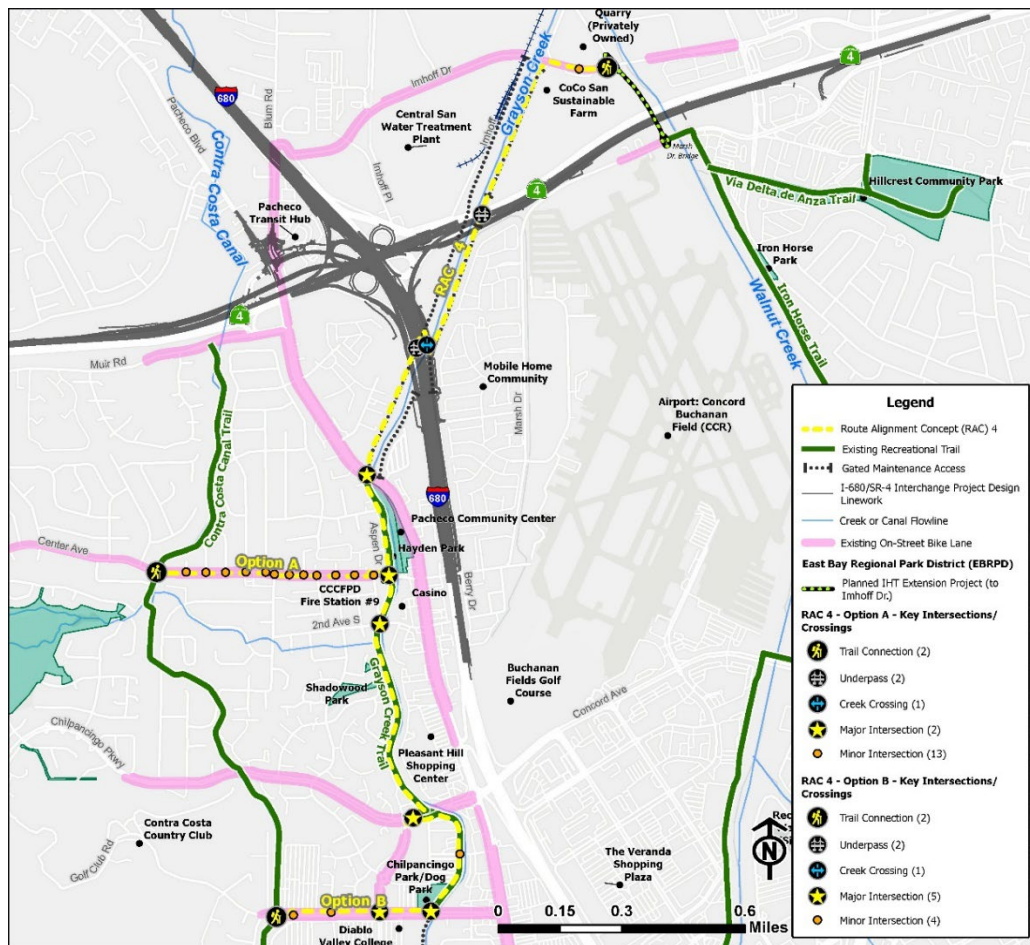
Table 5. Route Alignment Concept 3 Existing Roadway Characterization by Segment

Segment Description	Existing Conditions	Functional Class	Total Length (miles)	On-Road Arterial	On-Road Collector
From Iron Horse Trail to Center Avenue on Marsh Drive, then on Center Avenue to Grayson Creek Trail	No designated bike lane	Minor arterial	1.55	1.55	
Center Avenue from Grayson Creek Crossing to Contra Costa Canal Trail	Marked bike lane on road	Minor arterial	0.56	0.56	
Total			2.11	2.11	0.0
			100%	100%	0%

Route Alignment Concept 4

RAC 4 provides a primarily off-street route that follows Grayson Creek, providing new trail from the proposed northern terminus of the Iron Horse Trail to the northern terminus of the Grayson Creek Trail at Aspen Drive, and an on-street connection from Grayson Creek to the Contra Costa Canal Trail along either Center Avenue (Option A) or Golf Club Road (Option B). RAC 4 involves a crossing of Grayson Creek, SR-4, I-680, and two major streets (Pacheco Boulevard and Center Avenue or Golf Club Road). An advanced feasibility analysis would consider the feasibility of extending the existing Grayson Creek Trail north to connect with the Iron Horse Trail, with a crossing of the creek and a couple major street intersections, and available right-of-way to provide a low-stress bike facility or dedicated trail physically separated from vehicle traffic along Center Avenue (Option A) or Golf Club Road (Option B). Figure 6 depicts RAC 4.

Figure 6: Route Alignment Concept 4 (Selection of Option A or B)



Key benefits of RAC 4 include the opportunity to provide a recreational trail experience that would also connect with the Grayson Creek Trail to the south. RAC 4 includes limited on-street/shared vehicle alignment, with greater right-of-way potential to separate trail users and provide trail amenities. RAC 4 provides direct connection to the high-density mobile home community and central Pacheco, as well as compatibility with Pacheco AOB projects supporting Vision Zero needs south of the I-680/SR-4 interchange. There are no identified conflicts with municipal agencies at this time; however, several agencies and utilities operate along Grayson Creek, including Contra Costa County Flood Control & Water Conservation District, Contra Costa Water District (CCWD), and Contra Costa County Department of Conservation & Development (CC-County DCD), and there is potential for conflict or design constraints with creekside municipal industrial operations. RAC 4 would not provide direct connection to the Pacheco Transit Hub. Tables 6 and 7 summarize the existing conditions of RAC 4, Option A and B, presented by segment.

Table 6. Route Alignment Concept 4, Option A: Existing Roadway Characterization by Segment

Segment Description	Existing Conditions	Functional Class	Total Length (miles)	On-Road Arterial	On-Road Collector	Off-Road Trail	Off-Road Other*
From Iron Horse Trail to Grayson Creek Maintenance Road on Imhoff Drive	Marked bike lane on road	Major collector	0.14		0.14		
Grayson Creek Maintenance Road to Pacheco Boulevard	Unpaved maintenance road	Flood control - maintenance road	1.22				1.22
From Pacheco Boulevard to Center Avenue on existing Grayson Creek Trail	Existing Grayson Creek Trail	Established trail	0.25			0.25	
Center Avenue from Grayson Creek Trail to Contra Costa Canal Trail	Marked bike lane on road	Minor arterial	0.58	0.58			
Total			2.19	0.58	0.14	0.25	1.22
			100%	26%	7%	11%	56%

*Maintenance or access road.

