Susannah Meyer, Chair

Brentwood City Council

Aaron Meadows Vice-

Chair Oaklev

City Council

Ron Bernal

Antioch

City Council

Juan Banales

Pittsburg City Council

Diane Burgis Contra Costa County

Board of Supervisors

Cortney Jones

Planning Commission

Kristopher Brand

Brentwood

Planning Commission

VACANT

Oaklev Planning Commission

Sarah Foster

Pittsburg

Planning Commission

Bob Mankin

Contra Costa

Planning Commission

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Website

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TRANSPLAN Committee Meeting

Thursday, May 8, 2025 – 6:30 PM

Meeting Location: Tri Delta Transit Board Room 801 Wilbur Avenue, Antioch 94509

This is an in-person meeting of the TRANSPLAN 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://zoom.us/j/96455918871?pwd=Nb5C7nMvHasS2kGXkM14bTFLKtp5j1.1

Meeting ID: 964 5591 8871 **Passcode: 999900**

Dial-in Information +1 669 444 9171 US Meeting ID: 964 5591 8871 Passcode: 999900

In lieu of making public comments at the meeting, members of the public also may submit public comments before or during the meeting by emailing comments to Robert Sarmiento at Robert.Sarmiento@dcd.cccounty.us or at (925) 655-2918.

All comments submitted by email to the above email address before the conclusion of the meeting will be included in the record of the meeting. When feasible, the Committee Chair, or designated staff, also will read the comments into the record at the meeting, subject to a two-minute time limit per comment.

The TRANSPLAN Chair may reduce the amount of time allotted to read comments at the beginning of each item or public comment period depending on the number of comments and the business of the day. Your patience is appreciated. A break may be called at the discretion of the Committee Chair.

If the Zoom connection malfunctions for any reason, the meeting may be paused while a fix is attempted. If the connection is not reestablished, the Board may continue the meeting in person without remote access.

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact Robert Sarmiento at robert.sarmiento@dcd.cccounty.us.

AGENDA

Items may be taken out of order based on the business of the day and preferences of the Committee.

- **1. OPEN** the meeting.
- 2. ACCEPT public comment on items not listed on agenda.

Consent Items* (see attachments where noted [♠])

- 3. ADOPT minutes from March 13, 2025 TRANSPLAN Meeting. Page 3
- 4. ACCEPT environmental register. ◆ Page 12
- 5. ACCEPT status report on major East County transportation projects. Page 15
- **6. ACCEPT** miscellaneous communication:
 - a. March 13, 2025 TRANSPLAN Committee Meeting Summary Letter
 - b. Letter from the Contra Costa Transportation Authority (CCTA) Re: February 19,

^{* =} All Consent items are listed within the gray square

- 2025 Board Meeting
- c. Letter from CCTA Re: March 19, 2025 Board Meeting
- d. Status Letter for TRANSPAC Meeting March 13, 2025
- e. 2025 Bike to Work Day/Whatever Days promo article from 511 Contra Costa ♦ Page 23

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

- 7. **RECEIVE** update on the Draft State Route 4 ("SR-4") Vision Study. CCTA staff and consultants will provide an overview of the Draft SR-4 Vision Study. 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 31
- **8. REVIEW** and **ADOPT** TRANSPLAN's proposed Fiscal Year 2025/2026 budget and work program and **DIRECT** staff to invoice member agencies. The proposed budget and workplan does not anticipate any significant deviations from prior years **Page 68**
- **9. DISCUSS** potentially rescheduling date and time for the July 2025 TRANSPLAN Committee meeting. The regular July 2025 TRANSPLAN Committee meeting falls on the same date (July 10th) as the rescheduled Mayors Conference meeting, which will be held in the City of Brentwood.
- 10. RECEIVE report on CCTA activities from TRANSPLAN Committee representatives.
- 11. RECEIVE miscellaneous TRANSPLAN Committee member comments.
- **12. ADJOURN** to the next meeting on Thursday, June 12, 2025, at 6:30 p.m. or other date/time as deemed appropriate by the Committee.

^{* =} All Consent items are listed within the gray square

	ITEM 3
ADOPT MINUTES FROM MARCH 13, 2025 ME	ETING.

TRANSPLAN COMMITTEE

Antioch - Brentwood - Oakley - Pittsburg and Contra Costa County

MINUTES

March 13, 2025

The regular meeting of the TRANSPLAN Committee was convened as an in-person meeting with the option for members of the public to appear in person or to participate via teleconference. Persons who wished to address the Board during public comment or with respect to an item on the agenda were able to comment in person or call in or log in to the meeting via Zoom.

Chair Susannah Meyer called the meeting to order at 6:43 P.M.

PRESENT: Ron Bernal (Antioch), Kristopher Brand (Brentwood), Cortney Jones

(Antioch), Bob Mankin (Contra Costa Planning Commission), Leonard Price (Oakley), Vice Chair Aaron Meadows (Oakley) and Chair Susannah Meyer

(Brentwood)

ABSENT: Juan Banales (Pittsburg), Diane Burgis (Contra Costa County) and Sarah

Foster (Pittsburg)

STAFF: Robert Sarmiento, TRANSPLAN Staff, Contra Costa County Department of

Conservation and Development (CCCDCD)

PUBLIC COMMENT

No written comments were submitted, or oral comments made, by any member of the public.

CONSENT ITEMS

On motion and second, the TRANSPLAN Committee members adopted the Consent Items, as follows, carried by the following Roll Call vote:

- 1. ADOPTED Minutes from the November 14, 2024 TRANSPLAN Meeting
- 2. ADOPTED Minutes from the January 30, 2025 TRANSPLAN Special Meeting
- 3. ACCEPTED Environmental Register
- 4. ACCEPTED Status Report on Major East County Transportation Projects
- 5. ACCEPTED Miscellaneous Communications:
 - a) November 14, 2024 TRANSPLAN Committee Meeting Summary Letter
 - b) January 30, 2025 TRANSPLAN Committee Special Meeting Summary Letter
 - c) Letter from the Contra Costa Transportation Authority (CCTA) Re: October 30, 2024 Board Meeting
 - d) Letter from the CCTA Re: November 20, 2024 Board Meeting
 - e) Letter from the CCTA Re: December 18, 2024 Board Meeting

- f) Letter from the CCTA Re: January 15, 2025 Board Meeting
- g) Status Letter for TRANSPAC Meeting September 12, 2024
- h) Status Letter for TRANSPAC Meeting November 14, 2024
- i) Status Letter for TRANSPAC Special Meeting January 23, 2025
- j) Status Letter for TRANSPAC Meeting February 13, 2025
- k) December 2, 2024 SWAT Summary Report
- I) February 3, 2025 SWAT Summary Report

Ayes: Bernal, Brand, Jones, Mankin, Price, Meadows, Meyer

Noes: None Abstain: None

Absent: Banales, Burgis, Foster

RECEIVE UPDATE ON THE DEVELOPMENT OF A NEW COUNTYWIDE TRANSPORTATION PLAN AND PROVIDE INPUT

John Hoang, Director of Planning for the Contra Costa Transportation Authority (CCTA) presented the work done to date to the Countywide Transportation Plan (CTP). He offered background to the project and what had been done over the last few years, stated the last CTP had been done in 2017, and staff had been working on the action plans with the individual Regional Transportation Planning Committees (RTPCs) from 2021 to 2022. Those action plans had been completed and were being considered in the CTP process. He explained that at the end of the whole process the action plans would be adopted.

At Phase II of the project, Mr. Hoang stated the CTP work involved three separate projects which included the 2050 CTP, the 2050 Blueprint and the Business Plan, which helped the CCTA implement the CTP. The plans involved sustainability, connectivity and accessibility.

Carrie Modi, Principal with Fehr & Peers working on the CTP, provided an overview of the CTP development process. She noted there was a lot going on with the three separate projects underway that set the policy stage for what the CTP would actually do, and also provided a policy foundation to perform the roles of the CCTA and the Business Plan. She identified an 18-month schedule to get the 2050 Blueprint adopted. She recapped the outreach to date through the Citizens Advisory Committee (CAC), the Technical Coordinating Committee (TCC), and a public survey currently out to inform the CTP Blueprint. She identified the four principles to guide the CTP: safe travel; growing sustainably; livable and connected neighborhoods; and access for all.

Ms. Modi detailed the Draft Livable Streets Proposal (LSP) to help improve transportation, safety and the economy in Contra Costa County, and explained that since the 2017 CTP, there had been a paradigm shift in safety planning. She explained that in a Safe System Approach, each death or serious injury was unacceptable and avoidable.

A commitment to zero death and severe injuries on public roadways had been adopted by the U.S. Department of Transportation, Caltrans, the Metropolitan Transportation Commission (MTC) and the CCTA. Since people were unlikely to survive crashes at high speeds, lowering speeds was critical to reducing the impact forces, providing additional time for drivers to stop and improve visibility. She explained that new commitments had been made to reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. In order to achieve those goals, she referred to several tools available such as SB 743, CAPTI, Plan Bay Area 2050, and AB 1279.

Ms. Modi stated that most streets in Contra Costa County were oriented towards autofocused movement and access, land valuation was low where streets were auto-focused, and the LSP had four street types: Connector Streets, Core Streets, Neighborhood Streets and Place Streets, and she provided maps and examples of streets in East Contra Costa to identify the routes of significance and places of significance involved.

Ms. Modi explained that Connector Streets were movers of people and goods, Place Streets were centers of business and community and were intended to be comfortable for pedestrians and bicyclists, Core Streets were oriented towards movement and placemaking, while Neighborhood Streets were where people lived and traveled for recreation.

Ms. Modi displayed a map to identify tools that had already been established to talk about priority spaces throughout Contra Costa County. The MTC Priority Development Areas tended to include areas where local jurisdictions were trying to funnel development, other areas she pointed out were priority development areas that had come out of earlier transportation work, and she also pointed out a map of road classifications and the important streets that would be more impactful. Another map showed the draft designations based on intersections of roadway classifications and places of regional significance.

Ms. Modi asked which streets resonated with the TRANSPLAN Committee and whether the Committee would add or remove any locations from the area of significance shown.

Ron Bernal commented that it would be nice to have a map that the TRANSPLAN Committee could actually look at.

Cortney Jones asked about the survey information and the questions being asked, and Ms. Modi stated the survey information was just now being evaluated and the kinds of questions asked were about support, strategies, safety strategies, sustainable growth, and demographics along with different modes of transportation.

Ms. Modi referred to the LSP and noted that the proposal would create an easy-to-use street typology, countywide maps associated with multimodal and safety needs and design expectations by street type.

