

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

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, SEPTEMBER 24, 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 Tiffany@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.

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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 AUGUST 27, 2026, MEETING. 🌀 Page 5

Attachment: TAC minutes from the August 27, 2026, meeting.

ACTION RECOMMENDATION: Approve Minutes of the August 27, 2026, TRANSPAC TAC meeting.

INFORMATION ITEMS

4. CONTRA COSTA TRANSPORTATION AUTHORITY TRANSPORTATION EXPENDITURE PLAN FRAMEWORK. Measure J, approved by Contra Costa voters in 2004, extended the county's half-cent transportation sales tax through 2034 and established a Transportation Expenditure Plan (TEP) for how revenues would be spent. To prepare for the next TEP, CCTA staff is gathering input from Regional Transportation Planning Committees (RTPC's) including TRANSPAC. At this meeting, CCTA staff will return to share how that input is shaping the emerging TEP framework and will seek additional feedback on the proposed outcomes, investment categories, and potential projects and programs ahead of the initial draft TEP. (INFORMATION) 🌀 Page 11

Attachment: Staff Report

5. COUNTY CONNECTION STUDENT TRANSIT PROGRAM PROPOSAL. County Connection has requested TRANSPAC's consideration of a proposal to institute a year-round Youth Ride Free (YRF) program, building on two successful summer YRF pilots in 2025 and 2026 that provided fare-free rides to youth ages 5 to 18 in the County Connection service area, which includes TRANSPAC. At this meeting, the TAC is requested to provide input on the proposal. (INFORMATION) 🌀 Page 29

Attachment: Staff Report

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 35

7. COMMITTEE UPDATES:

- a. **TECHNICAL COORDINATING COMMITTEE (TCC).** The last TCC Meeting was held on September 17, 2026. The next regular meeting will be held on October 15, 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 scheduled for Monday, September 21, 2026, was cancelled. 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).
 **Page 37**
- b. **CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) MEETING CALENDAR:** The CCTA Calendar for September 2026 through December 2026 may be downloaded using the following [link](#)

9. MEMBER COMMENTS.

10. NEXT MEETING: OCTOBER 29, 2026.

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TRANSPAC TAC Meeting Summary Minutes

Meeting Date: August 27, 2026

Staff Present: Aaron Elias, Concord; Craig Blythe, Clayton; Anthony Nuti, Pleasant Hill; Samantha Harris, Contra Costa County; Matt Redmond, Walnut Creek; Henry Rood, Walnut Creek; Pranjali Dixit, County Connection; Celestine Do, BART; Matt Todd, TRANSPAC Managing Director; Tiffany Gephart, TRANSPAC

Guests/Presenters: Danielle Elkins, Contra Costa Transportation Authority (CCTA); Jack Hall, CCTA; Nikki Foletta, CCTA; Cara De Jong, 511CCTA; Marlene Smith

Minutes Prepared By: Tiffany Gephart

1. Convene Meeting/Self-Introductions

The meeting was called to order at 9:02 a.m. Self-introductions were conducted.

2. Public Comment

The public comment period was opened. No public comment was offered.

3. Minutes of the May 28, 2026, and June 30, 2026, Meetings

Aaron Elias noted a misspelling of Timothy Haile's last name in the June 30, 2026, minutes.

With the correction noted, the minutes of the May 28, 2026, and June 30, 2026, meetings were approved by consensus.

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

Danielle Elkins, CCTA, presented cost estimates and funding options for use of Measure J Line 21A funds to support youth transportation programs in the TRANSPAC subregion. She described a proposed Student Transit Pass program using Clipper BayPass cards for students in the SOAR program within the Mount Diablo Unified School District, estimated at approximately \$25 per student per month for approximately 2,000 passes, with a nine-month pilot in FY 2026-27 estimated at \$540,000, increasing to approximately \$770,000 for a full 12-month program in FY 2027-28 and approximately \$820,000 in FY 2028-29, with final costs to be determined annually through negotiation with the Clipper BayPass program. She reported that the Walk N Roll program has expanded to 17 of 36 public elementary schools in the TRANSPAC region, with 10 additional schools planned for this school year and nine more the following year, with funding already secured through Transportation Fund for Clean Air (TFCA) allocation for FY 2026-27 and additional funding needed for FY 2027-28 and FY 2028-29. She also described continued funding needs for the Bike Family Fest event and for bike parking (racks, locks, and secure public right-of-way lockers) to support Walk N Roll schools. She noted CCTA is pursuing One Bay Area Grant (OBAG) 4 funds, due to the Metropolitan Transportation Commission (MTC) in October, to

expand the Student Transit Pass program countywide, with Measure J Line 21A funding serving as the local match for that application.

