

TRANSPLAN Technical Advisory Committee

Participating entities: Cities of Antioch, Brentwood, Oakley and Pittsburg • Contra Costa County
Tri Delta Transit • 511 Contra Costa • Contra Costa Transportation Authority (CCTA) • Caltrans District 4 • BART
TRANSPLAN • State Route 4 Bypass Authority • East Contra Costa Regional Fee & Financing Authority (ECCRFFA)

March 18, 2025 – 1:30 to 3:30 p.m.

**Meeting Location:
Antioch City Hall, Third Floor Conference Room
200 H Street, Antioch, CA 94509**

**Virtual meeting call-in/log-in information:
<https://cccouny-us.zoom.us/j/89129933953>**

Meeting ID: 891 2993 3953

**Join via audio:
USA 214 765 0478 US Toll
USA 888 278 0254 US Toll-free
Conference code: 198675**

AGENDA

NOTE: The Technical Advisory Committee (“TAC”) agenda/packet is only distributed digitally; no paper copies will be sent. If you need a printed copy, please contact TRANSPLAN staff.

Action/Discussion Items (see attachments where noted [♦])

Item 1: Public Comment: The public will have an opportunity to comment on items not on the agenda.

Item 2: RECEIVE update on the Draft State Route 4 (“SR-4”) Vision Study and PROVIDE input. CCTA staff and consultants will provide an overview of the Draft SR-4 Vision Study and take comments from TAC members. The Study is intended to develop a holistic vision for the SR-4 Corridor in Contra Costa County that increases modal options while enhancing safety, accessibility and mobility. ♦ **Page 2**

Item 3: RECEIVE miscellaneous TRANSPLAN TAC member comments.

Item 4: ADJOURN to Tuesday, April 15, 2025, at 1:30PM, or other date/time as deemed appropriate by the Committee.

The TAC meets on the third Tuesday of each month, 1:30 p.m., third floor conference room at Antioch City Hall. The TAC serves the TRANSPLAN Committee, the East Contra Costa Regional Fee & Financing Authority, and the State Route 4 Bypass Authority.

Persons needing a disability-related accommodation should contact Robert Sarmiento, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting.



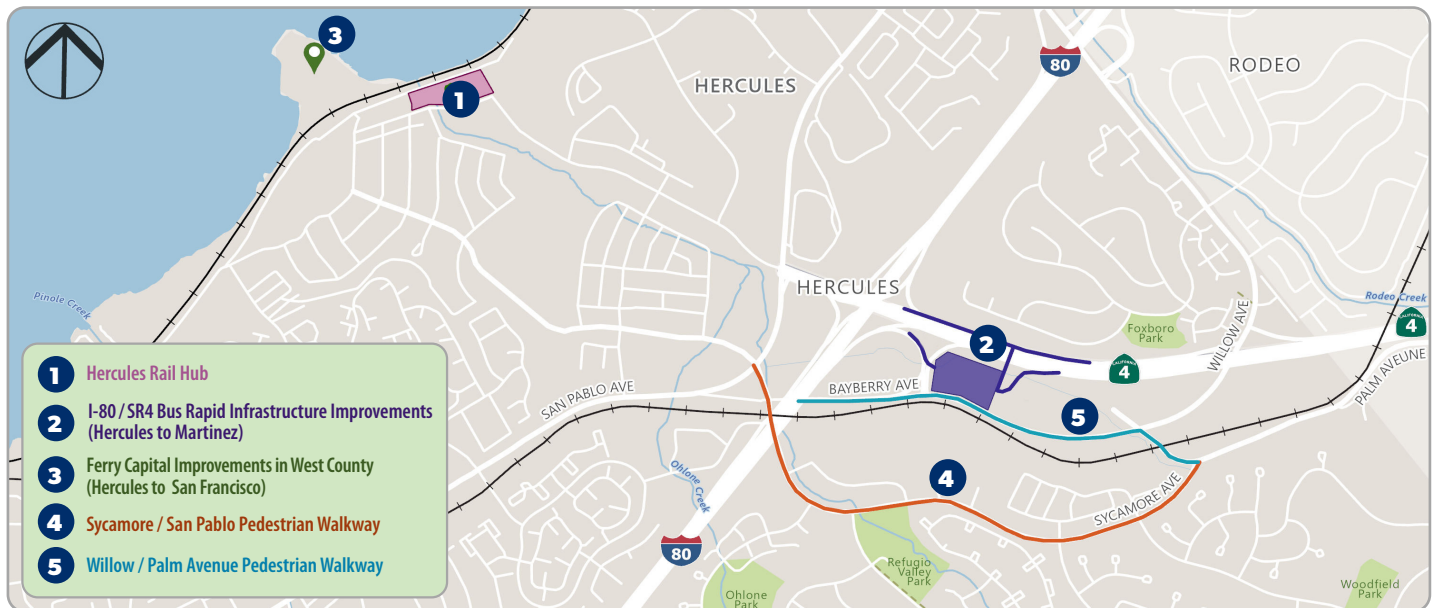
1

Hercules Hub Project Bundle

FACT SHEET

Overview

The Hercules Hub Project Bundle is composed of projects that will establish and support a major multimodal transportation hub at the western end of the SR-4 Corridor within the City of Hercules. These improvements will facilitate future connections with passenger rail, bus transit, ferry service, and will be supported by a network of first-/last-mile bicycle and pedestrian facilities between the Hercules Rail Hub and the Hercules Transit Center to connect travelers with their local and regional destinations. The Hercules Rail Hub project includes multiple phases with the project cost inclusive of construction of paths and trails, utility relocations, track and signal work, and development surrounding the rail station.



- 1** Hercules Rail Hub
- 2** I-80 / SR4 Bus Rapid Infrastructure Improvements (Hercules to Martinez)
- 3** Ferry Capital Improvements in West County (Hercules to San Francisco)
- 4** Sycamore / San Pablo Pedestrian Walkway
- 5** Willow / Palm Avenue Pedestrian Walkway

Projects within Bundle

| CMCP Project # | Overall Project Ranking | Near-Term Priority | Project Title | 2024 Capital Cost |
|--------------------|-------------------------|--------------------|--|------------------------|
| T-11 | 1 | ● | Hercules Rail Hub | \$80.7M |
| T-03 | 14 | ● | I-80/SR-4 Bus Rapid Infrastructure Improvements (Hercules to Martinez) | \$41.2-89.1M |
| T-04 | 24 | | Ferry Capital Improvements in West County (Hercules to San Francisco) | \$65.9M |
| A-13 | 42 | ● | Sycamore/San Pablo Pedestrian Walkway | \$1.5M |
| A-12 | 60 | ● | Willow/Palm Avenue Pedestrian Walkway | \$1.4M |
| TOTAL COST: | | | | \$190.7M-238.6M |

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve economic vitality



Support efficient land uses



Improve multimodal travel



Improve social equity



Improve air quality, health, and sustainability



1

Hercules Hub Project Bundle Funding Strategy

FACT SHEET

continued

Recommended Grant Programs for Each Project

| Available Grant Opportunities | | | | Hercules Hub Project Bundle | | | | |
|--|------------|--|--------------------|-----------------------------|---|---|---|---|
| Grant Program | Grant Type | Funding Cycle | Available Funding* | Hercules Rail Hub | 180/SR-4 Bus Rapid Infrastructure Improvements (Hercules to Martinez) | Ferry Capital Improvements in West County (Hercules to San Francisco) | Sycamore / San Pablo Pedestrian Walkway | Willow / Palm Avenue Pedestrian Walkway |
| Rebuilding American Infrastructure with Sustainability and Equity (RAISE) | Federal | Annually | \$1.5 billion | ✓ | | | | |
| Multimodal Project Discretionary Grant Program (MPDG) | Federal | Annually | \$5.45 billion | ✓ | | | | |
| Reconnecting Communities and Neighborhoods (RCN) | Federal | Annually | \$250 million | ✓ | ✓ | | | |
| Federal-State Partnership for Intercity Passenger Rail Grant Program (FSP) | Federal | Annually | \$2.283 billion | ✓ | | | | |
| All Stations Accessibility Program (ASAP) | Federal | Annually | \$343 million | ✓ | | ✓ | ✓ | ✓ |
| Energy Efficiency and Conservation Block Grant Program (EECBG) | Federal | Annually | \$8.8 million | ✓ | | | | |
| Local Partnership Program (LPP) | State | Bi-Yearly (even no. years) | \$200 million | ✓ | ✓ | ✓ | ✓ | ✓ |
| Solutions for Congested Corridors Program (SCCP) | State | Bi-Yearly (even no. years) | \$500 million | ✓ | ✓ | | ✓ | ✓ |
| Active Transportation Program (ATP) | State | Annually | \$123 million | | | | ✓ | ✓ |
| One Bay Area Grant (OBAG) | Regional | Multi-Year Cycles: now OBAG 3, 2023-2027 | \$750 million | ✓ | ✓ | | ✓ | ✓ |
| Priority Development Area (PDA) Grants | Regional | 2022-2023 | \$15 million | ✓ | ✓ | ✓ | | |
| Priority Conservation Area (PCA) Grant | Regional | 2024 | \$8.5 million | | | | ✓ | ✓ |

*Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



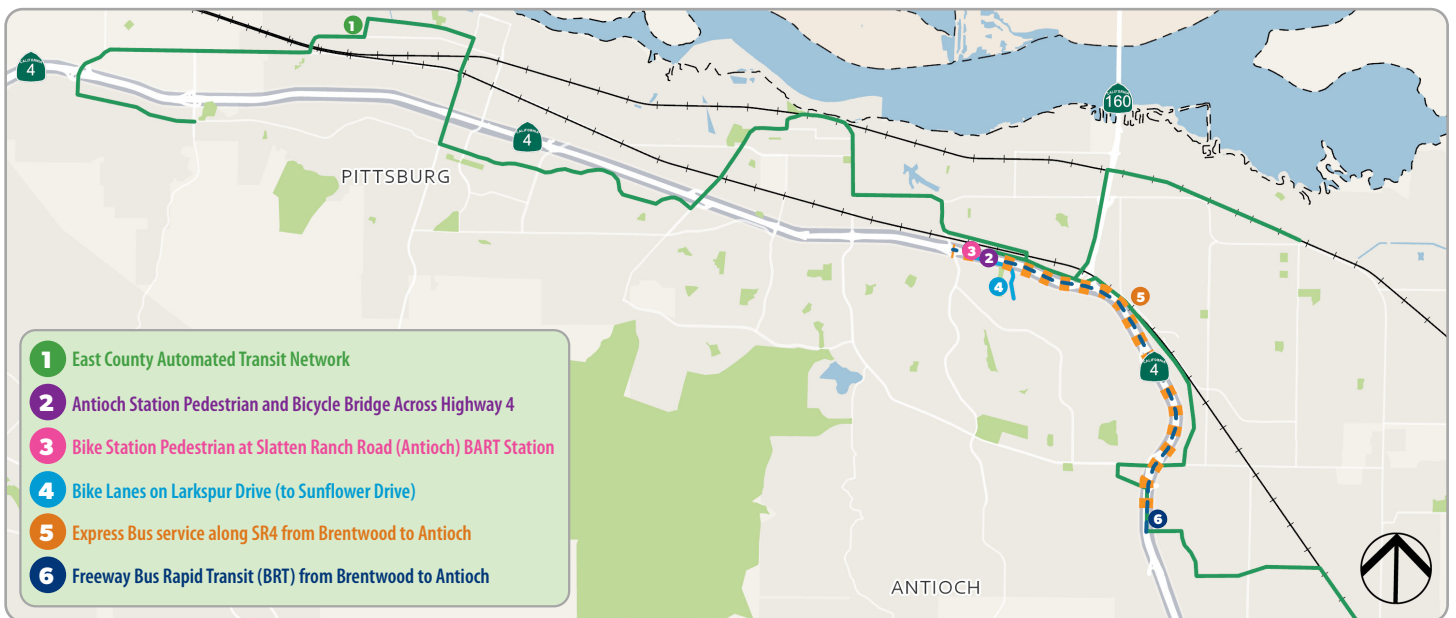
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East County Access Project Bundle

FACT SHEET

Overview

The East County Access Project Bundle aims to enhance connectivity and accessibility across East Contra Costa County and improve access to the Antioch BART Station through transit and active transportation improvements. This bundle includes transit infrastructure upgrades that support deployment of ATN in East Contra Costa County, an autonomous transit service designed to provide a reliable and efficient transportation option separate from local roadways, reducing traffic congestion and improving regional mobility. First-/last-mile active transportation enhancements will include a bike locker, a pedestrian and bicycle bridge across SR-4 at the Antioch BART Station, and bicycle lanes on Larkspur Drive. By implementing this bundle, residents and visitors in East Contra Costa County will benefit from improved mobility and increased connectivity with the San Francisco Bay Area region through improved access to BART.



Projects within Bundle

| CMCP Project # | Overall Project Ranking | Near-Term Priority | Project Title | 2024 Capital Cost |
|--------------------|-------------------------|--------------------|--|-------------------|
| T-06 | 2 | ● | East County Automated Transit Network (ATN) | \$527.8 M |
| A-19 | 23 | | Antioch Station Pedestrian and Bicycle Bridge Across Highway 4 | \$24.2 M |
| A-22 | 44 | | Bike Station at Slatten Ranch Road (Antioch) BART Station | \$1.3 M |
| A-20 | 58 | ● | Bike Lanes on Larkspur Drive (to Sunflower Drive) | \$0.1 M |
| TOTAL COST: | | | | \$553.4 M |
| T-07 | 5 | | Express Bus service along SR4 from Brentwood to Antioch (ECITS Alt 4)* | \$4.2 M |
| A-08 | 9 | | Freeway Bus Rapid Transit (BRT) from Brentwood to Antioch (ECITS Alt 2)* | \$176.8 M |

*Future study to determine implementation of one alternative.

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve social equity



Improve multimodal travel



Improve air quality, health, and sustainability



Support efficient land uses



2

East County Access Project Bundle Funding Strategy

FACT SHEET *continued*

Recommended Grant Programs for Each Project

| Available Grant Opportunities | | | | Antioch BART Access Project Bundle | | | | | |
|---|------------|--|---|---|---|--|---|---|---|
| Grant Program | Grant Type | Funding Cycle | Available Funding* | East County Automated Transit Network (ATN) | Bike Station at Slatten Ranch Road (Antioch) BART Station | Antioch Station Pedestrian and Bicycle Bridge Across Highway 4 | Bike Lanes on Larkspur Drive (to Sunflower Drive) | Express Bus service along SR4 from Brentwood to Antioch | Freeway Bus Rapid Transit (BRT) from Brentwood to Antioch |
| Rebuilding American Infrastructure with Sustainability & Equity (RAISE) | Federal | Annually | \$1.5 billion | ✓ | | ✓ | | | |
| Reconnecting Communities Pilot (RCP) | Federal | Annually | Total \$607 million: FY 2024 (\$200 mil) FY 2025 (\$202 mil) FY 2026(\$205 mil) | | | ✓ | | ✓ | ✓ |
| Multimodal Project Discretionary Grant Program (MPDG) | Federal | Annually | \$5.45 billion | ✓ | | | | | |
| All Stations Accessibility Program (ASAP) | Federal | Annually | \$343 million | | ✓ | ✓ | | | |
| Energy Efficiency and Conservation Block Grant Program (EECBG) | Federal | Annually | \$8.8 million | ✓ | | | | ✓ | ✓ |
| Active Transportation Infrastructure Investment Program (ATIIP) | Federal | Annually | \$44.55 million | | | ✓ | | | |
| Transit and Intercity Rail Capital Program (TIRCP) | State | Annually | Fund estimate, award amount & adopted program based on anticipated revenue thru 2028-2029 | ✓ | | | | ✓ | ✓ |
| Local Partnership Program (LPP) | State | Bi-Yearly (even no. years) | \$200 million | ✓ | | ✓ | ✓ | ✓ | ✓ |
| Solutions for Congested Corridors Program (SCCP) | State | Bi-Yearly (even no. years) | \$500 million | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Active Transportation Program (ATP) | State | Annually | \$123 million | | | ✓ | ✓ | | |
| One Bay Area Grant (OBAG) | Regional | Multi-Year Cycles: now OBAG 3, 2023-27 | \$750 million | | | ✓ | | ✓ | ✓ |
| Transportation Fund for Clean Air (TFCA) 40% Funds | Regional | Annually | \$1.5 million | | | ✓ | ✓ | ✓ | ✓ |
| Safe Routes to BART | Regional | N/A | \$25 million | | ✓ | ✓ | ✓ | | |
| Priority Development Area (PDA) Grants | Regional | 2022-23 | \$15 million | ✓ | ✓ | ✓ | | ✓ | ✓ |
| Priority Conservation Area (PCA) Grant | Regional | 2024 | \$8.5 million | | | | ✓ | | |

East County ATN can be replaced with Project T-07 Express Bus (ECITS Alt 4) or T-08 Freeway BRT from Brentwood to Antioch (ECITS Alt 2) if deemed appropriate.

* Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



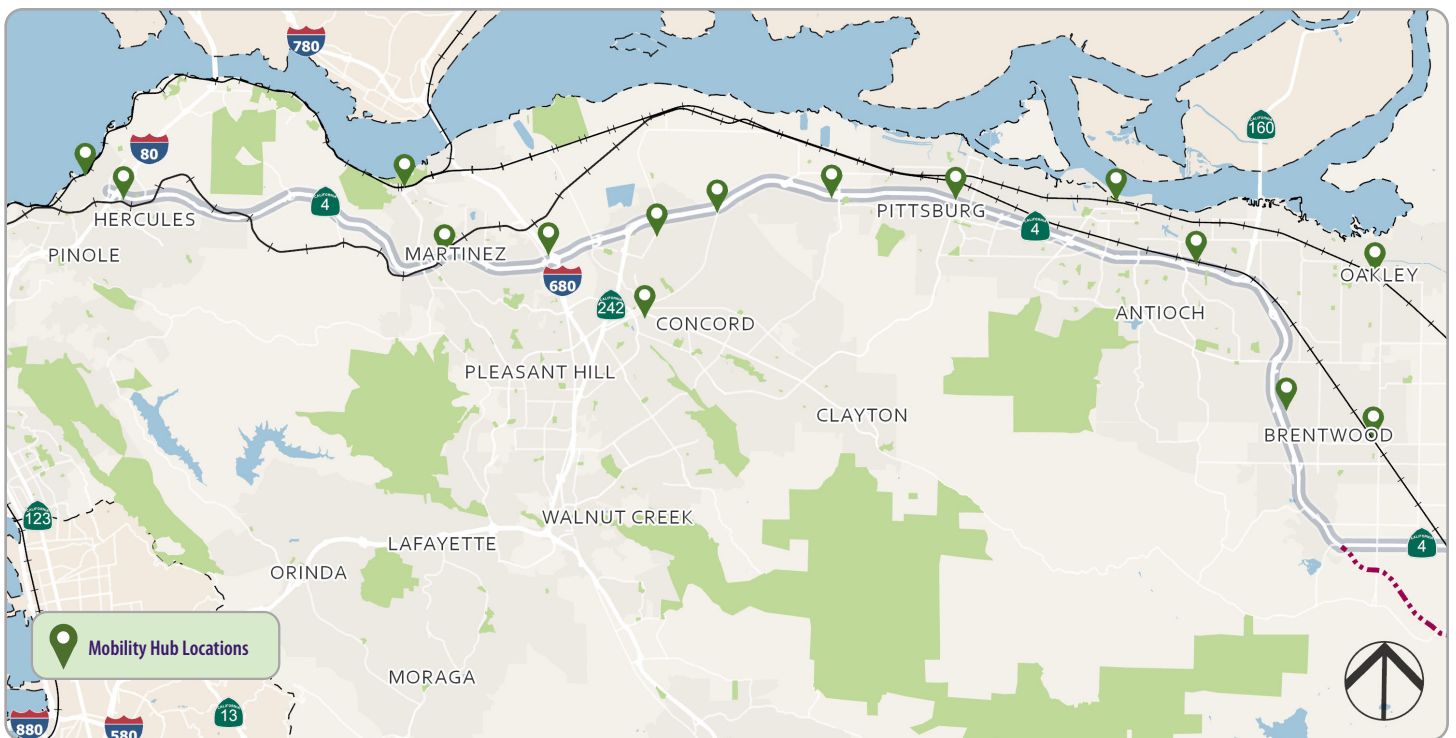
3

Mobility Hub Strategy

FACT SHEET

Overview

The Mobility Hub Strategy supports the implementation of 14 planned mobility hub locations across the SR-4 Corridor. These mobility hubs would include rail hubs, which are located at BART and Amtrak rail stations, and major mobility hubs, which will utilize existing transit centers, bus stops, and park-and-rides. These mobility hubs will integrate transit, bicycle, pedestrian and motorized amenities such as enhanced bus stops, bike parking, bikeshare and scooter share, motorized pickup and drop-off areas, and park and ride lots. Implementation of the Mobility Hub Strategy will result in enhanced multimodal access to high-capacity transit along the SR-4 Corridor and provide connections to Transit Priority Corridors (TPCs) and frequent bus services that will reduce reliance on single-occupant vehicle travel.



| CMCP Project # | Overall Project Ranking | Near-Term Priority | Project Title | 2024 Capital Cost |
|--------------------|-------------------------|--------------------|-----------------------|-------------------|
| M-1 | 3 | ● | Mobility Hub Strategy | \$114 M |
| TOTAL COST: | | | | \$114 M |

Buildout of this project will address the following SR-4 Vision goals:



Improve multimodal travel



Improve economic vitality



Support efficient land uses



Improve social equity



Leverage technology to improve efficiency



Improve air quality, health, and sustainability



3

Mobility Hub Strategy Funding Strategy

FACT SHEET
continued

Recommended Grant Programs for Each Project

| Available Grant Opportunities | | | | Mobility Hub Strategy Project |
|---|------------|----------------------------|--|-------------------------------|
| Grant Program | Grant Type | Funding Cycle | Available Funding* | Mobility Hub Strategy |
| Rebuilding American Infrastructure with Sustainability and Equity (RAISE) | Federal | Annually | \$1.5 billion | |
| Multimodal Project Discretionary Grant Program (MPDG) | Federal | Annually | \$5.45 billion | |
| Reconnecting Communities Pilot (RCP) | Federal | Annually | Total of \$607million. FY 2024 (\$200 million), FY 2025 (\$202 million), FY 2026 (\$205 million) | |
| All Stations Accessibility Program (ASAP) | Federal | Annually | \$343 million | |
| Active Transportation Infrastructure Investment Program (ATIIP) | Federal | Annually | \$44.55 million | |
| Transit and Intercity Rail Capital Program (TIRCP) | State | Annually | The TIRCP fund estimate, award amount and the adopted program for TIRCP will be based on anticipated revenue through 2028-29 | |
| Solutions for Congested Corridors Program (SCCP) | State | Bi-Yearly (even no. years) | \$500 million | |
| Active Transportation Program (ATP) | State | Annually | \$123 million | |
| MTC Regional Measure 3 San Francisco Bay Trail / Safe Routes to Transit | Regional | Bi-Yearly (odd no. years) | \$50 million | |
| Transportation Fund for Clean Air (TFCA) 40% Funds | Regional | Annually | \$1.5 million | |
| Safe Routes to BART | Regional | N/A | \$25 million | |
| Priority Development Area (PDA) Grants | Regional | 2022-2023 | \$15 million | |

* Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



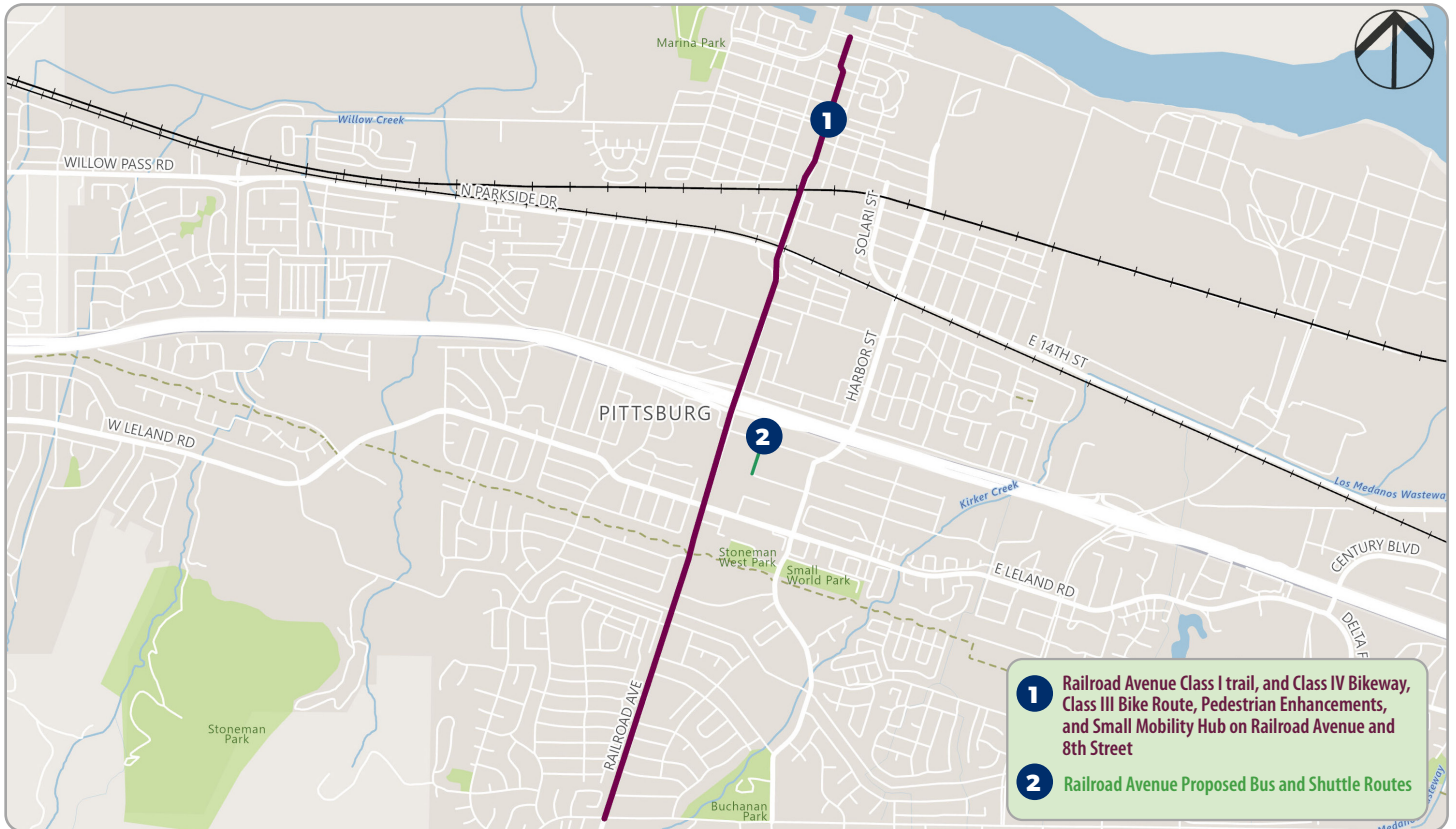
4

Railroad Avenue Project Bundle

FACT SHEET

Overview

The Railroad Avenue Project Bundle is composed of projects aimed at enhancing multimodal transportation and connectivity along Railroad Avenue in the City of Pittsburg. These improvements include active transportation and transit projects, such as the development of bike routes, pedestrian enhancements, mobility hubs, and infrastructure supportive of bus and shuttle routes near SR-4 on Railroad Avenue. The Railroad Avenue Project Bundle will enhance first-/last-mile improvements to the Pittsburg Center Station on SR-4.



- 1** Railroad Avenue Class I trail, and Class IV Bikeway, Class III Bike Route, Pedestrian Enhancements, and Small Mobility Hub on Railroad Avenue and 8th Street
- 2** Railroad Avenue Proposed Bus and Shuttle Routes

Projects within Bundle

| CMCP Project # | Overall Project Ranking | Near-Term Priority | Project Title | 2024 Capital Cost |
|--------------------|-------------------------|--------------------|--|-------------------|
| A-01 | 4 | | Railroad Avenue Class I trail, and Class IV Bikeway, Class III Bike Route, Pedestrian Enhancements, and Small Mobility Hub on Railroad Avenue and 8th Street | \$14.2 M |
| T-02 | 7 | ● | Railroad Avenue Proposed Bus and Shuttle Routes | \$1.8 M |
| TOTAL COST: | | | | \$16.0 M |

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve social equity



Improve multimodal travel



Improve air quality, health, and sustainability



4

Railroad Avenue Project Bundle Funding Strategy

FACT SHEET
continued

Recommended Grant Programs for Each Project

| Available Grant Opportunities | | | | Railroad Avenue Project Bundle | |
|--|------------|--|--|--|---|
| Grant Program | Grant Type | Funding Cycle | Available Funding* | Railroad Avenue Class I trail, and Class IV Bikeway, Class III Bike Route, Pedestrian Enhancements, and Small Mobility Hub on Railroad Avenue and 8th Street | Railroad Avenue Proposed Bus and Shuttle Routes |
| All Stations Accessibility Program (ASAP) | Federal | Annually | \$343 million | ✓ | |
| Transit and Intercity Rail Capital Program (TIRCP) | State | Annually | Fund estimate, award amount & adopted program based on anticipated revenue through 2028-29 | | ✓ |
| Local Partnership Program (LPP) | State | Bi-Yearly (even no. years) | \$200 million | ✓ | ✓ |
| Solutions for Congested Corridors Program (SCCP) | State | Bi-Yearly (even no. years) | \$500 million | ✓ | ✓ |
| Active Transportation Program (ATP) | State | Annually | \$123 million | ✓ | |
| One Bay Area Grant (OBAG) | Regional | Multi-Year Cycles: now OBAG 3, 2023-27 | \$750 million | ✓ | |
| Transportation Fund for Clean Air (TFCA) 40% Funds | Regional | Annually | \$1.5 million | ✓ | ✓ |
| Safe Routes to BART | Regional | N/A | \$25 million | ✓ | |
| Priority Development Area (PDA) Grants | Regional | 2022-23 | \$15million | ✓ | ✓ |
| Priority Conservation Area (PCA) Grant | Regional | 2024 | \$8.5 million | ✓ | |

* Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



5

Pittsburg Trails Project Bundle

FACT SHEET

Overview

The Pittsburg Trails Project Bundle is composed of projects that enhance local and regional travel through a comprehensive trails network in the City of Pittsburg. These bundled projects will increase active transportation connectivity and user comfort and enhance safety with a variety of trail improvements and extensions. Various trail improvements include the construction of buffered Class II bike lanes and Class IV separated bikeways, upgrades to existing Class II bikeways and trails, trail gap closures, and bicyclist and pedestrian crossing enhancements.



Projects within Bundle

| CMCP Project # | Overall Project Ranking | Near-Term Priority | Project Title | 2024 Capital Cost |
|--------------------|-------------------------|--------------------|---|-------------------|
| A-04 | 5 | ● | W. Leland Road / E. Leland Road Bike Trail | \$16.2 M |
| A-02 | 8 | ● | Delta de Anza Regional Trail Improvements | \$3.7 M |
| A-05 | 9 | ● | Schooner Way/Polaris Drive / Power Avenue / California Avenue Ped/Bike Enhancements | \$3.3 M |
| A-06 | 12 | | Loveridge Road Ped / Bike enhancements | \$2.8 M |
| TOTAL COST: | | | | \$26.0 M |

