

Aaron Meadows, Chair
Oakley
City Council

Diane Burgis, Vice-Chair
Contra Costa County
Board of Supervisors

Ron Bernal
Antioch
City Council

Susannah Meyer
Brentwood
City Council

Juan Banales
Pittsburg
City Council

Jennifer Perez
Antioch
Planning Commission

Gerald Johnson
Brentwood
Planning Commission

Kerry Harvey
Oakley
Planning Commission

Reilly Kent
Pittsburg
Planning Commission

Bob Mankin
Contra Costa
Planning Commission

Staff Contact:
Robert Sarmiento
TRANSPLAN
30 Muir Road
Martinez CA 94553
Phone
(925) 655-2918
Email
Robert.sarmiento@dcd.cccounty.us
Website
<http://www.transplan.us>

TRANSPLAN Committee Meeting

Thursday, October 8, 2026 – 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/94547598943?pwd=qiD4ki8ndtQZSJXm9BaKiCy0Jmqcl4.1>

Meeting ID: 945 4759 8943
Passcode: 339396

Dial-in Information
+1 669 444 9171 US
Meeting ID: 945 4759 8943
Passcode: 339396

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. CONDUCT** roll call.
- 3. ACCEPT** public comment on items not listed on agenda.

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

4. ADOPT minutes from September 10, 2026 TRANSPLAN Meeting. ♦ **Page 3**

- 5. ACCEPT** environmental register.
 - TRANSPLAN Environmental Register
 - TRANSPLAN Comment Letter on Notice of Preparation of an Environmental

* = All Consent items are listed within the gray square

6. ACCEPT status report on major East County transportation projects. ♦ **Page 18**

7. ACCEPT miscellaneous communication:

- a. September 10, 2026 TRANSPLAN Committee Meeting Summary Letter
- b. Status Letter for TRANSPAC Meeting – September 10, 2026
- c. SWAT Meeting Summary Report for September 14, 2026
- d. News release from the City of Concord: “Governor Newsom Signs SB 328, Further Moving the Concord Naval Weapons Station Redevelopment Forward” ♦ **Page 26**

8. APPOINT TRANSPLAN representative to the CCTA Technical Coordinating Committee (TCC). ♦ **Page 32**

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

9. RECEIVE update on CCTA Transportation Demand Management and Youth Programs. CCTA offers an extensive menu of Transportation Demand Management (TDM) and Youth programs across the county, helping to reduce traffic congestion, improve air quality, and build safer, healthier communities. TDM programs include employer services, transit incentives, vanpool, walking and biking programs and more. Youth programs include walking and biking encouragement, transit passes, school buses, and other incentives. While some programs are offered countywide, others are offered and delivered at the subregional level. Program implementers from each of the subregions will present an overview of the various programs and are available to answer questions. ♦ **Page 35**

10. RECEIVE update on the CCTA Transportation Expenditure Plan Framework. The CCTA Executive Director will attend Regional Transportation Planning Committee (RTPC) meetings throughout Contra Costa County to provide an update on the CCTA Transportation Expenditure Plan (TEP) framework. ♦ **Page 85**

11. RECEIVE report on CCTA activities from TRANSPLAN Committee representatives.

12. RECEIVE miscellaneous TRANSPLAN Committee member comments.

13. ADJOURN to the next meeting on Thursday, November 12, 2026, 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 4

ADOPT MINUTES FROM SEPTEMBER 10, 2026 MEETING.

TRANSPLAN COMMITTEE
Antioch - Brentwood - Oakley - Pittsburg and Contra Costa County

MINUTES

September 10, 2026

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 Committee 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 Aaron Meadows called the meeting to order at 6:38 P.M.

PRESENT: Ron Bernal (Antioch), Susannah Meyer (Brentwood), Reilly Kent (Pittsburg), Sean Ireland (Oakley), Jennifer Perez (Antioch), Gerald Johnson (Brentwood), and Chair Aaron Meadows (Oakley)

ABSENT: Juan Banales (Pittsburg), Bob Mankin (Contra Costa Planning Commission), and Vice-Chair Diane Burgis (Contra Costa County)

STAFF: Robert Sarmiento, TRANSPLAN Staff, Contra Costa County Department of Conservation and Development (CCDCD)

PUBLIC COMMENT

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

RECOGNIZE ANITA TUCCI-SMITH FOR HER WORK AS TRANSPLAN SECRETARY

Anita-Tucci Smith was recognized for her work as Secretary for TRANSPLAN for 30 years. Ms. Smith appreciated the recognition and her years working as TRANSPLAN Secretary. Committee members expressed their appreciation for Ms. Smith's work over the year. Chair Aaron Meadows directed Robert Sarmiento to deliver the recognition documents to Ms. Smith.

CONSENT ITEMS

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

On motion by Ron Bernal, and second by Susannah Meyer, TRANSPLAN Committee members ADOPTED the Consent Items, as follows:

1. ADOPTED Minutes from the August 13, 2026 TRANSPLAN Meeting
2. ACCEPTED Environmental Register

- a) TRANSPLAN Environmental Register
- b) TRANSPLAN Comment Letter on Notice of Preparation of an Environmental Impact Report for the "Suisun Trails Project"
- c)
- 3. ACCEPTED Status Report on Major East County Transportation Projects
- 4. ACCEPTED Miscellaneous Communications:
 - a) August 13, 2026 TRANSPLAN Committee Meeting Summary Letter
 - b) Letter from the Contra Costa Transportation Authority (CCTA) Re: July 15, 2026 Meeting
 - c) July 24, 2026 WCCTC Meeting Summary
 - d) August 20, 2026 WCCTC Meeting Summary
- 5. AUTHORIZED the Chair of the TRANSPLAN Committee to sign the letter a letter of support for Contra Costa County's grant application for the Caltrans Sustainable Transportation Planning Grant Program

The motion carried by the following vote:

Ayes: Bernal, Harvey, Ireland, Kent, Meyer, Perez, Meadows
Noes: None
Abstain: None
Absent: Banales, Burgis, Mankin

RECEIVE UPDATE ON THE CCTA TRANSPORTATION EXPENDITURE PLAN

Tim Haile, Executive Director of CCTA, provided an update on development of the Transportation Expenditure Plan (TEP).

Mr. Haile provided a history of Measure J, CCTA, and the RTPCs, including TRANSPLAN. Mr. Haile mentioned that the beginning of CCTA and the initiation of the subregional structure (AKA RTPCs) started with the passage of the Measure C transportation sales tax in 1988. Measure J was a ½-cent sales tax extension that was passed in 2004, started in 2009, and would expire in 2034. Over the life of Measure J, it will generate about \$2.6 billion to fund several projects and programs today. 58% of the Measure J revenue went to the programs and 42% went to capital projects. In East County, about \$395 million went to capital projects and about \$173 million went to programs, for a total of about \$567 million.

Funding for Measure J was allocated to the subregions based on each subregion's population and lane miles at the mid-point of Measure J (2020).

Mr. Haile described the method by which projects and programs were selected for funding by Measure J in East County. Mr. Haile noted that State Route 4 was one of the worst highways in the country related to safety, so it, along with the Caldecott Tunnel, were the two highest priorities in Contra Costa County. \$125 million was allocated to the State Route 4 widening, while \$150 million was allocated to the BART extension. The \$275 million was leveraged to bring \$1.2 billion in additional state and federal funds for the two projects.

Mr. Haile then stated that another \$94.5 million went to the Vasco Road Safety Improvements Project.

Mr. Haile then discussed East County programs. \$11 million was allocated to BART parking access and other improvements, specifically the Pittsburg Center BART Station. The BART Station was not originally part of the BART extension, but Pittsburg wanted access to the BART extension. Mr. Haile then talked about the 18% return-to-source funds (Program 11), totaling \$90 million for the East County jurisdictions. Mr. Haile then discussed Program 12 and 13, which are available every few years through a call-for-projects process. Other countywide programs primarily went to transit. Program 15 funds go through a claims process. Program 17 is transportation demand management. Since a lot of the East County Measure J funding allocation went to capital projects, there was not much left over to programs. Mr. Haile stated this is something for TRANSPLAN to consider with the next expenditure plan.

Next, Mr. Haile discussed the sub-regional programs. There was \$18 million allocated to arterial improvements. The other category is the sub-regional needs, which is the most flexible category.

Mr. Haile stated how rigid Measure J was. He stated that given that the next expenditure plan would potentially be 25 years long, there can potentially be changes to priorities and needs to be considered and adapted to.

Next, Mr. Haile described CCTA's roles. He stated that CCTA has several roles. CCTA acts as countywide transportation agency. CCTA also acts as the county's congestion management agency, including developing the countywide transportation plan. CCTA allocates Measure J and other state and federal funds. CCTA develops a strategic plan every 4 years to help manage cash flow. CCTA bonds against future revenue. It currently has \$250 million in debt to pay off before Measure J ends. CCTA does this to deliver projects today and reduce inflation and escalation costs for the projects. CCTA monitors congestion and develops action plans. CCTA oversees the growth management program that guides requirements in order for the cities to receive their return-to-source funds. Mr. Haile provided examples of growth management program requirements in East County. Mr. Haile then described program and project delivery. CCTA has delivered about \$5.6 billion in capital projects in the last 15 years. Then Mr. Haile talked about CCTA's innovation role, including work at Gomentum Station and the countywide smart signals program. Mr. Haile stated that the City of Antioch and City of Oakley received a \$2 million earmark for smart signals today.

Mr. Haile brought up examples of major needs in East County that were addressed by Measure J, including the State Route 4 widening, Lone Tree Way, Sand Creek Road, and other arterial improvements.

Mr. Haile stated CCTA just developed a new countywide transportation plan that identifies \$20 billion in transportation needs.

Next, Mr. Haile discussed the TEP process. CCTA is currently in the first phase, the Listening Phase, which includes reaching out to the public, RTPCs, transit operators, and other stakeholders. Then afterwards, CCTA will develop and release a first draft of the TEP in January or February 2027. The outcome of the regional transportation measure in November 2026 may impact the TEP. After the TEP is released, CCTA will confirm priorities in the TEP during Spring 2027. At the end of 2027, CCTA will approve the TEP. Afterwards, CCTA will need resolutions of support from the majority of cities. Then the TEP goes back to the CCTA board, who approves a transportation tax ordinance. Then it goes to the County Board of Supervisors, who will ultimately approve its placement on the ballot, which should occur in Spring or Summer 2028. The goal is to place the measure on the November 2028 ballot.

