County Connection

Agenda Item # 6

To: Marketing, Planning, & Legislative Committee **Date:** October 28, 2026

From: Andrew M. Smith, Director of Planning & Marketing **Reviewed by:** RLF

SUBJECT: Transportation Expenditure Plan (TEP) – County Connection Proposal

Background:
In November 2004, Contra Costa voters approved Measure J for a half-cent transportation sales tax to provide approximately $2.5 billion for countywide and local transportation projects and programs through the year 2034. Measure J is administered by the Contra Costa Transportation Authority (CCTA), with funding allocated pursuant to the voter-approved Transportation Expenditure Plan (TEP).

A New TEP for a New Tax Measure:
With 2034 nearing the horizon, CCTA has undertaken an effort to create a new TEP to be included in a future transportation sales tax measure to replace Measure J after its sunset. The creation of this TEP is a joint effort between CCTA, Contra Costa County and its cities, public transit operators, and others including the community at large. Over the past several months, staff from the four bus transit agencies have coordinated their efforts in crafting lists of capital and operating projects to be included in the TEP.

In mid-October, CCTA staff notified transit agency staff of an October 30th deadline to submit the projects requested for inclusion into the TEP, and that these requests could not be changed following their submittal. CCTA staff will then filter the individual projects to be forwarded for public discussion and CCTA Board review based on an analysis of metrics not yet been defined. CCTA staff will be creating and refining these metrics over the next two months and have indicated they will be shared with the CCTA Board in December. Projects which do not move forward will be discarded.

County Connection's proposal for the TEP is included as Attachment 1 and is being submitted to CCTA concurrent with the publication of this memo. The projects contained therein are grouped into three tiers, with each tier ranked in order of priority. Tier 1 (High-Priority Projects) represents an approximate doubling over current Measure J funding levels and is primarily intended to restore some of the reductions in service which have occurred since 2008. Tier 2 (Medium-Priority Projects) and Tier 3 (Low-Priority Projects) are cost-unconstrained proposals created at the request of CCTA staff, in order to provide the CCTA Board with a broader range of options. The costs of each tier are listed in the following table:

Project type	Tier 1	Tier 2	Tier 3	TOTAL
Operational Projects	$21.7M/yr	$38.9M/yr	$42.7M/yr	**$103.3M/yr**
Capital Projects	$0.3M	$338M	$378M	**$716.3M**

Financial Implications:
County Connection received approximately $8.7 million in Measure J funding in FY26, and it constitutes a substantial portion of the annual operating budget. Any reduction in funding under the new tax measure will necessitate a reduction in service, while an increase in funding will provide opportunities for the restoration of service lost to prior reductions in state funding and possible expansion.

Recommendation:
None. Information only.

Action Requested:
None. Information only.

Attachments:
Attachment 1: County Connection Proposal for the Contra Costa Transportation Authority Transportation Expenditure Plan

County Connection

County Connection Proposal

for the

Contra Costa Transportation Authority Transportation Expenditure Plan

October 28, 2026

County Connection provides public fixed route bus and paratransit service to Central Contra Costa County, Lamorinda, and the San Ramon Valley, a region that is home to half of all county residents. It operates 52 local, express, and school routes, and carried approximately 2.8 million passengers in fiscal year (FY) 2025/2026. Its service area covers approximately half of the County's urbanized land area and includes its largest city and major cultural and employment centers, as well as its only four-year university and largest community college.

County Connection has identified the following capital and operating projects necessary to continue providing essential mobility for all county residents following the sunset of the 2004 Measure J Transportation Sales Tax. These projects have been grouped into three tiers of highest to lowest priority, with the approximate cost of each project expressed in FY 2026/2027 dollars that may be subject to future revision. All costs are net, assuming continuation of current Measure J funding to maintain existing levels of service, and full funding of the projects listed in higher tiers (i.e. the costs listed for projects in Tier 3 assume full funding of the projects listed in Tier 2, etc.).

Each project is denoted by one or more of the following icons, indicating which of the Key Outcomes adopted by the Contra Costa Transportation Authority (CCTA) Board of Directors that will be met by the funding and implementation of that project:


Congestion


Safety


Access


Connectivity


Thriving Communities


Environment

With the continued growth of our cities, the limited ability to further expand our road network, and the increasingly prevalent consequences of global climate change, public transit is more important now than ever and demands an increasing level of local support in light of reduced state and federal funding. The projects listed herein will be essential in keeping Contra Costa County moving in the years to come.

Tier 1: High-Priority Projects

- Operational projects **(Total: $21.7M/yr)**
    - Sustain operations for existing bus and paratransit service (including the provision of paratransit service in areas beyond the federally required minimum of three-fourths of a mile from a fixed-route bus route), similar to Programs 14, 15, 16, 19, and 20 in the current Measure J TEP