Table 7. Route Alignment Concept 4, Option B: Existing Roadway Characterization by Segment

Segment Description	Existing Conditions	Functional Class	Total Length (miles)	On-Road Arterial	On-Road Collector	Off-Road Trail	Off-Road Other*
From Iron Horse Trail to Grayson Creek Maintenance Road on Imhoff Drive	Marked bike lane on road	Major collector	0.14		0.14		
Grayson Creek Maintenance Road to Pacheco Boulevard	Unpaved maintenance road	Flood control - maintenance road	1.22				1.22
From Pacheco Boulevard to Center Avenue on existing Grayson Creek Trail	Existing Grayson Creek Trail	Established trail	0.25			0.25	
From Grayson Creek Trail crossing at Center Avenue to Chilpancingo Parkway	Existing Grayson Creek Trail	Established trail	0.63			0.63	
Chilpancingo Parkway to Old Quarry Road and back to Grayson Creek Trail	Marked bike lane on road	Minor arterial	0.15	0.15			
Grayson Creek Trail from Chilpancingo Parkway to Golf Club Road	Existing Grayson Creek Trail	Established trail	0.29			0.29	
Golf Club Road to Contra Costa Canal Trail	Marked bike lane on road	Major collector	0.39		0.39		
Total			3.07	0.15	0.53	1.16	1.22
			100%	5%	17%	38%	40%

*Maintenance or access road.

5.0 Evaluation Criteria and Methodology for Alternatives Analysis of Route Alignment Concepts

Stakeholder feedback about the goals and key considerations for a trail connection guides the establishment of performance evaluation criteria to be applied to the RACs with the intent of identifying a single RAC to carry forward for advanced feasibility analysis. Table 8 provides a summary of the evaluation criteria and associated metrics for identifying the ability of each RAC to meet trail connection goals and address key stakeholder considerations. The scoring for each performance metric is provided in the following Tables 9-14.

The scoring methodology uses a four-point scale where 1 represents the least favorable performance and 4 represents the most favorable, goal-supportive performance across all evaluation areas. Each RAC is assessed against a consistent set of criteria on how it meets the goals and key considerations for a trail connection expressed by stakeholders. For each performance metric, a score of 1 indicates substantial conflicts, limited benefits, or constraints that do not meet the intent of the goal, while a score of 4 indicates strong performance, minimal conflicts, and clear support of the goal; intermediate scores (2 and 3) are used when performance is partial or moderate compared to the lowest and highest scores.

Table 8. Goals & Considerations, Metrics, and Evaluation Methodology for a Trail Connection

Goals and Key Considerations	Metrics	Evaluation Methodology (Scoring)
Scoring Criteria: Trail user experience continuity and contiguity		
The trail connection should maintain an all ages and abilities recreational trail user experience similar to the existing nearby segments of the Iron Horse and Contra Costa Canal trails (both regional) providing off-street connection with destinations, including improved air quality (cleaner air), landscaping, and recreational resources. The trail connection should be wide enough to support multiuse and separate users (e.g., pedestrians, runners, joggers, recreational and leisure cycling, [electric] long-distance biking+) by speed, and designed to meet or exceed Americans with Disabilities Act (ADA) accessibility standards. It should be able to support facilities accommodations such as landscaping, shade (e.g., extreme heat resilience for all ages and abilities), seating, wayfinding, restrooms, electric charging, and drinking water access. The trail connection should avoid or minimize the total distance of street segments along the bicycling+ designated route that would be shared with vehicle (i.e., car, van, and truck) traffic.	• Set back from roadways and connecting with open space, recreational resources • Right-of-way potential for ADA accessibility and to separate users (multiuse trail) • Potential for trail features (e.g., shade, seating, lighting, bathrooms, security) • Percent of trail that is off-street (not adjacent to or shared with vehicles)	4 – Mostly off-street, well set back from traffic, good open space connections, width for ADA and user separation, strong amenity potential, minimal on-street segments. 3 – Primarily off-street with some roadside/on-street gaps, generally adequate width and ADA, some user separation, and amenities. 2 – Large share on-street or roadside, constrained width in places, limited separation and amenities, weaker resemblance to regional trail experience. 1 – Mostly on-street or next to busy roads, narrow and constrained, difficult ADA/separation, few amenities.

Table 8. Goals & Considerations, Metrics, and Evaluation Methodology for a Trail Connection

Goals and Key Considerations	Metrics	Evaluation Methodology (Scoring)
Scoring Criteria: Low-stress on-street connections		
Any shared vehicle/on-street segment that connects the trails should be safe and convenient, providing dedicated trail physically separated from vehicle (i.e., car, van, and truck) traffic. Low-stress characteristics typically include low volume, wider right-of-way, or calm traffic, sufficient space designated each for bicyclists+ and pedestrians, lighting, protected crossings, and clear signage.	• Percent of dedicated trail on a higher volume arterial street • Percent of dedicated trail on a lower traffic volume collector street • Major intersections/crossings • Minor intersections/crossings • Driveways crossings	4 – On-street portions short (less than 1 mile) and mainly on calm, low traffic-volume streets; where on arterials, high right-of-way potential to construct well-protected trail and low-stress trail crossings; low number of total driveways (10 or fewer), and low number of intersections/crossings (10 or fewer); there is good potential for protected, low-stress facilities and crossings. 3 – On-street portions short (less than 1 mile) on a mix of low-volume, calm streets and some higher-volume and arterial streets; moderate number of driveways and intersections/crossings; where on arterials, high right-of-way potential to construct well-protected trail and low-stress trail crossings. 2 – Heavy reliance on high-volume arterials; streets with heavy truck traffic; moderately high number of driveways and intersections/crossings; low right-of-way potential to construct well-protected trail and low-stress trail crossings. 1 – Long stretches on high-volume arterials; large number of intersections (15 or more) and driveways (20 or more); streets with heavy truck traffic; low right-of-way potential to construct well-protected trail; potential for unavoidable high-risk crossings.

