



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

SOUTHWEST AREA TRANSPORTATION COMMITTEE MEETING AGENDA Monday October 5, 2026, at 3:00 p.m.

Location 1: Contra Costa County Board of Supervisors' Office - District 2 (Candace Andersen) Lafayette Office at 3338 Mt. Diablo Boulevard, Lafayette, CA 94549.

This is an in-person meeting of the SWAT Committee, with the option for members of the public to appear in person or to participate via Zoom teleconference. Persons who wish to address the Board during public comment or with respect to an item on the agenda may comment in person or may call in or log in to the meeting via Zoom.

Join Zoom Meeting

<https://ccccounty-us.zoom.us/j/85130956592?pwd=F4yL6a6jkzhHuUeNAXcRKuTiQphCg.1>

Meeting ID: 851 3095 6592

Passcode: 298518

Any document provided to a majority of the members of the Southwest Area Transportation Committee (SWAT) regarding any item on this agenda will be made available for public inspection at the meeting and at the San Ramon City Hall, 7000 Bollinger Canyon Road, San Ramon, CA during normal business hours.

1. CONVENE MEETING/SELF INTRODUCTION

2. PUBLIC COMMENT

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. *(Please complete a speaker card in advance of the meeting and hand to a staff member)*

3. BOARD MEMBER COMMENTS

4. ADMINISTRATIVE ITEMS

4.A Authorize request for a letter of support for Contra Costa County's grant application for the Caltrans Sustainable Transportation Planning Grant Program for Olympic Blvd Trail Connector Study and **AUTHORIZE** the Chair of the SWAT Committee to sign the letter.

By: Robert Sarmiento; TRANSPLAN ADMINISTRATOR/ Contra Costa County, Department of Conservation and Development, Transportation Planning Section

Attachments:

4.A DRAFT Letter & Project Synopsis

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings. Please contact Chris Weeks at least 48 hours before the meeting at (925) 973-2547 or cweeks@sanramon.ca.gov

Agendas, minutes, and other information regarding this committee can be found at: <https://swatcommittee.org/>

5. CONSENT CALENDAR

6. REGULAR AGENDA ITEMS

6.A Presentation: Regional Transportation Policy Committees (RTPC's) Transportation Demand Management Programs. CCTA offers an extensive menu of Transportation Demand Management (TDM) and Youth programs across the county, helping to reduce traffic congestion, improve air quality, and build safer, healthier communities. TDM programs include employer services, transit incentives, vanpool, walking and biking programs and more. Youth programs include walking and biking encouragement, transit passes, school buses, and other incentives. While some programs are offered countywide, others are offered and delivered at the subregional level. Program implementers from each of the subregions will present an overview of the various programs and are available to answer questions.

By: Nikki Foletta, Director of Programs, Contra Costa Transportation Authority

Attachment 6A.1 – TDM Presentation

6.B Presentation & Feedback: Transportation Expenditure Plan Framework - 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.

BY: Tim Haile; *Executive Director, Contra Costa Transportation Authority*

Attachment 6 B.1 - RTPC TEP Framework Staff Report & Presentation

7. WRITTEN COMMUNICATIONS (*Attachments – No action required*)

1. TRANSPLAN Meeting Summary – August 13, 2026
2. SWAT Meeting Synopsis – August 3, 2026
3. TRANSPAC Meeting Summary – August 13, 2026
4. WCCTC Meeting Summary - August 20, 2026

8. DISCUSSION Next Agenda & Meeting Date: Monday, November 2, 2026

9. ADJOURNMENT

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AGENDA ITEM 4.A



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October 6, 2026

Robert Sarmiento, Senior Planner
Department of Conservation and Development
Transportation Planning Section
30 Muir Road, 2nd Floor
Martinez, CA 94553

RE: Olympic Boulevard Corridor Trail Connector

Dear Mr. Sarmiento:

On behalf of the Board of Southwest Area Transportation Committee (SWAT), we wish to express our enthusiastic support for the advancement of the Olympic Boulevard Corridor Trail Connector Study through Caltrans Sustainable Transportation Planning Grant Program.

We would look forward to the County developing 30 percent design for a non-motorized multi-use connector along the Olympic Boulevard Corridor to close a gap between the Lafayette-Moraga Trail in Lafayette and the Iron Horse Trail in Walnut Creek. June 2015, the County adopted the Olympic Boulevard Corridor Trail Connector Study which analyzed potential connections between two multi-use regional trails in Contra Costa County – the Lafayette-Moraga Trail and the Iron Horse Regional Trail – with low stress, convenient, and family friendly bicycle and pedestrian facilities. It is important to have improvements that support the local community and enhance the quality of life.

Development of the Olympic Boulevard Corridor Trail Connector meets the Caltrans Sustainable Transportation Planning Grant Program objectives by closing the gap between the two major trails and create one continuous path from the Oakland Hills to Central and South County. It will create and improve direct non-motorized access to major points along either trail, in particular, Downtown Walnut Creek, a major regional shopping destination. It will be designed with a number of safety features and minimal conflicts with vehicles, which will result in a safer and enjoyable, low-stress experience for users. The gap closure will lead to greater usage of both the Lafayette-Moraga Trail and Iron Horse Trail, along with the County's overall non-motorized network, for commute and recreational trips, which will lead to fewer vehicle trips and healthier communities.