The TAC provided the following comments and asked the following questions on the proposal:

- Aaron Elias, Concord, asked about the relationship between total 21A funding availability (approximately \$600,000 per year) and the amount requested over two years, noting the figures appeared not to reconcile. Ms. Elkins responded that the requested funding is approximately \$1 million short of available 21A allocations, and that CCTA intends to close the gap by leveraging OBAG 4 and TFCA funding while tracking the program's funding "runway" through the Measure J program horizon in 2034.
- Pranjal Dixit, County Connection, asked whether Mount Diablo Unified School District's yellow bus service serves the same student population targeted by the SOAR program. Ms. Elkins clarified that the district's yellow buses serve only students with disabilities and would not overlap with the SOAR program population.
- Mr. Dixit asked whether all approximately 2,000 estimated passes would go to students living outside their home school district boundaries. Ms. Elkins responded that not all would, and that specific student locations would be identified as the program is implemented, which would also help inform transit operators of ridership impacts on their routes.
- Mr. Dixit asked about the approximately \$5 per rider per month difference between the \$25 Clipper BayPass cost and the approximately \$30 estimated per-passenger monthly cost, and whether that reflects program administration. Ms. Elkins confirmed the \$25 figure reflects only the BayPass cost and that administration is a separate, additional cost.
- Mr. Dixit asked whether the per-pass cost could decrease if usage is lower than assumed. Ms. Elkins said cost depends on actual usage and that the nine-month pilot is intended to determine actual usage and cost.
- Mr. Dixit asked how the program would be administered. Ms. Elkins explained that SOAR program social workers, who already have access to student personal information, would administer the Clipper cards, and that CCTA would hold separate agreements with BayPass as funder and with the school district as program administrator.
- Matt Redmond, Walnut Creek, asked whether the TAC could fund only near-term program years and revisit FY 2028-29 funding in a year. Ms. Elkins responded that CCTA would report actual program costs annually regardless of the funding horizon approved, but that securing FY 2028-29 funding in advance would support the OBAG 4 match and provide more certainty for upcoming consultant contracts.
- Mr. Redmond asked whether bike rack purchases could use discounted or recycled materials, such as through Recycle Smart or air quality district programs, similar to practices used by City of Walnut Creek maintenance staff. Ms. Elkins and Ms. De Jong stated CCTA is not currently aware of such a program but would look into it, and noted CCTA's interest in a countywide bulk-purchasing specification to reduce costs.

- Mr. Redmond asked about the type of bike locks provided through Walk N Roll. Ms. De Jong explained that CCTA has a partnership with Kryptonite for \$25, security-level-3 cable locks used at elementary schools, where theft has not been a significant issue, and that key-based rather than combination locks are currently used; combination locks could be considered, particularly if the program expands to middle and high schools where higher security may be needed.
- Henry Rood asked whether CCTA's preference is for the full multi-year funding reflected in Option 1, as opposed to the funding levels TRANSPAC staff initially recommended, and asked TRANSPAC to explain the rationale for a shorter-term, lower-cost approach. Tiffany Gephart responded that the staff recommendation reflected a range of options intended to allow the TAC to review first-year program utilization data before committing larger amounts of funding, while noting there are advantages and disadvantages to committing funds further in advance.
- Aaron Elias asked whether identifying the funding source specifically as Line 21A, rather than Measure J generally, makes a material difference to MTC for the OBAG 4 application. Ms. Elkins said MTC prefers a specific funding source identified, that funding not drawn from 21A would otherwise come from Transportation Demand Management (TDM) funds under Line 17, and that CCTA recommends using student-dedicated 21A funds for student programs.
- Mr. Elias noted concern about committing 21A funds to a program that has not yet been tested through a pilot, while also noting the risk of a funding gap if only the nine-month pilot period is funded.
- Mr. Elias and Matt Todd, TRANSPAC Managing Director, discussed the Walk N Roll TFCA funding cycle, noting that TFCA funding availability (October through July) creates a gap relative to the school-year program schedule. Ms. De Jong explained that program planning and school outreach begin months in advance of TFCA funding availability, and that CCTA currently uses other funding sources to bridge that gap.
- Mr. Todd stated a preference for a “pay as you go” approach to funding commitments generally, noting that it is more challenging to track committed balances when the programming is over many years, and he also requested CCTA to provide a more complete funding plan showing how TRANSPAC's OBAG 4 match compares with the other TRANSPAC subregions before committing additional years of funding. Ms. Elkins responded that the requested amount reflects TRANSPAC's proportional match under the jobs-housing formula used to determine subregional OBAG 4 contributions, and that the West County, East County, and Southwest (SWAT) subregions have already secured their respective matches.
- Mr. Todd noted that TFCA funds are not always fully utilized due to a limited number of eligible projects and expressed support for continuing to apply TFCA funding toward Walk N Roll, while recommending a shorter, “pay as you go” commitment period for the newer Student Transit Pass program.