Table 8. Goals & Considerations, Metrics, and Evaluation Methodology for a Trail Connection

Goals and Key Considerations	Metrics	Evaluation Methodology (Scoring)
Scoring Criteria: Transit connectivity and transformative potential		
A trail connection should support connectivity to regional transit and local transit services; and support the potential to reduce community vehicle miles traveled (VMT) and increase bicycling and pedestrian local and commuter trips. The Pacheco Transit Hub located just northwest of the I-680/SR-4 interchange supports regional transit connectivity, including to BART, and it is identified in MTC planning studies to potentially serve as an MTC Mobility Hub in the future. ³	• Connect with Pacheco Transit Hub • Connect with local transit services (Along MTC’s designated Regional Active Transportation Network) • Connect with commuter destinations (job, commercial, institutional hubs)	4 – Direct, safe access for Pacheco residents and regional trail users to the Pacheco Transit Hub or other local transit lines, direct access to the Pacheco commercial corridor/Central Pacheco, direct access to commuter destinations. 3 – Direct and safe connection for Pacheco residents to either Pacheco Transit Hub or other transit stops; and substantially improved connectivity to the Pacheco commercial corridor and commuter destinations. 2 – Improved access to nearby transit connections but not to commuter destinations; limited influence to increase bicycling and pedestrian trips. 1 – No meaningful improved transit or commuter destination connections.
Scoring Criteria: Equity and community impact		
Provide equitable improved access to regional and local points of interest, indoor and outdoor extracurricular (e.g., recreational) facilities and open space, jobs and essential services; including for impacted communities.	• Connect/serve impacted communities • Equitable expanded access to recreational opportunities and commuter destinations	4 – Provides safe and improved connectivity for residents within Pacheco and specifically provides direct connectivity for impacted mobile home communities located between Buchanon Field Airport and I-680 with direct access to recreation and open space, Pacheco Boulevard commercial corridor, and commuter

³ In 2023, CCTA completed a feasibility study on potential shared mobility hub locations along the I-680 corridor, identifying the Pacheco Transit Hub as a potential mobility hub (<https://ccta.ca.gov/projects/innovate-680/shared-mobility-hubs/>).

Table 8. Goals & Considerations, Metrics, and Evaluation Methodology for a Trail Connection

Goals and Key Considerations	Metrics	Evaluation Methodology (Scoring)
	Right-of-way acquisition potential to impact businesses or residential properties/ parking and access	destinations. would directly connect with central Pacheco and connect Pacheco with the high concentration of commuter destinations, points of interest, and commercial corridor in the city of Pleasant Hill, including Sun Valley Shopping Center and Diablo Valley College. Right-of-way acquisition impacts limited to manageable parking or access changes without negative impacts to property values or business. 3 – Provides safe and improved connectivity for residents within Pacheco and specifically provides direct connectivity for impacted mobile home communities located between Buchanon Field Airport and I-680 with direct access to recreation and open space and the Pacheco Boulevard commercial corridor. Right-of-way acquisition impacts limited to manageable parking or access changes without negative impacts to property values or business. 2 – Provides safe and improved connectivity for residents within Pacheco with recreation and open space, Pacheco Boulevard commercial corridor. Right-of-way acquisition impacts limited to manageable parking or access changes without negative impacts to property values or business. 1 — Bypasses residential neighborhoods and impacted communities, providing little or no equitable connectivity and access benefit or would require impactful right-of-way acquisition from residential or commercial properties.

Table 8. Goals & Considerations, Metrics, and Evaluation Methodology for a Trail Connection

Goals and Key Considerations	Metrics	Evaluation Methodology (Scoring)
Scoring Criteria: Safety and Vision Zero Policy		
Support Countywide Vision Zero Policy 21-40-G, as amended, and its Safe System Approach to eliminate transportation-related fatal and severe-injury collisions. Existing and increasing heavy truck traffic in the area identified as a key concern. Align with identified Pacheco AOB projects for safety, capacity, and multimodal improvements along Center Avenue and Pacheco Boulevard; and Complete Street modifications projects targeting the need for Vision Zero projects south of the I-680/SR-4 interchange.⁴ Existing and increasing heavy truck traffic in the area identified as a key concern.	• Aligns with City and County Complete Streets and traffic-calming planned projects • Avoids heavy truck traffic routes • Avoids collision hot spots or offers potential to address hot spots • SRTS	4 – Strong alignment with Complete Streets/traffic-calming planning efforts; avoids truck routes and hot spots or robustly treats them; offers SRTS opportunities. 3 – General safety alignment; limited exposure to heavy truck traffic; good potential to mitigate hot spots and high-risk crossings; offers SRTS opportunities. 2 – Mixed safety performance; notable exposure to trucks or hot spots or high-risk crossings with limited mitigation potential; unlikely SRTS benefits. 1 – High exposure to truck routes or collision hot spots with little mitigation; potential for unavoidable high-risk crossings; unlikely SRTS benefits.

⁴ Pacheco Area of Benefit (AOB) established by [County Ordinance No. 2021-12](#) is a program to fund improvements to the County’s roadway, bicycle and pedestrian facilities within the unincorporated Pacheco community.

Table 8. Goals & Considerations, Metrics, and Evaluation Methodology for a Trail Connection

Goals and Key Considerations	Metrics	Evaluation Methodology (Scoring)
Scoring Criteria: Local agency planned projects and operations		
Several public agencies operate in the community, and a new trail connection should be compatible with the multiple agency missions, operations, and planned uses in the area including, but not limited to, stormwater management and flood control, sanitation services, water district operations, airport functions, traffic-calming, Complete Streets, climate resilience, and cultural, educational, and planning efforts by the East Bay Regional Park District (EBRPD). Avoid the established tiered vertical and horizontal Runway Protection Zone (RPZ) outside of the Buchanan Field Airport fenceline. Grayson Creek, Walnut Creek, and other waterways (e.g., tributaries) may present periodic flooding concerns for a proposed trail.	• Potential for conflicts with easements or maintenance access for municipal and utility agencies • Conflict with Central San expansion plans/truck traffic • Avoid increased pedestrian activity and amenities inside the Buchanan Field Airport RPZ • Potential for flooded trail conditions and associated maintenance concerns • Project synergy – potential to leverage existing and planned infrastructure (i.e., bike facilities, creekside trails) and compatibility with agency planning efforts (i.e., Complete Streets & Vision Zero, Equity Priority Community)	4 – Manageable/limited conflict potential with critical municipal operations, avoids RPZ, manageable flood risk, and strongly leverages existing/planned infrastructure and EBRPD efforts, compatible with flood control, environmental, recreational, land use, and transportation planned projects. 3 – Manageable conflicts with municipal industrial operations and utilities, manageable flood risk; some use of existing/planned projects, compatible with planned projects. 2 – Notable conflict potential with critical municipal industrial operations or utilities, including Central San or the airport; notable flood risk issues; limited synergy with plans and projects. 1 – Major potential conflicts with critical municipal industrial operations or utilities, including Central San or the airport; high flood risk; misaligned with local projects and planning efforts.

Table 9. Trail User Experience Evaluation for Route Alignment Concepts

Trail user experience continuity and contiguity – Scoring	RAC 1	RAC 2	RAC 3	RAC 4A	RAC 4B
Set back from roadways and connecting with open space, recreational resources	2	2	2	4	4
Right-of-way potential for ADA accessibility and to separate users (multiuse trail)	2	2	2	4	4
Potential for trail features (e.g., shade, seating, lighting, bathrooms, security)	2	2	2	4	4
Percent of trail that is off-street (not adjacent to or shared with vehicles)	2	1	1	4	4
Totals	8	7	7	16	16
Trail user experience continuity & contiguity – Key Takeaways					
➤ Only RAC 4 (including Options A and B) would maintain a recreational trail experience like that of the Iron Horse and Contra Costa Canal trails.					
➤ Only RAC 4 (including Options A and B) offers the benefit of connecting these two trails with the Grayson Creek Trail.					
➤ RAC 1 and RAC 2 are in proximity to noise, odors, and heavy truck traffic from the municipal operations and industrial uses, and highway.					
➤ Significant segment length(s) of the potential future trail connection are shared with existing streets and vehicle traffic.					
➤ RAC 1 and RAC 2 right-of-way constraints are expected to limit the ability to separate users and provide trail amenities.					