Aaron Meadows asked to confirm if the new measure is a tax extension, not to add to it. Mr. Haile confirmed this was correct, and that the new measure is different from the previous 2016 and 2020 measures, which both failed, since they were additional taxes. Outreach for the new measure will emphasize that this is a tax extension.

Mr. Haile stated that CCTA approved 5 living guiding pillars for the overall TEP process. They were based on what was learned from other successful transportation sales tax measures. They are:

1. Community-based approach,
2. Keep it simple,
3. Apply a countywide lens,
4. Establish accountability measure, and
5. Focus on significant outcomes.

As an example of significant outcomes, Mr. Haile brought up investments in economic development in East County, specifically 18th Street in Antioch.

CCTA is targeting four groups for engagement:

1. Local agencies
2. Stakeholders
3. Public
4. CCTA Board

Mr. Haile stated that CCTA has attended pop-ups in each subregion to listen to needs and priorities and what commutes are like. CCTA did not want to confuse messaging with the regional transportation measure in November.

Next, Mr. Haile shared a series of questions related to transportation needs and priorities in East County jurisdictions on an online Menti meter poll with the TRANSPLAN Committee to gather responses.

Mr. Haile mentioned that the Byron Airport has a program, operated by the County, that tests new air mobility technologies.

Next, Mr. Haile requested that the TRANSPLAN Committee members support CCTA in the expenditure plan endeavor to gather input from local jurisdiction staff, stakeholders, and members of the public about transportation needs and desires.

Susannah Meyer asked if the community survey is being shared with the city managers or PIOs. Mr. Haile responded that the community survey is being shared to the CCTA Insider, which is shared monthly and has information on CCTA activities in the past month, including meetings and TEP development. Mr. Haile stated that he also shared the community survey at “fireside chats,” which is attended by the city managers and other executive staff. Mr. Haile stated that he has presented at the D6 meeting and the Tri Delta Transit board.

Ron Bernal inquired if there are opportunities to leverage funds for programs. Mr. Haile responded that opportunities are limited because funding is typically geared toward capital projects. Mr. Haile gave an example of the current OBAG program.

Mr. Bernal inquired if the next TEP will be geared towards programs instead of projects. Mr. Haile responded that it is uncertain, but he can envision potentially 5 or 6 signature projects, which would lead to more programs. It'll depend on the results of the listening phase. There is more flexibility with programs, but the fewer the projects, the less capacity to bond. Mr. Haile talked about the benefits of bond financing, how it's similar to tax increment financing, and CCTA has a triple-A credit rating, which results in good deals. Mr. Haile stated there are opportunities for public-private partnership in the future.

Rashidi Barnes, CEO of Tri Delta Transit, stated that the transit agency receives \$2.6 million from Program 14, 15, and 16, to serve 225 square miles of East County. Mr. Barnes stated that there should be a balance in funding between capital projects and programs. When it comes to economic development, there's a transit component to it.

Ms. Meyer stated that the State is pushing for higher housing densities with minimal or no parking spaces, but there is not sufficient transportation infrastructure, and Brentwood has the longest average commute in the country. Ms. Meyer questioned how transit can work with limited resources, especially in light of State-required mandates/legislation. What makes it more difficult is the lack of jobs in East County, which requires people to commute to other areas by car and thus need more parking.

Ms. Meyer continued to voice her concern with limited parking for apartment complexes. Jennifer Perez stated that a limited parking supply in apartment complexes only works in a transit-oriented development, which East County doesn't have.

Mr. Bernal stated that the City of Antioch will be constructing about 1,000 affordable housing units with less than one parking space per unit, no traffic improvements, no property taxes being paid, and a few development impact fees. This will be an example that would potentially show the State how it doesn't work well.

Mr. Haile stated that there needs to be a stronger nexus of housing, land-use, and transportation. At the local level, it is the Circulation Element of the General Plan. Mr. Haile stated that no city approaches CCTA when they update its General Plan. Mr. Haile stated that CCTA did coordinate with the County on its General Plan update. Coordination is good to strengthen local vs. regional-level planning. Mr. Haile also stated the potential to coordinate local vs. regional-level bicycle plans. Mr. Haile stated that there is potential to leverage local dollars to mitigate transportation impacts from local housing.

Mr. Haile mentioned that some companies wanted to establish themselves in Contra Costa County, but CCTA could not get them enough incentives. Mr. Haile stated that there needs to be coordination from all government levels to create jobs and manufacturing, but we're in California, and other states and places are offering better incentives for companies to relocate. Mr. Haile stated that in light of redevelopment going away in California, maybe there are opportunities for Measure J or future sales tax measure to step into that role.

Sean Ireland commented that BART isn't considering extending BART to Brentwood. Mr. Ireland says he hears more people want a safer Vasco Road. He stated that Vasco Road isn't in Brentwood's purview.

Mr. Meadows stated that he wanted to see safety improvements on Vasco Road. It helps East County commuters going in that direction.

Mr. Bernal had concerns that messaging that improvements that reduce travel times may not resonate with people sitting in traffic. Mr. Haile re-emphasized collaboration on general plan updates to coordinate local and regional planning. Mr. Haile also mentioned potential coordination on TDM to make it more effective instead of individual TDM programs implemented by developers.

Mr. Bernal has concerns about the transportation impacts of the Concord Naval Weapon Station redevelopment. Mr. Bernal inquired about CCTA's influence on the project. Mr. Haile responded that Central County's traffic mitigation program essentially put the onus on the developer to address transportation impacts. CCTA is monitoring the developer's fair share to address traffic impacts on State Route 4.

Mr. Haile stated that East County and Central County will grow by 34% and 32%, respectively.

Mr. Meadows stated that traffic in East County has grown since he first got his license and will continue to grow. Mr. Meadows reiterated the importance of economic development in East County. To minimize impacts of the Concord Naval Weapon Station redevelopment, more jobs need to be brought to East County so East County residents don't have to travel through Concord.

Mr. Ireland stated that transit supports economic development and jobs. It will also support denser housing. It is not popular now, but it may be in the future.

Gerald Johnson commented that businesses want to have their employees have ease of access. That's one of the concerns with businesses moving to East County. The transportation infrastructure may matter in East County in future.

Mr. Bernal stated that BART has a policy with high density around BART stations, so if Brentwood gets a future BART station, it'll potentially come with higher density around the station.

Mr. Haile mentioned a similar policy for areas around bus rapid transit (BRT).

Ms. Perez described her long commute and stated that people are now leaving earlier in the morning in order to avoid congestion. Some people are considering moving out of East County closer to their jobs, despite the higher costs. Ms. Perez mentioned that she has concerns about few jobs in East County. And with more housing coming to East County, congestion will get even worse.

Mr. Bernal mentioned that Vice-Chair Burgis has previously mentioned pass-through traffic from Tracy, Stockton, and Mountain House.

Mr. Haile commended the dialogue on the TEP from the TRANSPLAN Committee.

Ms. Perez supported bringing more jobs to East County. Ms. Perez mentioned congestion in the Willow Pass Road area. Ms. Perez supported more jobs in that area.

Mr. Haile stated that he will come back in October to discuss the TEP framework and investment categories.

Mr. Haile mentioned Authority Board Special Workshops, and CCTA has been invited to RTPC Board members to these workshops.

RECEIVE REPORT ON CCTA ACTIVITIES FROM TRANSPLAN COMMITTEE REPRESENTATIVES

Mr. Meadows stated that there were no CCTA meetings in August.

RECEIVE MISCELLANEOUS TRANSPLAN COMMITTEE MEMBER COMMENTS

No comments were made.

ADJOURNMENT

Chair Meadows adjourned the meeting of the TRANSPLAN Committee at 8:10 P.M. to the next meeting on Thursday, October 8, 2026, at 6:30 P.M. or other date/time as deemed appropriate by the Committee.

ITEM 5

ACCEPT ENVIRONMENTAL REGISTER.

TRANSPLAN ENVIRONMENTAL REGISTER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE / DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE
City of Pittsburgh	Between the eastern terminus of Avila Road and the western terminus of West Leland Road	Notice of Preparation: Environmental Impact Report	West Leland Road Extension Phase II	New 0.6-mile roadway segment that will be comprised of the following components: 1) two 12-foot travel lanes in each direction, 2) a landscaped median with trees, 3) a bike lane in each direction, and 4) a 6.5-foot sidewalk in each direction.	10/5/2026	Yes
City of Pittsburgh	North of Willow Pass Road and south of the former Pittsburgh Power Plant	Notice of Preparation: Environmental Impact Report	Suisun Trails Project	Development of approximately 773 residential units. In addition to the residential development, the project includes 25.6 acres of streets, 14.5 acres of parks and trails, a 1.0-acre recreation center, 17.3 acres of landscaping, and 82.9 acres of preserved wetlands and open space.	8/31/2026	Yes
City of Oakley	West of Big Break Road, east of Bridgehead Road, and north of Main Street	Notice of Availability: Draft 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.	11/3/2025	No
City of Oakley	Southwest of the intersection of Kings Canyon Way and Sierra Trail Boulevard	Notice of Intent to Adopt Recirculated MND	Stonecreek Subdivision 9647 Project	Subdivision of project site into 176 single-family residential lots. The project would also include approximately one acre of open space within a 75-foot setback from Marsh Creek, a 2.43-acre park in the northwest corner of the project site, and a 2.7-acre stormwater detention basin in the northeast corner of the site	10/15/2025	No
City of Pittsburgh	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

TRANSPLAN ENVIRONMENTAL REGISTER

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	10/20/2023	No
City of Pittsburg	420 East 3rd Street, southwest of the intersection of East 3rd Street and Harbor Street	Notice Of Availability: Draft Environmental Impact Report	Harbor View Project	207 single-family residential units, 20 mixed-use live/work duplexes.	5/1/2023	No

TRANSPLAN ENVIRONMENTAL REGISTER

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	11/29/2022	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.	11/28/2022	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.	9/12/2022	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	7/12/2022	No

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

October 5, 2026

Savon Reese, Associate Engineer
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

RE: Notice of Preparation of a Draft Environmental Impact Report – West Leland Road Extension Phase II Project

Dear Mr. Reese:

On behalf of the TRANSPLAN Committee, I would like to thank you for the opportunity to provide comments on the Notice of Preparation (“NOP”) for a Draft Environmental Impact Report (“DEIR”), which includes a transportation assessment memo (“Memo”) produced by the transportation consultant Fehr&Peers, for the City of Pittsburg’s (“City”) proposed West Leland Road Extension Phase II Project (“Proposed Project”).