Following discussion, Ms. Elkins and the TAC discussed a revised funding scope of two years (FY 2026-27 and FY 2027-28) for the Student Transit Pass program, one year for Bike Family Fest and bike parking, and two years (FY 2027-28 and FY 2028-29) for Walk N Roll, with any additional TFCA funds applied to reduce the Line 21A amount needed for Walk N Roll as they become available. Matt Todd requested that CCTA provide a detailed OBAG 4 funding plan showing how all four TRANSPAC subregions' matches align, and that any available TFCA balance be applied toward Walk N Roll as a funding priority; Ms. Elkins confirmed CCTA would report on TFCA allocations and balances annually as part of that decision.

By consensus, the TAC recommended forwarding to the TRANSPAC Board the following funding priorities for the allocation of Measure J Line 21A funds for youth transportation programs in the TRANSPAC subregion: the Student Transit Pass program for FY 2026-27 (\$540,000) and FY 2027-28 (\$770,000); the Walk N Roll program for FY 2027-28 (\$350,000) and FY 2028-29 (\$250,000); the Bike Family Fest event for FY 2027-28 (\$80,000); and bike parking for FY 2027-28 at \$50,000. The total recommended Measure J Line 21A allocation is \$2,040,000.

5. Innovate 680 Automated Driving Systems (ADS) Program Update

Jack Hall, CCTA, presented a final update on CCTA's completed U.S. Department of Transportation (U.S. DOT)-funded Automated Driving Systems (ADS) pilot program, consisting of three projects:

- Project one, in Rossmoor, provided an automated mobility shuttle for residents from July 2024 to September 2025, Monday through Friday from 7:00 a.m. to 5:00 p.m., operating between the Gateway Clubhouse and the Tice Creek Fitness Center.
- Project two, the County Hospital project in Martinez, was operated with County Connection from September 2024 to December 2025, Monday through Friday from 8:30 a.m. to 9:30 p.m., and was later expanded to serve Kaiser Martinez and the Martinez VA hospital.
- Project three, a personal mobility pilot on I-680 in San Ramon, used five Nissan vehicles to test cloud-based speed coordination intended to smooth freeway traffic flow and reduce phantom traffic jams.

Mr. Hall reported the Rossmoor and Martinez pilots collectively served more than 2,600 riders, with 280 of those rides provided through the County Connection-operated portion of the Martinez project, and that a 10-day test of the I-680 freeway pilot showed reduced stoppage time and smoother traffic flow. He described program elements supporting workforce development, including training conducted at the Gomentum Station facility in Concord and partnership with union drivers through County Connection and TransDev. He noted that grant funding for all three pilots has ended, though CCTA continues to pursue additional grant funding to extend or restart the programs, and that Measure J funds cannot be used for these projects because autonomous vehicle technology is not included in the Measure J Transportation Expenditure Plan.

The TAC provided the following comments and questions:

- Tiffany Gephart asked whether there had been resistance to using autonomous vehicles, particularly among Rossmoor seniors. Mr. Hall responded that a UC Berkeley research

partner had hypothesized resident resistance, but that focus groups found residents were highly accepting of the service.

