

TRANSPAC Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, AUGUST 27, 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.

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

- 1. CONVENE 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 MAY 28, 2026, AND JUNE 30, 2026, MEETINGS. 🌀 Page 5

Attachment: TAC minutes from the May 28, 2026, and June 30, 2026, meetings.

ACTION RECOMMENDATION: Approve Minutes.

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

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ACTION RECOMMENDATION: Recommend funding priorities for the allocation of Measure J Line 21A funds for youth transportation programs in the TRANSPAC subregion.

INFORMATION ITEMS

5. INNOVATE 680 AUTOMATED DRIVING SYSTEMS (ADS) PROGRAM UPDATE. Innovate 680 is the Contra Costa Transportation Authority's (CCTA) congestion management plan for the I-680 corridor, consisting of six projects intended to operate together to maximize efficiency in the corridor: Part-Time Transit Lanes, Express Lane Completion, Shared Mobility Hubs, Mobility as a Service, Automated Driving Systems (ADS), and Advanced Technologies. As part of this strategy, the ADS program tested four pilot projects along the corridor. At this meeting, CCTA staff will present an update on pilot outcomes, workforce development, and next steps. (INFORMATION)

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6. 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 57

7. Committee UPDATES:

- a. **TECHNICAL COORDINATING COMMITTEE (TCC).** The last TCC Meeting was held on July 16, 2026. The next regular meeting will be held on September 17, 2026.
- b. **COUNTYWIDE BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (CBPAC):** The last CBPAC Meeting was held on July 27, 2026. The next regular meeting will be held on September 28, 2026.
- c. **ACCESSIBILITY ADVISORY COMMITTEE MEETING:** The last Meeting was held on July 20, 2026. The next regular meeting will be held on October 19, 2026.

8. INFORMATION ITEMS:

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

9. MEMBER COMMENTS.

10. NEXT MEETING: SEPTEMBER 24, 2026.

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TRANSPAC TAC Meeting Summary Minutes

Meeting Date:	May 28, 2026
Staff Present:	Aaron Elias, Concord; Anthony Nuti, Pleasant Hill; Trevor McGuire, Martinez; Matt Redmond, Walnut Creek; Henry Rood, Walnut Creek; Samantha Harris, Contra Costa County; Pranjal Dixit, County Connection; Celestine Do, BART; Matt Todd, TRANSPAC; Irina Nalitkina, TRANSPAC
Guests/Presenters:	Danielle Elkins, CCTA; Matt Kelly, CCTA; Colin Clarke, CCTA; Brynna McNulty, Parsons Consultant; Cara de Jong, 511CCTA (contract); Greg Baer, Contra Costa County Airports; Carl Roner, Contra Costa County Public Works, Chris Lau, Contra Costa County Public Works
Minutes Prepared By:	Tiffany Gephart

1. Convene Meeting / Self-Introductions

Mr. Todd called the meeting to order at approximately 9:00 A.M. A quorum of city representatives was present. Self-introductions followed.

2. Public Comment

There were no comments from the public.

3. Minutes of the April 30, 2026 Meeting

The minutes of the April 30, 2026 meeting were approved by consensus.

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

Mr. Todd presented the Final Draft Measure J Line 20a Funds Program. Following the Board's release of the draft for public review, staff recommended Scenario B, which funds 9 program and capital requests across 7 applicants at approximately \$1.335 million.

Mr. Todd reviewed revised oversight and accountability policies provided in a handout, consolidating the policies in the packet into three provisions: advance notice of service changes and a plan for notifying users of any service reductions; notification and a corrective plan in the event of a driver shortage affecting service delivery; and notification of broader changes to an applicant's overall transportation program that affect the funded service.

Mr. Dixit asked whether County Connection's practice of notifying TRANSPAC when additional qualifying schools express interest in the midday free program would satisfy the new policy. Mr. Todd indicated that this type of change should be addressed separately and most likely requires follow-up outside the meeting.

Mr. Elias noted the policies as drafted provided notification but no enforcement mechanism, and recommended adding language reserving the right to review funding when an applicant makes a significant reduction to the service described in its grant proposal. Mr. Todd agreed to add language providing that a service reduction would trigger additional discussion regarding the requirements of the grant proposal.

By consensus, the TAC recommended that the Board approve the Final Draft Measure J Line 20a Funds Program for FY 2026/2027 and FY 2027/2028, and with the addition of the accountability provisions as recommended by the TAC.

5. TRANSPAC Work Plan and Budget Process for FY 2026/2027

Mr. Todd reviewed the draft work plan and budget, previously discussed by the TAC and reviewed by the Board. Workplan revisions reflecting TAC and Board comments included stronger language on monitoring and coordination of the Concord Naval Weapons Station and its growth management implications; tracking of regional ballot measures, a potential new countywide Transportation Expenditure Plan (TEP)/renewal of Measure J; the regional long-range plan update (Plan Bay Area); and strengthened language addressing e-bike policy, education, and integration into the bicycle and pedestrian plan.

On the budget, Mr. Todd noted the Managing Director line is the largest annual expense. He reviewed the five-year audit contract, the City of Martinez Pacheco Transit Hub and park-and-ride maintenance commitment, a contingency of approximately 10 percent of the budget, and the project reserve fund. Member contributions under the Joint Exercise of Powers Agreement (JPA) formula were also reviewed. The final budget will be presented to the Board for approval in June.

6. Measure J Line 21a Safe Transportation for Children Program – CCTA Program Proposal

Mr. Todd introduced the item, noting the Line 21a program generates approximately \$600,000 annually and that the last allocation of \$41,000 supported the Summer Youth Ride Free program for 2026. Ms. Elkins of the Contra Costa Transportation Authority (CCTA) presented several concepts for future use of Line 21a funds to support student transportation in central Contra Costa County: a Clipper Bay Pass pilot for approximately 2,000 of the most vulnerable students in the Mount Diablo Unified School District SOAR program; expansion of the Walk and Roll program to all schools in the subregion; expansion of the annual Bike Family Fest; additional bicycle parking at schools and secure bicycle parking in the public right-of-way near large multifamily complexes; expansion of travel training to youth; and a study of yellow school bus feasibility in the TRANSPAC region.

The TAC provided the following comments on the Line 21a program concepts:

- A funding equity concern was raised that, because only TRANSPAC has Line 21a funding, passes would be available only to students registered in the TRANSPAC region and not to students in the SWAT subregion.

- A recommendation was made to keep the administrative burden of any pass program as low as possible so that funds are directed to student access.
- Bicycle parking was supported as lasting infrastructure that complements the Walk and Roll program; support was expressed for parking at schools and public buildings, with a recommendation that jurisdictions incorporate bicycle parking requirements into development standards, and hesitation about parking sited specifically for multifamily housing rather than in public rights-of-way.
- A recommendation was made to pursue a yellow school bus pilot route rather than a study alone; staff noted the program's cost would likely exceed available funding, limiting the program to a study at this time. A separate comment questioned the value of funding a study for a program the subregion cannot afford to implement.
- A request was made for the fund balance and a funding projection through the end of Measure J in 2034, with prioritized, costed options including cost per user, to inform allocation decisions.
- A recommendation was made to include sidewalk and pedestrian infrastructure for school access and to use Walk and Roll mapping to identify network gaps for prioritization.

Ms. Elkins noted she would return with costed options based on TRANSPAC priorities.

7. Iron Horse Trail and Contra Costa Canal Trail Connection Feasibility Study – Route Alignment Concept Alternatives

Mr. Clarke of CCTA, supported by consultant Mrs. McNulty of Parsons, presented the ongoing feasibility study draft for input, which originated from the I-680/SR-4 highway interchange improvement project. The study is developing community input-informed route alignment concept (RAC) alternatives and evaluation criteria to connect the Iron Horse Trail and the Contra Costa Canal Trail (each a regional trail), an area that includes an equity priority community and the Pacheco mobile home communities, with context including the 680/4 highway interchange, Grayson Creek, Walnut Creek and watershed, and Buchanan Field airport. Staff reviewed stakeholder feedback, the evaluation criteria (informing a preferred alternative that will be advanced for further study), and five RAC alternatives, and invited written comments and one-on-one follow-up meetings as part of ongoing multi-agency (and public) engagement.

Mr. Baer, Director of Airports for Contra Costa County, stated that RAC 3 (the Marsh Drive alignment, which carries a congressional earmark of approximately \$1.2 million) appears to pass through the airport's Runway Protection Zone (RPZ), and explained that the Federal Aviation Administration (FAA) establishes RPZs to protect people on the ground from aircraft excursions. In response to a question from Mr. Elias, Mr. Baer clarified that the RPZ boundary is dimensionally defined by the FAA and is binary in application — a facility is either within or outside the zone, with no intermediate gradations. He indicated he would need to consult further with the FAA and CCTA staff before taking a definitive position, particularly given the earmark's association with the RAC 3 alignment, and that the airport's preferred alignment would be outside of the RPZ. Mr. Roner of the Contra Costa County Public Works Department reported that routing a trail beneath

I-680 along Grayson Creek would be problematic due to standing water levels. It was also noted the current I-680 vertical alignment does not allow for flood control maintenance access.