Ms. Modi described the LSP as a decision support tool for CCTA and its partners to transparently identify where investments in place and movement should be coordinated, with design expectations for each street in Contra Costa County. She stated it could be used to help prioritize projects and programs within the CTP based on the LSP and it could be used to help make future programming and funding decisions. The LSP would include design expectations for all street types to support principles around safety and connectivity, and treatments could be identified to bridge gaps in current place and movement operations and the ideal or planned vision of streets.

Ms. Modi described the design expectations as a four-step process that would identify the context and reference the Livable Streets typology map, set targets for speed and transit, apply speed management tools, and separate users in space and time. She referred to the items to consider for each of the four steps.

Ron Bernal recommended showing what the streets would look like 20 to 30 years into the future.

TRANSPLAN Committee members verified that the road data was to serve as a guideline, and Ms. Modi referred to examples of the LSP in the U.S., specifically in New Jersey as well as international areas where the proposals had been successful in terms of safety.

Ms. Modi explained that Connector Streets would support auto movement while adding pedestrian, bike, and transit facilities and she showed examples in Antioch and Pittsburg of the type of streets she was referencing. She responded to comments about the various tools in the toolbox and the various road options available.

TRANSPLAN Committee members noted that MTC was pushing housing in East County where jobs, and not necessarily more housing, were needed.

Ms. Modi explained that Core Streets would prioritize transit and people walking and biking in places of significance while still moving all modes of travel. Place streets would prioritize biking and walking with a "layered network" approach prioritizing autos, bikes and transit while Neighborhood Streets would focus on safety for people walking and driving near their homes.

Aaron Meadows advised that each municipality had its own concerns, and Ms. Modi commented that the proposals were trying to say that there were a lot of locations where the actual conditions might be similar. The intent was to address safety problems that might exist.

Chair Meyer explained the state was pushing for high-density housing and she suggested that the proposal did not appear to be in line with that state goal. She also did not feel that it was intended to produce transportation options. She did not see where the two lined up.

Ms. Modi stated the goal of the policy was to tie up the different tools from the 2050 Blueprint and provide a framework and make sure that projects prepared in the future for funding were aligned with the goals to sustain the infrastructure project.

Cortney Jones asked why now and what had sparked the project, and Ms. Modi stated there was still a high number of injury rates, what had been done was not working and a new framework was being sought.

Aaron Meadows suggested there were ways to fix the VMT. He noted that if the state wanted to decrease VMT, it should bring back school buses. He emphasized that one size did not fit all. He suggested that a bond measure needed to be passed and it would have to include a project that helped East County, for instance, or it would not get support. He emphasized the need for jobs in the area and stated that transportation had to be efficient. He supported the safety element but suggested there were other ways to do so. He also sought ways to improve the situation in terms of land use planning.

Ms. Modi clarified that the proposal was a recommendation but not a requirement. She verified that the presentation had been made to other RTPCs. She also verified that the information had been shared with the TRANSPLAN Technical Advisory Committee (TAC) and with member agency Public Works Departments.

Cortney Jones referred to the comment for an additional community engagement and she wanted to get more feedback from the City. She asked how the VMT was calculated and Ms. Modi stated it was a bit complicated.

PUBLIC COMMENT

BRUCE 'OLE' OHLSON, East County's "Mr. Bicycle," thanked the TRANSPLAN Committee and the CCTA for making changes to the CTP. He stated the bicycle community wanted protected bicycle lanes between the motor vehicle and the bicycle, with marked bicycle lanes all the way up to the limit line of each traffic signal, built along routes of regional significance and then around arterial streets to keep bicyclists safe. He added that electric bikes were about to take off and major changes were coming and he thanked the CCTA for seeing that.

RECEIVE PRESENTATION ON THE COUNTYWIDE EMERGENCY EVACUATION PLAN AND PROVIDE INPUT

John Hoang, Director of Planning for the CCTA, stated the Countywide Emergency Evacuation Plan was a long-range planning document and that East County was disparate and different from other parts of Contra Costa County. There was a need to revise the concept and there would be a lot of outreach to come as a result. At this time, the Countywide Emergency Evacuation Plan was being presented as an information item.

Mr. Hoang reported on the application and award of a Caltrans Sustainable Transportation Planning Grant in the amount of \$1.5 million in a countywide effort. He emphasized that all cities and towns and the county were involved with a focus on vulnerable communities, neighborhoods that lacked network redundancy during evacuation scenarios, and to help agencies determine how to improve the evacuation network during emergency events. He noted that SB 99 (conduct local-level evacuation compliance assessment) and AB 747 (evaluate high-level evacuation route capacity, safety, and viability) required local agencies to plan for emergency evacuation.

Mr. Hoang identified the underserved communities as Richmond, El Cerrito, San Pablo, Concord, Pittsburg, Antioch, and unincorporated Contra Costa County (North Richmond, Rodeo and Bay Point.)

The TRANSPLAN Committee recommended that Bethel Island also be designated as an underserved community given only one entrance in and out of that community.

Mr. Hoang reported that CCTA was working with Caltrans, which was funding the Countywide Emergency Evacuation Plan, and he would come back to the TRANSPLAN Committee with updates. He noted there would be a Policy Advisory Committee (PAC), a Technical Advisory Committee (TAC), and a separate Request for Proposal (RFP) panel for the \$1.7 million total project. He clarified that the plan would not solve the problem but would identify the problems and come up with solutions. Communities and routes would be identified through the whole process where the hot spots would be identified. The grant focused on evacuation needs and one way in/one way out situations would be addressed.

No written comments were submitted, or oral comments made, by any member of the public.

REVIEW LETTER SEEKING CCTA'S SUPPORT IN ENHANCING BICYCLE AND PEDESTRIAN CONNECTIVITY BETWEEN CENTRAL COUNTY AND EAST COUNTY AND AUTHORIZE THE TRANSPLAN CHAIR TO SIGN THE LETTER

Mr. Sarmiento stated that in September 2024, TRANSPLAN Committee staff was directed to develop a letter to address the existing one-mile gap in transportation infrastructure between Central County and East County. He presented the draft letter that summarized the existing transportation infrastructure gap between Central County and East County and listed several CCTA documents that would enhance transportation activity between the two. He recently had a conversation with CCTA staff and learned that two projects on the Countywide Bicycle and Pedestrian Plan project list, Projects 80 and 85, would close the gap between the two segments.

Mr. Sarmiento stated he was working with the TRANSPLAN Committee to find funding opportunities to conduct the study and TRANSPLAN staff would reach out to TRANSPAC staff in Central County to discuss closing the transportation gap between the regions. Prior to submitting the letter to CCTA, he requested that the TRANSPLAN Committee edit the

letter and include TRANSPAC as a "cc" to encourage its support to close the gap. Mr. Sarmiento added that he would follow up with CCTA and if there were additional projects beyond Projects 80 and 85, he would edit the letter accordingly.

BRUCE OHLSON stated the letter was well written and the bicycle community was happy with it. The bicycle community requested a completion of the bicycle path from Brentwood to almost downtown Concord. He noted the trail currently ended at the foot of Willow Pass Road on the Concord side when the bicyclist was faced with two options: to go past Willow Pass Road to downtown Concord and cross the "suicide bridge" or to use the freeway where Caltrans agreed it was a suicide bridge. He asked for a bike path along the north side of Highway 4 between the two interchanges. He had been stopped repeatedly by law enforcement who did not know it was legal for a bicyclist to be on the shoulder of a freeway.

Mr. Ohlson added that the City of Concord would develop both of the plans at some point in the future when it developed their segment of the former Concord Naval Weapons Station. He stated that Projects 80 and 85 were both great projects; to be built by the East Bay Regional Park District (EBRPD), which had a policy of having other entities build their trails when possible.

Mr. Sarmiento assumed that the two projects would complete the gap, although he was unsure about one area that he would have to verify and consult with CCTA about whether the full gap would actually be closed.

Mr. Ohlson identified the full area of the gap and noted that the construction of the segment to the south of the freeway bridge was decades into the future and the extension for Trail 85 was greater but connected the Canal Trail segment where it currently ended at Willow Pass Road, to be built through the EBRPD park and connect to the Delta DeAnza Regional Trail. Given that EBRPD liked others to build their segments and trails, its completion would also be decades into the future.

On motion by Chair Meyer and second by Bob Mankin, TRANSPLAN Committee members approved the draft letter, as amended to copy the TRANSPAC Committee on the letter, to request CCTA's support in enhancing bicycle and pedestrian connectivity between Central County and East County, and authorized the TRANSPLAN Chair to sign the letter, carried by the following Roll Call vote:

Ayes: Bernal, Brand, Jones, Mankin, Price, Meadows, Meyer

Noes: None Abstain: None

Absent: Banales, Burgis, Foster

RECEIVE REPORT ON CCTA ACTIVITIES FROM TRANSPLAN COMMITTEE REPRESENTATIVES

Aaron Meadows highlighted the actions taken by the CCTA Board of Directors at the January and February 2025 Board meetings, as shown in the summary letters on the meeting agenda.

RECEIVE MISCELLANEOUS TRANSPLAN COMMITTEE MEMBER COMMENTS

There were no comments.

<u>ADJOURNMENT</u>

Chair Meyer adjourned the meeting of the TRANSPLAN Committee at 8:25 P.M. to the next meeting on Thursday, April 10, 2025 at 6:30 P.M. or other date/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith Minutes Clerk

ITEM 4
ACCEPT ENVIRONMENTAL REGISTER.