We congratulate the Department of Conservation and Development, Contra Costa County, elected officials and all cooperating agencies in their current efforts to advance 30 percent design of the Olympic Boulevard Corridor Trail Connector.

Thank you very much.
Sincerely,

[SUPPORTER SIGN YOUR NAME]
[INSERT TITLE]

OLYMPIC CORRIDOR TRAIL CONNECTOR



Cyclists on Olympic Boulevard



Downtown Walnut Creek

Project Description: Refine design concepts from the 2015 Olympic Boulevard Corridor Trail Connector Study and develop 30% design for a non-motorized multi-use connector along the Olympic Boulevard Corridor to close a gap between the Lafayette-Moraga Trail in Lafayette and the Iron Horse Trail in Walnut Creek.

Background: June 2015, the County adopted the Olympic Boulevard Corridor Trail Connector Study which analyzed potential connections between two multi-use regional trails in Contra Costa County – the Lafayette-Moraga Trail and the Iron Horse Regional Trail – with low stress, convenient, and family friendly bicycle and pedestrian facilities. The Lafayette-Moraga Trail is a regional trail that runs from the Oakland Hills to Lafayette. It passes by Downtown Moraga and Saint Mary’s College and in proximity to Downtown Lafayette. The Iron Horse Trail is another regional trail that runs from Concord to Pleasanton. It traverses Central and South Contra Costa County and passes by the Contra Costa Centre, Downtown Walnut Creek, unincorporated Alamo, Downtown Danville, and the Dublin-Pleasanton BART Station. Both trails see heavy usage by both bicyclists and pedestrians, particularly on the weekends. Currently, a gap, which spans parts of Lafayette, unincorporated Contra Costa County, and Walnut Creek, exists between these two trails, generally along the Olympic Boulevard corridor. Because of this gap, a significant number of bicycle and pedestrian trips in the corridor take place on Olympic Boulevard and Newell Avenue, despite inadequate or non-existent non-motorized infrastructure on these roads. This creates congestion and safety issues among bicyclists, pedestrians, and vehicles.

Benefits: The study update will refine the design recommendations along the Olympic Boulevard Corridor from the 2015 study that would close the gap between the two major trails and create one continuous path from the Oakland Hills to Central and South County. The gap closure will create and improve direct non-motorized access to major points along either trail, in particular, Downtown Walnut Creek, a major regional shopping destination. It will be designed with several safety features and minimal conflicts with vehicles, which will result in a safer and enjoyable, low-stress experience for users. The gap closure will lead to greater usage of both the Lafayette-Moraga Trail and Iron Horse Trail, along with the County’s overall non-motorized network, for commute and recreational trips, which will lead to fewer vehicle trips and healthier communities.

Policies: Both the County’s General Plan and Contra Costa Transportation Authority’s Countywide Bicycle and Pedestrian Plan call for bicycle facilities along Olympic Boulevard and Newell Avenue.

AGENDA ITEM 6.A

Transportation Demand Management and Youth Programs



Nikki Foletta
Director, Programs





Agenda

- Funding Overview - CCTA
- TDM – Advanced Mobility Group (AMG)
- TDM – City of San Ramon (SWAT)
- TDM – WCCTC
- Youth Programs - Advanced Mobility Group (AMG)
- Youth Programs – City of San Ramon (SWAT)
- Youth Programs – WCCTC

Funding of TDM and Student Programs is complex.

Local ½ Cent Sales Tax Measure J

Allocated to the four Subregions according to the Jobs-Housing formula for local projects / programs within the regions: WCCTAC | SWAT | TRANSPLAN | TRANSPAC

Bay Area Air District: Transportation Fund for Clean Air (TFCA)