The TAC provided the following comments on the feasibility study:

- Support was expressed for RAC 4, leveraging the existing creeks and waterways to connect the Iron Horse Trail and Contra Costa Canal Trail, with the option to extend the Iron Horse Trail further northward over time, e.g., toward Martinez and the northern waterfront.
- Concern was noted that the Grayson Creek Trail is largely unpaved and unimproved (gravel) and would require improvement to function as the preferred connection.
- A potential middle-ground alignment was suggested running up the Grayson Creek Trail to Pacheco Boulevard to avoid both the Airport's RPZ and the potentially necessary proposed I-680 undercrossing.
- A suggestion was made to combine the \$1.2M Congressionally legislated earmark for a new Class I bike and pedestrian (gap closure) path along Marsh Drive with improvements to Marsh Drive and Center Avenue to serve the equity priority community and continue the trail.
- A question was raised regarding the earmark's association with one alignment; Mr. Clarke clarified that the earmark was a separate county project awarded through federal legislation, not designated specifically for RAC 3 (or CCTA or implementation of this ongoing planning study), though its geography overlaps with that alignment.
- Mr. Nuti asked about the preferred facility type for the RAC 4B connection near Golf Club Road, noting Pleasant Hill is developing Safe Routes to School (SRTS) proposed infrastructure concepts in that area; Mr. Clarke indicated CCTA would coordinate with Pleasant Hill staff directly on that question.
- Mr. Redmond asked whether a potential future tunnel alignment under the RPZ could address the FAA constraint for the RAC 3 alignment; Mr. Baer confirmed that an underground crossing would not be subject to the RPZ, while noting cost and other practical constraints.
- It was noted that RAC 3 and RAC 4, without increased trail height or additional flood protection strategies, may not be as preferable for future users given the FAA RPZ constraints and potential frequency of trail flooding constraints, and that feasibility should be confirmed before further analysis and consideration.

8. Contra Costa Transportation Authority 2026 Coordinated Call for Projects

Mr. Kelly of CCTA presented the 2026 Coordinated Call for Projects (CCFP). A copy of the full presentation is available at transpac.us with the meeting materials. The CCFP combines more than \$95 million across several programs: the One Bay Area Grant Cycle 4 (OBAG 4) federal program, Measure J Transportation for Livable Communities (TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) funds, the Metropolitan Transportation Commission (MTC) Community

Action Resource and Empowerment (CARE) program, and Transportation Fund for Clean Air (TFCA) Additional Bikeway Funding.

He explained that the funds are combined for a single application process but are not commingled. The OBAG 4 county target is \$43.4 million, with a required submittal of 120 percent, or \$52.1 million; approximately \$33 million is available countywide for TLC (with a Central County share of about \$11 million); approximately \$12 million is available for PBTF (including the East Bay Regional Park District share); and \$3.3 million is available for TFCA Additional Bikeway Funding.

Mr. Kelly reviewed OBAG compliance requirements, application limits per jurisdiction, minimum grant sizes, the 12 scoring criteria, and the proposed schedule leading to an October submittal to MTC. He described five countywide programs CCTA proposes to submit, including a Smart Signals phase two, continuation of Safe Routes to School mapping, expansion of student transportation programs (Walk and Roll and Bay Pass youth transit passes), and an Electric Vehicle (EV) Blueprint plan update, plus competitive categories for local active transportation/safety projects and transit state of good repair.

Mr. Kelly reported two recommendations from the Technical Coordinating Committee (TCC): to split the application schedule so OBAG 4 applications are due August 3 with an extended deadline for TLC and PBTF; and to shift approximately \$10 million from the countywide programs to the competitive categories. CCTA indicated a preference for a coordinated single due date and would take both recommendations to its planning committee. CCTA also requested that the TAC establish a scoring subcommittee for the Central County TLC applications. He noted that members would not be allowed to score their own jurisdictions' applications.

The TAC provided the following comments regarding the CCFP:

- Ms. Do asked for clarification on whether the unified scoring criteria applied to all fund sources; Mr. Kelly confirmed that all 12 criteria apply to all programs, with scoring weights adjustable by the respective scoring committees for TLC and PBTF applications.
- Ms. Do also asked about the scope of technical assistance available under the CARE program, specifically whether eligible projects must come from the Community-Based Transportation Plan (CBTP) project list and whether BART could apply for construction-phase funding rather than technical assistance; Mr. Kelly confirmed that CCTA would receive a grant to hire a consultant to advance CBTP projects, that any CBTP project not yet constructed would be eligible, and that BART could apply for construction-phase funding.
- Ms. Do also asked whether CCTA had a map of equity priority community geographies available to view alongside the funding eligibility areas; Mr. Kelly confirmed a combined overlay map would be provided with the call for projects materials.
- Mr. Elias asked whether countywide OBAG funding for the student transportation program would free up the TRANSPAC funding currently supporting Walk and Roll in

Central County, and noted concern that subregional priorities should not be disadvantaged; Mr. Kelly responded that augmentation of subregional programs would be a TRANSPAC decision.

- Mr. Elias also relayed the TCC concern regarding the countywide program dollar amounts, noting that the lack of detailed cost justification — particularly for the \$20 million student transportation figure — created uncertainty for the scoring committee; he asked whether the committee could partially fund the programs. Mr. Kelly confirmed the programs are scalable and that the scoring committee retains the ability to partially fund them based on the applications submitted.
- Mr. Elias asked whether TLC or PBTF could be used to match federal grants; Mr. Kelly cautioned against commingling any federal source and confirmed that using TLC or PBTF as match to federal funds would also be considered commingling and would require confirmation with CCTA programming staff before proceeding. Mr. Todd asked specifically about Measure J local return and sub-regional funds as match, and Mr. Kelly confirmed those are available for that purpose.
- Mr. Redmond questioned the rationale for the two-application limit; Mr. Kelly confirmed the limit is intended to manage scoring committee workload, estimating approximately 60 applications at the current maximum. Mr. Clarke noted that a jurisdiction can participate as a co-applicant, sponsor, or beneficiary on another jurisdiction's application in addition to its own two submissions and encouraged bundling projects using a safe systems approach. Mr. Clarke emphasized that applicants should disclose when project funding is contingent on other grant awards.
- Mr. Rood asked whether TFCA Additional Bikeway and CARE program applications count toward the two-project limit per jurisdiction; Mr. Kelly confirmed that no application limit has been established for those fund sources.

9. TRANSPAC Subregional Transportation Mitigation Program – Development Project Tracking

Mr. Todd reviewed the development project tracker and reported no new projects. He noted recent activity on the Concord Naval Weapons Station; Mr. Elias reported the City had agreed to terms with the Navy, that approvals from the Navy and Brookfield remain outstanding, and that the next step would be a specific plan, with coordination with nearby jurisdictions likely beginning in the fall. Mr. Rood noted the two Mitchell Townhomes entries could be consolidated into a single line item. Mr. Nuti reported no submittal for the In-N-Out project, which will remain off the list until an application is filed. Staff requested that jurisdictions send tracker updates to Ms. Gephart or enter them in the shared spreadsheet.

10. Committee Updates

Mr. Todd noted that staff is coordinating a presentation to the Board by CCTA Executive Director Tim Haile, and that a two-day CCTA Board workshop on the Transportation Expenditure Plan (TEP) was held in late May.

11. Information Items

Mr. Todd noted the grant funding opportunities and the CCTA meeting calendar were included in the packet by reference and link.

12. Member Comments

Mr. Dixit announced that the County Connection Youth Ride Free program begins June 1, 2026 and runs through the end of July.

13. Adjourn / Next Meeting

The meeting was adjourned at approximately 11:15 A.M. The next regular meeting is scheduled for June 25, 2026.

TRANSPAC TAC Meeting Summary Minutes

Meeting Date: June 30, 2026

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

Guests/Presenters: Danielle Elkins, CCTA; Matt Kelly, CCTA; Colin Clarke, CCTA; Cara DeJong, 511 CCTA; Nikki Foletta, CCTA

Minutes Prepared By: Tiffany Gephart

1. Convene Meeting / Self-Introductions

Mr. Todd called the meeting to order at 1:00 P.M. Self-introductions were conducted. No members of the public were present.

2. Public Comment

There were no comments from the public.

3. Minutes of the May 28, 2026, Meeting

Colin Clarke of CCTA indicated that CCTA had comments on Item 7 from the May 28 meeting regarding the Iron Horse Trail and Contra Costa Canal Trail Connection Feasibility Study. Mr. Todd proposed that Mr. Clarke submit those comments in writing. The approval of the minutes were deferred to the next meeting.

4. Transportation Fund for Clean Air (TFCA) FY 2026/2027 Call for Projects

Ms. Gephart presented the Transportation Fund for Clean Air (TFCA) FY 2026-27 call for projects and available funding for the TRANSPAC subregion. She explained that under the Transportation Demand Management (TDM) 2.0 two-tier framework established in 2024, countywide programs are set aside first, with remaining funds split among the Regional Transportation Planning Committees (RTPCs) using a jobs-housing formula. TRANSPAC's share is approximately 30.7%. After the countywide allocation — including 511 Contra Costa TDM initiatives and a countywide van pool program of approximately \$1.1 million — TRANSPAC's available subregional funding totals \$329,229, which includes \$200,755 in base formula funding plus approximately \$128,000 in rollover funds.

Four projects were submitted for consideration:

- Pass2Class Plus — A pilot program offering up to two months of free public transit to up to 350 college students at Diablo Valley College (DVC) and Cal State East Bay, with carpool and parking incentives. Requested amount: \$100,974.
- Employee Trip Reduction Pilot — A program through 511 Contra Costa targeting public employers in the TRANSPAC jurisdictions and school districts, expected to serve approximately 1,000 employees. Requested amount: \$162,610.

- Walk and Roll — Ongoing programming and expansion of the active transportation program to additional schools. Requested amount: \$276,100.
- Parkside Cycle Tracks (City of Walnut Creek) — Approximately half-mile Class IV cycle track on Parkside Drive providing an east-west connection between Riviera Avenue near Walnut Creek BART Station and Civic Drive. Requested amount: approximately \$220,000.

Total requests exceeded available funding by approximately \$430,455.

Ms. Elkins noted that the Parkside Cycle Tracks project's construction timeline extends to 2028, whereas TFCA funding requires projects to be ready to proceed in FY 2026-27. She recommended the City of Walnut Creek resubmit the project in the next call for projects, when the timeline would align.