TRANSPLAN ENVIRONMENTAL REGISTER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE / DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE
City of Pittsburg	2232 Golf Club Road, south of Leland Road	Notice of Availability: Draft Environmental Impact Report	Pittsburg Technology Park Specific Plan	Specific Plan will serve as the overarching planning document for an area where a future technology-focused business park will be developed.	8/19/2024	No
City of Oakley	East of Bethel Island Road, north of East Cypress Road, and west and south of Sandmound Boulevard.	Notice of Preparation: Supplemental Environmental Impact Report	East Cypress Corridor Specific Plan	Redesign to "Planning Area 2" of the East Cypress Corridor Specific Plan, further subdivision of the project site into 443 residential lots through six Builder's Remedy Tentative Maps, and an analysis of the feasibility of a new Rock Slough Bridge.	6/10/2024	Yes
City of Oakley	West of Big Break Road, east of Bridgehead Road, and north of Main Street	Notice of Preparation: Environmental Impact Report	Bridgehead Industrial Project	Removal of the existing vineyard and associated buildings and subsequent construction of 10 light industrial buildings (Buildings 1 through 10) totaling 3.18 million sf of new building space, along with supporting infrastructure improvements.	6/10/2024	Yes
City of Pittsburg	2232 Golf Club Road, south of Leland Road	Notice of Preparation: Draft Environmental Impact Report	Pittsburg Technology Park Specific Plan	Specific Plan will serve as the overarching planning document for an area where a future technology-focused business park will be developed.	4/4/2024	Yes
City of Pittsburg	City of Pittsburg	Notice Of Availability: Draft Environmental Impact Report	2024 Pittsburg General Plan	Comprehensive update of City of Pittsburg's General Plan	2/9/2024	No
Contra Costa County	Unincorporated Contra Costa County	Notice of Preparation: Draft Environmental Impact Report	Contra Costa 2045 General Plan and Climate Action Plan	Comprehensive update of Contra Costa County's General Plan and Climate Action Plan	10/20/23	No

TRANSPLAN ENVIRONMENTAL REGISTER

City of Pittsburg	420 East 3rd Street, southwest	Notice Of Availability:	Harbor View Project	207 single-family residential units, 20 mixed-use live/work duplexes.	5/1/23	No
_	of the intersection of East 3rd Street and Harbor Street	Draft Environmental Impact Report		, i		
City of Pittsburg	North of Willow Pass Road and south of Honker Bay	Notice of Preparation	Bay Walk Mixed-Use Project	(1) remedial activities, and (2) new development within the project site. A Specific Plan is being prepared to define the potential development of the project site. Overall, the proposed Specific Plan could result in the development of a range of uses, including approximately 1,999 residential units, 18.8 acres of Employment Center Industrial (ECI) uses, 6.5 acres of mixed-use development, a 120-room hotel, and various park, recreation, and open space areas	11/29/22	Yes
City of Pittsburg	Buchanan Road, between Ventura Drive and Meadows Ave., Pittsburg	Notice of Intent to Adopt MND	LMK Petro	New gas station with ancillary uses, including a Convenience Store, and a Car Wash. Requires a General Plan Amendment, rezone, use permit, and design review.	11/28/22	No
City of Pittsburg	420 East 3rd Street, southwest of the intersection of East 3rd Street and Harbor Street	Notice of Preparation	Harbor View Project	207 single-family residential units, 20 mixed-use live/work duplexes.	9/12/22	No
City of Oakley	Oakley	Notice of Public Hearing	Public Review Draft of 2023-2031 Housing Element Update	Updating of the Oakley Housing Element for 2023 to 2031	7/12/22	No

ACCEPT STATUS REPORT ON MAJOR EAST COUNTY TRANSPORTATION PROJECTS.	
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TRANSPLAN: Major East County Transportation Projects

- State Route 4 Widening
 State Route 4 (former)
 "Bypass"
- State Route 239
 eBART

Quarterly Status Report: January – March 2025

Information updated from previous report is in *underlined italics*.

ACTIVE PROJECTS

STATE ROUTE 4 WIDENING

A. SR4 Operational Improvements: I-680 to Bailey Road (#6006)

CCTA Fund Source: Measure J

Lead Agency: Contra Costa Transportation Authority/City of Concord

Project Description:

Initial Phase (Eastbound): 1) Replace the existing acceleration lanes at Port Chicago Highway (PCH) on ramp with an auxiliary (Aux) lane from PCH on ramp to Willow Pass Road off ramp. 2) Extend this Aux lane from Willow Pass Road off ramp to Willow Pass Road on ramp. 3) Add second exit lane San Marco Blvd off ramp.

Future Phases (as funding becomes available): Improve SR4 between (b/w) I-680 & Bailey Road. Improvements to be evaluated include:

Eastbound:

B/w Port Chicago Hwy Interchange (I/C) and Willow Pass Rd I/C

1) Add Aux lane b/w PCH on ramp & Willow Pass Rd off ramp.

B/w Willow Pass Rd I/C and San Marco Blvd I/C

2) Add Aux lane b/w Willow Pass Rd on ramp & San Marco Blvd off ramp.

At San Marco I/C

3) Add new mixed flow lane from San Marco Blvd off ramp to San Marco Blvd on ramp.

B/w San Marco Blvd I/C and Bailey Rd I/C

4) Add Aux lane from San Marco Blvd loop on ramp to existing deceleration lane at Bailey Rd off ramp.

From SR 242 off ramp to Port Chicago Highway off ramp

5) Extend existing mixed flow lane from I-680 on ramp to PCH off ramp.

Westbound:

At SR242/SR4 I/C

6) Modify one of the existing mandatory exit lanes to SR242 to an optional exit lane, allowing 3 lanes to both SR242 exit and WB SR4.

From Port Chicago Hwy I/C to Willow Pass Rd I/C

- 7) Add mixed flow lane from Willow Pass Rd on ramp to existing mainline lane just east of Port Chicago Hwy (PCH) off ramp.
- 8) Add second exit lane at Port Chicago Highway off ramp.
- 9) Add Aux lane from Willow Pass Road on ramp to second exit to PCH.

At Willow Pass Rd I/C

- 10) Add mixed flow lane b/w Willow Pass off ramp & Willow Pass on ramp. B/w Willow Pass Rd I/C and San Marco Blvd I/C
- 11) Add Aux lane b/w San Marco Blvd on ramp and Willow Pass off ramp. At San Marco Blvd I/C & b/w San Marco Blvd I/C and Bailey Rd I/C

At San Marco Boulevard I/C and b/w San Marco Boulevard I/C & Bailey Road I/C

12) Extend existing acceleration lane at Bailey Rd on ramp to existing Aux lane b/w San Marco on ramp & Willow Pass off ramp.

Current Phase: Environmental Clearance

Project Status:

- PSR-PDS was approved in May 2017.
- The Initial Phase of the project is in the Project Approval/Environmental Document (PA/ED) Phase.

Issues/Areas of Concern: The Overall Project has significant funding shortfall.

Update from Previous Quarterly Report

Project work is currently on hold until next steps to address SB 743 are determined.

B. State Route 4 Integrated Corridor Management (ICM) (#28002)

CCTA Fund Source: Measure J/FHWA/TBD

Lead Agency: Contra Costa Transportation Authority

Project Description: Use state-of-the-practice Intelligent Transportation System (ITS) technologies to enhance the effectiveness of the existing transportation system along State Route 4 (SR4) and parallel/crossing arterials between SR160 and Interstate 80 (I-80). Project elements include the following:

- Operational strategies based on real-time traffic conditions along the corridor (a.k.a. Decision Support System)
- Adaptive ramp metering
- Incident management with speed harmonization
- Traffic and transit Information System
- Arterial and transit improvements

- Connected Vehicle (CV) applications/technologies
- Integration with the I-80 Integrated Corridor Management (ICM).

The SR 4 ICM may be combined with one or more packages of the SR 4 Operational Improvements (Project 6006).

Current Phase: Environmental Clearance

Project Status:

- Project was awarded a Federal Highway Administration (FHWA) ICM Planning Grant.
- Completed Systems Engineering Management Plan (SEMP) 2 System Requirements Concept of Operations (ConOps) report.

Issues/Areas of Concern: Must compete for additional grants:

- a) \$6 million for Phase 2 implementation
- b) \$4.75 million CV Pilot Deployment

Update from Previous Quarterly Report

Project is on hold pending future funding.

STATE ROUTE 239 (#5007)

Scope:

State Route 239 (SR239) was first legislated in 1959 as a possible roadway linking SR4 in Brentwood to I-205 or I-580 west of Tracy. A Feasibility Study and a Project Initiation Document were completed in 2015. The current scope is to complete the preliminary engineering and environmental document (PAED) for SR239 to determine its alignment, complete the State Route Adoption process, and to identify and obtain environmentally approval for an initial segment to proceed with design and construction.

Administration: Responsibility for the State Route 239 Study the associated federal funding was transferred from Contra Costa County to the Contra Costa Transportation Authority in January 2012.

Current Phase: Environmental Clearance

Status

- Feasibility study and project initiation document have been completed.
- The PAED work is ongoing.
- The project funding deadline was extended to June 30, 2026 to reflect the complex nature of the project.

Issues/Areas of Concern

• Significant funding is needed to complete project and a two-tiered process is being contemplated to be consistent with project phasing.

- The proposed hybrid programmatic and project level PAED is new to Caltrans District 4. Staff is working with Caltrans to develop and address new mandates and policies on Vehicle Miles Traveled and Climate Change. This includes transit and other transportation modes.
- <u>Coordination with other projects, including the Transfer-Bethany Pipeline, to minimize potential major conflicts.</u>
- <u>Through coordination and the CEQA public comment process, the Delta Conveyance project has agreed to make reasonable accommodation for the SR239 project.</u> Project has to adapt to changing environmental protocols.

Update from Previous Quarterly Report

- Consultant is focusing on preparing various environmental technical studies. Caltrans is coordinating with resource agencies to discuss specific issues.
- Project alternatives are continually being updated, refined, and evaluated based on coordination with other projects, public input and to minimize environmental impacts, utilizing information from the latest field surveys.
- Consultant and Caltrans completed the consultation process with various resource agencies, and the guidance and information received has been beneficial in developing and refining the study alternatives.
- Wildlife movement camera survey at multiple locations is ongoing.
- Project includes multi-modal project elements which may include accommodation for future <u>transit</u> and micro-transit facilities.
- The project team had submitted a plan to meet Senate Bill 743 (SB 743) vehicle miles traveled (VMT) requirements for Caltrans review.
- <u>Draft environmental document is expected to be released for public review in the second half of 2025.</u>

COMPLETED PROJECTS

STATE ROUTE 4 WIDENING

C. SR4 Widening: Railroad Avenue to Loveridge Road COMPLETED

Lead Agency: CCTA

Project Description: The project widened the existing highway from two to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately ¾ mile west of Loveridge Road and provided a median for future transit.

Current Project Phase: Completed.

Project Status: Landscaping of the freeway mainline started in December 2009 and was completed in June 2010. A three-year plant establishment and maintenance period is currently in progress as required by the Cooperative Agreement with Caltrans, was completed on June 24, 2013. Caltrans has accepted the project and will take over the maintenance responsibilities. The CCTA Board accepted the completed construction contract, approved the final contractor progress payment, approved the release of the retention funds to the contractor, and authorized staff to close construction Contract

No. 241 at its September 18, 2013 meeting.

Issues/Areas of Concern: None.