Table 10. Low-Stress On-Street Connection Evaluation of Route Alignment Concepts

<i>Prioritize Lower-Stress On-Street Connections – Scoring</i>	RAC 1	RAC 2	RAC 3	RAC 4A	RAC 4B
Percent of dedicated trail on a higher volume arterial street	2	2	1	2	2
Percent of dedicated trail on a lower traffic volume collector street	2	1	4	4	3
Major intersections/crossings	2	2	4	4	1
Minor intersections/crossings	4	3	1	2	4
Driveway crossings	4	3	1	2	4
Totals	14	11	11	14	14
<i>Prioritize Lower-Stress On-Street Connections – Key Takeaways</i>					
➤ All identified RACs for connecting the Iron Horse and Contra Costa Canal trails (both regional) require a shared roadway/on-street segment (but could be physical barrier- and grade-separated).					
➤ RAC 4 (Option B) includes the shortest (approximately 0.4-mile) and lowest stress shared roadway/on-street segment, along Gold Club Drive.					
➤ RAC 4 (Option A) and RAC 3 include the second shortest and lowest stress roadway/on-street segment after RAC 4B, along Center Avenue (approximately 0.5-mile), which includes notably more street crossings and driveways than Golf Club Drive (Option B).					
➤ RACs 1 and 2 include substantial segments of shared roadway/on-street alignment on high-stress arterials (Pacheco Boulevard, Blum Road, Imhoff Drive) that support heavy truck traffic where low-stress roadway conditions may not be feasible.					

Table 11. Transit Connectivity and Transformative Potential Evaluation of Route Alignment Concepts

<i>Transit Connectivity and Transformative Potential – Scoring</i>	RAC 1	RAC 2	RAC 3	RAC 4A	RAC 4B
Connect with Pacheco Transit Hub (inactive potential future mobility hub)	4	4	1	1	1
Connect with local transit services	4	4	3	3	4
Connect with commuter destinations (commercial uses, job centers, academic, points of interest)	1	1	3	3	4
Totals	9	9	7	7	9
<i>Transit Connectivity and Transformative Potential – Key Takeaways</i>					
➤ A low-stress, direct connection to the Pacheco Transit Hub may not be feasible with any RAC because it is accessed by high-stress arterials (Pacheco Boulevard, Blum Road, Imhoff Drive) that support heavy truck traffic.					
➤ RAC 4 (Options A and B) and RAC 3 would directly connect to the Pacheco Boulevard commercial corridor and central Pacheco community, offering transformative potential and increased bicycling and pedestrian local trips; as well as improved access to local transit service.					
➤ RAC 4 (Option B) is the only RAC that would directly connect Pacheco with the high concentration of commuter destinations, points of interest, and commercial corridor in the city of Pleasant Hill, including the Sun Valley Shopping Center and Diablo Valley College.					

Table 12. Equity and Community Impact Evaluation for Route Alignment Concepts

Equity and Community Impact – Scoring	RAC 1	RAC 2	RAC 3	RAC 4A	RAC 4B
Connect/serve impacted communities (mobile home communities)	1	1	4	4	4
Equitable expanded access to recreational opportunities and commuter destinations	1	1	3	4	4
Right-of-way acquisition potential to impact businesses or residential properties/parking and access	2	2	3	3	4
Totals	4	4	10	11	12
Equity & Community Impact – Key Takeaways					
➤ The Pacheco community located south of SR-4 and along the Pacheco Boulevard corridor is identified in CCTA’s CBTP as an impacted community and designated an Equity Priority Community, prioritized for transportation improvements that address needs in low-income and challenged communities.					
➤ RAC 1 and RAC 2 bypass residential neighborhoods and are located primarily outside the designated Pacheco Equity Priority Community, providing little equitable connectivity and access benefits.					
➤ RAC 3 and RAC 4 (Options A and B) provide direct benefit to impacted communities within the Pacheco Equity Priority Community, including improved connectivity for residents with recreation and open space, and the Pacheco Boulevard commercial corridor. Moreover, RAC 4 Option B provides direct connectivity for Pacheco residents with the high concentration of commuter destinations, points of interest, and commercial corridor in the city of Pleasant Hill, including the Sun Valley Shopping Center and Diablo Valley College.					

Table 13. Safety and Vision Zero Policy Evaluation for Route Alignment Concepts

Safety and Vision Zero Policy – Scoring	RAC 1	RAC 2	RAC 3	RAC 4A	RAC 4B
Aligns with City and County Complete Streets and traffic-calming planned projects	3	3	4	4	4
Avoids heavy truck traffic	1	1	3	4	4
Avoids collision hot spots or offers potential to address hot spots	2	2	3	3	2
SRTS	1	1	4	4	4
Totals	7	7	14	15	14

Safety & Vision Zero Policy – Key Takeaways

- The Contra Costa County General Plan Transportation Baseline Report (2019) documents that Pacheco is a hot spot within the County for pedestrian, bike, and vehicle collisions.

RAC 1 and RAC 2 are located outside the Pacheco AOB and have no direction connection to the list of Complete Street modifications projects targeting the need for Vision Zero projects south of the I-680/SR-4 interchange.⁵

- RAC 1 and RAC 2 are located in an area with significant volumes of heavy truck traffic from the Quarry, Central San and Republic Services waste management). Potentially high volumes of heavy truck traffic also travel along Marsh Drive, which is the longest segment of RAC 3 (approximately 1.5 miles).
- RAC 4 (Options A and B) avoids truck routes and provides a trail connection primarily along Grayson Creek, which is separated from vehicle traffic.

⁵ Pacheco Area of Benefit (AOB) established by [County Ordinance No. 2021-12](#) is a program to fund improvements to the County’s roadway, bicycle and pedestrian facilities within the unincorporated Pacheco community.