Ms. Elkins described the funding scenarios outlined in the staff report. She noted that Walk and Roll, as a continuous program, benefits from a stable and consistent funding source, and that using TFCA for the majority of Walk and Roll (Scenario B1) would reduce start-stop funding disruptions for the program while freeing up Measure J Line 21A funds for other priorities.

Andy Smith, Director of Planning and Marketing for County Connection, raised concerns regarding both the Pass2Class Plus program and the Employee Trip Reduction Pilot and emphasized the importance of involving County Connection in program development given its operational role. The following is a summary of comments.

- Technical limitations of County Connection onboard systems were noted for paper passes with a desire and current effort to move toward utilization of Clipper for all programs, with Clipper 2.0 anticipated in the near term.
- It was noted that Cal State East Bay does not currently have transit service from County Connection or any other public transit provider. Only DVC is well-served.
- It was noted that monthly passes for 350 students for two months would cost approximately \$42,000, compared to the \$100,000 requested, raising questions about cost structure.
- County Connection's preference would be to direct additional funding toward expanding the existing Pass2Class program, which has been consistently oversubscribed, rather than creating a new program.

Ms. Elkins clarified that both programs were intentionally structured with flexibility so they could be adapted to implementation realities, including coordination with County Connection's existing programs. She acknowledged the overhead component of the costs and noted that all TFCA programs must meet cost effectiveness (CE) requirements — specifically a threshold of \$150,000 per ton of pollution saved — and that the structure of the programs was designed to meet that threshold.

Mr. Smith asked for the CE data and survey data for the countywide Pass2Class program. Ms. Elkins responded that it is publicly available and offered to provide the link.

Ms. Elkins explained that the existing Pass2Class program currently meets cost effectiveness on a countywide basis, but that Central County on its own does not generate sufficient trip reduction data to meet CE independently. The countywide structure allows the program to remain eligible.

Mr. Elias expressed a preference for fully funding Walk and Roll with the available TFCA funds and deferring the other two programs, noting they did not appear ready for implementation. He also raised a long-term concern that if Walk and Roll is eventually elevated to a countywide program, TRANSPAC should ensure it is funded proportionally at that level rather than continuing to pay for it through subregional TFCA or Line 21A funds. Ms. Elkins confirmed that OBAG 3 is partially funding Walk and Roll across sub-regions and that any OBAG 4 match would also need to be proportional.

Mr. Redmond asked about the cost structure of Walk and Roll and expressed interest in understanding the cost per school. Ms. Elkins explained that a new school costs approximately \$15,000 to onboard and approximately half that annually to maintain. The majority of costs are staff time for marketing, outreach, and school coordination, including preparation of customized materials for each school via Parent Square. She noted that Walk and Roll currently operates at 17 schools in the TRANSPAC region, with 10 new schools proposed for addition, for a total of 27.

Mr. Redmond asked whether Walk and Roll could be overfunded with the full \$329,000 to support more than 10 additional schools. Ms. Elkins confirmed that 19 schools in the region have not yet launched the program, with five schools — Indian Valley, Walnut Heights, Los Juntas, Hidden Valley, and Sequoia — already in the pipeline to start before the end of the calendar year. She noted that several Concord schools are also in the hopper. Over a two-year TFCA cycle, she expressed confidence that the full program expansion could be achieved.

Ms. Elkins noted that TFCA funds carry a two-year spending window starting July 1, 2026, and that any unspent funds after that period would revert to the countywide pool. Mr. Todd suggested that overfunding Walk and Roll could allow the program to draw on current-year funds in the following school year, with Ms. Elkins indicating that was a reasonable approach.

Mr. Smith reiterated his preference for directing any remaining funds toward expanding the existing Pass2Class program. Ms. Elkins responded that this approach would likely not meet CE requirements for Central County on its own.

Mr. Todd summarized the TAC discussion as supporting full allocation of the \$329,229 in TFCA funds to Walk and Roll, with flexibility to fund additional school onboarding and a two-year spending window that could carry into the following school year.

By consensus, the TAC recommended allocating the full \$329,229 in TFCA FY 2026-27 subregional funds to the Walk and Roll program, including expansion to additional schools, with the understanding that unspent funds may carry into the following school year within the two-year TFCA spending window.

5. Contra Costa Transportation Authority 2026 Coordinated Call for Projects — Measure J Transportation Fund for Livable Communities Scoring Criteria and Application Review Committee

Mr. Todd provided an overview of the 2026 Coordinated Call for Projects, released by CCTA on June 23, 2026, with applications due August 17, 2026. He explained that the call consolidates five funding programs with a combined total of approximately \$95 million: One Bay Area Grant Cycle 4 (OBAG 4), MTC's Community Action and Regional Empowerment (CARE) program, Measure J Transportation for Livable Communities Cycle 3 (TLC), Measure J Pedestrian, Bicycle and Trail Facilities (PBTF), and a TFCA bicycle infrastructure component. TRANSPAC's available TLC allocation for Central County is approximately \$11.09 million. Applications may be submitted for up to 120% of that allocation, approximately \$13.3 million.

Mr. Todd explained that TRANSPAC has the option to adjust the weighting of the 12 scoring criteria specifically for the TLC portion, though the criteria themselves remain fixed. He walked through the criteria, noting areas of overlap and potential considerations for the TAC:

- Criteria 1 and 4 — Vision Zero safety plan alignment and Safe Systems approach — contain significant overlap given the integration of safety standards in local plans.
- Criteria 7, 8, and 12 — range of users, latent demand, and transit ridership — all address project usage in different forms and could collectively be considered in terms of relative weighting.

- Criteria 9 and 10 — public engagement/community outreach and regional policy alignment — address different levels of policy: local and jurisdictional versus countywide regional objectives.
- Criterion 11 — prioritized public space — relates primarily to parking policy and the project's relationship to the public realm.
- Criterion 2 — public health outcomes — includes greenhouse gas emissions metrics, tree planting, and trail standards, some of which overlap with safety criteria.

The TAC provided the following comments on the scoring criteria:

- Mr. Redmond noted, speaking on behalf of transit considerations, that the points allocated to sustained transit ridership (Criterion 12) appeared low.
- Ms. Do agreed that consolidating overlapping categories could be helpful to scorers and supported the observation that transit ridership points were low, though she acknowledged that the OBAG 4 framework as a whole reflects that weighting and it may not be feasible to change at the subregional level.
- Mr. Smith noted that Vision Zero improvements frequently benefit transit riders, since all transit riders are first pedestrians or bicyclists, and that safety improvements often improve transit access.
- Mr. Elias expressed hesitation about making changes to the criteria, noting that the scoring framework had been reviewed and adjusted through previous cycles by many stakeholders and that making changes on short notice could be disruptive.

After discussion, the TAC agreed to maintain the existing countywide scoring criteria without modification for the TLC Cycle 3 competition.

Mr. Todd noted that a scoring subcommittee would be needed to review TLC applications when submitted in late August or early September. Board adoption of prioritized TLC projects is anticipated in November. The following TAC members volunteered to serve on the application review subcommittee:

- Aaron Elias, City of Concord
- Pranjal Dixit, County Connection
- Anthony Nuti, City of Pleasant Hill

Staff noted that CCTA Technical Coordinating Committee would conduct an initial eligibility screening before subcommittee review. Subcommittee meeting scheduling will be coordinated based on members' availability in September.

By consensus, the TAC approved maintaining the countywide scoring criteria for the Measure J TLC Cycle 3 applications without modification, and identified Aaron Elias, Pranjal Dixit, and Anthony Nuti to serve on the subregional TLC application review subcommittee.

6. TRANSPAC Subregional Transportation Mitigation Program – Development Project Tracking

Ms. Gephart noted that updates have been made to the Subregional Transportation Mitigation Program (STMP) tracking system and that TAC members will receive a link to the new site where the spreadsheet will be maintained. She invited members to submit any projects to be added to the list.

Mr. Todd raised the question of when to add the Concord Naval Weapons Station to the STMP tracking list. Mr. Elias explained that the City of Concord has approved a term sheet, but that Navy approval has not yet been confirmed. He noted that coordination between the city and the development team has been limited but expressed optimism that the project is further along than previous development

attempts, including the prior Lennar proposal. He indicated the project is expected to become more active soon and that outreach to TAC members will occur when planning efforts advance.

7. Committee Updates

Ms. Elkins reported that at the June 15, 2026, Accessibility Advisory Committee meeting, Claim 15 and 20B were approved, and 20A funding was approved. These items now advance to the CCTA Board for approval. The next regular meeting is scheduled for July 20, 2026.

8. Information Items

There were no comments from the TAC.

9. Member Comments

Mr. Todd noted that the July TRANSPAC Board meeting will include an informational presentation by CCTA Executive Director Tim Hill on the Transportation Expenditure Plan (TEP). He recommended that TAC members tune in for an overview of the TEP framework and the types of decisions under consideration. He noted the content builds on materials presented at the retreat from the prior month.

Mr. Kelly requested that the TEP presentation be scheduled after Tim Haile's presentation to the Contra Costa Planning Directors meeting on the same morning. Mr. Todd confirmed this would be accommodated.

Ms. Elkins noted that CCTA has launched a summer listening campaign for the TEP, including distribution of a QR code survey to gather public feedback on transportation priorities. Fireside chats with individual cities are also underway. She encouraged TAC members to participate and engage their communities.

Mr. Clarke noted that the CCTA Board meeting on July 15 will also include a TEP session prior to the regular board meeting.

10. Next Meeting

Mr. Todd adjourned the meeting at 2:16 P.M. The next regular TAC meeting is scheduled for August 27, 2026. Mr. Todd noted that there is no TRANSPAC Board meeting in August.

TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: August 27, 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") is a subregional program established under the Measure J Transportation Expenditure Plan (TEP) that sets aside Measure J sales tax revenue for TRANSPAC to fund transportation-to-school projects in the TRANSPAC subregion. TRANSPAC is responsible for recommendations on how Line 21A funds are used in the subregion. The Contra Costa Transportation Authority (CCTA) has developed cost estimates and funding options for a student transportation program using 21A funds following concepts presented to the TAC and Board in April-June. At this meeting, CCTA will present the funding proposal for the student transit pass program, Walk and Roll, Bike Family Fest, and bike parking/locks.
Recommendation (s)	Recommend funding priorities for the allocation of Measure J Line 21A funds for youth transportation programs in the TRANSPAC subregion.
Option(s)	None.
Financial Implications	TRANSPAC is responsible for recommendations on how Measure J Line 21A funds are to be used in the TRANSPAC subregion. The program resulting from this process will commit Measure J revenue, dedicated to the approved programs in the TRANSPAC subregion.
Attachment(s)	A. CCTA Student Program Proposal Memo

Background

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

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

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

Discussion

CCTA's current cost estimates and funding proposal (Attachment A) include four of the six program elements presented in May and June: the student transit pass program, Walk and Roll, Bike Family Fest, and bike parking (including racks, locks and lockers). Youth travel training and the yellow school bus feasibility study are not included in the current funding proposal.

Cost estimates for the proposed program elements are summarized below; further program detail, methodology, and assumptions are provided in Attachment A.

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

**FY26/27 costs for Walk and Roll, Bike Family Fest, and bike parking are already funded by TFCA and previously allocated MJ21a funds; the \$2,970,000 total reflects FY27/28–FY28/29 costs for those three, plus all three years of the student pass program.*

CCTA presents two options for TAC review and comment. Option 1 funds the FY 2026/2027 student transit pass pilot along with all four program elements through FY 2028/2029, for a total allocation of \$2,970,000; CCTA staff recommend this option. Option 2 funds the FY 2026/2027 student transit pass pilot only, for a total allocation of \$540,000, deferring the remaining elements. Attachment A provides the additional cost breakdown and assumptions for both options. The TAC is requested to review the program proposal and provide a funding recommendation or alternative options for TRANSPAC Board consideration.

Background:

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

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

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

Potential Elements of the Program:

Student Pass Program

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

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

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

Information provided by CCTA, August 19, 2026

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

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

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

Table 1: Clipper BayPass Student Pass Program Cost Estimates

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

*Cost for 9-month pilot

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

*Cost dependent on annual negotiation with Clipper BayPass

Walk N Roll Program

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

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

Table 2: WNR Program Cost Estimates

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

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

Bike Family Fest

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

Information provided by CCTA, August 19, 2026

biking to school and providing active transportation education to thousands of residents. The FY26/27 Bike Family Fest is being funded by existing previously allocated 21a funds to 511 CCTA. The cost estimate below assumes holding one event per year in FY27/28 and FY28/29. Interest was expressed in holding more than one event per year and potentially rotating cities. The cost estimate to hold two events per year would be double, or approximately \$160k per year.

Table 3: Bike Family Fest Cost Estimates

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

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

Bike Parking

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

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

Table 4: Bike Parking Cost Estimates

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

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

Program Structure and Coordination

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

Program Evaluation

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

Student Program Timeline

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

At this meeting, the TRANSPAC TAC is requested to select the proposed programs TRANSPAC wishes to implement for Measure J Program 21a: Safe Transportation for Children in the future

Information provided by CCTA, August 19, 2026

and approve the allocation of funding for those programs. Once TRANSPAC approves the allocation, it will go to the CCTA Planning Committee and Board for approval and allow CCTA to execute necessary cooperative agreements and contracts.

Recommendation

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

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

Table 5: Recommended Measure 21a Program Allocation

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

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

TRANSPAC TAC Meeting *STAFF REPORT***Meeting Date:** August 27, 2026

Subject:	INNOVATE 680 AUTOMATED DRIVING SYSTEMS (ADS) PROGRAM UPDATE
Summary of Issues	Innovate 680 is the Contra Costa Transportation Authority's (CCTA) congestion management plan for the I-680 corridor, consisting of six projects intended to operate together to maximize efficiency in the corridor: Part-Time Transit Lanes, Express Lane Completion, Shared Mobility Hubs, Mobility as a Service, Automated Driving Systems (ADS), and Advanced Technologies. The ADS project, funded in part by a U.S. Department of Transportation (USDOT) Federal Transit Administration (FTA) ADS Demonstration grant, tested four pilot projects along the corridor: three automated vehicle pilots — the Rossmoor Senior Community Shuttles in Walnut Creek, the PRESTO Martinez microtransit service, and the Personal Mobility on I-680 Corridor pilot near San Ramon and the Bishop Ranch Business Park — and a Cooperative Cruise Control (CCM Phase 2) connected-vehicle pilot focused on freeway traffic flow. At this meeting, CCTA staff will present an update on pilot outcomes, workforce development, and next steps. For information only.
Recommendation	For information only.
Financial Implications	No financial implications.
Attachment(s)	A. Innovate 680 Automated Driving Systems (ADS) Program Presentation



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TRANSPORTATION
AUTHORITY

INNOVATE 680

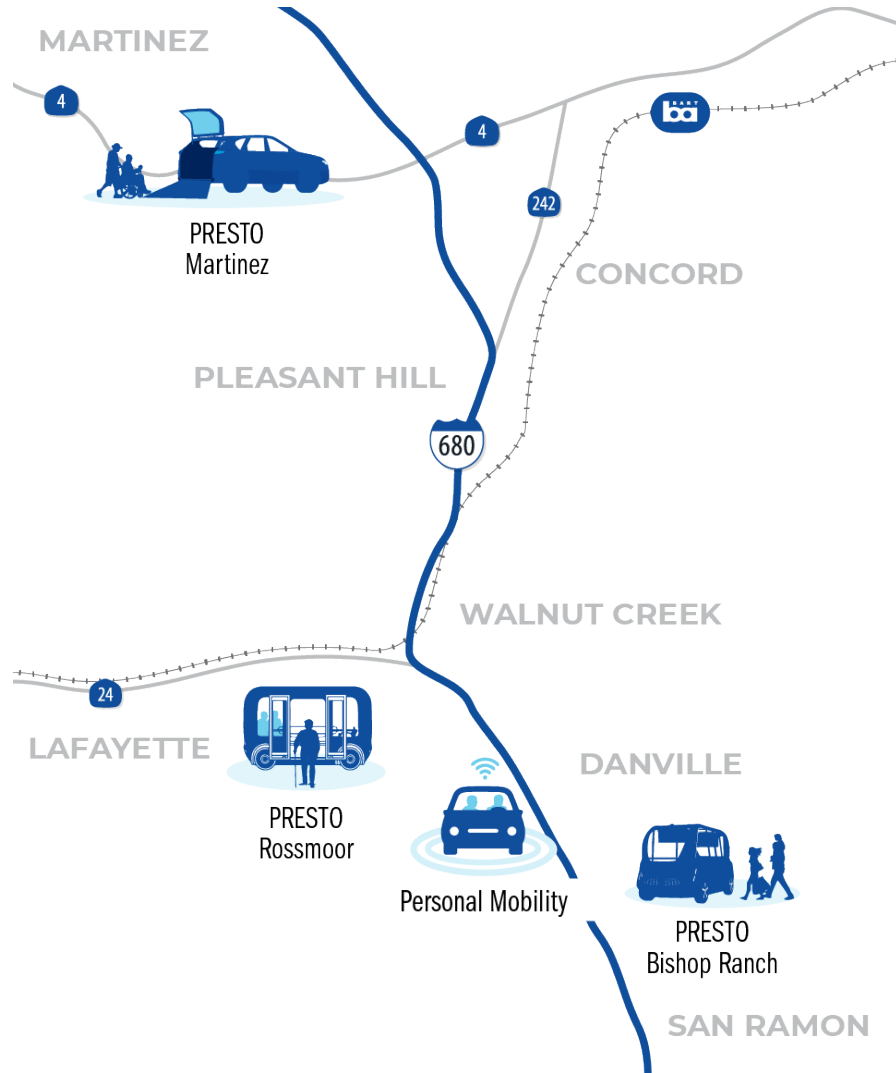
Automated Driving Systems (ADS) Program – Funded in part
by a USDOT ADS Demonstration Grant



Federal Transit
Administration

Presented to TRANSPAC | August 27, 2026

Autonomous Vehicle Pilots



- Four pilot projects as part of the INNOVATE 680 initiative.
- Three ADS pilots: Rossmore, Martinez and I-680/Bishop Ranch in San Ramon (funded in part by FTA ADS Demonstration grant).
- Pilots provided more transportation options, expanding opportunities for community members.



Rossmoor Senior Community Shuttles

Walnut Creek, CA

- California's Dept. of Aging expects major growth in Contra Costa County's elderly population:
 - 191% increase of population aged 60+
 - 485% increase of population aged 85+
- Autonomous vehicles (AVs) can keep seniors active and connected; greatly improving their daily lives.
- The Rossmoor project is a shared AV that connects the Walnut Creek senior community with essential services, providing greater accessibility and independence for the community's residents.

PRESTO Rossmore

PILOT DETAILS

- Pilot began operations for residents in late **July 2024**
- Operated Monday to Friday from **7am** to **5pm**
- Demonstration concluded in **September 2025**



Benefits of PRESTO



IMPROVE ACCESS

Increasing connectivity and accessibility.



SUPPORT WELL-BEING

Promoting better health by improving access to medical and other services.



ENHANCE SAFETY

Increasing safety on our roads and freeways.



FOSTER SUSTAINABILITY

Helping the environment by using zero-emission vehicles.