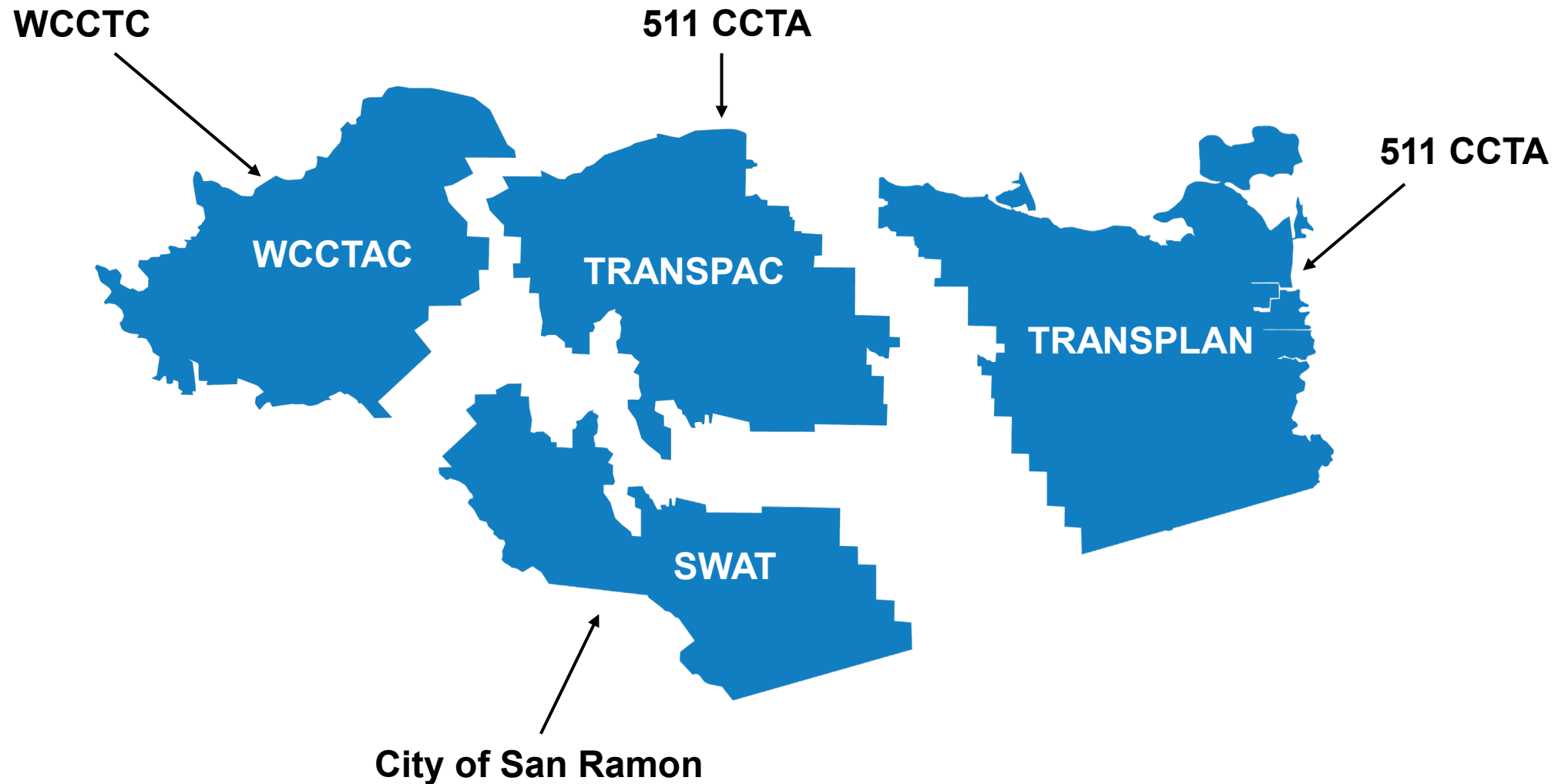
Funds countywide and subregional incentive programs



One Bay Area Grant (OBAG 3)

Funds countywide Safe Routes to Schools program: Street Smarts Contra Costa

TDM programs are managed by program managers across Contra Costa County.



Countywide TDM programs are managed by
program managers across Contra Costa County.



*Guaranteed
RIDE HOME*



Student programs are managed by program managers across Contra Costa County.

WCCTC & County Health



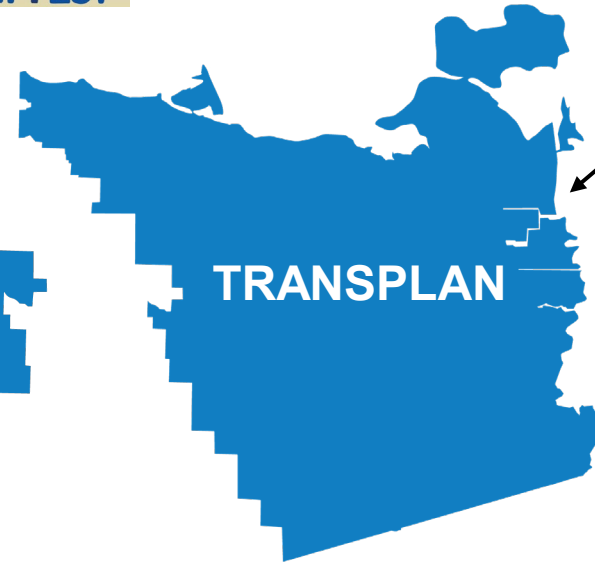
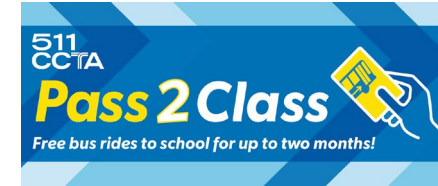
WCCTAC



511 CCTA



TRANSPAC



TRANSPLAN

511 CCTA



SWAT



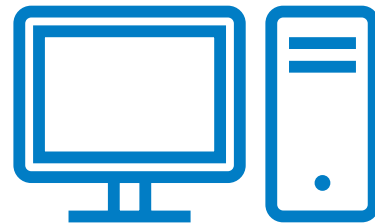
City of San Ramon and City of Lafayette

POWERED BY
CCTA



511 CCTA Brand & Communications

Delivery of the 511 CCTA website, social media, monthly newsletter and customer service functions on behalf of all programs.