This letter provides comments on the Proposed Project, which is a new 0.6-mile roadway segment between the western terminus of West Leland Road near Santa Teresa Drive west to Avila Road. The Proposed Project will be comprised of the following components:

- a. two 12-foot travel lanes in each direction,
- b. a landscaped median with trees,
- c. a bike lane in each direction, and
- d. a 6.5-foot sidewalk in each direction.

TRANSPLAN is the sub-regional transportation planning committee (“RTPC”) in eastern Contra Costa County and is comprised of five member agencies (cities of Antioch, Brentwood, Oakley and Pittsburg, and Contra Costa County), and includes partner agencies such as Tri-Delta Transit, BART, and 511CCTA. TRANSPLAN coordinates the transportation interests of the communities in eastern Contra Costa County and administers the East County Action Plan for Routes of Regional Significance (“Action Plan”). The Action Plan facilitates establishment of goals and performance measures (called Multimodal Transportation Service Objectives, or “MTSOs”) for designated Routes of Regional Significance (“RRS”), one of which is West Leland Road, and outlines a set of projects, programs, measures, and actions that will support achievement of the MTSOs.

The comments below on the NOP for the Proposed Project are derived from the current adopted Action Plan (2017)¹. It should be noted that TRANSPLAN, in coordination with the Contra

¹ <https://ccta.net/wp-content/uploads/2018/10/59cd5bc624446.pdf>

Costa Transportation Authority (“CCTA”), is currently in the process of updating the Action Plan², which will result in a number of revisions, including:

- the establishment of multimodal (i.e. bike/pedestrian and transit) RRS,
- a change in nomenclature from MTSOs to Regional Transportation Objectives, or “RTOs,” and
- the establishment of new RTOs related to active transportation (i.e. biking and walking), transit, safety, equity, climate change, and technology.

The updated Action Plan was approved by the TRANSPLAN Committee in 2023 and is expected to be formally adopted by CCTA as part of the Countywide Transportation Plan in 2026.

Comments

Freeways and Roadways

1. TRANSPLAN commends Pittsburg for undertaking the Proposed Project, since the West Leland Road westward extension is identified in the Action Plan. The Action Plan identifies that the extension, once complete, will be classified as a RRS and thus will be subject to the Action Plan’s MTSOs, goals, and actions.
2. The East County Action Plan has goals and actions related to smoothing and maintaining traffic flow on freeways. One of the methods to achieve this is through freeway ramp metering. The Memo should include a discussion of the Proposed Project’s impact on ramp metering operations (e.g. ramp queues) at affected freeway ramps.
3. The *Improvement Measures* section starting on Page 10 of the Memo should disclose the change in seconds of delay and LOS grade to each of the study intersections as a result of the implementation of the proposed improvements discussed in this section. A table similar to Tables 5, 6, 7, and 8 would be helpful in displaying this information.

Active Transportation

4. The DEIR should disclose/confirm the class of the bicycle facility that is proposed for the Proposed Project. Neither the NOP nor the *Project Components* section of the Proposed Project’s Initial Study specify the class of the proposed bicycle facility. However, the Memo states that the proposed bike facility will be a Class II bike lane.
5. The Memo states that a Class II bike lane is proposed as part of the Proposed Project. However, “Pittsburg Moves³,” the City’s adopted active transportation plan, identifies proposed Class IV separated bicycle facilities along the Proposed Project. Inclusion of Class IV separated bicycle facilities will help the Proposed Project achieve its designation as a low-stress bicycle facility route, as indicated in the Proposed Low-Stress Countywide Bikeway

² CCTA Action Plan Update webpage: <https://ccta.net/planning/countywide-transportation-plan>

³ <https://www.pittsburgca.gov/home/showpublisheddocument/12728/637479142624630000>

Network map in the Contra Costa Transportation Authority Countywide Bicycle and Pedestrian Plan.⁴

Transit

6. Consistent with Metropolitan Transportation Commission's ("MTC") recently adopted Bay Area Transit Priority Policy for Roadways (Policy)⁵ ("TPPR"), TRANSPLAN recommends that the City of Pittsburg coordinate with Tri Delta Transit to disclose and mitigate any impacts to existing transit operations and/or explore opportunities to enhance transit service as a result of the Proposed Project. One of the goals of the TPPR is to strengthen coordination between project sponsors and transit agencies and guide project sponsors to consider transit in roadway projects.

Thank you for your consideration. TRANSPLAN appreciates the opportunity to participate in the review process for the Proposed Project and looks forward to reviewing future documents when appropriate. If you have any questions, please do not hesitate to contact me at robert.sarmiento@dcd.cccounty.us or (925) 655-2918.

Sincerely,



Robert Sarmiento
TRANSPLAN Staff

cc: TRANSPLAN TAC

⁴ <https://ccta.ca.gov/wp-content/uploads/2018/10/5b8ec26192756.pdf#page=50>

⁵ https://mtc.ca.gov/sites/default/files/documents/2026-06/TPPR_GuidanceImplementingAgencies.pdf

ITEM 6

**ACCEPT STATUS REPORT ON MAJOR EAST COUNTY
TRANSPORTATION PROJECTS.**

TRANSPLAN: Major East County Transportation Projects

- State Route 4 Widening • State Route 4 (former) “Bypass”
- State Route 239 • eBART

Quarterly Status Report: July – September 2026

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.

Initial Phase (Westbound): 1) Construct a general-purpose lane from the Willow Pass Road on-ramp to the existing added mainline lane just east of the PCH off-ramp. 2) Construct a second exit lane at the PCH off-ramp. 3) Modify one of the mandatory exit lanes to SR242 to an optional exit lane, which would allow three freeway lanes to exit to SR242 and three lanes to continue on WB SR4. 4) Construct a general-purpose lane along WB SR4, between Willow Pass Road off-ramp and the Willow Pass Road on-ramp. 5) Construct an auxiliary lane from the Willow Pass Road on-ramp to the second exit lane to PCH.

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:

B/w Willow Pass Road I/C and San Marco Boulevard I/C

- 6) Add Aux lane b/w San Marco Blvd on ramp and Willow Pass off ramp.

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

- 7) 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

- EB Phase 1: Project team is working with Caltrans to develop an approach to refreshing environmental and technical/alternatives studies. Focus meetings were held in August and September 2026.
- WB Phase 1: CTC approved STIP allocation amendment in August 2026, and the Authority submitted a funding obligation request for additional federal funds.
- Both teams met to discuss project approaches and to identify items that need to be coordinated between the two projects in the future.

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.
- Caltrans extended the federal earmark funding deadline to June 30, 2029 due to the challenges and 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 document tiering added complexity to the process.
- The proposed hybrid programmatic and project level PAED is new to Caltrans District 4.
- Project has to adapt to changing environmental protocols.

Update from Previous Quarterly Report

- Consultant has completed the majority of environmental technical studies. The team is preparing a Draft Environmental Document following a streamlined process.
- Additional archeology survey has been completed.
- Additional project alternative refinement requires supplemental studies.
- Study identified potential impacts to floodplain, and mitigation approach is under discussion with Floodplain Manager.
- 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.
- Draft wildlife movement study has been complete and is now under review.
- Project includes various multi-modal project elements including active transportation, accommodation for and connections to future transit and micro-transit facilities.
- The project team has developed a plan to address Senate Bill 743 (SB 743) vehicle miles traveled (VMT) requirements though VMT increasing project does not align with current State goals.
- Advance agency outreach will precede release of draft environmental document for public review in Spring 2027.
- Project team is reviewing study budget with County staff.

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.

G:\Transportation\Committees\TRANSP\PLAN\Year\2026-27\Meetings\Committee\2026 - 10 - October\Item #6 - Major Projects Status Report\Major Projects Report.doc

ITEM 7

ACCEPT MISCELLANEOUS COMMUNICATION.

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

October 5, 2026

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 September 10, 2026:

1. Authorized the TRANSPLAN Committee Chair to sign a letter of support for Contra Costa County's grant application for the Caltrans Sustainable Transportation Planning Grant Program.
2. Received a presentation on the development of the Transportation Expenditure Plan from CCTA staff. TRANSPLAN Committee members provided the following comments:
 - a. expressed its support for more economic development and jobs in East County to decrease the need to commute out of East County and subsequently reduce congestion along the State Route 4 corridor,
 - b. had concerns with the impacts of State requirements to increase density while reducing the required number of parking spaces in a residential development, and
 - c. expressed its concerns for the transportation impacts on East County that would result from the Concord Naval Weapon Station redevelopment, and if CCTA could provide support in addressing the project's transportation impacts.

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	M. Kelly, CCTA
J. Nemeth, WCCTAC	T. Grover, CCTA	TRANSPLAN TAC
C. Weeks, SWAT	D. Elkins, CCTA	

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

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

September 22, 2026

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

RE: Status Letter for TRANSPAC Meeting – September 10, 2026

Dear Mr. Haile:

The TRANSPAC Committee met on September 10, 2026. The following is a summary of the meeting and action items:

1. The Board accepted the Quarterly Financial Report for the period ended June 30, 2026.
2. The Board approved Measure J Line 20 Program policies.
3. The Board approved a total of \$2,040,000 in Measure J Line 21A funds for TRANSPAC programming for:
 - o \$540,000 for the Student Transit Pass Program for FY 2026/27 and \$770,000 for FY 2027/28, for a total of approximately \$1.31 million.
 - o \$350,000 for the Walk N Roll program for FY 2027/28 and \$250,000 for FY 2028/29, for a total of \$600,000..
 - o \$80,000 for the Bike Family Fest program for FY 2027/28.
 - o \$50,000 for the bike parking program for FY 2027/28.

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

Sincerely,

Matt Todd

Matt Todd
Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Danielle Elkins and Matt Kelly, 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
Lyone Conner, Ethan Bindernagel, City of Pleasant Hill



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

September 14, 2026

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

RE: SWAT Meeting Summary Report for September 14, 2026

Dear Mr. Haile:

The Southwest Area Transportation Committee ("SWAT") met Monday, September 14, 2026. The following is a summary of the meeting and action items:

1. **Presentation, Discussion & Approval of Match Request:** SWAT BOD unanimously approved using SWAT Measure J Program 17 funds to pay for the required matching funds for Lamorinda as part of the CCTA OBAG 4 grant application for Safe Routes to Schools assemblies, Walk N Roll, and mapping of elementary schools in Lamorinda. The funds required for the Lamorinda portion of the grant will be roughly \$8,826 per year from 2028-2031 for a total of \$35,304.70.