D. SR4 Widening: Loveridge Road to Somersville Road COMPLETED

Lead Agency: CCTA

Project Description: The project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) between Loveridge Road and Somersville Road. The project provides a median for future mass transit. The environmental document also addresses future widening to SR 160.

Current Project Phase: Completed.

Project Status: Caltrans accepted the contract on June 30, 2014. The construction contract is now closed with no outstanding claims.

Issues/Areas of Concern: None.

E. SR4 Widening: Somersville Road to SR 160 COMPLETED

Lead Agency: CCTA

Project Description: This project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) from Somersville Road to Hillcrest Avenue (plus auxiliary lanes), including a wide median for transit, and then six lanes to SR160 and the new SR4 Bypass.

The project was constructed in five segments:

- Segment 1: Somersville Road to Contra Loma Boulevard.
- Segment 2: Contra Loma Boulevard to A Street/Lone Tree Way.
- Segment 3A: A Street/Lone Tree Way to Hillcrest Avenue.
- Segment 3B: Hillcrest Avenue to SR160.
- Corridor-wide: Landscaping.

Current Project Phase: Completed.

Project Status: The project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160.

Segment 1: Somersville Interchange

Segment was open to traffic in December 2013.

Segment 2: Contra Loma Interchange & G St. Overcrossing

Construction began in March 2012 and was completed in February 2016. Project History Files have been submitted to Caltrans.

Segment 3A: A Street Interchange and Cavallo Undercrossing

Construction began in August 2012 and was accepted as complete in May 2017.

Segment 3B: Hillcrest Avenue to SR160

Construction and BART bike safety improvements have been completed.

Corridor-wide:

Ribbon cutting ceremony held on July 20, 2016.

Issues/Areas of Concern: None

F. SR4 Bypass: SR4/SR160 Connector Ramps COMPLETED

Project Fund Source: Bridge Toll Funds

Lead Agency: CCTA

Project Description: Complete the two missing movements between SR4 Bypass and State Route 160, specifically the westbound SR4 Bypass to northbound SR160 ramp and the southbound SR160 to eastbound SR4 Bypass ramp.

Current Phase: Completed.

Project Status:

- The project opened to traffic on February 29, 2016.
- Final paving is complete and a ribbon cutting was held on February 29, 2016.

Issues/Areas of Concern: None.

STATE ROUTE 4 (FORMER "BYPASS" PROJECT)

G. SR-4: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1 COMPLETED

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road, and construct the Sand Creek Interchange. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant.

Current Phase: Completed.

Project Status: Construction completed 2015.

Issues/Areas of Concern: None.

H. SR-4: Balfour Road Interchange – Phase 1 (5005) COMPLETED

CCTA Fund Source: East Contra Costa Regional Fee and Finance Authority (ECCRFFA)

Lead Agency: CCTA

Project Description: The Phase 1 project will include a new SR4 bridge crossing over Balfour Road, providing one southbound and one northbound lane for SR4; northbound and southbound SR4 loop on-ramps, servicing both westbound and eastbound Balfour Road traffic; and northbound and southbound SR4 diagonal off-ramps.

Current Phase: Completed.

Project Status: Project completed in 2022.

Issues/Areas of Concern: None

I. SR-4: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project #5002) COMPLETED

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at SR4. The overcrossing will include a multi-span bridge with columns in the SR4 median. Bridge approaches will be constructed on earthen embankments. The path width is assumed to be 12 feet wide. This project is required as a condition of approval under the SR-4 Bypass project.

Current Phase: Post Construction.

Project Status: Project completed in 2024.

EAST COUNTY RAIL EXTENSION (eBART) (# 2001/2101) COMPLETED

Scope

Extend rail service eastward from the Pittsburg/Bay Point BART Station to Hillcrest Avenue within the median of SR 4 (Project 1). In addition, the parking lot at Antioch BART station at Hillcrest Avenue will be expanded by 800 spaces (Project 2).

Status

- Project #1: Completed. Revenue service started in May 2018.
- Project #2: Completed

Issues/Areas of Concern

None

Staff will provide updates as needed.

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ITEM 6	
ACCEPT MISCELLANEOUS COMMUNICATION.	

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County 30 Muir Road, Martinez, CA 94553

March 17, 2025

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 March 13, 2025:

- 1. Received a presentation on the Contra Costa Transportation Authority's (CCTA) development of a new Countywide Transportation Plan (CTP), including the associated Blueprint and business plan. The Committee requested more detailed maps included in the Livable Streets Proposal so that Committee members could review and possibly comment on the street typology designations for roadways in East County. The Committee also requested detailed information on prior community engagement activities and to be informed of future community engagement activities related to the CTP in East County.
- 2. Received a presentation on the CCTA's development of the Countywide Emergency Evacuation Plan.
- 3. Authorized the TRANSPLAN Chair to sign a letter addressed to CCTA to seek its support in enhancing bicycle and pedestrian connectivity between Central County and East County.

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 D. Friedmann, TVTC

C. Weeks, SWAT

J. Nemeth, WCCTAC D. Elkins, CCTA

J. Hoang, CCTA T. Grover, CCTA TRANSPLAN TAC

Phone: 925.655.2918 ::: robert.sarmiento@dcd.cccounty.us www.transplan.us



COMMISSIONERS

Aaron Meadows, Chair

Darlene Gee, Vice Chair

Mark Armstrong

Mark Amstrong

Newell Arnerich

Ron Bernal

Diane Burgis

Ken Carlson

Chris Kelley

Sue Noack

Carlyn Obringer

Rita Xavier

Timothy Haile, Executive Director

2999 Oak Road

Walnut Creek

www.ccta.net

PHONE: 925.256.4700 FAX: 925.256.4701

Suite 100

CA 94597

MEMORANDUM

To: Matt Todd, TRANSPAC

Chris Weeks, SWAT

Robert Sarmiento, TRANSPLAN

Diane Friedmann, TVTC John Nemeth, WCCTAC Shawn Knapp, LPMC

From: Timothy Haile, Executive Director

Date: March 7, 2025

Re: Items of interest for circulation to the Regional Transportation Planning

Committees (RTPCs)

At its February 19, 2025 meeting, the Authority Board discussed and approved the following agenda item recommendations, which may be of interest to the RTPCs:

A. Authority Board/Committee Assignments for 2025:

Aaron Meadows, City of Oakley, was appointed as the Authority Board Chair and Darlene Gee, City of Orinda, was appointed as the Authority Board Vice

Chair

Assignments to Administration and Projects Committee (APC):

Commissioners Newell Arnerich, Ron Bernal, Darlene Gee, Sue Noack, and

Rita Xavier

Assignments to Planning Committee (PC):

Commissioners Mark Armstrong, Ken Carlson, Chris Kelley, Aaron Meadows,

and Carlyn Obringer

- B. The Authority Board approved Resolution 25-08-P, which authorized submittal of an allocation request to the Metropolitan Transportation Commission, in the amount of \$7 million in Regional Measure 3 funds, for Right-of-Way capital costs for the Interstate 680/State Route 4 Interchange Improvements, Phases 1, 2A, and 4 (Project 6001).
- C. The Authority Board authorized the Chair to execute Master Agreement No. 43.00.122 with the West Contra Costa Transportation Advisory Committee to allow disbursement of Measure J funds based on approved funding resolutions for Measure J Programs 20b (West County Sub-Regional Additional Transportation Programs for Seniors and People with Disabilities) and 21b (West County Sub-Regional Safe Transportation for Children).
- D. The Authority Board approved Resolution 23-03-G (Rev 1), which will appropriate \$192,000 in Measure J Transportation for Livable Communities (TLC) (Program 12) funds for the construction phase of the Clayton Town Center Pedestrian Safety Improvements (Project 120040) (Project) and revise the scope for the design (\$60,000 in TLC funds) and construction phases of the Project.
- E. The Authority Board approved Resolution 25-03-G, incorporating the Authority's Fiscal Year 2025-26 Transportation Fund for Clean Air (TFCA) 40% Fund Expenditure Plan and allocation of the TFCA 40% funds in the amount of \$1,988,906, and authorized the Executive Director or designee to sign and submit the Expenditure Plan Summary application to the Bay Area Air Quality Management District.
- F. The Authority Board approved Resolution 25-02-G, which will program and appropriate Measure J Pedestrian, Bicycle and Trail Facilities (Program 13) funds in the amount of \$500,000 to the East Bay Regional Park District, for the construction phase of the Iron Horse Trail Rehabilitation (Concord Avenue to Diamond Boulevard and Walden Road to Ygnacio Valley Road) (Project 130034).

^{*}To view the full meeting packet with additional agenda item information, please visit our meetings webpage here. Attachments to the Authority Board packet can be found in the Administration and Projects Committee and Planning Committee packets as referenced in the staff report.



COMMISSIONERS

Aaron Meadows, Chair

Darlene Gee, Vice Chair

Mark Armstrong

want / timotrong

Newell Arnerich

Ron Bernal

Diane Burgis

Ken Carlson

Chris Kelley

Sue Noack

Carlyn Obringer

Rita Xavier

Timothy Haile, Executive Director **MEMORANDUM**

To: Matt Todd, TRANSPAC

Chris Weeks, SWAT

Robert Sarmiento, TRANSPLAN

Diane Friedmann, TVTC John Nemeth, WCCTAC Nate Levine, LPMC

From: Timothy Haile, Executive Director

Date: April 4, 2025

Re: Items of interest for circulation to the Regional Transportation Planning

Committees (RTPCs)

At its March 19, 2025 meeting, the Authority discussed and approved the following agenda item recommendations, which may be of interest to the RTPCs:

- A. The Authority Board authorized the Chair to execute Amendment No. 1 to Agreement No. 700 with Kimley-Horn and Associates, Inc. in the amount of \$440,000, for a new total agreement value of \$4,081,000, to provide environmental services for the Walnut Creek Bay Area Rapid Transit Station Shared Mobility Hub (Project 8009.04), and allowed the Executive Director or designee to make any non-substantive changes to the language.
- **B.** The Authority Board approved the updated list of local projects to update Appendix D of the adopted Countywide Bicycle and Pedestrian Plan.
- C. The Authority Board approved the release of Request for Proposals No. 25-01 to obtain proposals from firms interested in providing the Authority with professional services for Phase 3 of the San Pablo Avenue Multimodal Corridor Project.

PHONE: 925.256.4700 FAX: 925.256.4701 www.ccta.net

^{*}To view the full meeting packet with additional agenda item information, please visit our meetings webpage here. Attachments to the Authority Board packet can be found in the Administration and Projects Committee and Planning Committee packets as referenced in the staff report.