Table 14. Compatibility with Local Agency Operations Evaluation for Route Alignment Concepts

Local agency planned projects and operations – Scoring	RAC 1	RAC 2	RAC 3	RAC 4A	RAC 4B
Potential for conflicts with easements or maintenance access for municipal and utility agencies	2	2	3	3	3
Conflict with Central San expansion plans/truck traffic	1	1	4	4	4
Avoid increased pedestrian activity and amenities inside the Buchanan Airport RPZ	4	4	1	4	4
Potential for flooded trail conditions and associated maintenance concerns	2	2	2	2	2
Project synergy (potential to leverage existing and planned infrastructure (i.e., bike facilities, creekside trails) and compatibility with agency planning efforts (i.e., Complete Streets and Vision Zero, Equity Priority Community)	2	2	3	4	4
Totals	11	11	13	17	17
Local agency planned projects & operations – Key Takeaways					
➤ RAC 1 and RAC 2 may conflict with existing and planned Central San operations.					
➤ RAC 3 conflicts with the Buchanan Field Airport RPZ.					
➤ RAC 4 (Options A and B) may pose conflict with operations and maintenance of Grayson Creek as a flood control facility. All RACs are anticipated to involve a manageable flood risk.					
➤ RAC 3 leverages plans for a Class I bikeway along Marsh Drive.					
➤ RAC 3 and RAC 4 (Option A) leverage Complete Street improvements to the Pacheco Boulevard/Center Avenue intersection and along both streets.					

6.0 Conclusion

Table 15 provides an overall performance rating for each RAC based on the scoring evaluation methodology presented in Table 8, and the scoring presented in Tables 9 through 14. As shown in Table 15, RAC 4 (Options A and B), a trail connection that primarily follows alongside Grayson Creek, best meets the goals, and addresses stakeholder considerations for a new Iron Horse and Contra Costa Canal trail connection. Specifically, RAC 4B performs higher than RAC 4A because the on-street segment under RAC 4B is shorter and lower stress than the on-street segment under RAC 4A, with notably less street crossings and driveways. RAC 3 performs moderately, while RAC 1 and RAC 2 overall offer low performance. Table 16 provides a comparative summary of the pros and cons of each RAC, broken down by the evaluation criteria.

Table 15. Route Alignment Concept Performance Summary

Evaluation Criteria	RAC 1	RAC 2	RAC 3	RAC 4	
				Option A	Option B
Trail user experience	Low	Low	Low	High	High
Low-stress on-street connections	Moderate	Low	Low	Moderate	High
Transit connectivity and transformative potential	Moderate	Moderate	Moderate	Moderate	Moderate
Equity and community impact	Low	Low	Moderate	Moderate	High
Safety and Vision Zero Policy	Low	Low	High	High	High
Local agency planned projects and operations	Low	Low	Moderate	Moderate	Moderate
Overall Performance Rating*	Low	Low	Moderate	Moderate	High

**High – strong performance; Moderate – partial/limited performance; Low – minimal performance*

Table 16. Route Concept Performance Comparison

RAC 1	RAC 2	RAC 3	RAC 4		Summary
			Option A	Option B	
Trail user experience					
PROS: Shorter route (approximately 1.7 miles); Alongside SR-4, segment may offer right-of-way potential to separate users and provide trail amenities, more so than RAC 2.	PROS: Shorter route (approximately 1.5 miles); Aligns with Complete Streets plans for Pacheco Boulevard.	PROS: Route (approximately 2 miles) is fairly linear, few crossings along Marsh Drive segment (73% of route); Although route is entirely roadside, Marsh Drive may offer right-of-way potential to separate users and provide trail amenities for a longer segment than RACs 1 and 2.	PROS: Maintains recreational trail experience, open space, natural resources; Connects all three trails: Grayson Creek, Iron Horse, and Contra Costa Canal trails; Avoids heavy truck traffic, sustained highway noise exposure, treatment plant odors; Route (approximately 2 miles) is fairly linear, avoids on-street crossings for 62% (along Grayson Creek); Greatest right-of-way potential for amenities and separated users.	PROS: Same as RAC 4A. The slightly longer route (approximately 3 miles) includes/leverages the stretch of existing Grayson Creek Trail (northern terminus at Pacheco Boulevard).	RAC 4 (Options A and B) substantially outperforms the other RACs for trail user experience for these reasons: - Only RAC 4 (Options A and B) would maintain a recreational trail experience like that of the Iron Horse and Contra Costa Canal trails. - Only RAC 4 (Options A and B) offers the benefit of connecting these two trails with the Grayson Creek Trail. - RAC 1 and RAC 2 are in proximity to noise, odors, and heavy truck traffic from the municipal operations and industrial uses, and highway. - Significant segment length(s) of the potential future trail connection are shared with existing streets and vehicle traffic. - Right-of-way constraints are expected to limit ability to separate users and provide trail amenities for RAC 1, RAC 2, and to a lesser extent RAC 3.
CONS: Large share of alignment is on-street or roadside (70%); Heavy truck traffic; Treatment plant odors and highway noise; Limited right-of-way potential for amenities and separated users.	CONS: Entirely on-street or roadside alignment (100%); Heavy truck traffic; Treatment plant odors and noise; Very limited right-of-way potential for amenities and separated users.	CONS: Entirely on-street or roadside alignment (100%) with significant truck traffic along Marsh Drive; Truck and airport noise.	CONS: Addressing slope and other ADA access may be more challenging than other RACs.	CONS: Same as RAC 4A.	
Low-stress on-street connections					
PROS: Fewer minor intersection crossings and driveways compared with RAC 3 and RAC 4A.	PROS: Fewer minor intersection crossings and driveways compared with RAC 3 and RAC 4A.	PROS: Potential to separate users and provide amenities along Marsh Drive; Few crossings and driveways along Marsh Drive (approximately 73% of route).	PROS: Well-protected trail along Grayson Creek, with an approximately 0.5-mile on-street Center Avenue segment.	PROS: Same as RAC 4A; except for significantly fewer street crossings (10) and driveways (10) by utilizing Golf Club Drive versus Center Avenue.	RAC 1 and RAC 4 (Options A and B) notably outperforms the other RACs for low-stress on-street connections for these reasons: - RAC 1 and RAC 4B have the potential to provide substantial segments with no street crossings and driveways; however, RAC 1 includes a substantial segment of shared on-street alignment on high stress arterials. - RAC 4 (Option B) includes the shortest (approximately 0.4 mile) on-street segment, and also the lowest stress shared roadway/on-street segment (along Gold Club Drive). - RAC 4 (Option A) and RAC 3 include the second shortest and lowest stress roadway/on-street segment after RAC 4A (along Center Avenue for approximately 0.5 mile), which includes notably more street crossings and driveways than Golf Club Drive (Option B).
CONS: Large percent of trail (70%) on high-volume streets with arterial street crossings and truck traffic.	CONS: Trail almost entirely on high-volume streets with arterial street crossings and truck traffic.	CONS: Large percent of trail (73%) on Marsh Drive supports high volumes and airport-related truck traffic; Many street crossings (18+ on Center Avenue segment) and driveways (40+); Two major street crossings with high volumes.	CONS: Many street crossings (18+ on Center Avenue segment) and driveways (40+); Two major street crossings.	CONS: Six major street crossings and 4 minor street crossings, 10 driveways.	