PRESTO & Rossmoor: The Partnership

- **An Ideal Location:**
 - The 1,800-acre gated community has amenities and residences spread out across the property.
 - With 10,000 residents, Rossmoor has a large audience with specific needs of an aging community.
- **A Unique Experience:**
 - PRESTO shuttles will make getting around easy, safe, and fun for Rossmoor residents.
 - Enjoy stress-free travel by letting go of the wheel and grabbing onto a groundbreaking opportunity.
- **Essential & Insightful Input:**
 - By demonstrating at Rossmoor, we can learn what works and doesn't work for the 55+ community.
 - Rossmoor's feedback can help shape the future of this technology, as federal transportation officials plan to use PRESTO pilot data to advance standards in automated mobility.

Timeline



Testing
June 2024



Launch
July 2024



**Data Collection
and Community
Feedback**
ongoing



**Conclusion of
Demo**
September 2025

PRESTO Rossmoor Route





County Hospital Microtransit

Martinez, CA

- Each year, 3.6 million Americans miss medical appointments due to insufficient transportation.
- The County Hospital Microtransit pilot project aims to provide on-demand, wheelchair accessible AV service for hospital staff, patients, their families, and others in the surrounding community.
- The service aims to close the gaps in transportation services.

PRESTO Martinez Demonstration

Service Launched
September 2024 and
concluded in December
2025

REGULAR SERVICE

- Monday through Friday,
6:00 pm to 9:30 pm

HOSPITAL SERVICE

- Monday through Friday,
8:30 am to 9:30 pm

YOU'RE INVITED!

PRESTO Martinez Preview Celebration

September 12, 2024



PRESTO

Celebrate the
launch of autonomous
shuttles in Martinez.

RIDE INTO THE FUTURE

An innovative accessible transportation option has arrived in Martinez. The Contra Costa Transportation Authority (CCTA) is launching our newest autonomous vehicle pilot, connecting riders to stops throughout the city, including County Hospital and other medical facilities.

ENGAGE & EXPLORE

Join us for the launch celebration featuring guest speakers, refreshments, and a chance to ride the new shuttle! Come give the future of transportation a spin.



Join Us!

PRESTO Martinez Preview Celebration

Thursday, September 12, 2024

Plaza Ygnacio, Henrietta Street & Alhambra Avenue, Martinez

10-11 am: Remarks by speakers

11-12 pm: Refreshments and demonstration rides

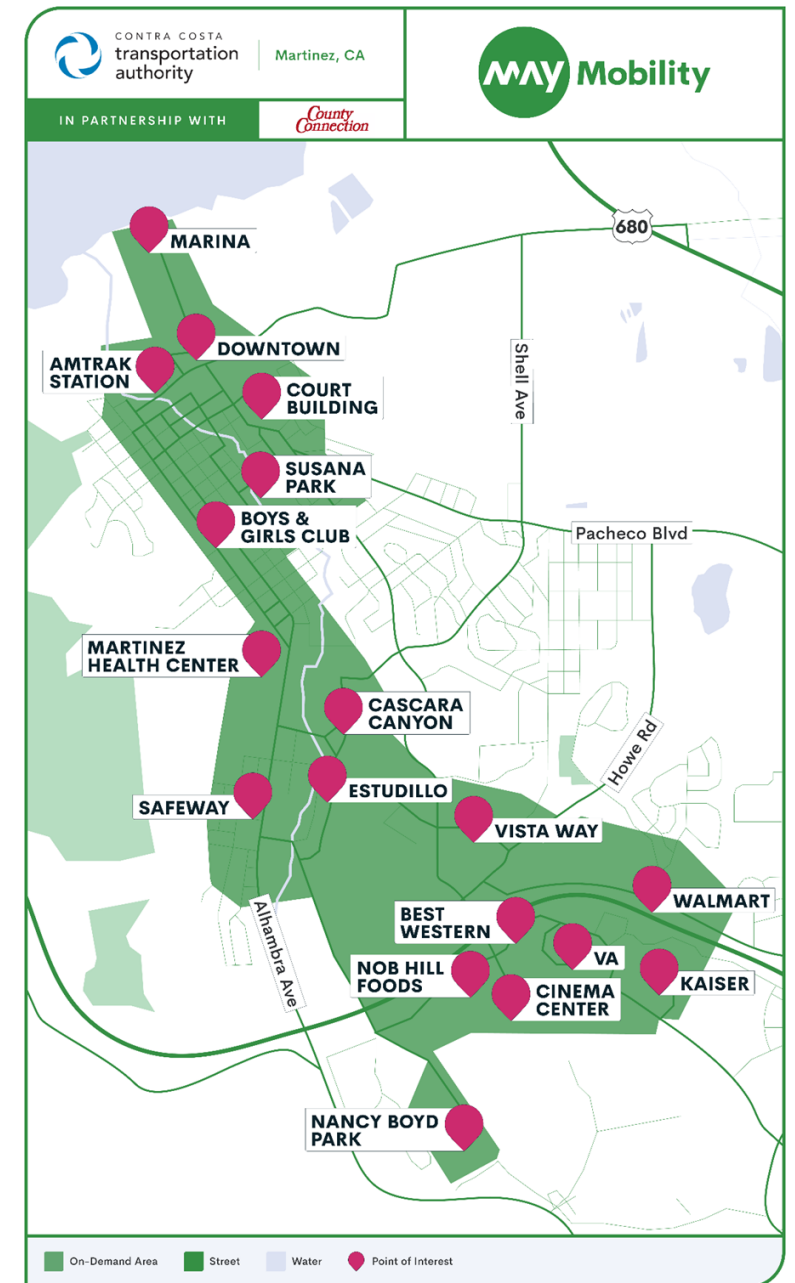
Service Area & Stops

Medical Service

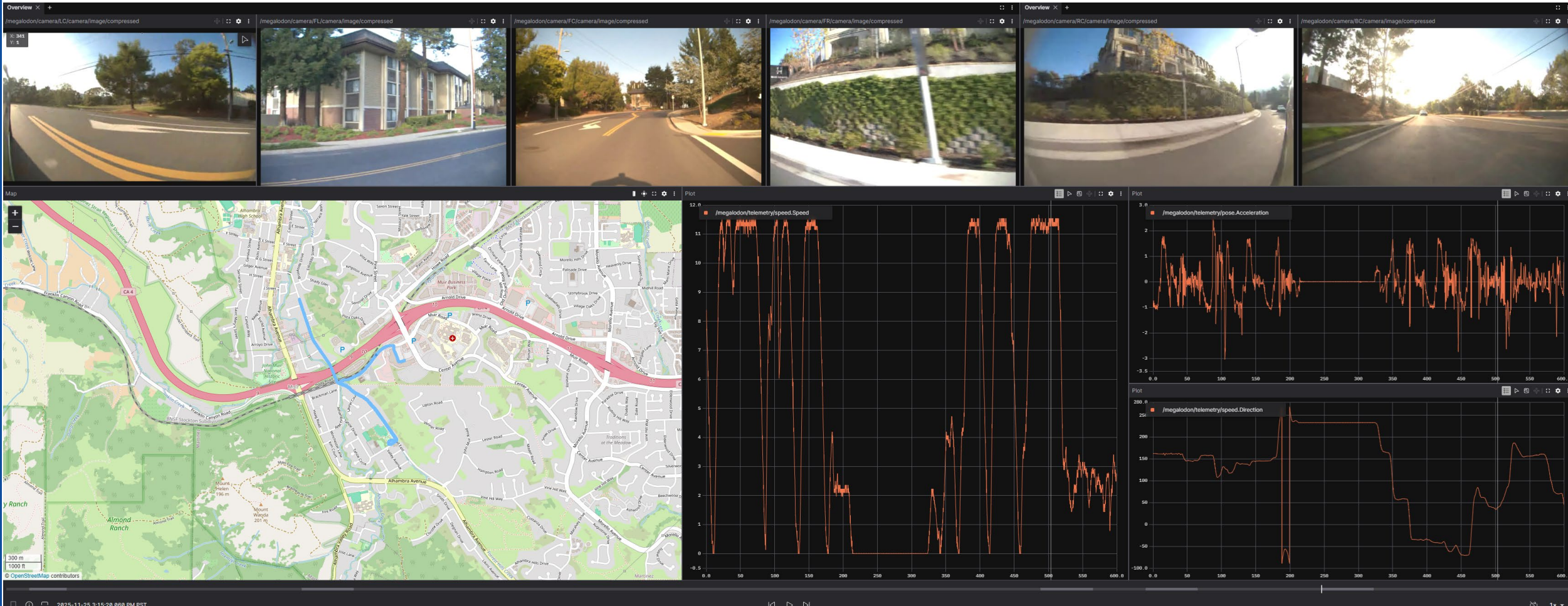
- Priority trips from Martinez Medical Offices to fill prescriptions at Walmart and Safeway as well as pick up groceries

Nighttime Service

- Pickup/dropoff to and from key locations
 - Downtown
 - Amtrak
 - City buildings
 - Walmart
 - Residential Areas



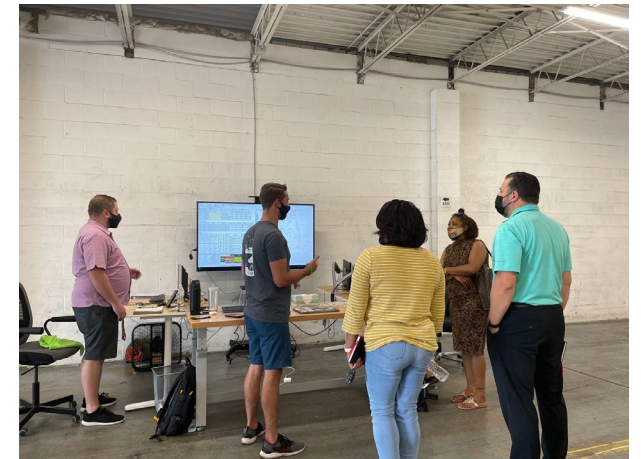
Data Collection and Analytics



Building the Workforce of the Future

Pathways and training programs for local operators to become:

- Safety Attendants
- Site managers
- Technicians
- Ambassadors (on-board customer support when fully-driverless)
- Tele-Assist operators (remote support when fully driverless)



Get to know County Connection

Est.
1980

County Connection provides bus service throughout Central Contra Costa County (about 200 sq miles)



We operate a fleet of 125 fully accessible transit buses and 63 paratransit vehicles

2.6M
Rides

Last year, we provided 2.6 million rides, which takes about 2 -3k cars off the roads each week



We offer 9 free routes paid for by through public grants and community partnerships



Established the One Seat Regional Ride to provide direct paratransit travel for passengers throughout Contra Costa and the Tri Valley Region.



