

To: Board of Directors

Date: 01/10/2022

From: Ruby Horta, Asst. General Manager - Administration

Reviewed by: WC.

SUBJECT: I-680 Corridor Projects

Background:

Transportation agencies serving the I-680 corridor between Fairfield and the TriValley have conducted numerous studies aimed at reducing single-occupancy vehicles (SOV) and greenhouse gas (GHG) emissions. Most recently, the Livermore Amador Valley Transit Authority (LAVTA) completed a study that included commuter service between the Martinez Amtrak Station and the Dublin/Pleasanton BART station, with some trips extending to the Pleasanton ACE Station. Those efforts have been incorporated into the Innovate 680 strategies developed by the Contra Costa Transportation Authority (CCTA). By partnering with both LAVTA and County Connection, CCTA has developed a project proposal to seek grant funding.

Transit and Intercity Rail Capital Program (TIRCP)

One of those programs is the Transit and Intercity Rail Capital Program (TIRCP), which provides grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. There have been four prior cycles of TIRCP funding, in which the California State Transportation Agency (CalSTA) has awarded \$5.8 billion in funding to 73 projects throughout the state. CCTA prepared a draft funding plan that includes various components of the Innovate 680 program such as: shared mobility hubs (SMHs), part-time transit lane (PTTL), express bus, and fare integration.

Commuter Service on I-680

County Connection has been involved in all the Innovate 680 strategies and most recently part of the TIRCP project development for commuter service along the I-680 corridor. CalSTA staff has been encouraging project submittal for zero emission buses, specifically, hydrogen fuel cell vehicles. The implementation of a one-seat express bus service between the Martinez Amtrak Station and the Dublin/Pleasanton BART Station using hydrogen fuel cell buses and fueling stations was included in the funding plan submitted to MTC by CCTA, seeking MTC endorsement.

Financial Implications:

The associated costs are expected to be covered by the TIRCP grant, matching funds from Measure J and RM3 and the agencies' existing fleet, on an interim basis.

Recommendation:

None, for information only.

Action Requested:

None, for information only.