By the Numbers



Website

- 11,000 monthly visitors
- 15,300 average monthly page views
- 300 unique daily visitors



Social Media

- 5 Social Media Platforms
- 7K + Followers



Newsletter

- 37,000 subscribers
- 42% average open rate
- 3.5% average click rate



Customer Service

- Host email and phone services for countywide program
- Respond to customer inquiries through main line numbers and website

Funded by: TFCA

Fiscal Year Budget: \$228,205



Commute Coach, Employer Services, Bike Racks & Community Events

Personalized trip planning for
individuals, employer
transportation support and
resources, community events



By the Numbers



Commute Coaching

- Personalized trip planning for new residents, those starting new jobs or making the switch from driving
- Trip plans, cost comparisons, and eligible incentives



Employer Support

- On-site employer fairs
- Custom commute surveys
- Commuter Benefits Program guidance
- Green Business Program



Community Events

- Average in-person community events per year
TRANSPAC: 12
TRANSPLAN: 8
WCCTC: 6
SWAT: 10
- Promotion of seasonal programs, 511 CCTA countywide programs, and CCTA initiatives

Funded by: TFCA & MJ17

• Fiscal Year Budget: \$74,600



Big Win on Transit

Weekly \$511 winners for
logging verified transit trips



By the Numbers | 2025/2026



Participants & Trips

- 1,830+ registered riders
- 40,000 verified transit trips logged



Spare the Air

- On Spare the Air Days, gift card prizes for the first 100 riders who upload a verified trip
- 500+ unique riders have won gift cards



Winners

- 90 weekly \$511 winners with verified transit trips
- 8 Spare the Air Days with up to 100 gift card winners each day



Survey Results

- 62% are using transit for more of their commute days
- 30% cite using transit more on weekends or for errands and appointments
- 90% are more likely to ride on a Spare the Air Day

Funded by: TFCA

Fiscal Year Budget: \$163,066



E-Bike Rebates

Post-purchase rebates of
\$150 or \$300 for e-bikes



E⚡bike Rebate Program



By the Numbers



Rebate Values

- \$150 standard rebate
- \$300 income-qualified rebate



Rebates Issued

- 2025: 421
- Overall, **2,700+** rebates have been issued
- Every rebate is vetted by a team member with photo and receipt to ensure the bicycle qualifies



Survey Results

- 80% of participants who rarely/never rode a bike are riding an e-bike at least once a week
- 55% of e-bike rides are for destination-based transportation rather than recreational or exercise

Funded by: MJ17

Fiscal Year Budget: \$85,000



Winter Walk Challenge

Popular 10-week program that encourages walking to replace short vehicle trips



By the Numbers



2025/26 Participation

- 1,596 individual participants
- 3,259 photos received during the weekly photo challenges



Survey Results

- 87% walked 3 or more times per week
- 69% replaced vehicle trips with walk trips
- 99% will participate again next year



Funded by: TFCA

Fiscal Year Budget: \$29,400



Summer Bike Challenge

Encourages biking for local trips through gamification and rewards

Walnut Creek 2026 SUMMER BIKE CHALLENGE
Explore your town from the seat of a bike!

HOW TO PLAY:
Bike to as many squares as you can June 1 - Aug 31.

START

Ygnacio Canal Trail (YV Tunnel)
WC Station PH
N Main St Fountains "Fountain Head" "Geologica" Park bikes & explore on foot!

LIBRARY
Larkey Park
Hand of Peace Civic Park
Heather Farm Park

Diablo Shadows Park
Bike to 2+ K-5 SCHOOLS
Robert I Shroder BRIDGE
Northgate Park Volleyball Courts

iPad Grand Prize
FREE Fun All Summer
511.ccta.ca.gov/sbc

511 CCTA Bay Area Air District

BIKE SAFE
PREDICTABLE
Rings call out
Ride on the RIGHT SIDE
Protect your brain! WEAR a HELMET

511 CCTA Bay Area Air District
@511ccta
@511.ccta.ca.gov
#SummerBikeChallenge

Can't bike to certain squares?
No problem!
Swap a bikeable destination of your choice.

Challenge and chances to win.
every week

2026

By the Numbers



2026 Participation

- 1,984 families registered, 2,670 total participants
- All Contra Costa cities represented
- Highest participation cities: Walnut Creek, San Ramon, Concord, and Brentwood



Trips Increased

- 33% reported taking 1-3 trips per week by bike BEFORE the SBC
- 48% reported taking 1-3 trips per week DURING the SBC
- 67% reported biking instead of driving to a regular destination

Family Registration

Year	Summer Bike Challenge
2015	200
2016	430
2017	609
2018	1,039
2019	1,369
2020	1,001
2021	1,427
2022	1,354
2023	1,334
2024	1,158
2025	1,138
2026	1,984

Funded by: TFCA

Fiscal Year Budget: \$35,900



Bike to Wherever Days

Annual promotion and celebration
of National Bike Month



By the Numbers



Energizer Stations

- 56 stations countywide
- 8 stations in TRANSPLAN
- 27 stations in TRANSPAC
- 5 stations in SWAT
- 16 stations in WCCTC
- Stations shared biking resources, snacks, swag, and celebrated the cycling community



Riders

- 1,588 cyclist visited a station in Central or East County
- More than 13,000 visited a station in the Bay Area



Promotions

- Bike to a Station, Win a Vacation. Prize drawing for a \$511 airline gift card
- Bike Safety Quiz to refresh bicyclist and driver safety messaging. 175 people took the quiz