Table 16. Route Concept Performance Comparison

RAC 1	RAC 2	RAC 3	RAC 4		Summary
			Option A	Option B	
Transit connectivity and transformative potential					
PROS: Connects with Pacheco Transit Hub/Potential Future MTC Mobility Hub; Connects with local transit service along Pacheco Boulevard.	PROS: Connects with Pacheco Transit Hub/Potential Future MTC Mobility Hub; Connects with local transit service along Pacheco Boulevard.	PROS: Connects with local transit service along Pacheco Boulevard, Center Avenue, and Marsh Drive; Connects high-density mobile home community with central Pacheco.	PROS: Connects with local transit service along Pacheco Boulevard, Center Avenue, and Marsh Drive; Connects high-density mobile home community with central Pacheco.	PROS: Same as RAC 4A; RAC 4B directly connects Pacheco with the high concentration of commuter destinations, points of interest, and commercial corridor in the city of Pleasant Hill, including Sun Valley Shopping Center and Diablo Valley College.	RAC 1, RAC 2, and RAC 4B perform better than RAC 3 and RAC 4A for transit connectivity and transformative potential for these reasons: - Only RAC 1 and RAC 2 provide direct connection to the Pacheco Transit Hub; however, a low-stress, direct connection to the Pacheco Transit Hub may not be feasible because it is accessed by high-stress arterials (Pacheco Boulevard, Blum Road, Imhoff Drive) that support heavy truck traffic. - RAC 4 (Options A and B) and RAC 3 would directly connect to the Pacheco Boulevard commercial corridor and central Pacheco community, offering transformative potential and increased bicycling and pedestrian local trips, as well as improved access to local transit service. - RAC 4 (Option B) is the only RAC that would directly connect with central Pacheco and connect Pacheco with the high concentration of commuter destinations, points of interest, and commercial corridor in the city of Pleasant Hill, including Sun Valley Shopping Center and Diablo Valley College.
CONS: Very limited direct connection with commuter destinations, central Pacheco, or neighborhoods.	CONS: Very limited direct connection with commuter destinations, central Pacheco, or neighborhoods.	CONS: No direct connection to Pacheco Transit Hub/ Potential Future MTC Mobility Hub.	CONS: No direct connection to Pacheco Transit Hub/ Potential Future MTC Mobility Hub.	CONS: No direct connection to Pacheco Transit Hub/ Potential Future MTC Mobility Hub.	
Equity and community impact					
PROS: Northern segment is alongside SR-4, thus right-of-way impacts to local business and residential properties limited to Blum Road and Pacheco Boulevard.	PROS: Northern segment is alongside Imhoff Drive, thus right-of-way impacts to local business and residential properties limited to Blum Road and Pacheco Boulevard.	PROS: Directly connects impacted neighborhoods on both sides of SR-4 with central Pacheco; Low potential for adverse impacts to residents and businesses.	PROS: Directly connects impacted neighborhoods on both sides of SR-4 with central Pacheco; Expands direct access to open space and recreational resources; Minimal potential for adverse impacts to residents and businesses.	PROS: Same as RAC 4A Directly connects Pacheco community with high concentration of commuter destinations, points of interest, and commercial corridor in the city of Pleasant Hill, including Sun Valley Shopping Center and Diablo Valley College.	RAC 3 and RAC 4 (Options A and B) perform significantly better in achieving positive equity and community impact for these reasons: - RAC 3 and RAC 4 (Options A and B) directly connect impacted neighborhoods on both sides of SR-4, including the high-density mobile home community, with central Pacheco, providing direct connection to essential services and community resources in central Pacheco. - RAC 1 and RAC 2 bypass impacted residential neighborhoods and are located outside the Pacheco AOB, which identifies Vision Zero projects to meet needs south of the I-680/SR-4 interchange. - RAC 4 Option B is the only RAC that provides direct connectivity for Pacheco residents with the high concentration of commuter destinations, points of interest, and commercial corridor in the city of Pleasant Hill, including Sun Valley Shopping Center and Diablo Valley College. - RAC 4B has the least potential for adverse right-of-way-related impacts to residents and businesses. - RAC 4 (Options A and B) outperforms other RACs with providing expanded access to recreational opportunities and greenspace.
CONS: Largely bypasses equity priority communities; Provides very limited connection between neighborhoods and recreational resources/open space, community resources, small trip and commuter destinations.	CONS: Largely bypasses equity priority communities; Provides very limited connection between neighborhoods and recreational resources/open space, community resources, small trip and commuter destinations.	CONS: No direct connection to greenspace.	CONS: None.	CONS: None.	