Regards,

A handwritten signature in black ink, appearing to read "Chris Weeks".

Chris Weeks
San Ramon Transportation Division Manager/SWAT Administrator

Cc: SWAT; SWAT TAC; Hisham Noemi, CCTA; Stephanie Hu, CCTA; Matt Kelly, CCTA; Danielle Elkins, CCTA; Ryan McClain, CCTA; Nikki Foletta, CCTA; Matt Todd, TRANSPAC; Tiffany Gephart, TRANSPAC; John Nemeth, WCCTAC; Robert Sarmiento, TRANSPAC; Rod Wui, City of San Ramon; Emily Owen, CCTA

1. [Home](#)
2. [News Flash](#)
3. Governor Newsom Signs SB 328, Further Moving the Concord Naval Weapons Station Redevelopment Forward



Governor Newsom Signs SB 328, Further Moving the Concord Naval Weapons Station Redevelopment Forward

News & Announcements *Posted on September 30, 2026 | Last Updated on September 30, 2026*

FOR IMMEDIATE RELEASE

Governor Newsom Signs SB 328, Further Moving the Concord Naval Weapons Station Redevelopment Forward

Concord, CA (September 30, 2026) – The City of Concord applauds Senator Tim Grayson for authoring Senate Bill 328, its principal coauthors, Assemblymembers Ávila Farías and Wicks, and thanks Governor Newsom for signing it into law.

Senate Bill 328 (SB 328) supports the City’s path to redevelop the former Concord Naval Weapons Station into a world-class neighborhood for current and future Concord residents after many years of planning and public input. Thank you to Governor Newsom, Senator Grayson, and our state partners for your leadership, and to residents, community leaders, and stakeholders for supporting this legislation and this transformative neighborhood.

“Passage of SB 328 gives the City of Concord, Brookfield, and Concord residents certainty to move from vision to reality,” said Mayor Laura Nakamura. “Coming on the heels of the landmark agreement with the U.S. Navy, the legislation keeps this project moving forward to produce

thousands of well-paying construction jobs and add many homes to our community.”

The vision for the project is to deliver a vibrant, sustainable, and inclusive new community that reflects the values and aspirations of Concord. Among its elements are 12,272 new homes, 25 percent of them affordable to working families, seniors, and first-time buyers, along with approximately 6 million square feet of commercial space supporting up to 26,500 jobs, and more than 800 acres of local parks and trails.

In the months ahead, the City will continue working with Brookfield as they engage the community in the preparation of a Specific Plan. A Specific Plan serves as the detailed blueprint for future development by establishing land uses, neighborhood character, transportation networks, infrastructure, public amenities, parks and open space, and the design standards that will guide the community’s evolution.

With SB 328 now law, the Concord Naval Weapons Station Base Reuse Project continues its forward momentum.

Related News

City of Concord to Host 11th Annual Health Expo on October 8, 2026 at Senior Center

News & Announcements *Posted on October 02, 2026*

The U.S. Navy Approves Financial Agreement for the Base Reuse Project

News & Announcements *Posted on September 24, 2026*

2026 State of the City

News & Announcements *Posted on April 29, 2026*

City Council Unanimously Places City Services and Business Tax Simplification Measure on Nov. Ballot

News & Announcements *Posted on July 29, 2026*

2026 Summer Camps & Swim Guide Available – Registration Opens Today!

News & Announcements *Posted on January 14, 2026*

ITEM 8

**APPOINT TRANSPLAN REPRESENTATIVE TO THE CCTA TECHNICAL
COORDINATING COMMITTEE.**

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee

FROM: Robert Sarmiento, TRANSPLAN Staff

DATE: October 8, 2026

**SUBJECT: TRANSPLAN Appointment to the Contra Costa Transportation Authority
Technical Coordinating Committee**

Recommendation

APPROVE TRANSPLAN Technical Advisory Committee (TAC) recommendation to re-appoint Anju Pillai (Brentwood) to the Contra Costa Transportation Authority (CCTA) Technical Coordinating Committee (TCC) through March 31, 2028.

Background

The TCC provides input on technical matters that come before CCTA. The TCC also acts as the primary technical liaison between CCTA and the Regional Transportation Planning Committees. The TCC consists of 24 technical staff members appointed by:

- Each of the four Regional Transportation Planning Committees (RTPCs),
- Contra Costa County,
- One from each of the transit service providers (BART, AC Transit, Tri Delta and Westcat),
- The City-County Engineering Advisory Committee, and
- One ex-officio member each from Caltrans, Metropolitan Transportation Commission and the Bay Area Air Quality Management District.

Each RTPC is permitted to appoint three primary members and three alternate members to the TCC. A TCC representative term lasts for two years and can be renewed.

The current TRANSPLAN Primary Representatives to the TCC are as follows:

- Billilee Saengchalern (Oakley)
- Anju Pillai (Brentwood)
- Gina Haynes (Pittsburg)

The current TRANSPLAN Alternate Representatives to the TCC are as follows:

- Billilee Saengchalern (Oakley)
- Monish Sen (Brentwood)

Ms. Pillai's term as a TRANSPLAN Primary Representative to the TCC expired in September 2026. Ms. Pillai requested that her position as a TRANSPLAN Primary Representative to the

TCC be renewed. Ms. Pillai's new term will run through March 31, 2028, which would make it consistent with the end date for the terms of the other TRANSPLAN representatives to the TCC. The TRANSPLAN TAC reviewed and recommended forwarding this proposal to the TRANSPLAN Committee at its September meeting

Once approved, TRANSPLAN staff will notify CCTA of the TRANSPLAN representative appointments to the TCC.

cc: TRANSPLAN TAC

ITEM 9

**RECEIVE UPDATE ON CCTA TRANSPORTATION DEMAND
MANAGEMENT AND YOUTH PROGRAMS.**

Transportation Demand Management and Youth Programs



Nikki Foletta
Director, Programs



Agenda

- Funding Overview - CCTA
- TDM – Advanced Mobility Group (AMG)
- TDM – City of San Ramon (SWAT)
- TDM – WCCTC
- Youth Programs - Advanced Mobility Group (AMG)
- Youth Programs – City of San Ramon (SWAT)
- Youth Programs – WCCTC

Funding of TDM and Student Programs is complex.

Local ½ Cent Sales Tax Measure J

Allocated to the four Subregions according to the Jobs-Housing formula for local projects / programs within the regions: WCCTAC | SWAT | TRANSPLAN | TRANSPAC

Bay Area Air District: Transportation Fund for Clean Air (TFCA)

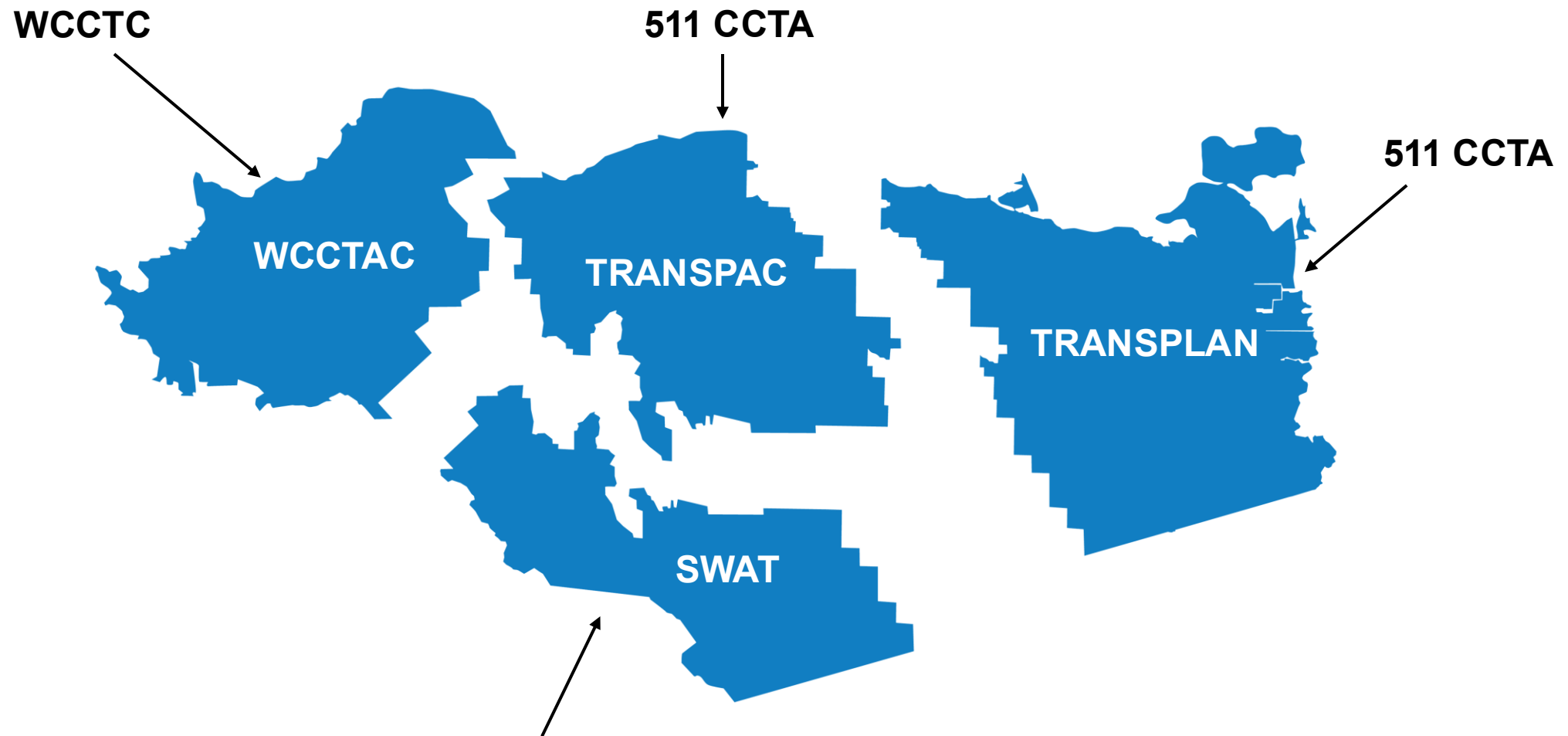
Funds countywide and subregional incentive programs

One Bay Area Grant (OBAG 3)

Funds countywide Safe Routes to Schools program: Street Smarts Contra Costa



TDM programs are managed by program managers across Contra Costa County.