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve social equity



Improve multimodal travel



Improve air quality, health, and sustainability



5

Pittsburg Trails Project Bundle Funding Strategy

FACT SHEET
continued

Recommended Grant Programs for Each Project

| Available Grant Opportunities | | | | Pittsburg Trails Project Bundle | | | |
|---|------------|--|--------------------|--|---|--|---------------------------------------|
| Grant Program | Grant Type | Funding Cycle | Available Funding* | W. Leland Rd / E. Leland Road Bike Trail | Delta de Anza Regional Trail Improvements | Schooner Way/ Polaris Drive / Power Avenue / California Avenue Ped / Bike Enhancements | Loveridge Road Ped /Bike Enhancements |
| Active Transportation Infrastructure Investment Program (ATIIP) | Federal | Annually | \$44.55 million | | | | |
| Local Partnership Program (LPP) | State | Bi-Yearly (even no. years) | \$200 million | | | | |
| Active Transportation Program (ATP) | State | Annually | \$123 million | | | | |
| One Bay Area Grant (OBAG) | Regional | Multi-Year Cycles: now OBAG 3, 2023-27 | \$750 million | | | | |
| Transportation Fund for Clean Air (TFCA) 40% Funds | Regional | Annually | \$1.5 million | | | | |
| Safe Routes to BART | Regional | N/A | \$25 million | | | | |
| Priority Development Area (PDA) Grants | Regional | 2022-23 | \$15 million | | | | |
| Priority Conservation Area (PCA) Grant | Regional | 2024 | \$8.5 million | | | | |

* Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



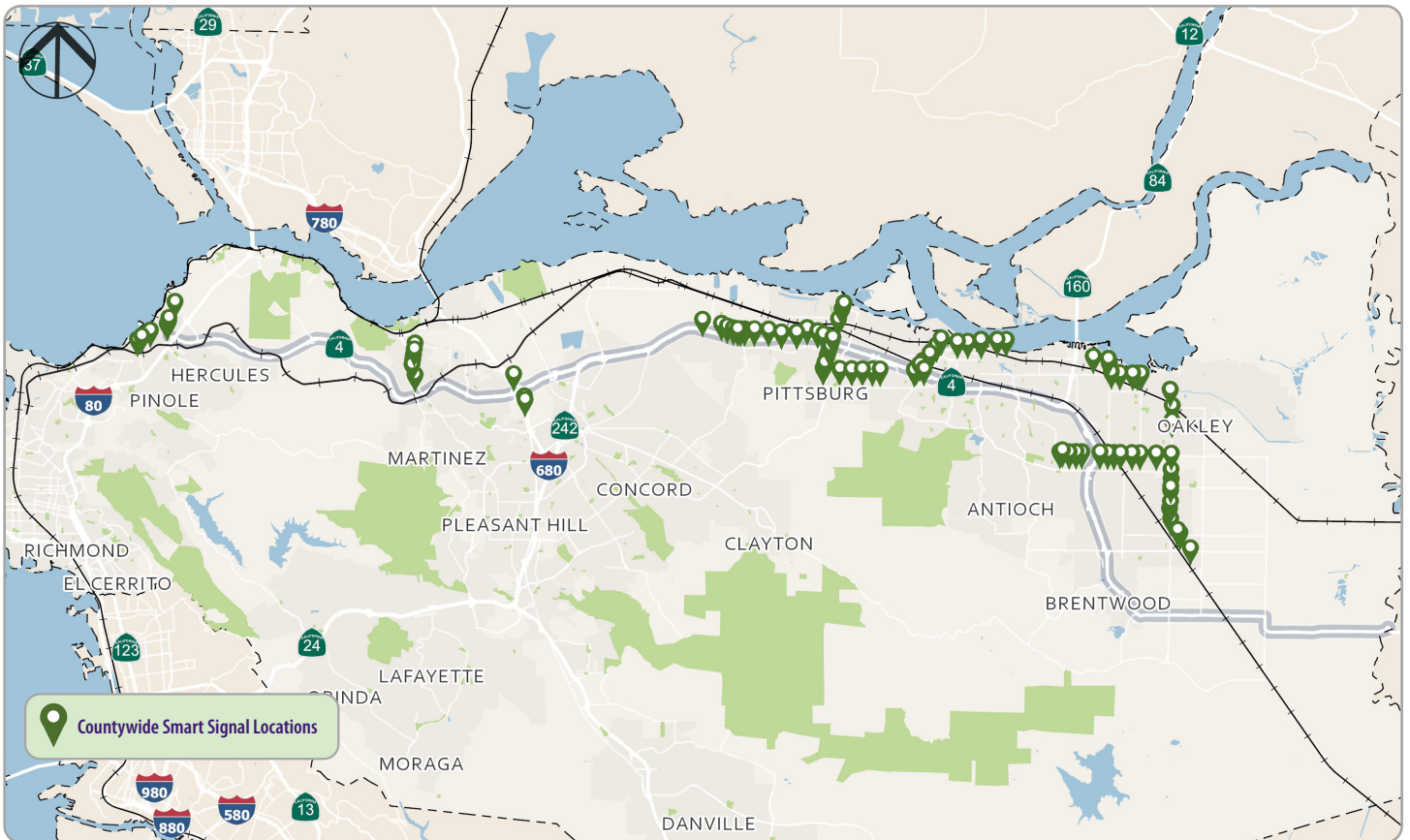
6

Countywide Smart Signal Project

FACT SHEET

Overview

The Countywide Smart Signal Project is focused on improving traffic management and transportation efficiency throughout the region by upgrading traffic signal systems. The Countywide Smart Signal Project aims to optimize traffic flow across cities, towns, and unincorporated communities, resulting in reduced traffic congestion and improved travel times for all road users.



| CMCP Project # | Overall Project Ranking | Near-Term Priority | Project Title | 2024 Capital Cost |
|--------------------|-------------------------|--------------------|---------------------------------|-------------------|
| V-26 | 11 | ● | Countywide Smart Signal Project | \$29.3 M |
| TOTAL COST: | | | | \$29.3 M |

Buildout of this project will address the following SR-4 Vision goals:



Improve social equity



Improve multimodal travel



Leverage technology to improve corridor efficiency



Improve economic vitality



6

Countywide Smart Signal Project Funding Strategy

FACT SHEET

continued



Recommended Grant Programs for Countywide Smart Signal Project

| Available Grant Opportunities | | | | Countywide Smart Signal Project |
|--|------------|----------------------------|--------------------|---------------------------------|
| Grant Program | Grant Type | Funding Cycle | Available Funding* | Countywide Smart Signal Project |
| Local Partnership Program (LPP) | State | Bi-Yearly (even no. years) | \$200 million | |
| Transportation Fund for Clean Air (TFCA) 40% Funds | Regional | Annually | \$1.5 million | |

*Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



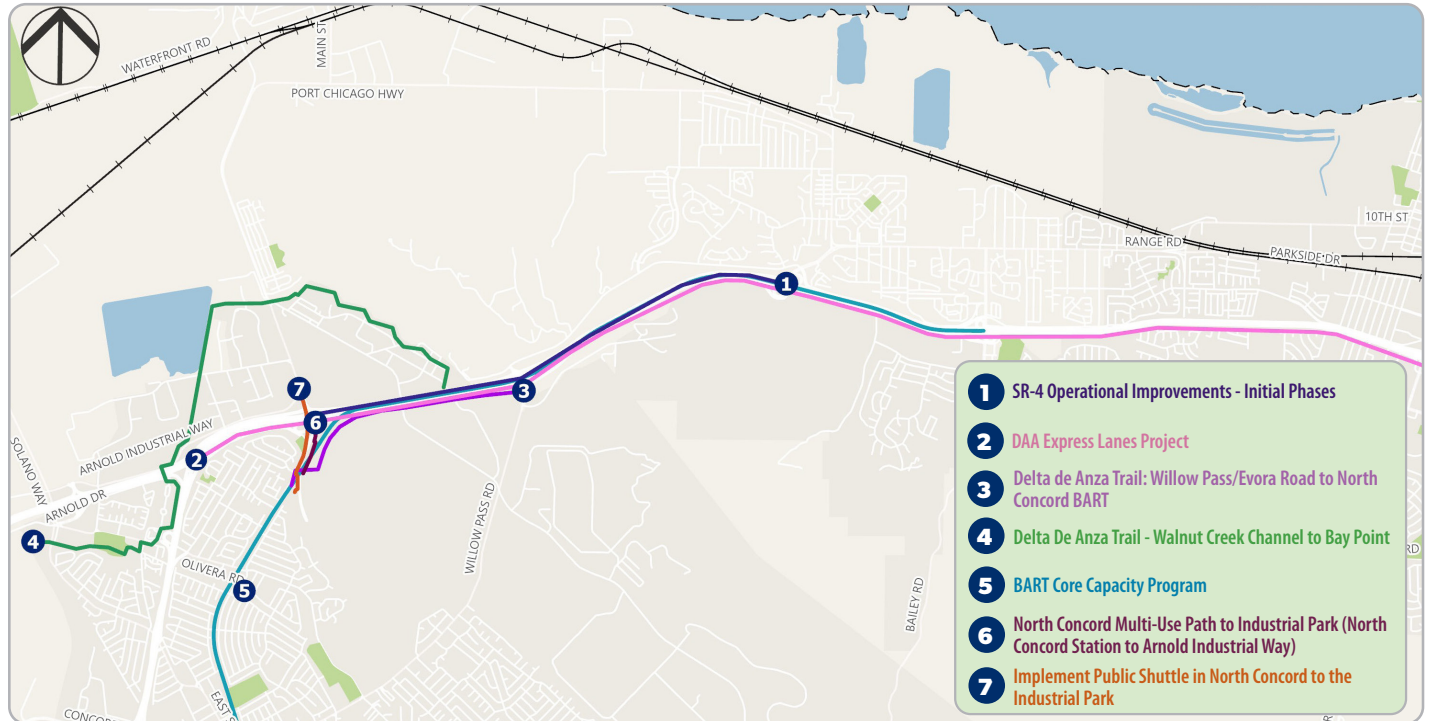
7

SR-4 Operation Project Bundle

FACT SHEET

Overview

The SR-4 Operation Project Bundle consists of projects focused on improving multimodal mobility and connectivity as well as vehicular efficiency and increased throughput along the SR-4 corridor between the City of Concord and the City of Pittsburg. The bundle includes constructing segments of the Delta de Anza Trail, implementing operational improvements on SR-4 to alleviate congestion, expanding transit service, and constructing express lanes. These bundled projects aim to address transportation challenges along SR-4 by reducing congestion, providing first-/last-mile connections to BART, and increasing connectivity of the active transportation network.



Projects within Bundle

| CMCP Project # | Overall Project Ranking | Near-Term Priority | Project Title | 2024 Capital Cost |
|--------------------|-------------------------|--------------------|--|-------------------|
| V-22 | 13 | | SR-4 Operational Improvements - Initial Phases | \$183.3 M |
| V-38 | 16 | ● | DAA Express Lanes Project | \$192.6 M |
| A-24 | 17 | | Delta de Anza Trail: Willow Pass/Evora Road to North Concord BART | \$2.4 M |
| A-23 | 19 | ● | Delta De Anza Trail - Walnut Creek Channel to Bay Point | \$2.7 M |
| T-17 | 24 | | BART Core Capacity Program | \$103.5 M |
| A-15 | 27 | | North Concord Multi-Use Path to Industrial Park (North Concord Station to Arnold Industrial Way) | \$0.4 M |
| T-09 | 41 | ● | Implement Public Shuttle in North Concord to the Industrial Park | \$0.1 M |
| TOTAL COST: | | | | \$485 M |

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve multimodal travel



Improve economic vitality



Improve air quality, health, and sustainability



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SR-4 Operation Project Bundle Funding Strategy

FACT SHEET
continued

Recommended Grant Programs for Each Project

| Available Grant Opportunities | | | | SR-4 Operation Project Bundle | | | | | | |
|---|------------|--|---|---|---------------------------|--|--|----------------------------|--|--|
| Grant Program | Grant Type | Funding Cycle | Available Funding* | Delta de Anza Trail: Willow Pass/Evora Road to North Concord BART | DAA Express Lanes Project | Delta De Anza Trail: Walnut Creek Channel to Bay Point | SR-4 Operational Improvements-Initial Phases | BART Core Capacity Program | Implement Public Shuttle in North Concord to Industrial Park | North Concord Multi-Use Path to Industrial Park (North Concord Station to Arnold Industrial Way) |
| Rebuilding American Infrastructure with Sustainability & Equity (RAISE) | Federal | Annually | \$1.5 billion | | ✓ | | | ✓ | | |
| Multimodal Project Discretionary Grant Program (MPDG) | Federal | Annually | \$1.5 billion | | ✓ | | | ✓ | | |
| Reconnecting Communities Pilot (RCP) | Federal | Annually | Total \$607 million: FY 2024 (\$200 mil) FY 2025 (\$202 mil) FY 2026 (\$205 mil) | | | ✓ | | | | |
| All Stations Accessibility Program (ASAP) | Federal | Annually | \$343 million | | | | | | | ✓ |
| Energy Efficiency and Conservation Block Grant Program (EECBG) | Federal | Annually | \$8.8 million | | | | | ✓ | | |
| Transit and Intercity Rail Capital Program (TIRCP) | State | Annually | Fund estimate, award amount & adopted program based on anticipated revenue thru 2028-29 | | | | | ✓ | | |
| Local Partnership Program (LPP) | State | Bi-Yearly (even no. years) | \$200 million | ✓ | ✓ | ✓ | | ✓ | | ✓ |
| Trade Corridor Enhancement Program (TCEP) | State | Bi-Yearly (even no. years) | \$1 billion | | ✓ | | ✓ | | | |
| Solutions for Congested Corridors Program (SCCP) | State | Bi-Yearly (even no. years) | \$500 million | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ |
| One Bay Area Grant (OBAG) | Regional | Multi-Year Cycles: now OBAG 3, 2023-27 | \$750 million | ✓ | ✓ | ✓ | | | | |
| Transportation Fund for Clean Air (TFCA) 40% Funds | Regional | Annually | \$1.5 million | ✓ | | ✓ | | | ✓ | ✓ |
| Safe Routes to BART | Regional | N/A | \$25 million | ✓ | | | | | | ✓ |
| Priority Development Area (PDA) Grants | Regional | 2022-23 | \$15 million | ✓ | | ✓ | | ✓ | | ✓ |
| Priority Conservation Area (PCA) Grant | Regional | 2024 | \$8.5 million | ✓ | | ✓ | | | | ✓ |

*Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



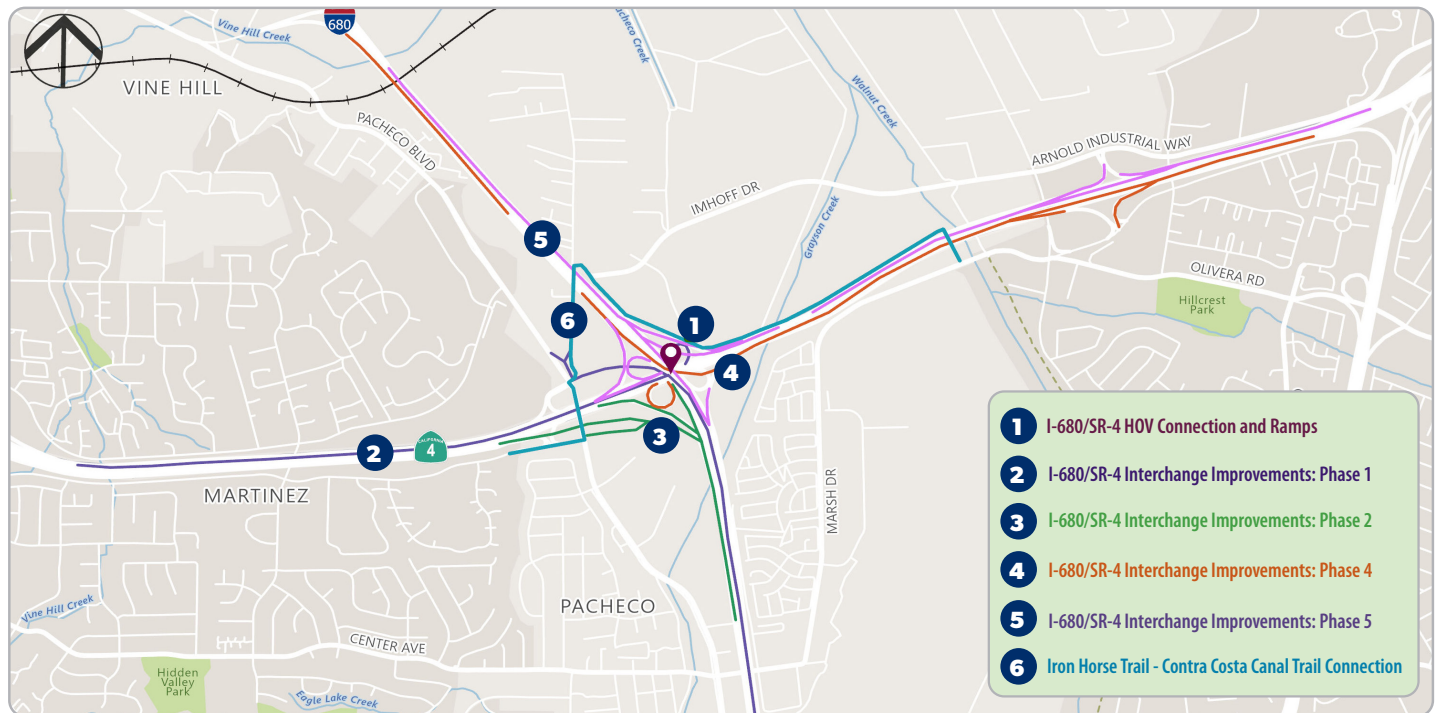
8

SR-4 and I-680 Improvements Project Bundle

FACT SHEET

Overview

The SR-4 and I-680 Improvements Project Bundle is composed of projects that will support improved throughput, efficiency, and multimodal mobility through the SR-4 and I-680 interchange. The SR-4/I-680 HOV Connection and Ramps and four (4) phases of the I-680/SR-4 Interchange Improvements projects will enhance safety at collision hot spots and the operations of SR-4. The Iron Horse Trail Connection closes a significant gap in the trail network adjacent to the SR-4 and I-680 interchange and complements the bundle by providing active transportation access through the interchange to increase multimodal mobility through this segment of the SR-4 Corridor.



Projects within Bundle

| CMCP Project # | Overall Project Ranking | Near-Term Priority | Project Title | 2024 Capital Cost |
|--------------------|-------------------------|--------------------|--|-------------------|
| V-19 | 14 | ● | I-680/SR-4 HOV Connection and Ramps | \$129.0 M |
| V-15 | 28 | ● | I-680/SR-4 Interchange Improvements: Phase 1 | \$137.1 M |
| V-16 | 28 | ● | I-680/SR-4 Interchange Improvements: Phase 2 | \$86.0 M |
| V-17 | 28 | ● | I-680/SR-4 Interchange Improvements: Phase 4 | \$82.9 M |
| V-18 | 28 | ● | I-680/SR-4 Interchange Improvements: Phase 5 | \$65.0 M |
| A-21 | 49 | ● | Iron Horse Trail - Contra Costa Canal Trail Connection | \$15.3 M |
| TOTAL COST: | | | | \$515.3 M |

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve multimodal travel



Improve economic vitality



Leverage technology to improve corridor efficiency



8

SR-4 and I-680 Improvements Project Bundle Funding Strategy

FACT SHEET
continued

Recommended Grant Programs for Each Project

| Available Grant Opportunities | | | | SR-4 and I-680 Improvements Project Bundle | | | | | |
|--|------------|--|--------------------|--|--|--|--|--|---|
| Grant Program | Grant Type | Funding Cycle | Available Funding* | I-680/SR-4 HOV Connection and Ramps | I-680/SR-4 Interchange Improvements: Phase 1 | I-680/SR-4 Interchange Improvements: Phase 2 | I-680/SR-4 Interchange Improvements: Phase 4 | I-680/SR-4 Interchange Improvements: Phase 5 | Iron Horse Trail- Contra Costa Canal Trail Connection |
| Local Partnership Program (LPP) | State | Bi-Yearly (even no. years) | \$200 million | | | | | | |
| Trade Corridor Enhancement Program (TCEP) | State | Bi-Yearly (even no. years) | \$1 billion | | | | | | |
| Solutions for Congested Corridors Program (SCCP) | State | Bi-Yearly (even no. years) | \$500 million | | | | | | |
| One Bay Area Grant (OBAG) | Regional | Multi-Year Cycles: now OBAG 3, 2023-27 | \$750 million | | | | | | |
| Transportation Fund for Clean Air (TFCA) 40% Funds | Regional | Annually | \$1.5 million | | | | | | |
| Priority Conservation Area (PCA) Grant | Regional | 2024 | \$8.5 million | | | | | | |

* Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



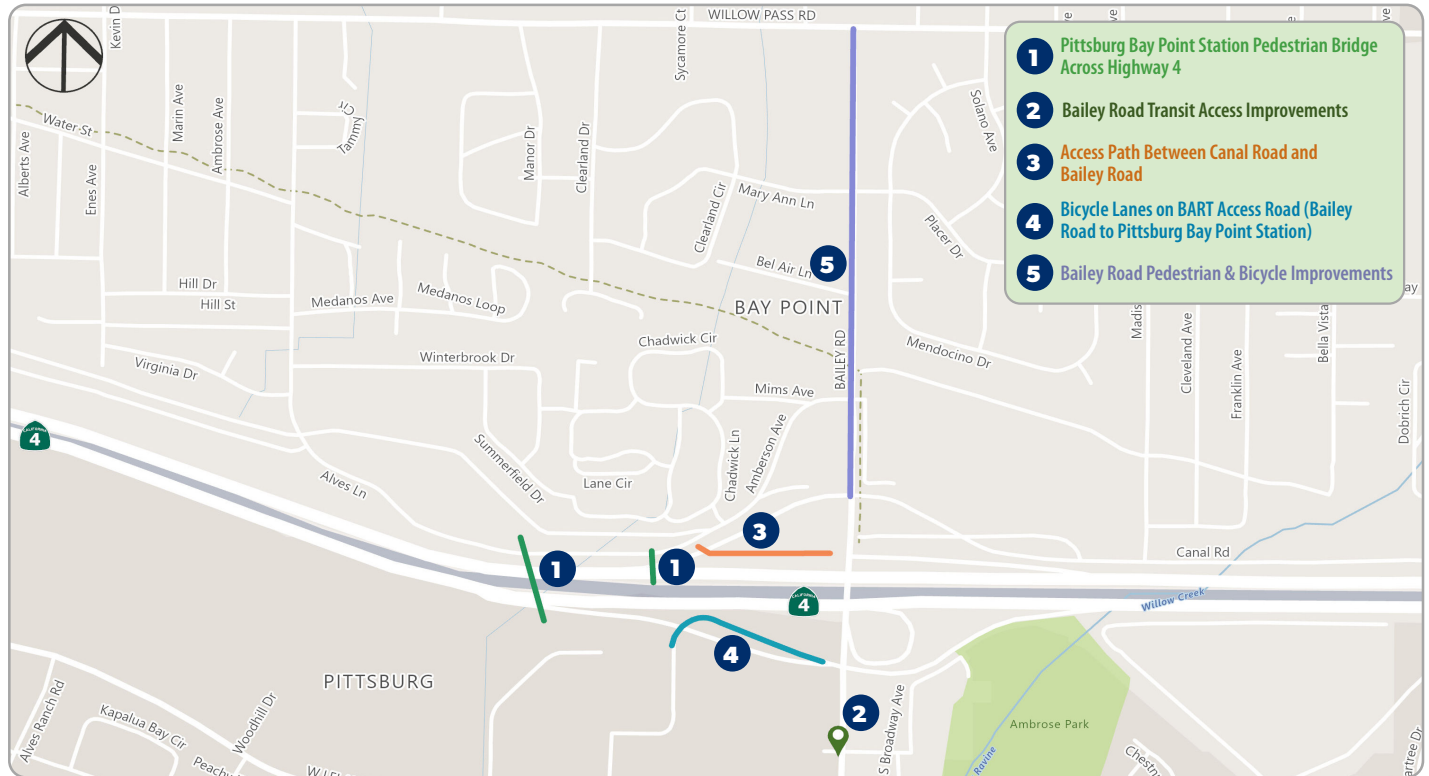
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Pittsburg-Bay Point BART Access Project Bundle

FACT SHEET

Overview

The Pittsburg-Bay Point BART Access Project Bundle is composed of projects designed to enhance multimodal connectivity and accessibility to the Pittsburg-Bay Point BART Station. These improvements will establish active transportation connections within the City of Pittsburg and Bay Point area and support first-/last-mile transit access through pedestrian and bicycle facilities. Key components include constructing a pedestrian bridge over SR-4, widening sidewalks and creating direct pathways to the BART station, and implementing a two-way cycle track on the BART access road.