Table 16. Route Concept Performance Comparison

RAC 1	RAC 2	RAC 3	RAC 4		Summary
			Option A	Option B	
Safety and Vision Zero Policy A					
PROS: Aligns with Complete Streets and traffic-calming plans for Pacheco Boulevard.	PROS: Aligns with Complete Streets and traffic-calming plans for Pacheco Boulevard.	PROS: Within the Pacheco AOB and supports the related Vision Zero goals for south of the I-680/SR-4 interchange; Aligns with Complete Streets and traffic-calming plans for Pacheco Boulevard and improvements to the Pacheco Boulevard/Center Avenue intersection; Supports SRTS by directly linking neighborhoods.	PROS: Within the Pacheco AOB and supports the related Vision Zero goals for south of the I-680/SR-4 interchange; Aligns with Complete Streets and traffic-calming plans for Pacheco Boulevard and improvements to the Pacheco Boulevard/Center Avenue intersection. Supports SRTS by directly linking neighborhoods.	PROS: Same as RAC 4A; except RAC 4B would not specifically include improvements to the Pacheco Boulevard/Center Avenue intersection.	RAC 3 and RAC 4 (Options A and B) perform significantly better in safety and supporting Vision Zero Policy for these reasons: • RAC 4 (Options A and B) avoids truck routes and provides a trail connection primarily along Grayson Creek, separated from vehicle traffic. • RAC 1 and RAC 2 are located in an area with significant volumes of heavy truck traffic Potentially high volumes of heavy truck traffic also travel along Marsh Drive, the longest segment of RAC 3 (approximately 1.5 miles). • RAC 1 and RAC 2 are located outside the Pacheco AOB have no direction connection to the list of Complete Street modifications projects targeting the need for Vision Zero projects south of the I-680/SR-4 interchange; while RAC 3 and RAC 4 (Options A and B) align with the AOB Vision Zero projects.
CONS: Heavy truck traffic; High-stress intersections Outside the Pacheco AOB/Vision Zero goals for south of the I-680/SR-4 interchange; Minimal SRTS benefit.	CONS: Heavy truck traffic High-stress intersections Outside the Pacheco AOB/Vision Zero goals for south of the I-680/SR-4 interchange. Minimal SRTS benefit.	CONS: Marsh Drive corridor balances truck traffic and transit service, the needs for which may increase in the future.	CONS: None.	CONS: None.	
Local agency planned projects and operations					
PROS: Leverages Complete Streets plans for Pacheco Boulevard; Potential for reduced exposure to Central San truck traffic and conflict for treatment plant expansion plans compared with RAC 2; Reduced flood control considerations compared with other RACs and may leverage exiting SR-4 Grayson Creek crossing.	PROS: Leverages bike path along Imhoff Drive and Complete Streets plans for Pacheco Boulevard; Leverages direct connection with planned Iron Horse Trail extension to Imhoff Drive; Reduced flood control considerations compared with RAC 4 and leverages to some extent existing Imhoff Drive Grayson Creek crossing.	PROS: Reduced flood control considerations compared with RAC 4; Aligns with Pacheco AOB projects, including Vision Zero and Complete Streets plans for Pacheco Boulevard and the Marsh Drive Bikeway Project.	PROS: Aligns with Pacheco AOB projects, including Vision Zero and Complete Streets plans for Pacheco Boulevard.	PROS: Leverages existing Grayson Creek Trail (south of Pacheco Boulevard); Leverages bike facility on Golf Club Drive and surrounding traffic-calming projects.	RAC 3 and RAC 4 (Options A and B) perform notably better in considering compatibility with the local agency planned projects and operations in the area because: • RAC 1 and RAC 2 may conflict with existing and planned Central San operations and other industrial operations along Imhoff Drive involving heavy truck traffic and driveways. • RAC 3 conflicts with the Buchanon Field Airport RPZ and may limit right-of-way potential along all of Marsh Drive; moreover airport truck traffic may increase over time. • RAC 3 leverages plans for a Class I bikeway along Marsh Drive. • RAC 3 and RAC 4 (Option A) leverage Complete Street improvements to the Pacheco Boulevard/Center Avenue intersection and along both streets. • While all RACs are located within varied flood zones, they are anticipated to involve manageable flood risk. However, RAC 4 (Options A & B) may pose conflict with operations and maintenance of Grayson Creek as a flood control facility. The existing Grayson Creek Trail performance offers insights into these issues.
CONS: Potential Caltrans right-of-way conflict; Potential Central San right-of-way and operations conflict; Potential utility conflicts along roadside/shared street alignment (approximately 70%).	CONS: Potential Central San right-of-way and operations conflict. Potential utility conflicts along roadside/shared street alignment (100%).	CONS: Potential utility conflicts along roadside/ shared street alignment (100%); Identified conflict with the Airport APZ, and potential for right-of-way constraints or conflict with airport plans, which may include increased truck traffic; Culvert runs along the east side of Marsh Drive, which may pose additional right-of-way constraints.	CONS: Potential utility conflicts along roadside/ shared street alignment (approximately 33%); Potential conflicts with flood control, water resource, and environmental agency operations along Grayson Creek; Potential conflict specifically with operations and maintenance of Grayson Creek as a flood control facility.	CONS: Same as RAC 2A, although reduced potential utility conflicts along roadside/shared street alignment (approximately 22%) with Gold Club Drive on-street connection versus Central Avenue on-street connection.	

7.0 Stakeholder Input and Next Steps

This memorandum serves as an invitation to participate in the Iron Horse-Contra Costa Canal Trails Connection Feasibility Study by providing comment on the evaluation of trail connection RAC (Tables 9 through 14), and input on which RAC to carry forward for advanced feasibility analysis. Advanced feasibility analysis for a single RAC will consider right-of-way, utility conflict, environmental and community impact, construction and maintenance costs, and potential funding. The aforementioned analysis will inform recommendations for creek and street crossings, and on-street/shared vehicle improvements required to support a trail connection. The right-of-way and utility analysis will identify potential conflicts and compatibility recommendations to support continued critical municipal operations in the area.

Attachment 2 provides a comment card for handwritten comments, and feedback via email can be sent to:

Colin Clarke, Senior Transportation Planner; cclarke@ccta.ca.gov; 925-256-4726

ATTACHMENT 1: Stakeholders

Table A. Feasibility Study - Participating Stakeholders

Stakeholder Agencies with Jurisdictional Responsibilities
East Bay Regional Park District (EBRPD)
City of Martinez
City of Concord
City of Pleasant Hill
Contra Costa County Public Works Department
Contra Costa County Department of Conservation and Development
Contra Costa County Resource Conservation District
Contra Costa County Fire Protection District
Contra Costa County Central Sanitation District (Central San)
Contra Costa County Water District
Contra Costa County Flood Control & Water Conservation District
Contra Costa County Airports Division
Caltrans
Stakeholders: Civic Commissions and Working Groups
Contra Costa Transportation Authority Countywide Bicycle and Pedestrian Committee (CBPAC) (includes user group advocacy representation: Bike East Bay, Bike Concord)
Iron Horse Corridor Management Program Advisory Committee (ICHAC)
Pacheco Municipal Advisory Council (MAC) & its Pacheco AOB program (County Ordinance No. 2021-12) that funds improvements to its County roadway, bicycling, and pedestrian facilities
Vine Hill MAC
Central Contra Costa Regional Transportation Planning Committee (RTPC) Transportation Partnership and Cooperation Technical Advisory Committee (TRANSPAC-TAC)
TRANSPAC Policy Advisory Committee (PAC) (includes offices of local elected officials)
Contra Costa County Planning Commission

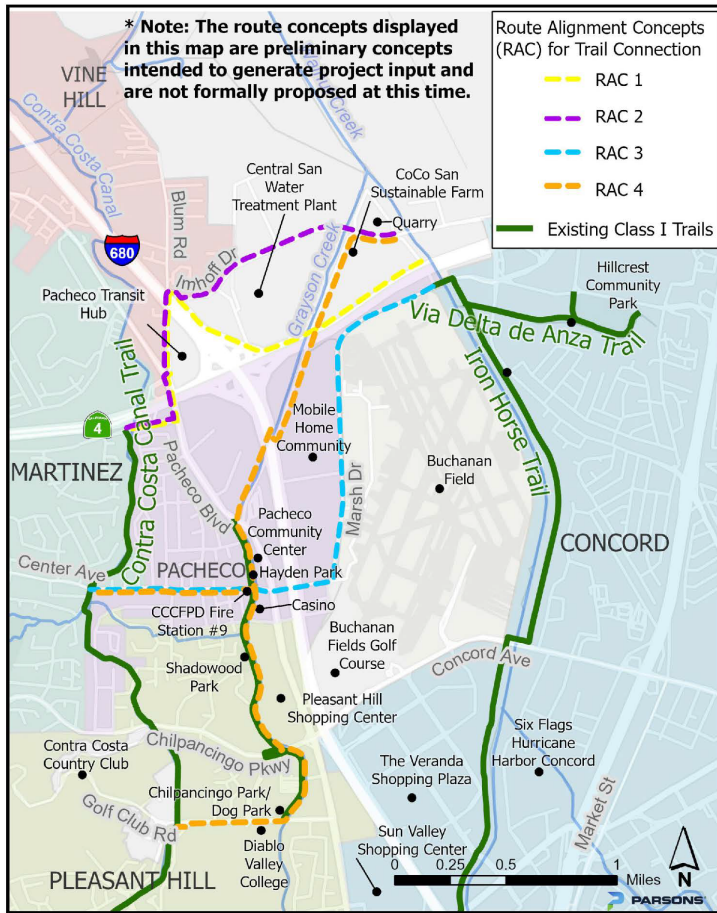
Table B is a “living document” list of recommended stakeholders and community outreach opportunities for next steps to support advancement of a proposed project, following completion of the feasibility study.