Countywide TDM programs are managed by program managers across Contra Costa County.



*Guaranteed
RIDE HOME*

Student programs are managed by program managers across Contra Costa County.

WCCTC & County Health



511 CCTA



511 CCTA



City of San Ramon and City of Lafayette

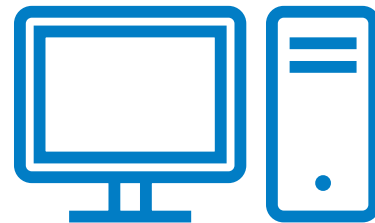


POWERED BY
CCTA



511 CCTA Brand & Communications

Delivery of the 511 CCTA website, social media, monthly newsletter and customer service functions on behalf of all programs.



By the Numbers



Website

- 11,000 monthly visitors
- 15,300 average monthly page views
- 300 unique daily visitors



Social Media

- 5 Social Media Platforms
- 7K + Followers



Newsletter

- 37,000 subscribers
- 42% average open rate
- 3.5% average click rate



Customer Service

- Host email and phone services for countywide program
- Respond to customer inquiries through main line numbers and website

Funded by: TFCA

Fiscal Year Budget: \$228,205



Commute Coach, Employer Services, Bike Racks & Community Events

Personalized trip planning for
individuals, employer
transportation support and
resources, community events



By the Numbers



Commute Coaching

- Personalized trip planning for new residents, those starting new jobs or making the switch from driving
- Trip plans, cost comparisons, and eligible incentives



Employer Support

- On-site employer fairs
- Custom commute surveys
- Commuter Benefits Program guidance
- Green Business Program



Community Events

- Average in-person community events per year
TRANSPAC: 12
TRANSPLAN: 8
WCCTC: 6
SWAT: 10
- Promotion of seasonal programs, 511 CCTA countywide programs, and CCTA initiatives

Funded by: TFCA & MJ17

• Fiscal Year Budget: \$74,600



Big Win on Transit

Weekly \$511 winners for
logging verified transit trips



By the Numbers | 2025/2026



Participants & Trips

- 1,830+ registered riders
- 40,000 verified transit trips logged



Spare the Air

- On Spare the Air Days, gift card prizes for the first 100 riders who upload a verified trip
- 500+ unique riders have won gift cards



Winners

- 90 weekly \$511 winners with verified transit trips
- 8 Spare the Air Days with up to 100 gift card winners each day



Survey Results

- 62% are using transit for more of their commute days
- 30% cite using transit more on weekends or for errands and appointments
- 90% are more likely to ride on a Spare the Air Day

Funded by: TFCA

Fiscal Year Budget: \$163,066



E-Bike Rebates

Post-purchase rebates of
\$150 or \$300 for e-bikes



E⚡bike Rebate Program



By the Numbers



Rebate Values

- \$150 standard rebate
- \$300 income-qualified rebate



Rebates Issued

- 2025: 421
- Overall, **2,700+** rebates have been issued
- Every rebate is vetted by a team member with photo and receipt to ensure the bicycle qualifies



Survey Results

- 80% of participants who rarely/never rode a bike are riding an e-bike at least once a week
- 55% of e-bike rides are for destination-based transportation rather than recreational or exercise

Funded by: MJ17

Fiscal Year Budget: \$85,000



Winter Walk Challenge

Popular 10-week program that encourages walking to replace short vehicle trips



By the Numbers



2025/26 Participation

- 1,596 individual participants
- 3,259 photos received during the weekly photo challenges



Survey Results

- 87% walked 3 or more times per week
- 69% replaced vehicle trips with walk trips
- 99% will participate again next year



Funded by: TFCA

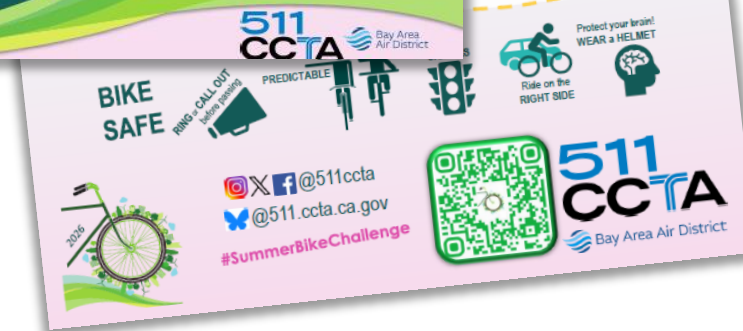
Fiscal Year Budget: \$29,400

Summer Bike Challenge

Encourages biking for local trips through gamification and rewards



Can't bike to certain squares?
No problem!
Swap a bikeable destination of your choice.



By the Numbers



2026 Participation

- 1,984 families registered, 2,670 total participants
- All Contra Costa cities represented
- Highest participation cities: Walnut Creek, San Ramon, Concord, and Brentwood



Trips Increased

- 33% reported taking 1-3 trips per week by bike BEFORE the SBC
- 48% reported taking 1-3 trips per week DURING the SBC
- 67% reported biking instead of driving to a regular destination

Family Registration

Year	Summer Bike Challenge
2015	200
2016	430
2017	609
2018	1,039
2019	1,369
2020	1,001
2021	1,427
2022	1,354
2023	1,334
2024	1,158
2025	1,138
2026	1,984

Funded by: TFCA

Fiscal Year Budget: \$35,900



Bike to Wherever Days

Annual promotion and celebration
of National Bike Month



By the Numbers



Energizer Stations

- 56 stations countywide
- 8 stations in TRANSPLAN
- 27 stations in TRANSPAC
- 5 stations in SWAT
- 16 stations in WCCTC
- Stations shared biking resources, snacks, swag, and celebrated the cycling community



Riders

- 1,588 cyclist visited a station in Central or East County
- More than 13,000 visited a station in the Bay Area



Promotions

- Bike to a Station, Win a Vacation. Prize drawing for a \$511 airline gift card
- Bike Safety Quiz to refresh bicyclist and driver safety messaging. 175 people took the quiz

Funded by: TFCA, MJ17

Fiscal Year Budget: \$36,000



SWAT Implemented Vanpool Program



Average Ridership Per Vanpool

5.65 Passengers



Average One Way Milage

58.4 Miles



Average Number of Daily Vanpools

19 Vanpools



Average Daily Riders

92 Riders Daily
in 19 vans



Incentives

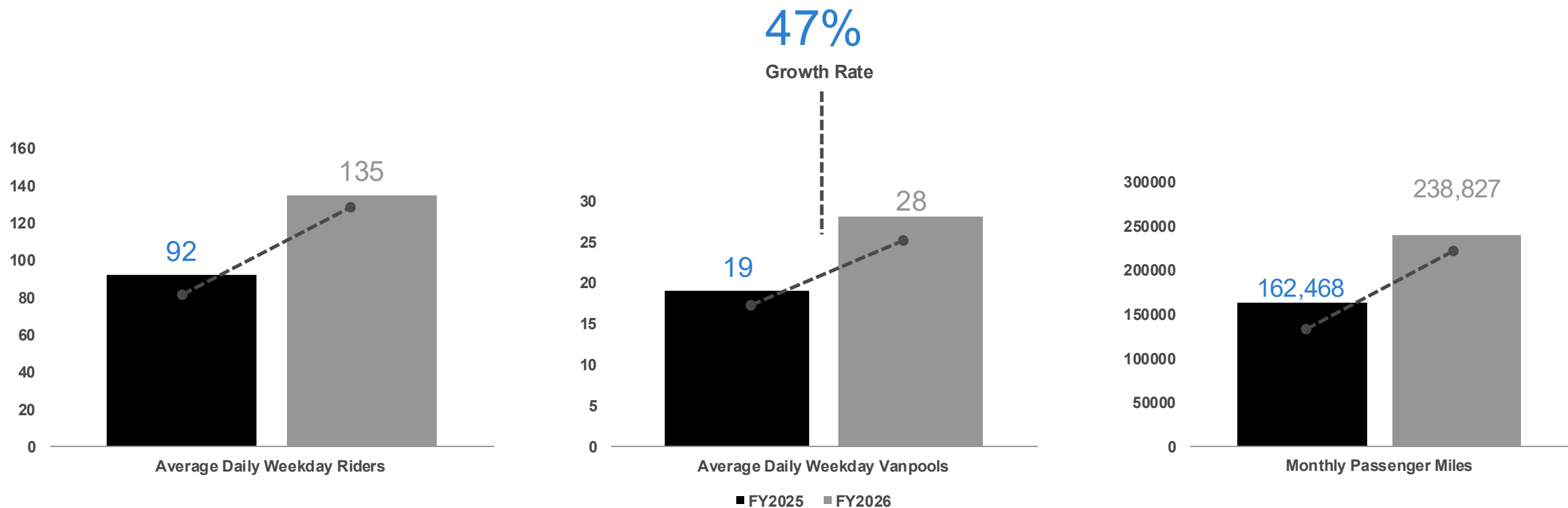
\$45,600 Est.
Vanpool Contract
Cost FY2026



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

Growth Trends - July 2026



Funded By TFCA

25/26 Fiscal Year Budget: \$229,878
26/27 (2% Increase): \$234,172



Disclaimer: Projected Growth Rate is for discussion purposes only. The actual rate of growth may vary.

WCCTC Implemented Commuter Incentive Programs

Guaranteed Ride Home



FREE

Free emergency rides home, up to 6 times a year — no cost to join.

Try Transit



\$35 VALUE

Pledge to leave the car home and get a \$35 Clipper credit, on us.

Take 10 (West County)



10 FREE RIDES

Ten free one-way trips on the route longer commutes

Secure Your Cycle (West County)



\$20 VALUE

Bike to work and get \$20 toward a secure BikeLink locker.