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

March 13, 2025

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

RE: Status Letter for TRANSPAC Meeting - March 13, 2025

Dear Mr Haile:

The TRANSPAC Committee met on March 13, 2025. The following is a summary of the meeting and action items:

- 1. The Board appointed Matt Redmond (Walnut Creek), Aaron Elias (Concord), and Jason Chen (Clayton) as primary representatives and Ryan McClain (Pleasant Hill) as the alternate representative to the TCC for the term April 1, 2025 March 31, 2027.
- 2. The Board appointed Matt Redmond (Walnut Creek) and Srinivas Muktevi (Martinez) as primary members, and Ann James (Pleasant Hill), Briana Byrne (Walnut Creek), and Trevor McGuire (Martinez) as alternate members to the Innovate 680 TAC.
- 3. The Board approved the Draft CCTSAP for adoption into the Contra Costa Countywide Transportation safety Policy and Implementation Guide.
- 4. The Board received information on the TRANSPAC Subregional Transportation Mitigation Program.
- 5. The Board received an update on Measure J Line 21a Program.
- 6. The Board received an update on the Countywide Transportation Plan.
- 7. The Board received an update on Street Smarts Diablo Walk 'N' Roll Program Update.

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

Sincerely,

Matthew Todd

Managing Director

ma Tus

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Matt Kelly and John Hoang, 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
Sue Noack, Andrei Obolenskiy





May is National Bike Month May 15th is Bike to Work / Wherever Day

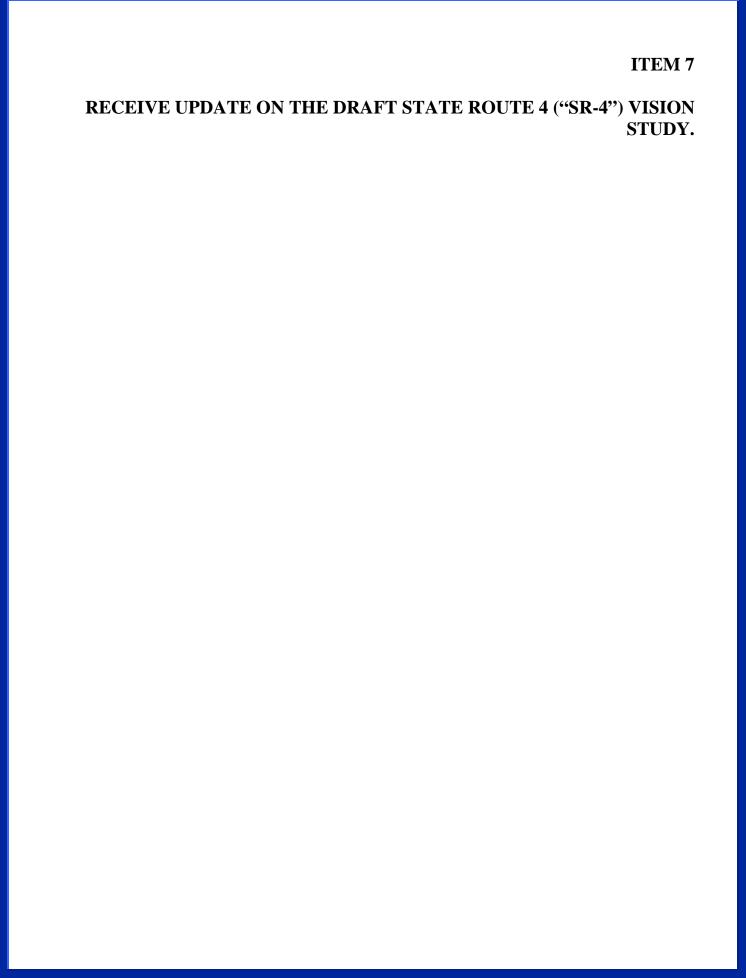
May 15th is **Bike to Work / Wherever Day**. Dust off your bike, fill the tires, grab a helmet, and hit the road on two wheels. Join thousands of cyclists around the Bay Area on May 15th by using a bike to get to work or wherever you need to go.

Bike to a Station – Win a Vacation! On May 15th, pick up free goodies and enter a drawing for a \$511 airline gift card at Energizer Stations located throughout Contra Costa. Find your nearest Energizer Station and learn more at **511cc.org/btwd**.

Test your street smarts anytime in May by taking 511 Contra Costa's short Road Safety Quiz and you could win one of five \$20 Starbucks gift cards. Winners selected May 30th.

Want more biking activities? Check out 511 Contra Costa's FREE Summer Bike Challenge: a no-cost and non-competitive biking program that's open to people of all ages and runs June-August. Each city has its own unique game board filled with bikeable destinations. Simply ride to each one and cross off the squares as you go. You'll also receive weekly Bonus Challenges for chances to win \$20 gift cards, with 10 winners selected every week. Ready to roll? Visit 511cc.org/sbc to get started.





SR-4 Corridor Vision Study

TRANSPLAN Committee

May 8, 2025



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SR-4 Vision Study Overview



- Draw from Ongoing and Recent Studies and Project Planning to Create a Future Vision for the Corridor
 - SR-4 Integrated Corridor Mobility Project (Ph 1)
 - ► SR-4 Design Alternatives Assessment
- East County Integrated Transit Study
- ► SR-4 Operational Improvements Project
- ► SR-4/I-680 Interchange Project
- ► SR-239/Airport Connector Project
- ► Hercules Hub Project
- Scope Based on Caltrans CMCP Requirements
 - Automobile
 - Transit
 - Freight
 - Bicycle
 - Pedestrian
 - Emerging Technology

Agency Stakeholders







































Corridor Vision

"We envision a SR-4 Corridor where mobility is seamless, safe, and equitable for all. By offering diverse modal options and holistic transportation solutions, we aim to enhance first and last mile connections and embrace new and emerging technologies.

Our commitment to <u>reducing congestion</u>, improving <u>reliability</u>, promoting <u>sustainability</u>, and <u>economic vitality</u> will ensure that everyone has access to efficient and effective transportation, fostering a <u>connected and vibrant community</u>."



Benefits of the Corridor Vision

- Equitable Access
 - Invest in disadvantaged communities
 - Incorporate community supported solutions
- Congestion Reduction
 - Improve share of non-SOV modes
 - VMT reduction strategies
- System Reliability
 - Increase total corridor throughput
 - Support non-capital strategies
- Sustainability
 - Reduce GHG emissions
 - Provide access to areas identified for highdensity development



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Achieving the Corridor Vision

- Modal Diversity
 - Improve transit reliability
 - Support bicycle and pedestrian infrastructure
- Holistic Approach
 - Enhance first-/last-mile connectivity
 - Pursue mobility hubs development
- Mobility & Accessibility
 - Improve efficiency with tolling and express lanes
 - Employ new and emerging solutions
- Safety
 - Implement higher-quality bicycle and pedestrian facilities
 - Improve collision hot spots



Study Elements

- Build Upon Extensive Existing Efforts
- Document Existing Plans & Guidelines
- Perform Additional Analysis of
 - Corridor Safety
 - Freight System
 - Arterial Network Operations
 - Identify Emerging Technologies
- Establish Evaluation Criteria
- Project Screening and Bundling
- Finalize SR-4 Corridor Vision Plan & Gain CMCP Approval from Caltrans
- Future Steps Leverage Plan to pursue project funding



Stakeholder Engagement

The Project Team Presented to the Following Groups for Study Input:

- SR-4 Vision Technical Advisory Committee (TAC)
- WCCTAC
- TRANSPAC
- TRANSPLAN
- CCTA Citizens Advisory Committee (CAC)
- CCTA Planning Committee (PC)
- CCTA Board

Comments Received from These Groups Included:

- Include Ygnacio Valley Road/Kirker
 Pass Road in the project analysis
- Consider strategies to improve bicycle mobility between Pittsburg/Bay Point and Concord
- Confirm that the Project's land use assumptions include buildout of the Concord Naval Weapons Station
- Consider strategies for improving pavement conditions

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Public Outreach

Community Events:

City	Event	People Engaged
Pittsburg	Summer Kick Off Community Event	40
Hercules	National Night Out	247
Concord	Music & Market	180
Brentwood	Farmer's Market/Makers Boulevard	133
Martinez	Farmer's Market	129
Antioch	Big Truck Day	253
Oakley	Heart of Oakley	174

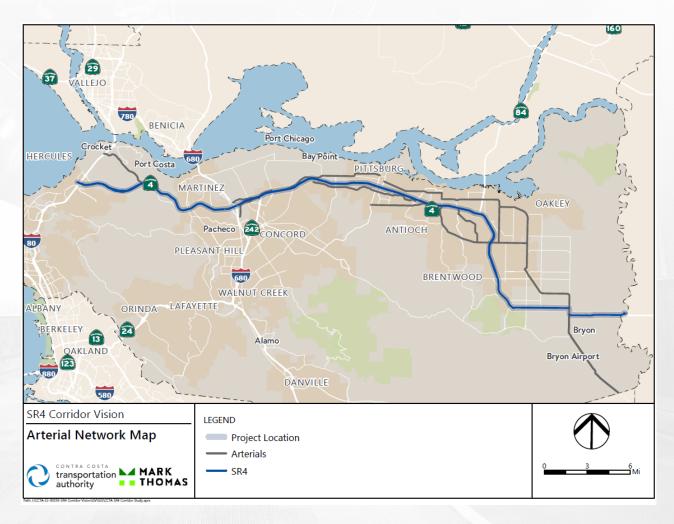
Online public survey:

- Published on the project webpage
- Received 219 responses
- Overall responses:
 - 72% Improving traffic bottlenecks
 - 61% Roadway maintenance & repair
 - 49% Safety improvements for all users

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Project Analyses

- Safety Analysis
 - 34% of pedestrian crashes resulted in death or serious injuries
- Freight System Analysis
 - Findings suggest SR-4 is not a major through corridor and freight traffic is sensitive to congestion on I-580
- Arterial Operations Analysis
 - Problematic segments are generally located between SR-242 and Lone Tree Pkwy
- Emerging Technologies Analysis
 - Evaluated 14 technologies that have been deployed by Caltrans or municipalities



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Project Screening and Bundling

- Reviewed all relevant existing planning documents and identified relevant projects
 - 79 Documents
 - 87 Projects identified for scoring and TAC review
 - Goal-based scoring criteria
 - 3 Tiers of Prioritized Projects
 - 8 "Bundles" of complementary and supportive projects around Tier 1 projects or issue areas

#	Goal	Weighting
1	Safety	20%
2	Mobility	20%
3	Economic Vitality	10%
4	Social Equity	20%
5	Efficient Land Use	10%
6	Efficiency & Technology	10%
7	Air Quality, Healthy, & Sustainability	10%
	Total	100%

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Tier 1 Priority Improvements

Project Name

Hercules Rail Hub

East County Automated Transit Network*

Mobility Hub Strategy

Railroad Avenue Class I trail, Class IV bikeway, Class III bike route, pedestrian enhancements, and small mobility hub on Railroad Ave. and 8th St.