Table B. Stakeholders for Future Public Engagement

Agencies and Municipal Groups
Walnut Creek Watershed Council
Quarry (privately owned?)
CCWD
EBMUD
Caltrans District-4
Zone 7
Organizations
Bike East Bay (nonprofit advocacy in Contra Costa and Alameda counties)
Bike Concord
Bay Area Bike Project
Downtown Martinez and Co.
Martinez Chamber of Commerce
Sun Valley Village Mobile Home Park (HOA for ages 55 & older)
Rancho Diablo Mobile Home Park (HOA for ages 55 & older)
Outreach Events and Opportunities
Farmer’s Market – Sundays 9:00 a.m. to 1:00 p.m.
511CCTA (formerly known as 511 Contra Costa)
Martinez Library
John Muir Birthday/Earth Day Festival – April 26, 2025
Martinez Beavers Run Club - group runs every Wednesday night at 6:30 p.m., starting at Del Cielo Brewing
Martinez Education Foundation Run for Education

ATTACHMENT 2 Comment Sheet

Iron Horse & Contra Costa Canal Trails Connection Feasibility Study



Community Input Opportunity:

Future route alignment concepts are being studied to connect the Iron Horse & Contra Costa Canal Trail.

Feedback via email can be sent to:

Colin Clarke,
 Senior Transportation
 Planner
cclarke@ccta.ca.gov
 or 925-256-4726

Please share suggestions, comments, & concerns on the potential future trail gap closure routes and which features would be important to you in a new trail, if funded.

Iron Horse & Contra Costa Canal Trails Connection Feasibility Study



How important is it to you that a new connector trail would...

	Importance				
	Less 1	2	3	Most 4	
... generally not be located alongside a road and would connect with open space and recreational resources?					Recreational trail experience
... be wide enough to separate users (walkers, runners, leisure cycling, long distance biking), meeting Americans with Disabilities Act (ADA) accessibility standards as well as support amenities such as landscape, shade, seating, restrooms and drinking water access?					Accessible and multi-use trail
... avoids or minimizes sharing streets with car traffic?					On-street/shared vehicle trail
... if shared vehicle/on-street trail connection is used, it is to be physically separated from car and truck traffic, on calm streets and avoiding heavy truck traffic?					Low-stress on-street connections
... be a direct connection to the Pacheco Transit Hub northeast of the I-680/SR-4 interchange, and to local bus service?					Transit connectivity
... supports potential to reduce car trips by providing attractive bike and walking options for accessing shopping, entertainment, and other commercial uses?					City and commercial connectivity
... connects neighborhoods on both sides of the I-680 to central Pacheco and open space & recreational resources, benefiting equity impacted communities?					Neighborhood connectivity
... improve pedestrian and bicycle safety in Pacheco, and align with Countywide Vision Zero projects to reduce transportation-related fatalities and incidents?					Pedestrian and bicycle safety/Vision Zero

RAC 1	RAC 2	RAC 3	RAC 4, Option A	RAC 4, Option B
Running on the north side of SR-4, along Blum Rd, Pacheco Blvd, and Muir Rd	Running north of SR-4 along Imhoff Dr, along Blum Rd, Pacheco Blvd, and Muir Rd	Running along Marsh Dr and Center Ave	Following Grayson Creek, Grayson Creek Trail, and Center Ave	Following Grayson Creek, along Grayson Creek Trail, and Golf Club Rd

Is there any one Route Alignment Concept (RAC) that stands out as the best option to connect the Iron Horse and Contra Costa Canal Trails? Please explain:

TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: May 28, 2026

Subject:	CONTRA COSTA TRANSPORTATION AUTHORITY 2026 COORDINATED CALL FOR PROJECTS
Summary of Issues	The Contra Costa Transportation Authority (CCTA) is developing a coordinated call for projects for the One Bay Area Grant Cycle 4 (OBAG 4) federal program, the third cycle of the Measure J Transportation for Livable Communities (TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) funding programs, and Transportation Fund for Clean Air (TFCA) funding. Approximately \$90 million in combined funds are anticipated to be available for projects in Contra Costa County. CCTA staff will provide an update on the coordinated call for projects process and program guidelines at this meeting.
Recommendation(s)	For information only.
Financial Implications	No financial implications.
Attachment(s)	A. CCTA TCC Staff Report – Approval of the Proposed Coordinated Call for Projects Program Guidelines (May 21, 2026) .

Background

The Metropolitan Transportation Commission (MTC) released the OBAG 4 Regional and County Call for Projects Guidelines in February 2026. As the Congestion Management Agency (CMA) for Contra Costa County, CCTA is responsible for administering the county program in accordance with MTC guidelines and submitting eligible project nominations. For OBAG 4, CCTA anticipates nominating approximately \$52 million in projects to MTC with funding available in Fiscal Years 2025-26 through 2029-30. Additional funds from the Measure J TLC and PBTF programs bring the combined total to approximately \$90 million. TFCA funding is also being incorporated into this program, with projects selected for these funds also required to meet cost effectiveness requirements.

CCTA is coordinating this call for projects to streamline the application process for local project sponsors. TRANSPAC member jurisdictions interested in applying are encouraged to review the attached TCC staff report for program details and eligibility information. A call for projects is expected to be released in June 2026. CCTA staff will provide an update on the coordinated call for projects process and program guidelines at this meeting, including revisions discussed at the May TCC meeting.

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	Environmental Impact Report (EIR) Link	Mitchell Townhomes	400+ townhomes at Shadelands/Mitchell [October 2025]	10/6/2025	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)		
City of Walnut Creek	Walnut Creek	Traffic Study (TBA)	Mitchell Townhomes	400+ townhomes at Shadelands/Mitchell [March 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