May Mobility is Committed to Accessibility For All

Space for Storage

- Large and small
- Luggage, scooter, stroller, groceries, etc.

Accessibility

- Wheelchair accessible with 2 additional passengers
- Accommodates service animal & attendant
- Passenger screens and audio queues included



The Toyota Sienna Autono - MaaS



Workforce Training Overview



1

Online Course

Roles & responsibilities and dive deep into the specifics of **safe driving**.



2

In-vehicle Operations Training

GoMentum Station closed -course in -vehicle training. Submission of drivers license to the CA DMV.



3

Communication, Accessibility, Incident Response Protocols



4

CA DMV Approval

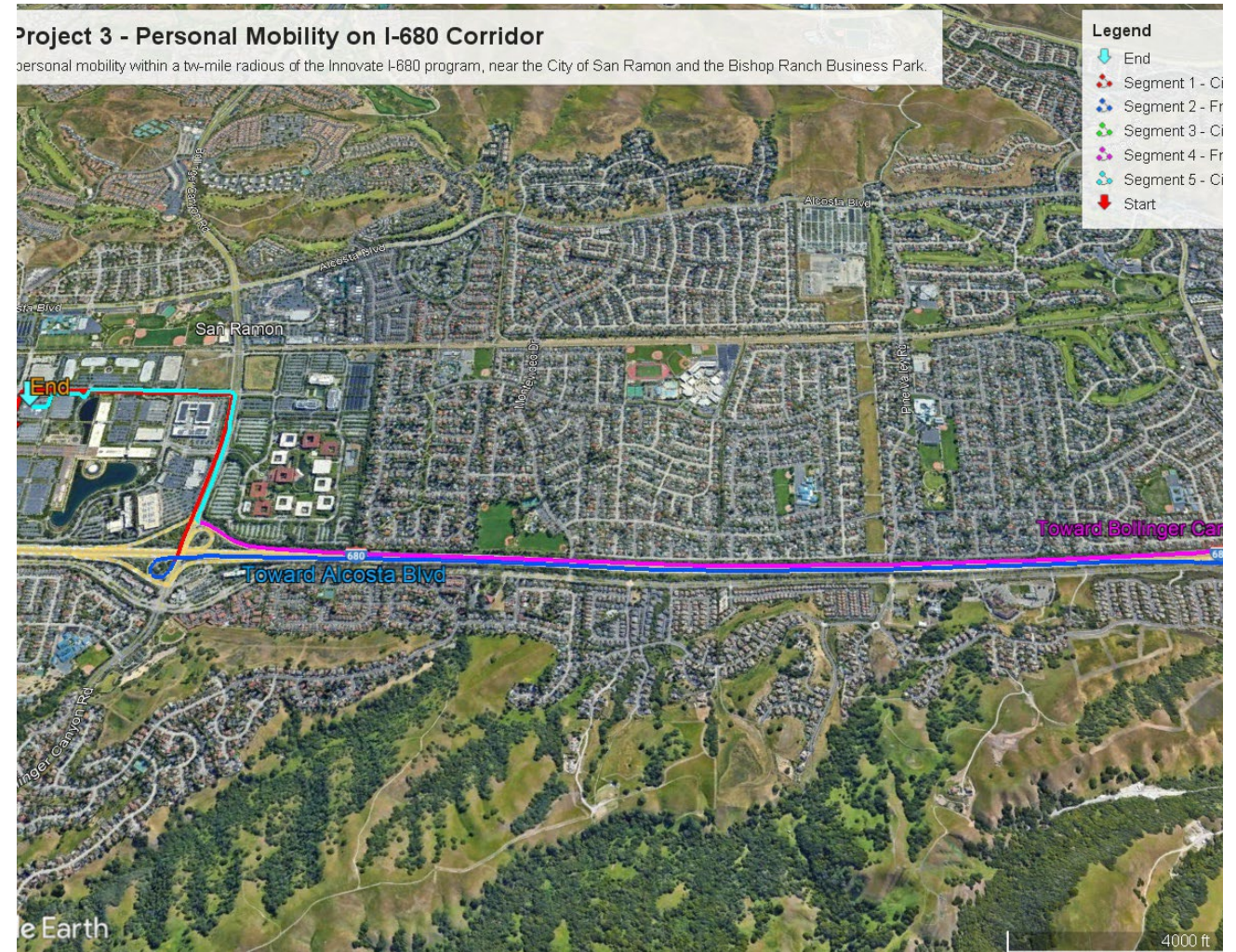
Approval of an AV test operator under May Mobility's California DMV AV Testing Permit

Project No. 3 Personal Mobility



ADS: Project 3 Operational Design Domain

This project operated within a two-mile radius of the Innovate 680 program, near the City of San Ramon and the Bishop Ranch Business Park.



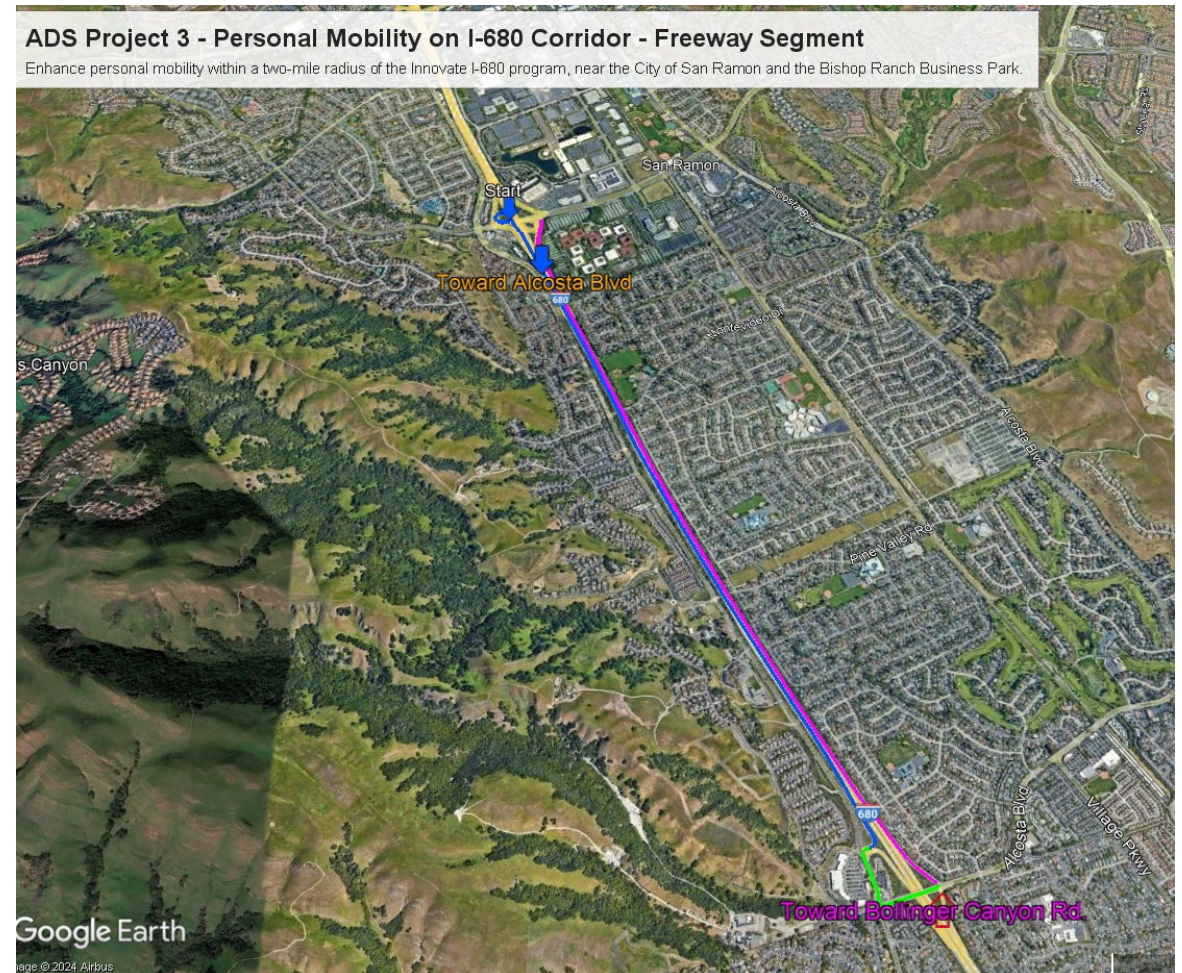
ADS: Project 3 Operational Design Domain – Local Streets



- A Level 4 AV will navigate public streets, handle intersections with traffic lights, and perform complex maneuvers such as unprotected left turns.
- It will traverse 5 high volume intersections around Bishop Ranch
- These intersections include a diverse set of lane geometries and have high volumes of vehicles, pedestrians and bicyclists