Funded by: TFCA, MJ17

Fiscal Year Budget: \$36,000



SWAT Implemented Vanpool Program



Average Ridership Per Vanpool

5.65 Passengers



Average One Way Milage

58.4 Miles



Average Number of Daily Vanpools

19 Vanpools



Average Daily Riders

92 Riders Daily
in 19 vans



Incentives

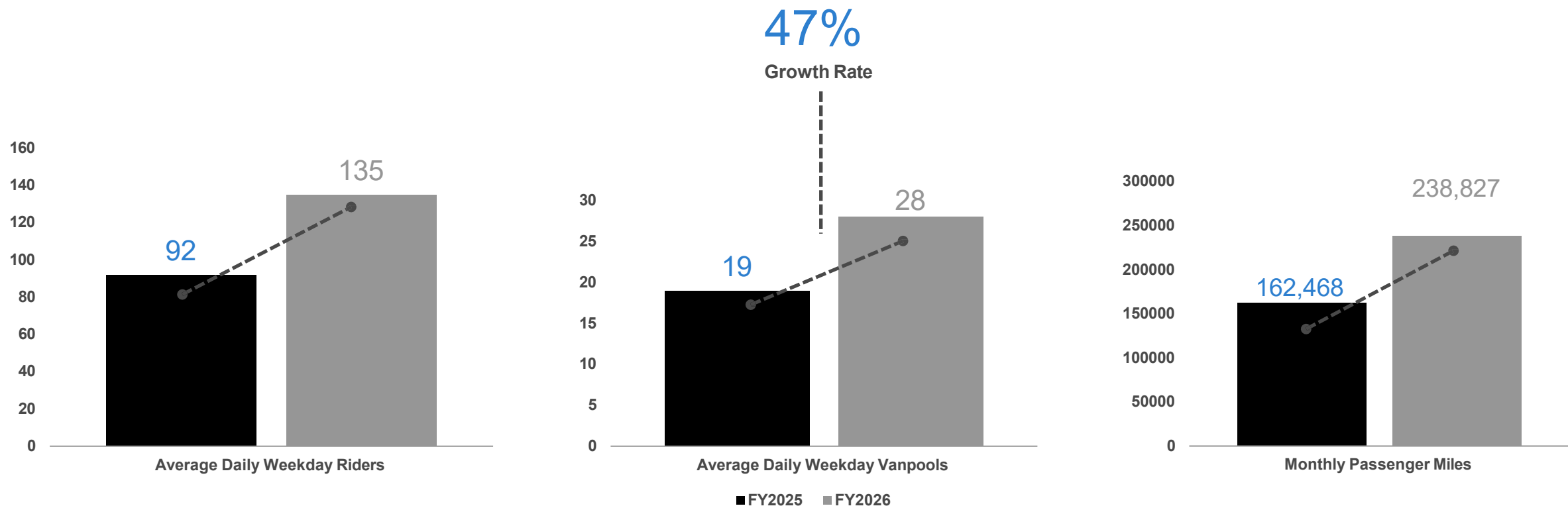
\$45,600 Est.
Vanpool Contract
Cost FY2026



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Growth Trends - July 2026



Funded By TFCA

25/26 Fiscal Year Budget: \$229,878
26/27 (2% Increase): \$234,172



Disclaimer: Projected Growth Rate is for discussion purposes only. The actual rate of growth may vary.

WCCTC Implemented Commuter Incentive Programs

Guaranteed Ride Home



FREE

Free emergency rides home, up to 6 times a year — no cost to join.

Try Transit



\$35 VALUE

Pledge to leave the car home and get a \$35 Clipper credit, on us.

Take 10 (West County)



10 FREE RIDES

Ten free one-way trips on the route longer commutes

Secure Your Cycle (West County)



\$20 VALUE

Bike to work and get \$20 toward a secure BikeLink locker.



Guaranteed **RIDE HOME**

Guaranteed Ride Home

- Up to 6 emergency rides home annually
- Uber, Lyft, taxi
- Venmo, PayPal, check reimbursement
- Part of a larger Bay Area network of GRH programs
- Anyone who works (1004), goes to college (290), or both (31) in Contra Costa is eligible
- Registration is encouraged but not necessary
- \$42 average reimbursement cost
- 63 reimbursements, ~\$3000 FY26
- 74% say GRH is major influence in taking a green/alternate commute

Funded by: TFCA & MJ17

Fiscal Year Budget: \$78,000

Try Transit



try transit

Employees/Commuters

- Live or work in Contra Costa
- 18+
- Pledge to Take Transit
- 2000 commuters countywide last year

College Students

- Any Contra Costa college
- 9 or more units
- ~500 students last year

Two options

- Clipper Card or digital

Funded by: TFCA, MJ17

Fiscal Year Budget: \$60-70,000

West County Incentive **Take 10**

- Aimed at longer, cross county commutes
- 10 trips (1 week)
- AC Transit Transbay
- WestCAT Lynx
- SolTrans Out of County
- Richmond-SF Ferry
- ~500 recipients last year

Take 10 Transit Pass Offers



Funded by: TFCA

Fiscal Year Budget: \$30-35,000



West County Incentive **Secure Your Cycle**

- \$20 in BikeLink locker credit
- Smaller program
- Looking to revamp this year

Youth Programs



Walk N Roll

A weekly vehicle trip reduction and active transportation program to encourage the whole school community to bike, walk, or carpool to school



WALK N ROLL

Traveling Together for a Sustainable Future!