Guaranteed **RIDE HOME**

Guaranteed Ride Home

- Up to 6 emergency rides home annually
- Uber, Lyft, taxi
- Venmo, PayPal, check reimbursement
- Part of a larger Bay Area network of GRH programs
- Anyone who works (1004), goes to college (290), or both (31) in Contra Costa is eligible
- Registration is encouraged but not necessary
- \$42 average reimbursement cost
- 63 reimbursements, ~\$3000 FY26
- 74% say GRH is major influence in taking a green/alternate commute

Funded by: TFCA & MJ17

Fiscal Year Budget: \$78,000

Try Transit



try transit

Employees/Commuters

- Live or work in Contra Costa
- 18+
- Pledge to Take Transit
- 2000 commuters countywide last year

College Students

- Any Contra Costa college
- 9 or more units
- ~500 students last year

Two options

- Clipper Card or digital

Funded by: TFCA, MJ17

Fiscal Year Budget: \$60-70,000

West County Incentive **Take 10**

- Aimed at longer, cross county commutes
- 10 trips (1 week)
- AC Transit Transbay
- WestCAT Lynx
- SolTrans Out of County
- Richmond-SF Ferry
- ~500 recipients last year

Take 10 Transit Pass Offers



Funded by: TFCA

Fiscal Year Budget: \$30-35,000



West County Incentive **Secure Your Cycle**

- \$20 in BikeLink locker credit
- Smaller program
- Looking to revamp this year

Youth Programs



Walk N Roll

A weekly vehicle trip reduction and active transportation program to encourage the whole school community to bike, walk, or carpool to school



By the Numbers



2025/26 Participation

- 17 Schools in TRANSPAC
- 6,000+ students participated
- Equivalent to 2.9 million VMT reduced across the school year



Growth for 26/27

- Continue: 17 schools
- Lamorinda: 3 new
- TRANSPLAN: 4 new
- TRANSPAC: 10 new
- San Ramon Valley: 2 new
- West Contra Costa: 2 new



Survey Data

- 90% would recommend Walk N Roll participation to other families
- 92% report being “grateful my school has the Walk N Roll program”



Funded by: TFCA

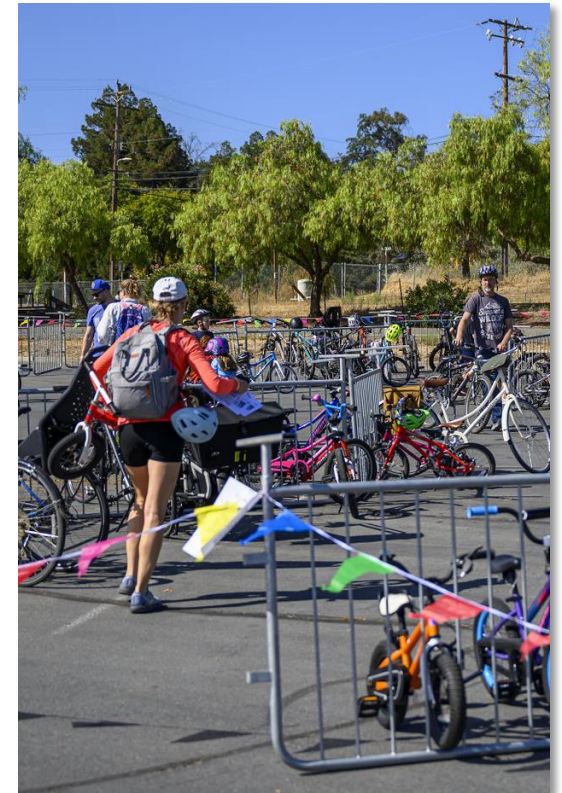
Fiscal Year 25/26 Budget: \$248,294



Bike Family Fest



- 2,398 Participants
- 1,113 Students
- 28 vendors and organizations
- 110 Volunteers
- Bike Fun for Everyone



By the Numbers



2026 Student / Family Participation

- 2,398 total participants
- 1,113 students
- 22 schools represented



Vendor Representation

- 10 shops & bike brands represented
- 2 Cities: Pleasant Hill and Martinez
- 3 County Orgs: East Bay Regional Park District, Contra Costa Health, CCTA
- 1 Local Transit Operator: County Connection
- 4 Non-Profit Bicycle Organizations



Community Survey

- 4.4 out of 5 stars

“My kids absolutely loved going on their first group ride to the event itself. This event was put together with kids in mind and it shows. It was an absolute treat to be able to participate and enjoy the festivities”

-Parent surveyed

Funded by: MJ21

Fiscal Year Budget: \$67,360



SchoolPool

School trip reduction program encourages student carpools with \$250 Target gift card drawings



By the Numbers



2025 Program

- 255 student carpools registered
- Over four years: 1,100+ student carpools have been formed



2025 Survey Results

- The average number of households in a carpool was 2.4
- 60% of families cited they would have traveled as an SOV without the encouragement of the \$250 gift card
- Families reported carpooling an average of 161 of the 180 school days



2026 Program

- SchoolPool remains open through mid October
- Post-program surveys will be sent in December so families can report on their students continued carpooling habits

Funded by: TFCA

Fiscal Year Budget: \$6,280



Pass2Class

Two months of free bus rides for students across Contra Costa at the start of the school year on County Connection, Tri Delta Transit, WestCAT or AC Transit



By the Numbers



2025 Program

- 3,267 students received free bus passes for the start of 25/26 school year
- Distribution of students:
 - 1,611 County Connection
 - 957 Tri Delta Transit
 - 520 AC Transit
 - 179 WestCAT



2025 Survey Results

- 92% of students continued riding after their pass expired
- Students continued riding the bus an average of 4.2 days per week after their passes expired
- 52% of students lived in an Equity Priority community



2026 Program

- The program closed September 30th
- Post-program surveys will be sent in late October after all passes have expired and families can report on students' continued transit ridership habits

Funded by: TFCA

Fiscal Year Budget: \$270,215



San Ramon Valley Youth Program

TRAFFIX School Bus



2025/26 Participation

- Audience: San Ramon Valley School District
- 24 School Buses
- 11 of 37 schools served
- ~1,400 students participate



Oversite

- Board of Directors
- City of San Ramon (2)
 - Town of Danville (2)
 - SRVUSD (2)
 - CCC District 3 Supervisor



Program Management

Administrative
Coordinator, City of San Ramon

Bus Operations: First Student

Remaining Services:
contracted vendors for
Website Services,
Accounting, Auditing,
and Legal Counsel



Funding Overview

- **Measure J – Safe Transportation for Children (Program 21)**
Approx. \$2.4 million
- **Measure J – TDM (Program 17)**
\$50,000
- **TFCA Grant Fund**
\$80,000
- **Parent Contributions**
Approx. \$1.3 million



Funded by: MJ, TFCA, Parents

Fiscal Year 25/26 Budget: \$3,830,000

Lamorinda School Bus

Lamorinda School Bus Transportation Agency (LSBTA) connects students to school across Lafayette, Moraga and Orinda through a coordinated home-to-school transportation program.



SERVING LAMORINDA SINCE 1994

Created through a partnership of local municipalities and school districts to provide student transportation as a regional traffic mitigation strategy

By the Numbers



Key Facts

- 19 School Buses
- 10 Schools
- 1,400+ Student Riders, annually
- 2,400 Vehicle Trips Eliminated each school day
- 645,000 Annual Family Vehicle Trips Eliminated



Funding Sources

- MJ | \$1.56M
- Parent Contributions | \$1.39M
- State Funding | \$834K
California Home-to-School Reimbursement
- TFCA | \$104K