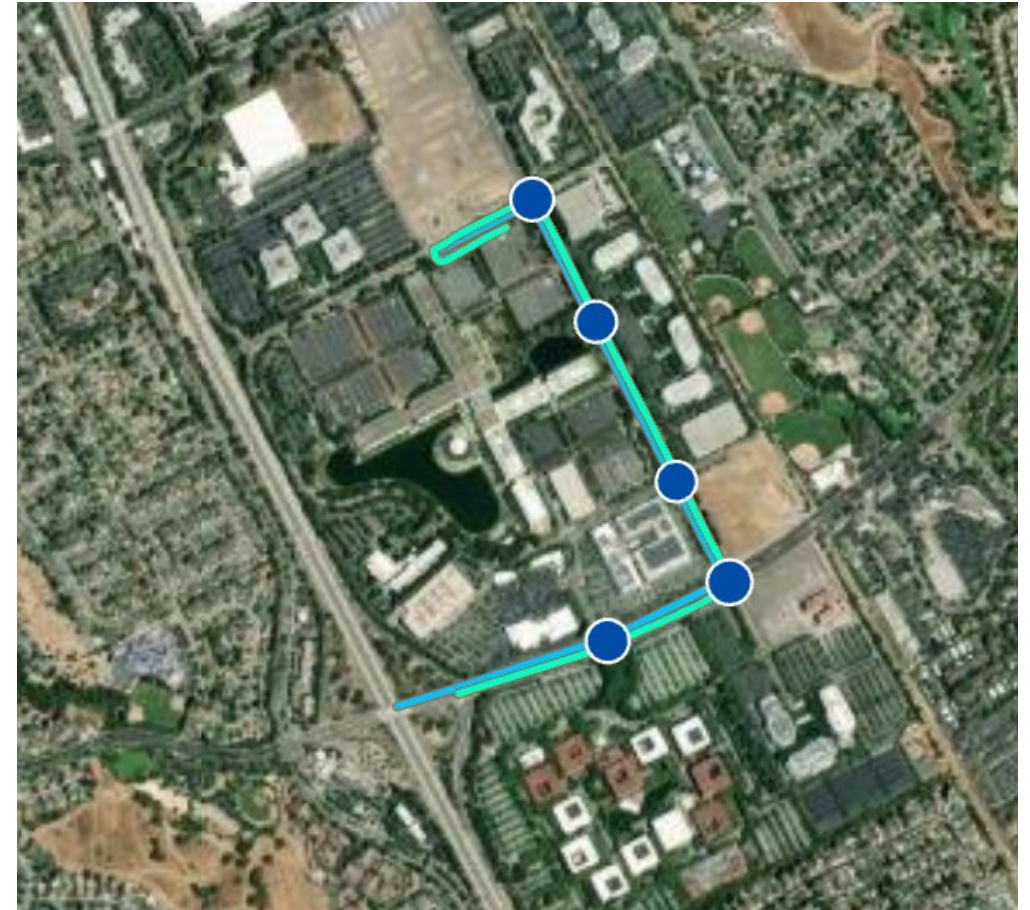
ADS: Project 3 Operational Design Domain – Freeway

- The AVs will then navigate on a two-mile segment of the I-680 Freeway, where they will loop back to the local streets route to complete the loop



ADS: Project 3 Operational Design Domain – Bosch Cameras

- During the demo, the AVs navigated through five intersections
- These intersections are equipped with Bosch cameras



ADS: Project 3 Operations

- During deployment, the level 4 AVs drove over a two-week period, 10 business days
- **Driving miles:** 500 [10 days, ~2.5 hours/day]
- **Date/Time:** weekdays between 10 am and 5 pm; Daylight
- **Vehicle type used:** Nissan Research Vehicles Prototype Level 4
- **Data Collection Method:** MQTT Broker, csv/ROSBag
- **Demo completed February 2025**

Project 3: CCM (Phase 2)

The Challenge & Solution

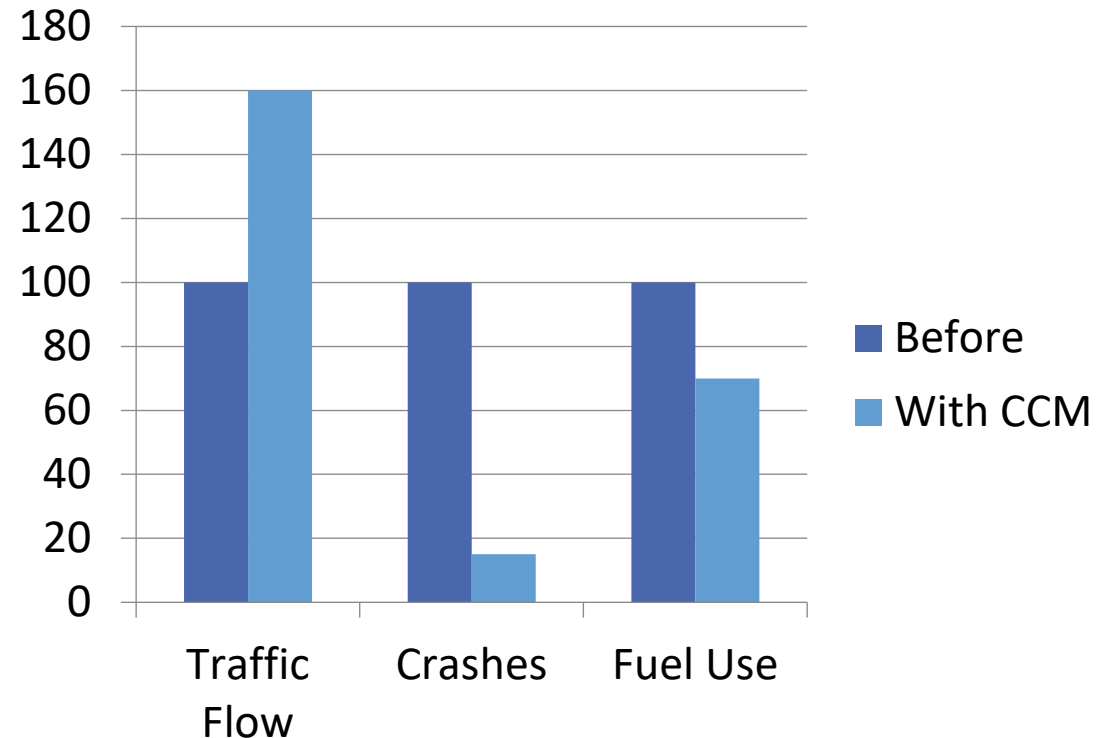
Challenge:

- Stop-and-go traffic
- Risk of crashes
- Fuel waste and delays

Solution:

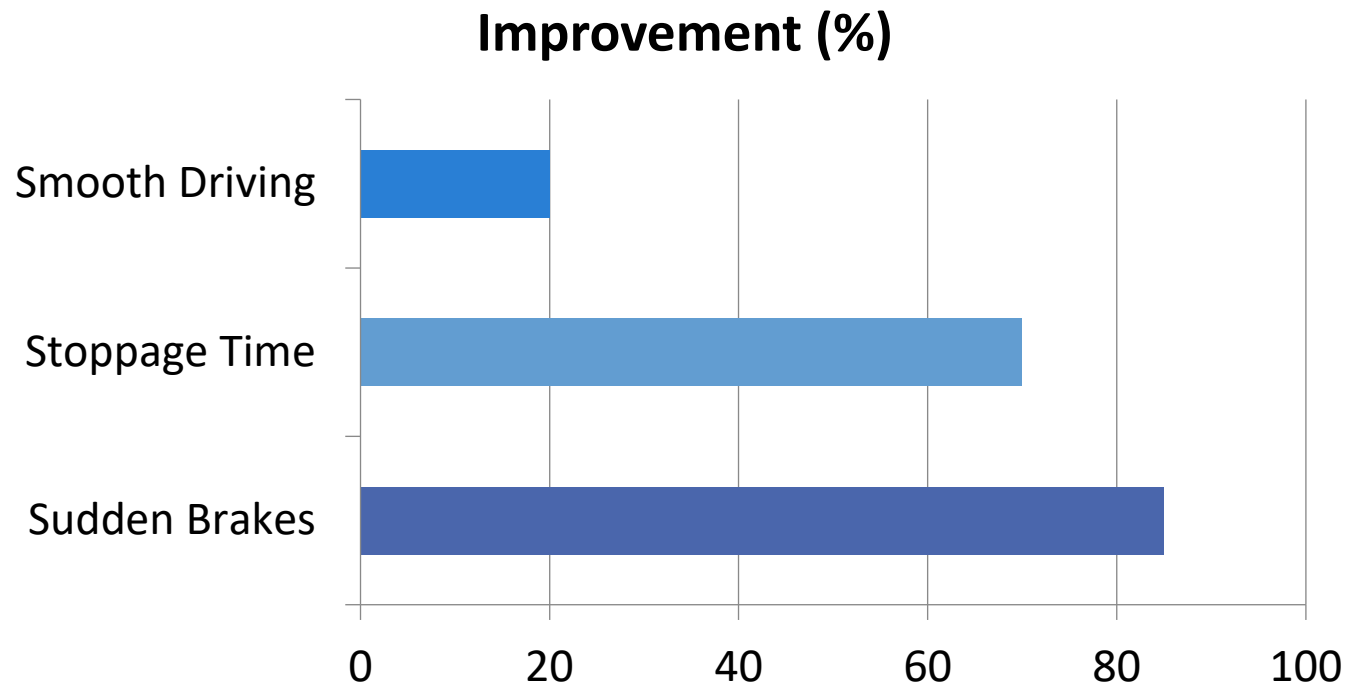
- Smart cars work together
- Cloud shares safe speeds
- Vehicles adjust automatically

What the Data Says



Project 3: CCM Phase 2 Results

What the Data Says



- Smoother, steadier drives
- 70% less stoppage time
- 85% fewer sudden brakes

CCTA's PRESTO Martinez project provided the opportunity to engage in workforce development in a new way.



Free Rides!

Monday–Friday, 6 pm – 9:30 pm

Download the May Mobility app to ride today!