By the Numbers



2025/26 Participation

- 17 Schools in TRANSPAC
- 6,000+ students participated
- Equivalent to 2.9 million VMT reduced across the school year



Growth for 26/27

- Continue: 17 schools
- Lamorinda: 3 new
- TRANSPLAN: 4 new
- TRANSPAC: 10 new
- San Ramon Valley: 2 new
- West Contra Costa: 2 new



Survey Data

- 90% would recommend Walk N Roll participation to other families
- 92% report being “grateful my school has the Walk N Roll program”



Funded by: TFCA

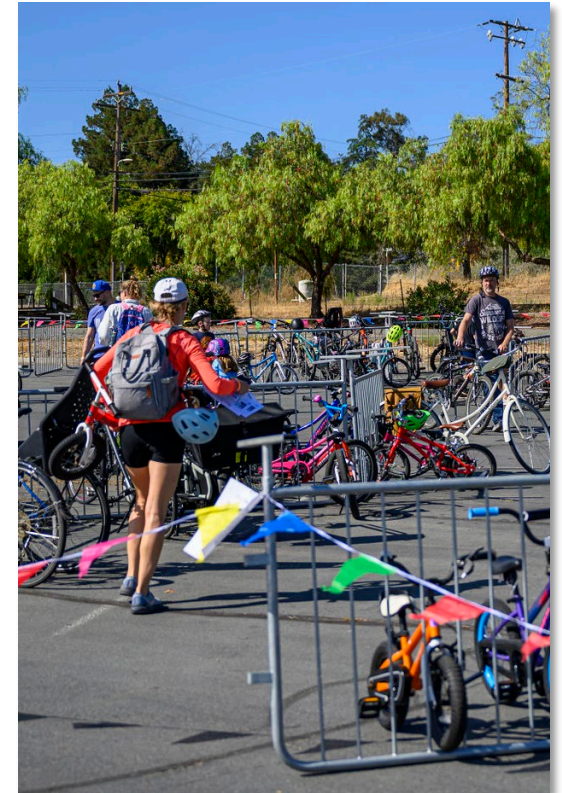
Fiscal Year 25/26 Budget: \$248,294



Bike Family Fest



- 2,398 Participants
- 1,113 Students
- 28 vendors and organizations
- 110 Volunteers
- Bike Fun for Everyone



By the Numbers



2026 Student / Family Participation

- 2,398 total participants
- 1,113 students
- 22 schools represented



Vendor Representation

- 10 shops & bike brands represented
- 2 Cities: Pleasant Hill and Martinez
- 3 County Orgs: East Bay Regional Park District, Contra Costa Health, CCTA
- 1 Local Transit Operator: County Connection
- 4 Non-Profit Bicycle Organizations



Community Survey

- 4.4 out of 5 stars

“My kids absolutely loved going on their first group ride to the event itself. This event was put together with kids in mind and it shows. It was an absolute treat to be able to participate and enjoy the festivities”

-Parent surveyed

Funded by: MJ21

Fiscal Year Budget: \$67,360



SchoolPool

School trip reduction program encourages student carpools with \$250 Target gift card drawings



By the Numbers



2025 Program

- 255 student carpools registered
- Over four years: 1,100+ student carpools have been formed



2025 Survey Results

- The average number of households in a carpool was 2.4
- 60% of families cited they would have traveled as an SOV without the encouragement of the \$250 gift card
- Families reported carpooling an average of 161 of the 180 school days



2026 Program

- SchoolPool remains open through mid October
- Post-program surveys will be sent in December so families can report on their students continued carpooling habits

Funded by: TFCA

Fiscal Year Budget: \$6,280



Pass2Class

Two months of free bus rides for students across Contra Costa at the start of the school year on County Connection, Tri Delta Transit, WestCAT or AC Transit



By the Numbers



2025 Program

- 3,267 students received free bus passes for the start of 25/26 school year
- Distribution of students:
 - 1,611 County Connection
 - 957 Tri Delta Transit
 - 520 AC Transit
 - 179 WestCAT



2025 Survey Results

- 92% of students continued riding after their pass expired
- Students continued riding the bus an average of 4.2 days per week after their passes expired
- 52% of students lived in an Equity Priority community



2026 Program

- The program closed September 30th
- Post-program surveys will be sent in late October after all passes have expired and families can report on students' continued transit ridership habits

Funded by: TFCA

Fiscal Year Budget: \$270,215



San Ramon Valley Youth Program

TRAFFIX School Bus



2025/26 Participation

- Audience: San Ramon Valley School District
- 24 School Buses
- 11 of 37 schools served
- ~1,400 students participate



Oversite

- Board of Directors
- City of San Ramon (2)
 - Town of Danville (2)
 - SRVUSD (2)
 - CCC District 3 Supervisor



Program Management

Administrative
Coordinator, City of San Ramon

Bus Operations: First Student

Remaining Services:
contracted vendors for
Website Services,
Accounting, Auditing,
and Legal Counsel



Funding Overview

- **Measure J –Safe Transportation for Children (Program 21)**

Funding Received: Approx. \$2.4 million

- **Measure J – TDM (Program 17)**

Funding Received: \$50,000

- **TFC Grant Fund**

Funding Received: \$80,000

- **Parent Contributions –**

Funding Received: Approx.\$1.3 million

Fiscal Year 25/26 Budget: \$3,830,000



Lamorinda School Bus

Lamorinda School Bus Transportation Agency (LSBTA) connects students to school across Lafayette, Moraga and Orinda through a coordinated home-to-school transportation program.