W. Leland Rd./E. Leland Rd. Bike Trail

Express Bus from Brentwood to Antioch (ECITS Alt 4)*

Railroad Ave proposed bus and shuttle routes near SR-4

Delta de Anza Regional Trail Improvements

Schooner Way/Polaris Dr./Power Ave./California Ave. Ped/Bike enhancements

Freeway BRT from Brentwood to Antioch (ECITS Alt 2)*

Countywide Smart Signal Project

Loveridge Road Ped/Bike enhancements

SR-4 Operational Improvements - Initial Phases

I-80/SR-4 bus rapid infrastructure improvements (Hercules-Martinez)

SR-4/I-680 High-Occupancy Vehicle (HOV) Connection and Ramps

DAA Express Lanes Project

Delta de Anza Trail: Willow Pass/Evora Road to North Concord BART

Pittsburg Bay Point Station Pedestrian Bridge Across SR-4

Delta De Anza Trail - Walnut Creek Channel to Bay Point

SR-4 Integrated Corridor Mobility

^{*}future studies to determine which implementation alternatives will advance

Implementation Plan

- Used Tier 1 projects to identify eight (8) project bundles (including 36 total projects)
 - Bundling improved competitiveness of community-supported projects that may increase vehicle miles traveled (VMT)
- Identified 2024 capital costs for all bundled projects
- Identified 19 potential funding programs as priorities for each project
- Organized into Bundle Fact Sheets



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.



Projects within Bundle

CMCP Project #	Overall Project Ranking	Near- Term Priority	ProjectTitle	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

multimodal travel



Improve economic vitality

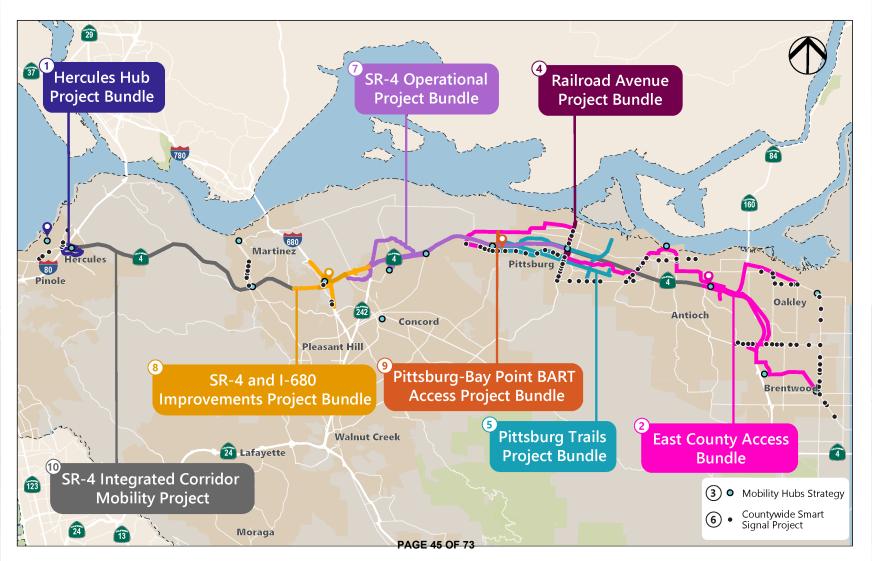


Support efficient land uses



Improve air quality, health, and sustainability

Corridor Vision Improvements



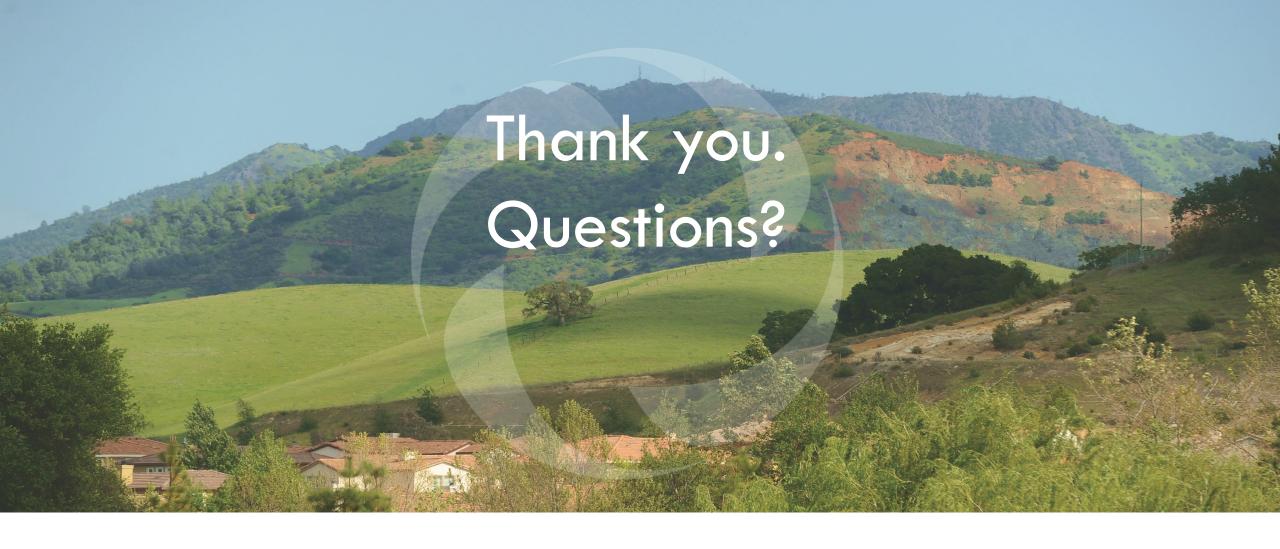
Next Steps

Presentations to RTPCs and CCTA

Coordinate with Caltrans on CMCP Approval

Work with Corridor Agencies to support Project Funding & Implementation Efforts

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transportation authority

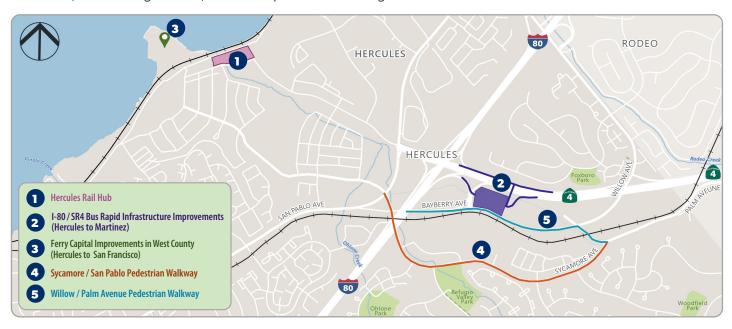


Hercules Hub Project Bundle

FACT SHEET

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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 multimodal travel



Improve economic vitality



Improve social equity PAGE 48 OF 73



Support efficient land uses



Improve air quality, health, and sustainability



Hercules Hub Project Bundle Funding Strategy





Available Grant Opportunities					lles Hub ct 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	Ø				
Multimodal Project Discretionary Grant Program (MPDG)	Federal	Annually	\$5.45 billion	Ø				
Reconnecting Communities and Neighborhoods (RCN)	Federal	Annually	\$250 million	Ø	Ø			
Federal-State Partnership for Intercity Passenger Rail Grant Program (FSP)	Federal	Annually	\$2.283 billion	Ø				
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million	Ø		Ø	Ø	Ø
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		Ø	Ø	Ø	Ø
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million	Ø	Ø		Ø	Ø
Active Transportation Program (ATP)	State	Annually	\$123 million				Ø	Ø
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-2027	\$750 million		Ø			Ø
Priority Development Area (PDA) Grants	Regional	2022-2023	\$15 million	Ø	Ø	Ø		
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million				Ø	Ø

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

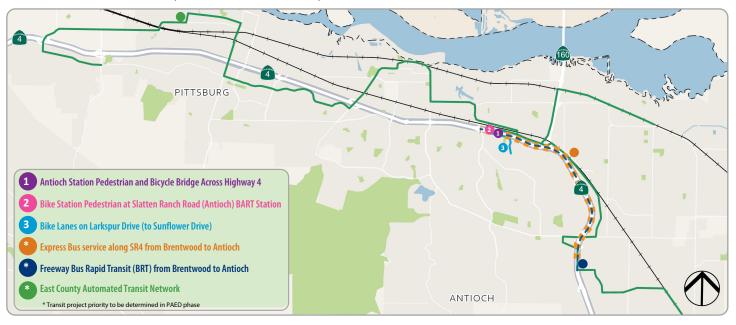


2 East County Access Project Bundle

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-supportive infrastructure upgrades that will support future transit expansions in East Contra Costa County. First-/last-mile active transportation enhancements will include bike lockers, 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. Future additions to the bundle include major expansions in transit service between the Antioch BART Station and the Brentwood Innovation Center area, with two bus options and one using automated transit network (ATN) technology being recommended for further analyses in the environmental phase.



Projects within Bundle

CMCP Project #	Overall Project Ranking	Near- Term Priority	Project Title	2024 Capital Cost
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:	\$25.6 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
T-06*	2		East County Automated Transit Network (ATN)*	\$527.8 M

^{*}Future analyses (PID/PAED) required for alternative selection(s)

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



Enhance overall safety



Improve social equity



Improve multimodal travel PAGE 50 OF 73



Improve air quality, health, and sustainability



Support efficient land uses



East County Access Project Bundle Funding Strategy

FACT SHEET continued



Available Grant Opportunities				Antioch Project	BART Acc Bundle	ess			
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)			Ø		Ø	Ø
Multimodal Project Discretionary Grant Program (MPDG)	Federal	Annually	\$5.45 billion						
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million						
Energy Efficiency and Conserva- tion 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	Ø				Ø	Ø
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million			Ø	Ø	Ø	Ø
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million			Ø		Ø	Ø
Active Transportation Program (ATP)	State	Annually	\$123 million			Ø			
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million			Ø		Ø	②
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						

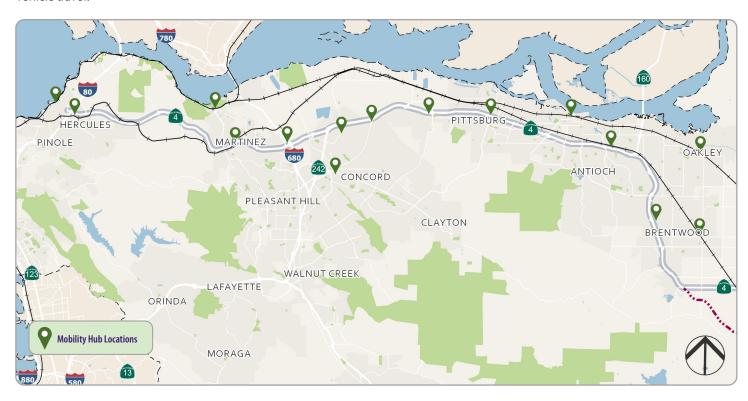
^{*}Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



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 social equity



Improve economic vitality



Leverage technology to improve efficiency



Support efficient land uses



Improve air quality, health, and sustainability

PAGE 52 OF 73



Mobility Hub Strategy Funding Strategy





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 CommunitiesPilot (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.