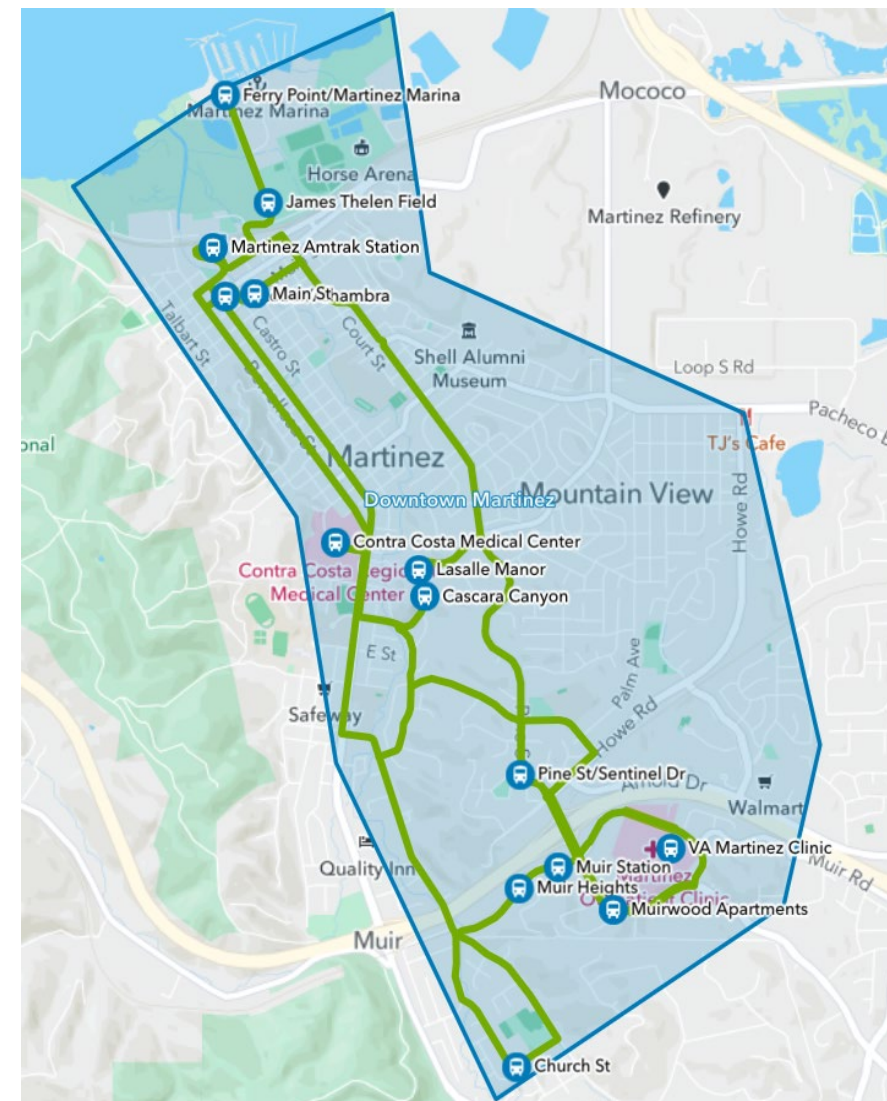
rideprestocom/Martinez

CONTRA COSTA transportation authority

County Connection

MAY Mobility

CONTRA COSTA HEALTH



Workforce Development

GoMentum Innovation Alliance



Workforce and Skill Development



CCTA aims to prepare the current workforce with the skills and knowledge necessary to design, develop, test, and maintain CAV systems and the infrastructure with which they interact



Establish GoMentum Innovation Alliance

Support research,
program
planning and
development



Gaps and Needs Analysis

Research to
identify future
workforce
opportunities



Program Development

Lead in the
planning and
development of
reskilling and
upskilling



Pilots

Support pilot
programs that
increase
opportunity and
training to Contra
Costa residents

Gaps & Needs Assessment Approach

Objectives

- **Identify Key Skill Gaps:** Analyze current skills in the workforce versus those required for emerging mobility roles.
- **Highlight Workforce Needs:** Pinpoint specific training, educational pathways, and certifications required to meet industry demands.
- **Drive Access:** Ensure the workforce has pathways into high-demand roles across communities.

Process

- **Data Collection:** Gathers input from industry leaders, academic institutions, and workforce representatives.
- **Analysis & Insights:** Assesses current workforce capabilities and compares them to projected future needs.
- **Strategic Recommendations:** Informs targeted workforce programs, training, and policy recommendations.

Outcomes

- **Supports** GoMentum's role as a key workforce development hub.
 - **Informs** regional training initiatives, career pathways, and partnerships to meet the mobility sector's evolving demands.
- Ensures workforce development alignment with the future mobility industry's growth and regional economic goals.**



CCTA
CONTRA COSTA
TRANSPORTATION
AUTHORITY

GOMENTUM
INNOVATION ALLIANCE

Gaps & Needs Initial Report

Prepared for:
Contra Costa Transportation Authority
Gomentum Innovation Alliance

Prepared by:
The PLUM Catalyst

RANK	SKILLS NEEDED	KEY DETAILS
1	Electric Powered Transportation	EV maintenance, hydrogen fuel cells, battery chemistry, EV infrastructure installation
2	Cybersecurity	Protecting AV systems, transit cybersecurity readiness
3	Data Analytics and Data Science	Managing mobility datasets, geospatial data analysis
4	Installation, Integration, and Maintenance of Emerging Technologies	Skills for installing and maintaining transportation technology hardware
5	Operations and Incident Management Skills	Operational protocols, incident response
6	Command Center Operations	Dispatching AVs, centralized remote dispatching skills

Table 3. Current Technical Skills Needed

Enhanced Offerings for Youth

- Explore and Experience

Interactive Experiences

CCTA is proposing the addition of an education space to the current GoMentum Station to allow for designated learning spaces and facilities – allowing students an in-depth look at CAV tools and technologies



STEM Summer Academies

CCTA is exploring offering summer academies for students to explore theory and practice in weeklong experiences that blend hands on exploration, problem-solving, and presentations by experts, combined with college credit wherever possible.

Increased Access

CCTA envisions partnering with youth centers throughout the County and targeting outreach and offerings to local communities



School Partnerships

CCTA is proposing to work with current educators and schools to ensure educational offerings are aligned with - or enhance - current curriculum

THANK YOU - Questions



TRANSPAC DEVELOPMENT PROJECT TRACKER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE / DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	NOTES
City of Walnut Creek	Walnut Creek	Notice of Determination Link	Mitchell Townhomes	400+ townhomes at Shadelands/Mitchell [October 2025]	N/A	NOD Issued 4/8/2026
		Environmental Impact Report (EIR) Link			10/6/2025	EIR Notice
Contra Costa County	Discovery Bay	General Plan Amendment, Traffic Impact Analysis (TBA)	Cecchini Ranch	545 acres of agricultural lands to be developed into 2,000 units of Adult Residential Living, light industrial space, sports parks, community park with community center, boat and RV storage, open space, preserved wetlands, and a fire station. (February 2025)		
Contra Costa County	Unincorporated	Notice of Availability of a Draft Environmental Impact Report (EIR) Link	FSRE Industrial Concord Project Link	223,145 sq ft logistics warehouse with office space, parking (223 auto/38 trailer stalls), 36 truck docks, and off-site improvements including new intersection at Marsh Drive/Sally Ride Drive with pedestrian beacon [October 2025]	10/21/2025	City of Concord and Pleasant Hill Provided Comment

NEW PROJECTS/NOTICES						
LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE / DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	NOTES
City of Concord	Concord	Traffic Impact Analysis	UA Local 342	Local union building; a new admin building.		
City of Concord	Concord	Traffic Impact Analysis	7 Brew Coffee on Clayton	Converting a KFC into drive through only, 7 Brew Coffee		

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Funding Opportunities Summary 07/02/2026

Upcoming Funding Opportunities			
Funding Program	Fund Source*	Application Deadlines	Program and Contact Information
Coordinated Call for Projects	F/L	8/17/2026	CCTA administers and coordinates a range of transportation funding programs that help Contra Costa County jurisdictions, transit operators, and other eligible sponsors deliver local and countywide transportation improvements. These programs support projects such as complete streets, bicycle and pedestrian improvements, transit access, safe routes to schools, local roadway and corridor improvements, and projects that help Contra Costa meet regional mobility, climate, safety, and access goals. Rather than asking sponsors to navigate multiple separate calls for projects, CCTA's Coordinated Call for Projects creates one entry point for submitting candidate projects. Applicants submit project information once, and CCTA evaluates applications against the requirements of the applicable funding programs. https://ccta.ca.gov/planning/coordinated-call-for-projects/
Transformative Climate Communities Round 6	S	9/30/2026	The TCC Program furthers the purposes of AB 32 (Nunez, 2006) and AB 2722 (Burke, 2016) by funding projects that reduce greenhouse gas emissions (GHG) through the development and implementation of neighborhood-level transformative climate community plans that include multiple coordinated GHG emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities. https://www.grants.ca.gov/grants/transformative-climate-communities-round-6-project-development-grant-fy-25-26/
Fiscal Year 2026-27 Sustainable Transportation Planning Grant	F	October 2026	The Grant Management Branch administers the Caltrans Sustainable Transportation Planning Grants within the Headquarters Division of Transportation Planning. The Sustainable Transportation Planning Grants are comprised of the following four grant categories - Sustainable Communities (Competitive & Formula), Strategic Partnerships and Strategic Partnerships - Transit - which award a total of approximately \$34.5 million (State and federal funding) annually to local and regional planning agencies, cities, counties, transit agencies, and Native American Tribal Governments. https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants
Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trail Program Cycle 2	L	10/5/2026	RM3 provides \$150 million in funding for a competitive grant program to fund bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to ferry terminals and rail transit stations. There is \$75M remaining in the program for Cycle 2. https://mtc.ca.gov/funding/regional-funding/regional-measure-3