SERVING LAMORINDA SINCE 1994
Created through a partnership of local municipalities and school districts to provide student transportation as a regional traffic mitigation strategy

By the Numbers



Key Facts

- 19 School Buses
- 10 Schools
- 1,400+ Student Riders, annually
- 2,400 Vehicle Trips Eliminated each school day
- 645,000 Annual Family Vehicle Trips Eliminated



Funding Sources

- MJ | \$1.56M
- Parent Contributions | \$1.39M
- State Funding | \$834K
California Home-to-School Reimbursement
- TFCA | \$104K

STUDENT MOBILITY

Connecting students to learning

LESS CONGESTION

Reducing school-area traffic

CLEANER AIR

Fewer individual vehicle trips

Funded by: MJ, TFCA, State, Parents

Fiscal Year 25/26 Budget: \$3,888,000



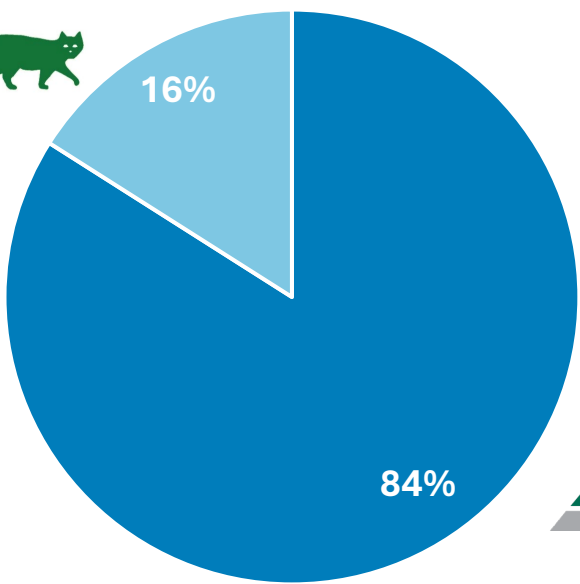


WCCUSD Student Bus Pass Program



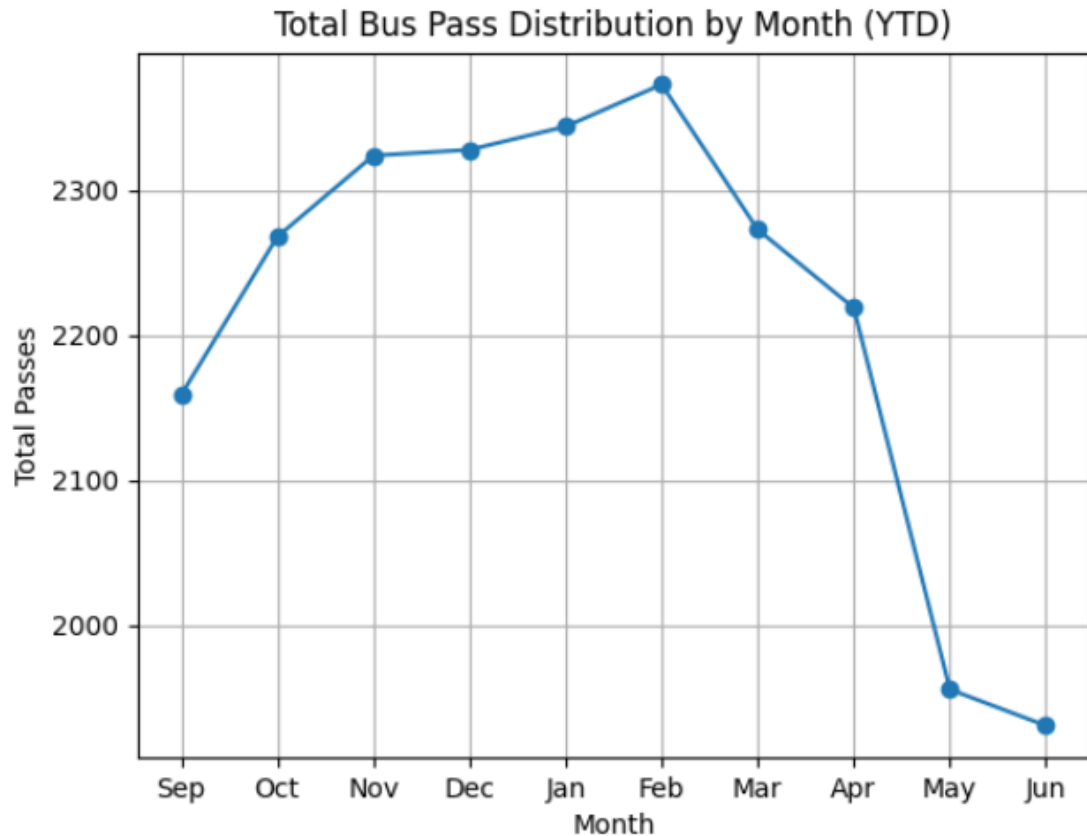
Key Facts

- Started in 2009 – free monthly passes all school year long
- WCCUSD program administration; WCCTC oversight
- 2,460 students registered across WCCUSD and charter middle & high schools in FY26
- 2,385 registered so far this school year, FY27