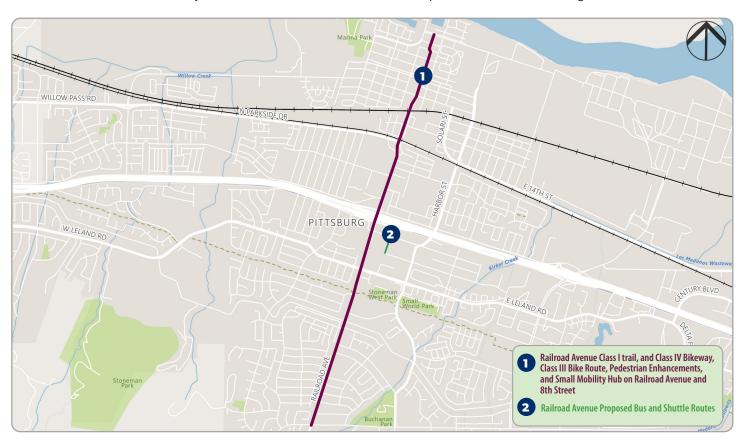


4 Railroad Avenue Project Bundle

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.



Projects within Bundle

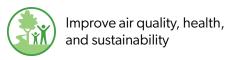
CMCP Project #	Overall Project Ranking	Near- Term Priority	Project Title	2024 Capital Cost
A-01	4		Railroad Avenue Class I trail, and Class IV Bikeway, Class III Bike Route, Pedestrian Enhancements, and Small Mobility Hub on Railroad Avenue and 8th Sreet	\$14.2 M
T-02	7	•	Railroad Avenue Proposed Bus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

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











Railroad Avenue Project Bundle Funding Strategy





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	Ø	Ø
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million	Ø	Ø
Active Transportation Program (ATP)	State	Annually	\$123 million	Ø	
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million	Ø	
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million	Ø	Ø
Safe Routes to BART	Regional	N/A	\$25 million	Ø	
Priority Development Area (PDA) Grants	Regional	2022-23	\$15million	Ø	Ø
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million	Ø	

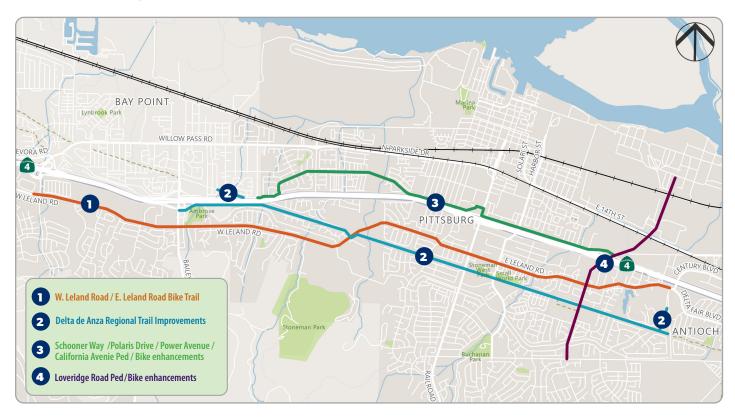


5 Pittsburg Trails Project Bundle

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

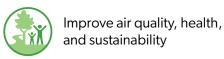
CMCP Project #	Overall Project Ranking	Near- Term Priority	Project Title	2024 Capital Cost
A-04	5	•	W. Leland Road / E. Leland Road Bike Trail	\$16.2 M
A-02	8	•	Delta de Anza Regional Trail Improvements	\$3.7 M
A-05	9	•	Schooner Way/Polaris Drive / Power Avenue / California Avenue Ped/Bike Enhancements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











Pittsburg Trails Project Bundle Funding Strategy





Available Grant Opportunities				Pittsburg T Project Bur	rails ndle		
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	Ø	Ø		
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million	Ø	•	Ø	Ø
Active Transportation Program (ATP)	State	Annually	\$123 million	Ø	Ø	Ø	Ø
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million	②	Ø	Ø	Ø
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million	Ø	•	Ø	Ø
Safe Routes to BART	Regional	N/A	\$25 million			Ø	
Priority Development Area (PDA) Grants	Regional	2022-23	\$15 million	Ø	Ø	Ø	Ø
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million	Ø	Ø	Ø	Ø

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

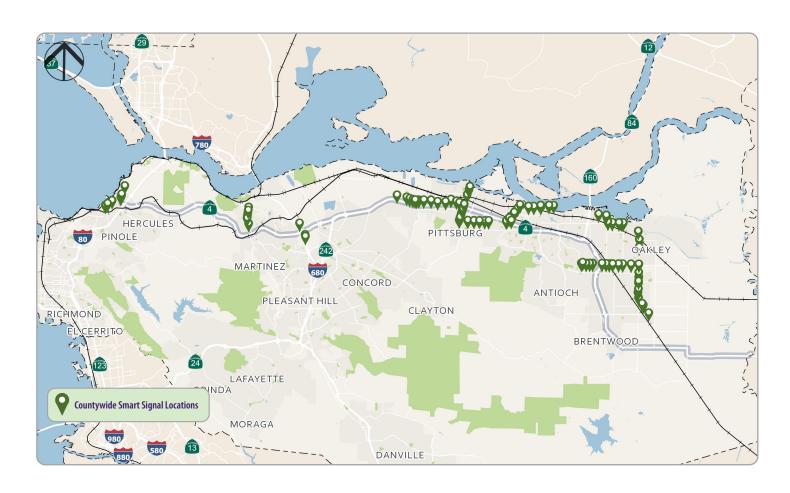


6 Countywide Smart Signal Project

FACT SHEET

Overview

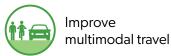
The Countywide Smart Signal Project is focused on improving traffic management and transportation efficiency throughout the region by upgrading traffic signal systems. The Countywide Smart Signal Project aims to optimize traffic flow across cities, towns, and unincorporated communities, resulting in 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:







Leverage technology to improve corridor efficiency





6 Countywide Smart Signal Project Funding Strategy



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

			Banale	
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:









Improve air quality, health, and sustainability



SR-4 Operation Project Bundle Funding Strategy





Available Grant Opportunities				SR-4 Proje	Opera ct Bun	tion dle				
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					Ø		
Reconnecting Communities Pilot (RCP)	Federal	Annually	Total \$607 million: FY 2024 (\$200 mil) FY 2025 (\$202 mil) FY 2026 (\$205 mil)			Ø				
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million							Ø
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					Ø		
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million	Ø	Ø	Ø		②		Ø
Trade Corridor Enhancement Program (TCEP)	State	Bi-Yearly (even no. years)	\$1 billion				Ø			
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million	Ø		Ø		②		Ø
One Bay Area Grant (OBAG)	Regional	Multi- Year Cycles: now OBAG 3, 2023-27	\$750 million	Ø	Ø	Ø				
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million	Ø						Ø
Safe Routes to BART	Regional	N/A	\$25 million							
Priority Development Area (PDA) Grants	Regional	2022-23	\$15 million					0		
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million							

^{*}Grant program available funding amounts are projected hased on the last funding cycle as of August 2024.



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	Project Title				
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 InterchangeImprovements: 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:











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





Available Grant Opportunities				SR-4 and Project B	I-680 Impro Sundle	ovements			
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						Ø
Trade Corridor Enhancement Program (TCEP)	State	Bi-Yearly (even no. years)	\$1 billion	Ø	Ø	Ø	Ø	Ø	
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million						Ø
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million						Ø
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million						Ø
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million						Ø

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

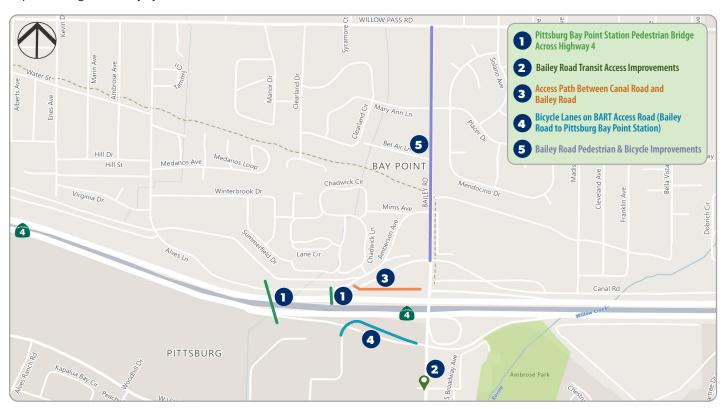


9 | Pittsburg-Bay Point BART Access Project Bundle

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.