- Pranjal Dixit, County Connection, asked for ridership and service-hour figures to support cost comparisons. Mr. Hall reported approximately 2,600 combined riders across the Rossmoor and Martinez pilots, with 280 rides through the County Connection-operated portion of the Martinez project, and referenced a more detailed cost and productivity report presented to the CCTA Board in September 2025.
- Mr. Dixit noted that reported cost data showed a cost of approximately \$700 per passenger for the Martinez program, and that the cost did not justify continued operation on that basis alone, while noting that incorporating union drivers into an autonomous shuttle program was a significant benefit of the pilot. Mr. Hall responded that a portion of that cost reflected the project's data-collection objective rather than passenger transport alone, and that the technology is expected to become more cost-effective over time.

6. TRANSPAC Subregional Transportation Mitigation Program — Development Project Tracking

Staff presented updates to the subregional development project tracker, noting the addition of two City of Concord traffic impact studies for completed, non-environmental local projects.

- Tiffany Gephart asked Aaron Elias, Concord, whether the two added traffic studies were complete or still in development. Mr. Elias confirmed the studies were complete and are internal, non-environmental documents. Mr. Elias and Matt Redmond, Walnut Creek, agreed the two items could be dropped from the tracker following the standard practice of forwarding tracker items to the Board for one cycle before archiving or continuing to monitor.
- Mr. Elias provided an update on activity related to the Concord Naval Weapons Station area, noting that CCTA and its consultants recently met to discuss the countywide travel demand model for an associated traffic study. He indicated the study is likely to use CCTA's AlaCC (Alameda–Contra Costa) bi-county model, developed jointly with Alameda County, in place of the prior four-step countywide model, pending testing to confirm consistency between the two models. He estimated the related traffic study is approximately six months from beginning, with a completed study product likely a year or more away, and noted that nearby jurisdictions would be consulted as the study scope is developed.

7. Committee Updates

Technical Coordinating Committee (TCC): Aaron Elias reported that the last TCC meeting, held July 16, 2026, primarily addressed the coordinated call for projects.

Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): No report was given regarding the July 27, 2026, meeting.

Accessibility Advisory Committee (AAC): Samantha Harris reported there was no update to bring back from the July 20, 2026, meeting.

8. Information Items

Grant Funding Opportunities: Tiffany Gephart noted the grant funding opportunities spreadsheet was included in the packet for reference. No discussion followed.

9. Member Comments

No member comments were offered.

10. Next Meeting

The meeting adjourned at 10:36 a.m. The next regular meeting is scheduled for September 24, 2026, at 9:00 a.m. at Pleasant Hill City Hall, Large Community Room, 100 Gregory Lane, Pleasant Hill.

TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: September 24, 2026

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

Background

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

On June 18, 2025, the CCTA Board directed staff to begin development of a new TEP to guide investment following Measure J's expiration. CCTA has outlined a four-phase process — Listening, Initial Concept, Confirm Priorities, and Finalize and Adopt — with TEP adoption targeted for late 2027 and a ballot measure targeted for November 2028, requiring a two-thirds voter majority. Five guiding pillars for the plan were identified by the CCTA Board and RTPC members at a May 2026 CCTA Board workshop: a community-first approach; keeping the plan simple; applying a countywide lens that balances local priorities with countywide benefits; establishing accountability measures; and focusing on significant outcomes that deliver meaningful, transformative improvements to mobility, safety, accessibility, and connectivity.

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

CCTA is returning to the TRANSPAC TAC to share how input from the RTPCs, including TRANSPAC's July 9 discussion, is shaping the emerging TEP framework, and to gather additional input before development of the initial draft TEP.