■ AC Transit (84%) ■ WestCAT (16%)

Monthly passes by transit provider



Capacity & Enrollment

- Can serve up to 2,800 students – currently 2,385 enrolled and eligible
- Average 1,300–2,200 passes per month
- 28 schools participate
- Students qualify by household income (185% FPL, 70% of the district)
- Opened to middle and charter schools in 2022

Transit Partners & Costs FY26

1

AC Transit

\$505,500

13,480 passes
annually

2

WestCAT

\$96,385

2605 passes
annually

3

WCCUSD Admin

\$30-70,000

Annually

4

WCCTC Admin

\$17,000

Annually

Funded by: MJ21b

Fiscal Year 26 Budget: \$688,000



West County Program

John Swett USD Yellow School Bus Subsidy



- Subsidizes the yellow school bus program
- Started in 2017
- Serves about 120 free and reduced lunch students
- 5% of Measure J Program 21B

Funded by: MJ21b

Fiscal Year Budget: \$45,000



Thank you



Nikki Foletta
Director, Programs



END



AGENDA ITEM 6.B



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DATE: September 30, 2026

TO: Southwest Area Transportation Committee (SWAT)

FROM: Chris Weeks, SWAT Administrator
BY: Tim Haile, CCTA Executive Director

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.

ATTACHMENTS

- A. List of Named Projects from the Countywide Transportation Plan (CTP)
- B. List of Potential Investment Categories and Programs by Outcome

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

Key Outcome	Proposed Direction
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Environment	Reduce transportation-related pollution
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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.

RECOMMENDATION

Staff recommend that SWAT BOD share any questions or concerns on this presentation with the presenter and clarify anticipated questions that SWAT BOD may have on the material prior to the October 5th Board meeting.

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Appendix I. List of Named Projects

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

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

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

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

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

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

Attachment B – 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.

AGENDA ITEM 7

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

August 19, 2026

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

Dear Mr. Haile:

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

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

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

Sincerely,



Robert Sarmiento
TRANSPLAN Staff

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



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

August 6, 2026

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

RE: SWAT Meeting Summary Report for August 3, 2026

Dear Mr. Haile:

The Southwest Area Transportation Committee ("SWAT") met Monday, January 5th, 2026. The following is a summary of the meeting and action items:

1. **Presentation & Recommendation:** SWAT BOD unanimously approved an increase of \$53,643 to the amount of roll over funds already approved (\$45,450) for Street Smarts Contra Costa TFCA application to launch Walk N' Roll at three schools next school year for a new total of \$99,093. Total would use all available TFCA funds keeping the remaining \$53,643 in SWAT for a total of \$298,093.
2. **Presentation** SWAT BOD received a chance to comment on the Coordinated Call for Projects Transportation for Livable Communities (TLC) Cycle 3 Scoring Guidance for West, Central, and Southwest Sub-Regionally Competitive Project Applications. For the 2026 Coordinated Call for Projects (CCFP), the Regional Transportation Planning Committees (RTPCs) are responsible for evaluating and scoring their sub-region's Transportation for Livable Communities (TLC) project applications and prioritizing and submitting a prioritized list of ranked projects valued at 120% of the RTPC formulaic share. The Board asked for TAC to weigh in on how to increase the weight of school area impacts in our applications. SWAT TAC will address this request at their next meeting and report to CCTA the adjustment SWAT seeks in the scoring.

Regards,

A handwritten signature in black ink, appearing to read "Chris Weeks".

Chris Weeks

San Ramon Transportation Division Manager/SWAT Administrator

Cc: SWAT; SWAT TAC; Hisham Noemi, CCTA; Stephanie Hu, CCTA; Matt Kelly, CCTA; Danielle Elkins, CCTA; Ryan McClain, CCTA; Nikki Foletta, CCTA; Matt Todd, TRANSPAC; Tiffany Gephart, TRANSPAC; John Nemeth, WCCTAC; Robert Sarmiento, TRANSPAC; Rod Wui, City of San Ramon; Emily Owen, CCTA

TRANSPAC
Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
1320 Mount Diablo Blvd, Suite # 206, Walnut Creek, CA 94596
(925) 937-0980

September 22, 2026

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

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

Dear Mr. Haile:

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

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

Please contact me at (925)-937-0980, or email at matt@graybowenscott.com if you need additional information.

Sincerely,

Matt Todd

Matt Todd
Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Danielle Elkins and Matt Kelly, CCTA Staff
Robert Sarmiento, TRANSPLAN; Susannah Meyer, Chair, TRANSPLAN
Chris Weeks, SWAT; Mark Armstrong, Chair, SWAT
John Nemeth, WCCTAC; Cameron Sasai, Chair, WCCTAC
Tarienne Grover, CCTA Staff
Lyone Conner, Ethan Bindernagel, City of Pleasant Hill

August 24, 2026

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

RE: August 20, 2026, WCCTC Meeting Summary

Dear Tim:

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

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

Sincerely,



John Nemeth
Executive Director

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