      
    - Increased weekday and/or weekend bus service

      
        - "Show up and go" bus frequency (ideally every 20 minutes or better) along high-density/high-ridership corridors with connections to multiple Shared Mobility Hubs, such as along Clayton Rd and/or Monument Blvd in Concord, N Civic Dr/Oak Rd in Walnut Creek, and/or Moraga Rd/Moraga Way in Lamorinda
        - Improved bus frequency (every 30-45 minutes) along higher-demand corridors with connections to multiple Shared Mobility Hubs and major transit centers, such as along Alhambra Ave in Marinez, Bishop Ranch in San Ramon, and/or Treat Blvd in Concord and Walnut Creek
        - All-day weekday "BART gap" freeway express bus service connecting multiple Shared Mobility Hubs and major transit centers, such as between Dublin, San Ramon, and Walnut Creek via I-680; between Walnut Creek and Martinez via I-680 and SR-4; and between Martinez and Concord via SR-4
        - Operate weekday route pattern on weekends
    - Year-round Youth Ride Free program

      
- Capital projects **(Total: $0.3M)**
    - Planned queue-jump lanes – County Connection Transit Corridor Study

      
        - Monument Blvd at Oak Grove Rd (eastbound)
        - Ygnacio Valley Road at Cowell Rd (both directions)

- Examples of additional potential queue-jump lanes



  - Monument Blvd at Victory Ln (westbound)
  - Treat Blvd at Cherry Ln (eastbound)
  - Clayton Rd at Alberta Way (eastbound)
  - Ygnacio Valley Rd at Oak Grove Rd (westbound)
  - N Main St at Ygnacio Valley Rd (both directions)
  - S California Blvd at Mt. Diablo Blvd (both directions)

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Tier 2: Medium-Priority Projects

- Operational Projects **(Total: $38.9M/yr)**
  - College campus shuttles

    

    - Diablo Valley College shuttle – hourly weekday express service during the school year connecting the two DVC campuses (Pleasant Hill and San Ramon), with intermediate stops, as needed
    - St. Mary's College shuttle – late evening service until 10:00 pm during the school year
  - Increased weekday and/or weekend bus service

    

    - "Show up and go" bus frequency (ideally every 20 minutes or better) along high-density/high-ridership corridors and other higher-demand corridors with connections to multiple Shared Mobility Hubs and major transit centers, such as along Clayton Rd, Oak Grove Rd, and/or Monument Blvd in Concord; Alhambra Ave in Martinez; San Ramon Valley Blvd and/or Bollinger Canyon Rd in San Ramon; and/or Treat Blvd in Walnut Creek
    - Improved bus frequency (every 30 minutes) along fixed-route corridors outside of the "show-up-and-go" network but which have connections to multiple Shared Mobility Hubs or major transit centers, such as Morello Ave, Center Ave and/or Pacheco Blvd in Martinez; Contra Costa Blvd in Pleasant Hill; Shadelands and/or Rossmoor in Walnut Creek; and/or Concord Ave in Concord
    - Increased late evening bus service (until 10 pm or midnight) along high-density/high-ridership corridors and other higher-demand corridors with connections to multiple Shared Mobility Hubs and major transit centers, such as along Clayton Rd, Willow Pass Rd, Oak Grove Rd, and/or Monument Blvd in Concord; Alhambra Ave in Martinez; San Ramon Valley Blvd and/or Bollinger Canyon Rd in San Ramon; Contra Costa Blvd in Pleasant Hill; and/or Treat Blvd in Walnut Creek
  - Maintenance for additional bus stop amenities

    

- Capital projects **(Total: $338M)**
    - Full ZEB transition - fleet and charging infrastructure

      
    - Increased fleet size to accommodate additional service

      
    - Bus stop improvements to support accessible transit for all, and the “show up and go” transit network

      
        - Upgrade bus stops to current ADA standards
        - Install illuminated bus shelters and real-time arrival signage at bus stops with higher levels of boardings
        - Install solar lighting and seats at bus stops

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Tier 3: Low-Priority Projects

- Operational projects **(Total: $42.7M/yr)**
  - Increased and/or weekend bus service

    

    - "Show up and go" bus frequency (ideally every 20 minutes or better) along higher-demand corridors with connections to multiple Shared Mobility Hubs and major transit centers, such as Center Ave, Morello Ave, and/or Pacheco Blvd in Martinez; Shadelands and/or Rossmoor in Walnut Creek; Willow Pass Rd in Concord, and/or Contra Costa Blvd in Pleasant Hill
    - Enhanced all-day "BART gap" freeway express bus service (every 30 minutes with service until 10:00 pm) connecting multiple Shared Mobility Hubs and major transit centers, such as between Dublin, San Ramon, and Walnut Creek via I-680; between Walnut Creek and Martinez via I-680 and SR-4; and between Martinez and Concord via SR-4
    - Late evening service (until 10 pm) along fixed-route corridors outside of the "show-up-and-go" network but which have connections to multiple Shared Mobility Hubs or major transit centers, such as Center Ave, Morello Ave and/or Pacheco Blvd in Martinez; Shadelands and/or Rossmoor in Walnut Creek; Concord Ave in Concord; and/or Contra Costa Blvd in Pleasant Hill
    - Late evening service (until 10 pm) along fixed-route corridors outside of the "show-up-and-go" network but which have connections to multiple Shared Mobility Hubs or major transit centers, such as Center Ave, Morello Ave and/or Pacheco Blvd in Martinez; Shadelands and/or Rossmoor in Walnut Creek; Concord Ave in Concord; and/or Contra Costa Blvd in Pleasant Hill

- Capital projects **(Total: $378M)**
  - Bus-only lanes on key fixed-route corridors serving Shared Mobility Hubs

    

  - Increased fleet size to accommodate additional service

    