MEMORANDUM

TO: Regional Transportation Planning Committees (RTPCs)

FROM: Timothy Haile, Executive Director
Contra Costa Transportation Authority

DATE: September 3, 2026

SUBJECT: Transportation Expenditure Plan Framework

SUMMARY

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

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

The discussion will focus on:

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

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

BACKGROUND

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

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

The process is organized into four phases:

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

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

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

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

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

TEP LIVING PILLARS

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

Community-First Approach

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

Keep It Simple

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

Apply a Countywide Lens

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

Emphasize Accountability

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

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

Focus on Significant Outcomes

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

BUILDING ON THE LISTENING PROCESS

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

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

CCTA has also conducted listening sessions with each RTPC Board:

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

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

DEVELOPING THE TEP FRAMEWORK

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

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

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

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

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

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

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

TRANSFORMATIVE VISIONS AND INVESTMENT CATEGORIES

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

Provide Reliable Freeway and Roadway Travel

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

Build a Complete, Reliable Transit Network

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

Create People-First Streets

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

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

KEY OUTCOMES AND PERFORMANCE MEASURES

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

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

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

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

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

POTENTIAL PROGRAMS

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

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

Two general types of programs are being considered.

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

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

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

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

POTENTIAL NAMED PROJECTS

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

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

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

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

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

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

EVALUATION FRAMEWORK

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

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

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

RTPC INPUT AND NEXT STEPS

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

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

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

Attachment B

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

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

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

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

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

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

List of Potential Investment Categories and Programs by Outcome

Congestion - Reduce travel times and delays

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

Safety - Reduce fatal and serious injury crashes

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

Access - Enhance travel options for vulnerable residents

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

Connectivity - Improve connections to communities

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

Thriving Communities - Support strong local economies

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

Environment - Reduce transportation-related pollution

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

TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: September 24, 2026

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

Background

County Connection operated a two-month summer Youth Ride Free (YRF) pilot in June and July 2025, offering fare-free rides to riders aged 5 to 18 systemwide, with Tri Delta Transit and WestCAT participating using their own funding. The pilot generated approximately 25,400 youth trips. Based on these results, County Connection, Tri Delta Transit, and WestCAT repeated the program for summer 2026, with TRANSPAC area service funded through Measure J Line 21a contributions and additional contribution from the Southwest Area Transportation Committee (SWAT) to cover their portion of the County Connection service area. Summer 2026 ridership rose to approximately 26,500 YRF trips, a 4.5% increase over 2025 (see attachment A for the County Connection YRF proposal letter which includes additional program performance information).

Discussion

To further expand the program, County Connection requests TRANSPAC's consideration of a year-round YRF program. County Connection's proposal would extend fare-free rides on all

County Connection routes to youth systemwide, in the same no-application, no-pass format as the summer pilots. County Connection would invoice TRANSPAC quarterly for reimbursement at \$1.00 per youth trip, based on operator-collected boarding data.

Table 1 summarizes the annual program cost for TRANSPAC and SWAT, with the cost range reflecting whether LCTOP (Low Carbon Transit Operations Program) funding for several currently fare-free routes continues or is discontinued as anticipated in July 2027. These estimates also assume a 15% increase in youth ridership systemwide over Fiscal Year (FY) 2026. In addition, although potential funding sources for this program have not yet been discussed, a future consideration will be the funding of SWAT service area trips as part of the broader program.

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

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

Next Steps

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

County Connection

September 17, 2026

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

Re: Proposal for year-round Youth Ride Free program

Chair Carlson and committee members:

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

Background:

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

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

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

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

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

Summer Youth Ride Free Pilot:

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

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

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

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

Proposed Year-Round YRF Program:

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

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

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

January - June (6 months)

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

July - December (6 months)

RTPC	Rides	Fare Loss w/LCTOP	Fare Loss w/o LCTOP
TRANSPAC	129,000	\$129,000	\$166,000
SWAT	92,000	\$92,000	\$119,000
Total	221,000	\$221,000	\$285,000

Annual (12 months)

RTPC	Rides	Fare Loss w/LCTOP	Fare Loss w/o LCTOP
TRANSPAC	247,000	\$247,000	\$318,000
SWAT	176,000	\$176,000	\$227,000
Total	423,000	\$423,000	\$545,000

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

Sincerely,



Bill Churchill
General Manager

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TRANSPAC DEVELOPMENT PROJECT TRACKER

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

NEW PROJECTS/NOTICES						
LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE / DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	NOTES

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Funding Opportunities Summary 09/03/2026

Upcoming Funding Opportunities			
Funding Program	Fund Source*	Application Deadlines	Program and Contact Information
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/
Local Highway Safety Improvement Program (HSIP)	S	11/2/2026	The Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means. https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now
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