Projects within Bundle

| CMCP Project # | Overall Project Ranking | Near-Term Priority | Project Title | 2024 Capital Cost |
|--------------------|-------------------------|--------------------|--|-------------------|
| A-16 | 18 | | Pittsburg Bay Point Station Pedestrian Bridge Across Highway 4 | \$24.2 M |
| A-08 | 21 | ● | Bailey Road Transit Access Improvements | \$2.7 M |
| A-17 | 26 | ● | Access Path Between Canal Road and Bailey Road | \$0.1 M |
| A-18 | 32 | ● | Bicycle Lanes on BART Access Road (Bailey Road to Pittsburg Bay Point Station) | \$0.4 M |
| A-10 | 34 | ● | Bailey Road Pedestrian & Bicycle Improvements | \$6.3 M |
| TOTAL COST: | | | | \$33.7 M |

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve social equity



Improve multimodal travel



Improve air quality, health, and sustainability



Recommended Grant Programs for Each Project

| Available Grant Opportunities | | | | Pittsburg-Bay Point Project Bundle | | | | |
|---|------------|--|---|--|---|--|--|---|
| Grant Program | Grant Type | Funding Cycle | Available Funding* | Pittsburg Bay Point Station Pedestrian Bridge Across Highway 4 | Bailey Road Transit Access Improvements | Access Path Between Canal Road and Bailey Road | Bicycle Lanes on BART Access Road (Bailey Road to Pittsburg Bay Point Station) | Bailey Rd Pedestrian & Bicycle Improvements |
| Rebuilding American Infrastructure with Sustainability and Equity (RAISE) | Federal | Annually | \$1.5 billion | | | | | |
| Reconnecting Communities Pilot (RCP) | Federal | Annually | Total \$607 million: FY 2024 (\$200 mil) FY 2025 (\$202 mil) FY 2026 (\$205 mil) | | | | | |
| All Stations Accessibility Program (ASAP) | Federal | Annually | \$343 million | | | | | |
| Active Transportation Infrastructure Investment Program (ATIIP) | Federal | Annually | \$44.55 million | | | | | |
| Local Partnership Program (LPP) | State | Bi-Yearly (even no. years) | \$200 million | | | | | |
| Solutions for Congested Corridors Program (SCCP) | State | Bi-Yearly (even no. years) | \$500 million | | | | | |
| Active Transportation Program (ATP) | State | Annually | \$123 million | | | | | |
| One Bay Area Grant (OBAG) | Regional | Multi-Year Cycles: now OBAG 3, 2023-27 | \$750 million | | | | | |
| Transportation Fund for Clean Air (TFCA) 40% Funds | Regional | Annually | \$1.5 million | | | | | |
| Safe Routes to BART | Regional | N/A | \$25 million | | | | | |
| Priority Development Area (PDA) Grants | Regional | 2022-23 | \$15million | | | | | |
| Priority Conservation Area (PCA) Grant | Regional | 2024 | \$8.5 million | | | | | |

*Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



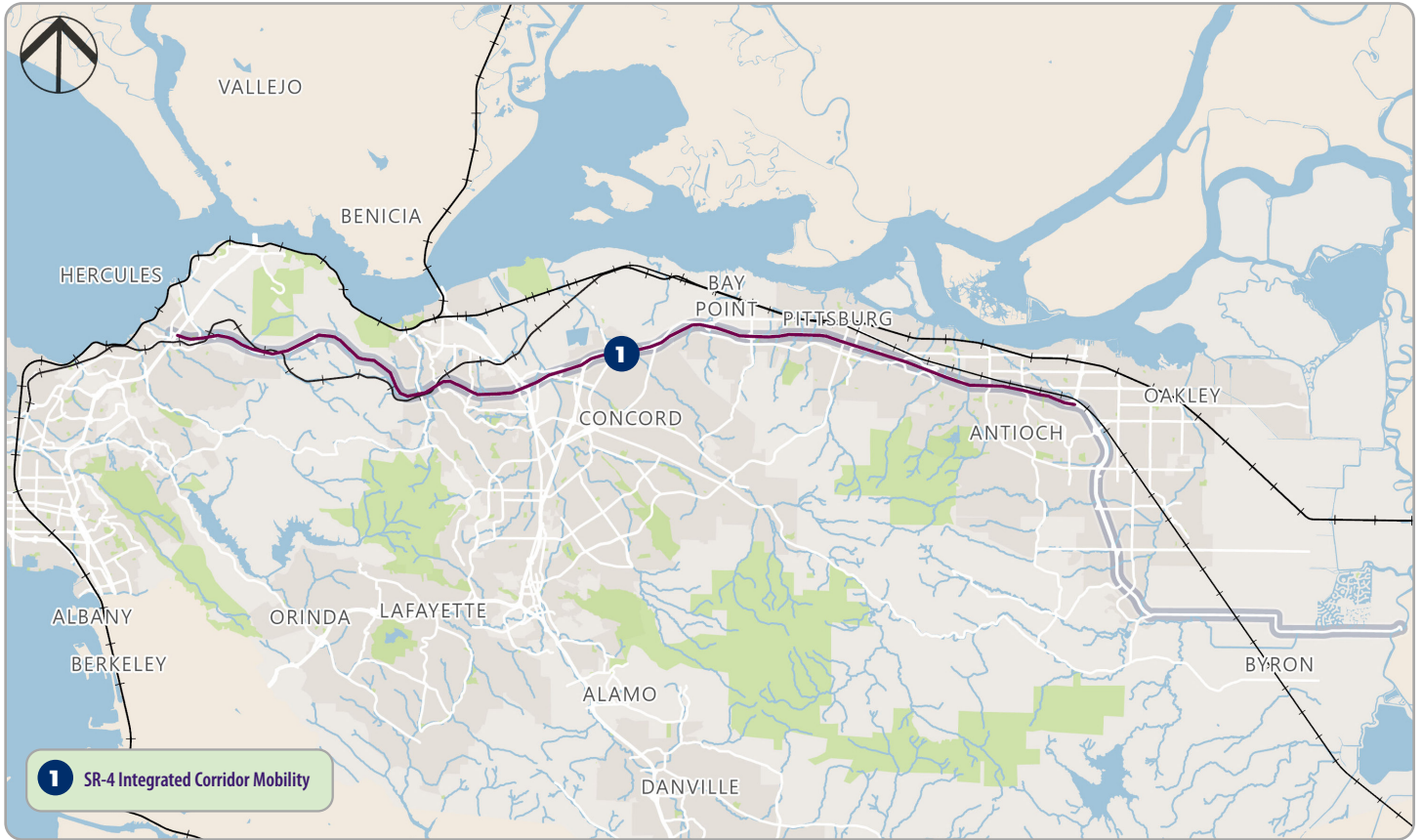
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SR-4 Integrated Corridor Mobility Project

FACT SHEET

Overview

The SR-4 Integrated Corridor Mobility (ICM) Project aims to enhance transportation efficiency and safety along the SR-4 corridor from I-80 to SR-160. This initiative focuses on improving traffic flow, reducing congestion, and advancing traveler information. The project seeks to enhance mobility and improve the overall travel experience for all road users through the integration of advanced technologies.



| CMCP Project # | Overall Project Ranking | Near-Term Priority | Project Title | 2024 Capital Cost |
|--------------------|-------------------------|--------------------|-----------------------------------|-------------------|
| V-21 | 19 | | SR-4 Integrated Corridor Mobility | \$18.7 M |
| TOTAL COST: | | | | \$18.7 M |

Buildout of this project will address the following SR-4 Vision goals:



Improve social equity



Improve multimodal travel



Enhance overall safety



Improve economic vitality



Recommended Grant Programs for ICM Project

| Available Grant Opportunities | | | | SR-4 Integrated Corridor Mobility Project |
|--|------------|----------------------------|--------------------|---|
| Grant Program | Grant Type | Funding Cycle | Available Funding* | SR-4 Integrated Corridor Mobility Project |
| Solutions for Congested Corridors Program (SCCP) | State | Bi-Yearly (even no. years) | \$500 million | |

* Grant program available funding amounts are projected based on the last funding cycle as of August 2024.