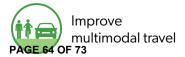
Projects within Bundle

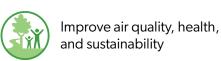
CMCP Project #	Overall Project Ranking	Near- Term Priority	Project Title	2024 Capital Cost
A-16	18		Pittsburg Bay Point Station Pedestrian Bridge Across Highway 4	\$24.2 M
A-08	21	•	Bailey Road Transit Access Improvements	\$2.7 M
A-17	26	•	Access Path Between Canal Road and Bailey Road	\$0.1 M
A-18	32	•	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:











Pittsburg-Bay Point Project Bundle Funding Strategy

FACT SHEET



Available Grant Opportunities				Pittsburg Project B	g-Bay Point Sundle			
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	Ø				
Reconnecting Communities Pilot (RCP)	Federal	Annually	Total \$607 million: FY 2024 (\$200 mil) FY 2025 (\$202 mil) FY 2026 (\$205 mil)	Ø				
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million		Ø		Ø	
Active Transportation Infrastructure Investment Program (ATIIP)	Federal	Annually	\$44.55 million	Ø				
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million	Ø	Ø	Ø	Ø	Ø
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million	Ø	Ø	Ø	Ø	Ø
Active Transportation Program (ATP)	State	Annually	\$123 million	Ø		Ø	Ø	Ø
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	Ø	Ø	Ø	Ø	Ø
Safe Routes to BART	Regional	N/A	\$25 million	Ø	Ø	Ø	Ø	
Priority Development Area (PDA) Grants	Regional	2022-23	\$15million					Ø
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million					Ø

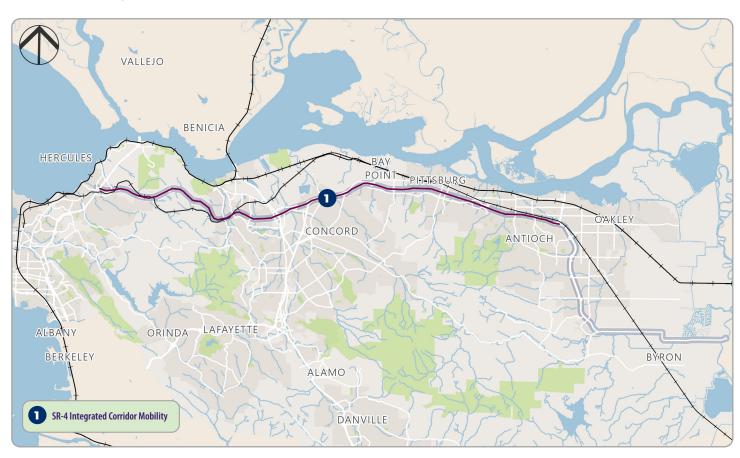


SR-4 Integrated Corridor Mobility Project

FACT SHEET

Overview

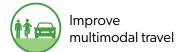
The SR-4 Integrated Corridor Mobility (ICM) Project aims to enhance transportation efficiency and safety along the SR-4 corridor from I-80 to SR-160. This initiative focuses on improving traffic flow, reducing congestion, and advancing traveler information. The project seeks to enhance mobility and improve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



CMCP Project #	Overall Project Ranking	Near- Term Prioity	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:











SR-4 Integrated Corridor Mobility Project Funding Strategy



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.

ITEM 8

REVIEW AND APPROVE TRANSPLAN'S PROPOSED FISCAL YEAR 2025/2026 BUDGET AND WORK PROGRAM AND DIRECT STAFF TO INVOICE MEMBER AGENCIES.

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee

FROM: TRANSPLAN TAC

DATE: May 8, 2025

SUBJECT: Fiscal Year 2025/2026 Proposed TRANSPLAN Work Program and Budget

Recommendation

REVIEW the proposed Fiscal Year 2025/2026 ("FY 2025/26") TRANSPLAN Work Program and Budget, **REVISE** as necessary, and **APPROVE** for submission to the TRANSPLAN Committee.

Background

The TRANSPLAN Committee adopts a budget and work program annually. Some of the tasks from the previous work program will carry over. Current budget and proposed budget and work plan activities for the impending fiscal year are detailed in the following discussion.

Fiscal Year 2024/2025 Budget Report

For Fiscal Year 2024/2025 ("FY 2024/25"), each TRANSPLAN member agency was required to remit dues payments of \$3,214.98, for a total revenue of \$16,074.88. When combined with \$22,789.84 in actual Fiscal Year 2023/2024 surplus, the FY 2024/25 budget revenue totals \$38,864.72.

Total actual expenditures through the first three quarters of FY 2024/25 (July 2024 – March 2025) are approximately \$17,141.52. Revenue less actual and projected expenditures (\$6,000.00) for the remainder of FY 2024/25 results in a surplus of approximately \$15,723.20 (\$16,074.88 + \$22,789.84 - \$17,141.52 - \$6,000.00).

Activities

The attached work program proposes the set of tasks to be undertaken during the 2025/26 fiscal year. As is typical, some of the items are continuing items, with three modifications noted below:

NEW Countywide Emergency Evacuation Plan: The Contra Costa Countywide Emergency Evacuation Plan will conduct local-level evacuation compliance assessments and high-level evacuation route capacity, safety, and viability analysis for the county, including the 19 cities/towns and unincorporated County.

NEW Community Based Transportation Plan. The Contra Costa Transportation Authority (CCTA) will be coordinating with local jurisdictions and CBOs as part of the Countywide Community Based Transportation Plan development. CCTA may ask the RTPCs for Plan input and to review deliverables at major milestones through early 2026.

NEW TRANSPLAN/TRANSPAC Joint Meeting. CCTA will facilitate a joint meeting of the TRANSPLAN and TRANSPAC Boards later this year in order discuss transportation issues pertinent to both Central County and East County.

Proposed FY 2025/2026 Budget

This budget includes approximately ten hours of a Transportation Planner per month, two hours of secretarial time per month, and eight hours of the minutes-taker's time per month. The budget also includes \$1,800 for ongoing maintenance of the TRANSPLAN website, \$250 for office supplies and mailing costs, and a \$3,000 contingency reserve.

Whenever possible, individual TAC members assume liaison duties for various CCTA committees (e.g. Technical Coordinating Committee, Technical Model Working Group and Growth Management Program Working Group) and report any relevant activities to the full TAC. Essentially, the TAC's participation also helps to minimize TRANSPLAN's budget. Consistent with Committee direction from past years, staff will bill the jurisdictions for the difference in this year's actual cost (any overrun will be added to the 2025/26 invoice, or surplus will be deducted).

FY 2025/26's projected budget (Table 1) is \$40,153.70. When the previous year surplus of \$15,723.20 is applied towards the FY 2025/26 projected budget, the result is a total net budget of \$24,430.50. When divided by five, the dues payment for each of the five-member jurisdictions is **\$4,886.10**.

At its April meeting, TRANSPLAN TAC reviewed the draft TRANSPLAN work program and budget and approved moving them both forward to the TRANSPLAN Committee for adoption.

att: Draft Work Program for FY 2025/2026
Table 1: Proposed TRANSPLAN Budget for FY 2025/26

Draft Work Program for FY 2025/2026

- **Task 1: Monitor the Brentwood-Tracy Expressway (SR 239) Project.** The CCTA is the project manager; TRANSPLAN is a primary stakeholder. The public/external planning process for this effort began in 2011/12 and is now complete. CCTA is now working with Caltrans on the development of an environmental document for the project.
- Task 2: Review/Monitor major land use proposals within East County for compliance with East County Action Plan for Routes of Regional Significance. This task will continue as an ongoing activity, required by Measure J and by TRANSPLAN's own procedures. It is part of the Measure J Growth Management Program.
- Task 3: Review land use proposals outside of East County that meet the Measure J threshold requirements (100 or more new peak-period vehicle trips) for potential traffic impacts on East County routes of regional significance. This task will continue as an ongoing activity, similar to Task 2 above. It is part of the Measure J Growth Management Program.
- Task 4: Facilitate collaboration between member jurisdictions and the Contra Costa Transportation Authority in conducting planning activities requiring sub-regional consultation. TRANSPLAN will provide ongoing assistance and local facilitation with CCTA, at a minimum for the State Route 4 Operational Improvements, the Congestion Management Program, the Measure J Strategic Plan, Measure J Growth Management Program ("GMP") (e.g. Countywide Transportation Plan/Action Plan for Routes of Regional Significance), the Countywide Bicycle and Pedestrian Plan, and various federal, state, regional and local funding programs. These efforts, while administered primarily by other agencies, require and benefit from local facilitation.
- Task 5: Represent TRANSPLAN at meetings of CCTA as needed, including the monthly CCTA Board meetings and the monthly meetings of its two committees (the Administration and Projects Committee, and the Planning Committee). This task will continue.
- Task 6: Participate as needed in refining the East County portion of the countywide travel demand forecasting model and/or in adapting the model for local application. Ongoing refinements, monitoring or consultation on the model are often required. The Measure J GMP requires local jurisdictions to consult with the Technical Advisory Committee ("TAC") when they use or adapt the model for local general plan amendments or CEQA review of large development proposals.
- **Task 7: Monitor Ferry Planning.** Coordinate ferry service planning with member agencies, CCTA, the Water Emergency Transportation Authority, and other affected entities.
- **Task 8: Growth Management Program Compliance**. Assist in administering the resolution of growth management compliance issues between member jurisdictions in cooperation with Contra Costa Transportation Authority staff per *TRANSPLAN Committee Administrative Procedures, Article III*.
- **Task 9: Concord Community Reuse Project:** TRANSPLAN staff will monitor and report to the TAC and Committee on activities related to the subject project.
- **Task 10: Countywide Transportation Plan (CTP) Update:** CCTA staff is updating the CTP. TRANSPLAN staff will assist in facilitating discussions on this item with the TAC and the Committee.
- **Task 11: Countywide Emergency Evacuation Plan:** The Contra Costa Countywide Emergency Evacuation Plan will conduct local-level evacuation compliance assessments and high-level evacuation route capacity, safety, and viability analysis for the county, including the 19 cities/towns and unincorporated County.

Task 12: Community Based Transportation Plan. CCTA will be coordinating with local jurisdictions and CBOs as part of the Countywide Community Based Transportation Plan development. CCTA may ask the RTPCs for Plan input and to review deliverables at major milestones through early 2026.

Task 13: TRANSPLAN/TRANSPAC Joint Meeting. CCTA will facilitate a joint meeting of the TRANSPLAN and TRANSPAC Boards later this year in order discuss transportation issues pertinent to both Central County and East County.

Table 1: Proposed TRANSPLAN Budget for FY 2025/26

Item	Proposed FY 2025/26 Budget	% of Proposed Budget
Transportation Planner (10 hours/month)	\$29,603.70	74%
Secretary (2 hours/month)	\$2,000.00	5%
Minutes Taking (8 hours/month)	\$3,500.00	9%
Subtotal for Personnel Costs	\$35,103.70	
TRANSPLAN Website Ongoing Maintenance	\$1,800.00	4%
Offices Supplies and Services	\$250.00	1%
Contingency Reserve	\$3,000.00	7%
Total FY 2025/26 Budget	\$40,153.70	100% ¹
Previous Fiscal Year Surplus	\$15,723.20	
Net Total FY 2025/26 Budget	\$24,430.50	
Per Jurisdiction Contribution	\$4,886.10	

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¹ The sum of the percentages may not equal 100% due to rounding.