

STAFF REPORT

SUBJECT: I-680 Corridor Projects
FROM: Michael Tree, Executive Director
DATE: February 7, 2022

Action Requested

This item is informational only.

Background

Transportation agencies serving the I-680 corridor between Fairfield and the Tri-Valley 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 the LAVTA and County Connection, CCTA has developed a project proposal to seek grant funding that includes the envisioned commuter service, part-time transit lanes, and mobility hubs.

Transit and Intercity Rail Capital Program (TICRP)

One of those grant programs is the Transit and Intercity Rail Capital Program (TIRCP), which provides funding 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.

TIRCP Grant Application

At the encouragement of CalSTA, CCTA is taking the lead, with LAVTA and County connection as partners, in the development of a TIRCP grant application that implements the planned one-seat express bus service on the I-680 between the Martinez Amtrak Station and the Dublin/Pleasanton BART Station using six hydrogen fuel cell buses, two hydrogen fueling stations (one at each end of the project area), and the inclusion of a new maintenance facility for LAVTA that would accommodate maintenance of hydrogen buses. The grant application will also include other important components such as mobility hubs in the project area.

Fiscal Impact

As planned, matching funds for the hydrogen buses, hydrogen station and new maintenance facility at Atlantis will come from the agency’s reserves committed for these projects. Additionally, the agency’s existing fleet will be used on an interim basis (until hydrogen buses are procured and delivered) as a match on the project.

Recommendation

None – information only.

Submitted: _____