STUDENT MOBILITY

Connecting students to learning

LESS CONGESTION

Reducing school-area traffic

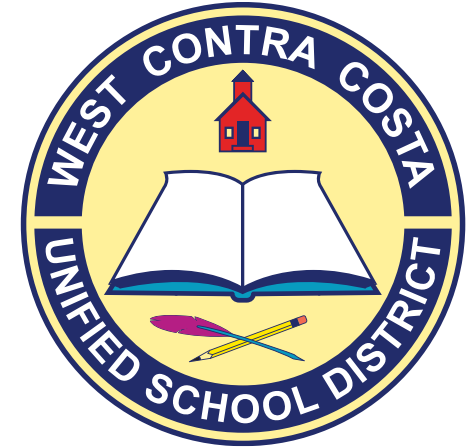
CLEANER AIR

Fewer individual vehicle trips

Funded by: MJ, TFCA, State, Parents

Fiscal Year 25/26 Budget: \$3,888,000



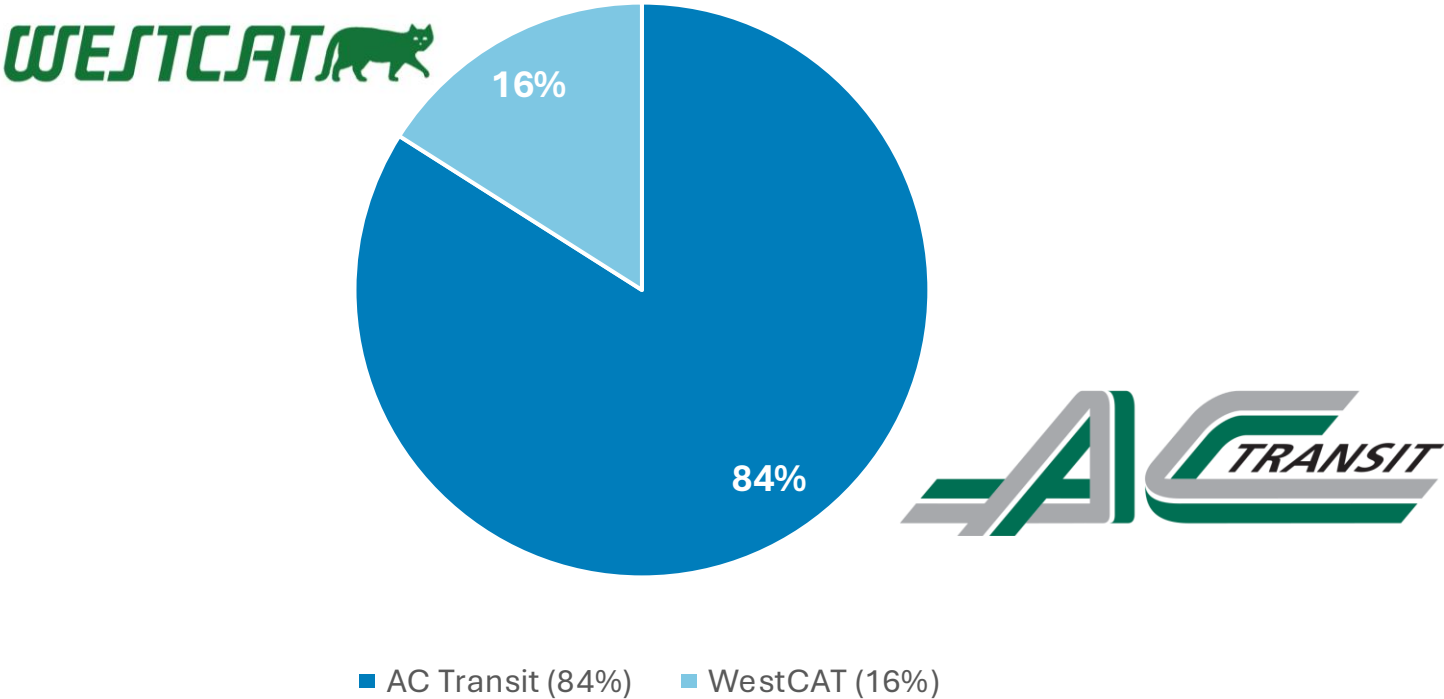


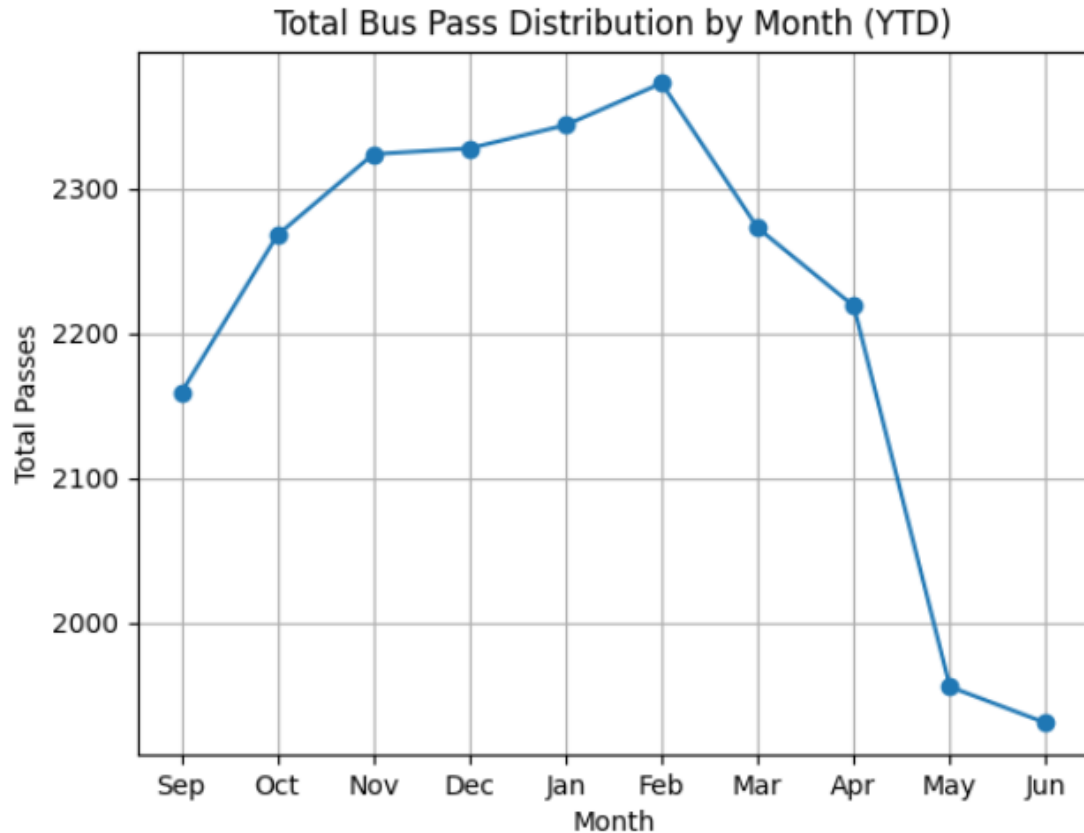
WCCUSD Student Bus Pass Program



Key Facts

- Started in 2009 – free monthly passes all school year long
- WCCUSD program administration; WCCTC oversight
- 2,460 students registered across WCCUSD and charter middle & high schools in FY26
- 2,385 registered so far this school year, FY27





Capacity & Enrollment

- Can serve up to 2,800 students – currently 2,385 enrolled and eligible
- Average 1,300–2,200 passes per month
- 28 schools participate
- Students qualify by household income (185% FPL, 70% of the district)
- Opened to middle and charter schools in 2022

Transit Partners & Costs FY26

1	2	3	4
AC Transit	WestCAT	WCCUSD Admin	WCCTC Admin
\$505,500	\$96,385	\$30-70,000	\$17,000
13,480 passes annually	2605 passes annually	Annually	Annually

Funded by: MJ21b

Fiscal Year 26 Budget: \$688,000



West County Program

John Swett USD Yellow School Bus Subsidy



- Subsidizes the yellow school bus program
- Started in 2017
- Serves about 120 free and reduced lunch students
- 5% of Measure J Program 21B

Funded by: MJ21b

Fiscal Year Budget: \$45,000

Thank you



Nikki Foletta
Director, Programs



END



Community Impact of Incentive



30,904

Total Trips Eliminated Annually

Annual Trips for 20 Adults

The average US adult makes 1500 trips a year.



1,546,157

Commuter Miles Reduced Annually

62

Trips around the Globe



73

Average SOV Reduction/Parking Spots Reduced Daily

Intermodal Transit Facility

7051 Executive Parkway, San Ramon, CA

Would completely fill+ this parking lot's 54 spaces



\$310,030

Estimated Annual Commuter Fuel Savings

\$250+

Estimated average monthly fuel saving per vanpool member

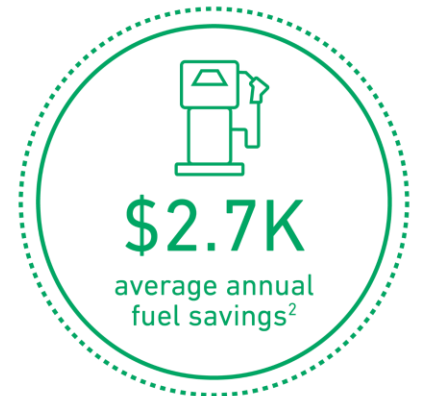


1,104,390

Pounds of CO₂ Emissions Reduced Annually

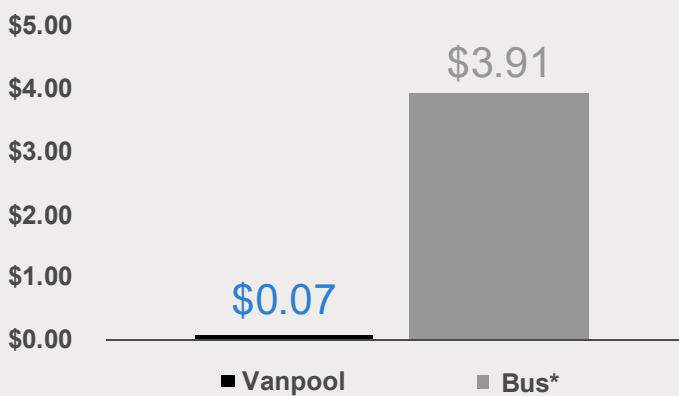
5 Blue Whales

Average Weight of a Blue Whale:
233,500 lbs.



Program Efficiency

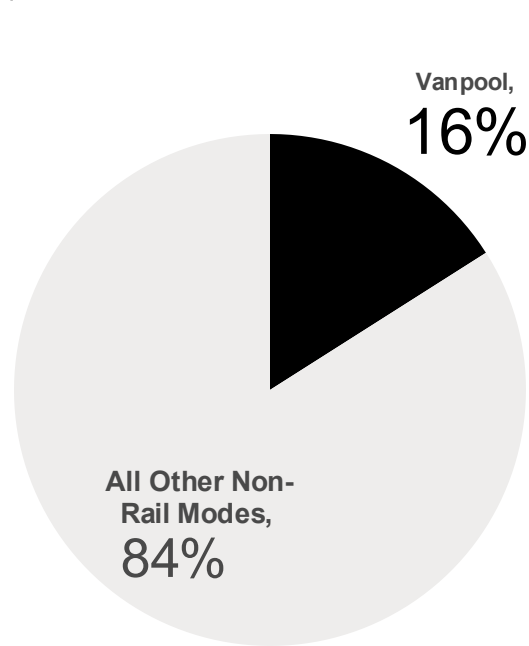
Op Exp Per PMT (Passenger Mile Traveled)



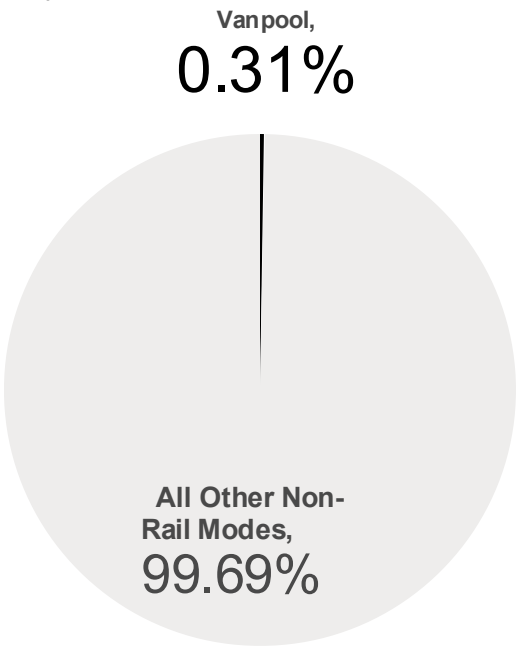
Source: FY2025 Commute Ridership Data and the NTD 2024 Annual Agency Profile - Central Contra Costa Transit Authority (NTD ID 90078).

Program Efficiency

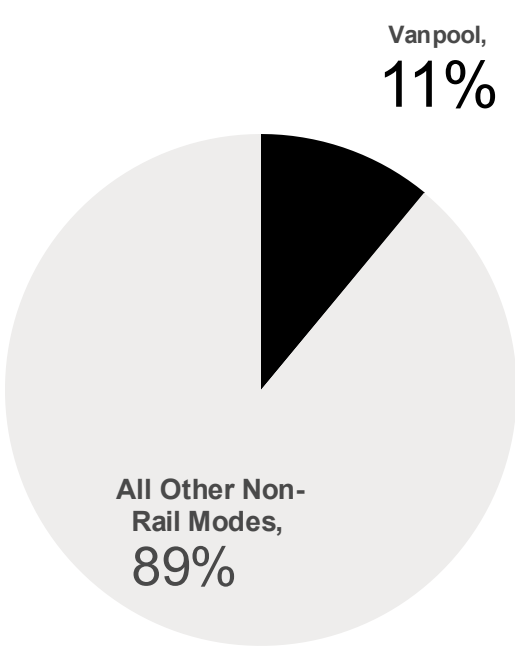
Passenger Miles | Program Cost | FTA Funding
(FY2024 Non-Rail Modes and FY2025 Vanpool Mode)



Passenger Miles



Program Cost



Vehicle Revenue Miles



ITEM 10

**RECEIVE UPDATE ON THE CCTA TRANSPORTATION EXPENDITURE
PLAN FRAMEWORK.**

MEMORANDUM

TO: Regional Transportation Planning Committees (RTPCs)

FROM: Timothy Haile, Executive Director
Contra Costa Transportation Authority

DATE: September 30, 2026

SUBJECT: Transportation Expenditure Plan Framework

SUMMARY

The Contra Costa Transportation Authority (CCTA) is advancing development of a new Transportation Expenditure Plan (TEP) to guide future transportation investments throughout Contra Costa County.

Building on the listening sessions conducted with each of the Regional Transportation Planning Committees (RTPCs), CCTA is returning to the RTPCs to review and discuss the emerging TEP framework and receive input as we move toward development of the initial draft TEP.

The discussion will focus on:

- Key transportation outcomes and performance measures that will be used to evaluate potential TEP investments;
- Potential projects and programs that could be included within the TEP investment categories;
- Potential major projects being considered for evaluation as Named Projects within the TEP;

This is an informational item. No action is requested. Feedback received from the RTPCs will help refine the framework and inform development of the initial draft TEP.

ATTACHMENTS

- A. List of Named Projects from the Countywide Transportation Plan (CTP)
- B. List of Potential Investment Categories and Programs by Outcome

BACKGROUND

On June 18, 2025, the Authority Board directed staff to begin development of a new TEP. The TEP will build upon the Countywide Transportation Plan (CTP) and establish a long-term investment strategy for addressing Contra Costa County's transportation needs.

Development of the TEP is occurring through an iterative and collaborative process that provides opportunities for the Authority Board, local jurisdictions, transportation partners, stakeholders, and the public to shape the plan at key decision points.

The process is organized into four phases:

Phase 1 – Listening: Engage the public, local agencies, stakeholders, and Authority Board to identify transportation needs, challenges, priorities, and desired outcomes.

Phase 2 – Initial Draft TEP: Use input gathered through the listening process to develop an initial draft TEP identifying proposed investment categories, major projects and programs, funding allocations, and implementation strategies.

Phase 3 – Confirm Priorities: Share the initial draft TEP with the Authority Board, local jurisdictions, transportation partners, stakeholders, and the public to confirm priorities, refine investments, and identify potential gaps.

Phase 4 – Adoption: Prepare a final TEP and associated documents for consideration by the Authority Board.

CCTA is currently completing Phase 1 and beginning to translate what has been heard through the listening process into the framework and inputs that will be used to develop the initial draft TEP.

TEP LIVING PILLARS

Throughout development of the TEP, the Authority Board has emphasized the importance of establishing a shared foundation to guide decision-making. Five Living Pillars have been established to provide that foundation. They are considered "living" because they are intended to be actively applied throughout the development of the TEP, providing a consistent lens for policy decisions, evaluation of projects and programs, development of investment strategies, and ultimately the investments included in the TEP.

Community-First Approach

We will listen to the people who live, work, and visit in Contra Costa. Projects and programs will align directly with their needs.

Keep It Simple

The plan should be easy to understand, explain, implement, and administer. Clear goals showing the benefit to residents will build trust and make the measure more effective.

Apply a Countywide Lens

We are all in this together. Together, we consider the transportation needs of the entire

county, balancing local priorities with regional benefits. We build transportation systems that improve quality of life for communities across Contra Costa.

Emphasize Accountability

We are committed to establishing clear and consistent expectations for how funds are allocated and the results they are intended to achieve. We will ensure that the commitments we make are fulfilled and the outcomes are promised and delivered.

Focus on Significant Outcomes

We prioritize investments that make a meaningful difference. The plan should lead to visible, effective, and efficient improvements on the transportation issues that the community identifies as important.

BUILDING ON THE LISTENING PROCESS

Phase 1 – Thus far, listening has focused on understanding transportation priorities before developing the initial Draft TEP. CCTA has engaged the Authority Board, Public Managers Association (PMA), advisory committees, community-based organizations, business leaders, transit operators, local jurisdictions, and the RTPCs.

Initial listening has identified several recurring transportation challenges. Traffic congestion, pedestrian and bicycle safety, and road maintenance have been among the most frequently identified local transportation challenges. For longer trips, stakeholders have identified traffic congestion and limited public transit as significant barriers. Ideas for improving transportation have included more robust transit services, improved coordination and affordability of transit, and expanded safe walking and bicycling facilities.

CCTA has also conducted listening sessions with each RTPC Board:

- SWAT – June 1
- TRANSPAC – July 9
- WCCTAC – August 20
- TRANSPLAN – September 10

This item represents the next step in that dialogue. CCTA is returning to share how the input received is helping shape the emerging TEP framework and to receive additional feedback before development of the initial draft TEP.

DEVELOPING THE TEP FRAMEWORK

Six major policy decisions will ultimately shape the structure of the TEP:

1. Developing funding projections;
2. Setting funding allocations and determining benefits;
3. Determining Return to Source and modernizing the Growth Management Program;
4. Creating major investment categories;
5. Defining how projects and programs will be selected and evaluated; and
6. Determining how programs will be structured and administered.

The current discussion focuses primarily on the outcomes, investment categories, projects, and programs being considered as inputs to the initial draft TEP.

The emerging framework establishes a clear progression from the County's transportation vision to the investments ultimately considered for inclusion in the TEP:

Living Pillars → Countywide Vision → Key Outcomes → Investment Categories → Projects and Programs → Performance Evaluation

This approach is intended to ensure that potential investments respond to identified transportation needs and can be evaluated based on the benefits they are expected to deliver.

TRANSFORMATIVE VISIONS AND INVESTMENT CATEGORIES

The TEP is being developed around three broad transportation visions established through the CTP. These visions are being translated into investment categories that organize the projects and programs that may ultimately be funded through the TEP.

Provide Reliable Freeway and Roadway Travel

Potential investments include freeway interchange improvements, operational improvements, express lanes, smart and connected transportation systems, roadway connections, congestion management, and rapid incident recovery.

Build a Complete, Reliable Transit Network

Potential investments include transit corridor improvements, regional transit connections, local bus service, mobility hubs, transit services for seniors and people with disabilities, youth transportation, and other improvements that make transit more reliable, accessible, and convenient.

Create People-First Streets

Potential investments include major roadway safety improvements, pedestrian improvements, local streets and roads, trails and bikeways, Safe Routes to School, smart

signals, streetscape and livability improvements, clean mobility, and climate resilience and evacuation improvements.

These categories remain under development and will continue to be refined through discussions with the Authority Board, local agencies, stakeholders, and the public.

KEY OUTCOMES AND PERFORMANCE MEASURES

Consistent with the Focus on Significant Outcomes and Emphasize Accountability Living Pillars, the TEP will use an outcomes-based approach to understand how effectively potential investments address Contra Costa County's transportation needs.

Based on the CTP and input received through the listening process, six key outcomes are currently proposed:

Key Outcome	Proposed Direction
Congestion	Reduce travel times and delays
Safety	Reduce fatal and serious injury crashes
Access	Enhance travel options for seniors, students, people with disabilities, and low-income residents
Connectivity	Improve connections to communities, jobs, services, and key destinations throughout Contra Costa and beyond
Thriving Communities	Build a transportation system that supports a strong economy
Environment	Reduce transportation-related pollution

Each outcome will be supported by more detailed objectives and performance measures. Examples include average daily delay per traveler for congestion; fatal and serious injury crashes for safety; access to travel modes; improve access to jobs, schools, healthcare facilities, community centers, and other critical destinations; pavement condition for thriving communities; and transportation-related greenhouse gas emissions for the environment.

The evaluation is intended to provide a consistent and transparent understanding of the benefits and tradeoffs associated with different investment choices. Evaluation results will be considered together with community and stakeholder input and the Living Pillars to inform development of the TEP.

POTENTIAL PROGRAMS

The TEP is anticipated to include a combination of Named Projects and programs. Programs allow the TEP to address groups of transportation investments that share a common purpose while maintaining flexibility to respond to needs that may change over the life of the expenditure plan.

Two general types of programs are being considered.

Infrastructure Programs would provide funding for groups of smaller capital projects rather than identifying every individual project in the TEP. Examples include freeway operations, interchange improvements, mobility hubs, local streetscape improvements, smart signals, pavement management, trails and bikeways, and climate resilience and emergency evacuation improvements.

Non-Infrastructure Programs would support transportation services and other improvements that do not primarily involve construction of capital infrastructure. Examples include Safe Routes to School, transportation for seniors and people with disabilities, youth transportation, transit operations, and transportation demand management.

Potential programs are being developed based on existing Measure J programs, community input received through the listening process, transportation needs identified through the CTP, and relevant programs from peer agency transportation expenditure plans.

Programs will be evaluated based on available data, identified outcomes, national research, best practices, and local context. Where appropriate, potential program performance will be evaluated at different funding levels to help understand the relationship between investment levels and outcomes.

POTENTIAL NAMED PROJECTS

In addition to programs, transportation expenditure plans may identify certain major projects for specific funding commitments. CCTA is referring to these as Named Projects.

Named Projects are generally larger, significant transportation investments that would be evaluated individually for potential inclusion in the TEP. Other capital projects may be included within broader programs rather than specifically named, allowing the TEP to maintain flexibility as transportation needs and priorities change.

The starting point for identifying potential Named Projects is the CTP project inventory. Over the past two years, CCTA and local agencies developed a comprehensive inventory containing more than 1,100 projects, including 181 projects with estimated costs greater than \$10 million and 27 projects with estimated costs greater than \$100 million.

An initial screening of the inventory is being used to identify projects for further consideration as potential Named Projects. Projects not evaluated individually may instead be considered within an appropriate program.

A countywide gaps assessment will also be conducted to determine whether significant transportation needs identified through the CTP and listening process are not adequately addressed by the existing project inventory. Where gaps are identified, additional potential projects or programs may be developed in partnership with local agencies.

The purpose of this discussion is to validate the universe of projects that should be evaluated and not select projects for inclusion in the TEP or make funding commitments. Presentation of a project as a potential Named Project does not indicate that the project has been selected, prioritized, or committed for funding.

EVALUATION FRAMEWORK

Potential Named Projects and programs will move through a four-step, outcomes-based evaluation process:

- 1. Identify** – Identify potential investment categories and the projects and programs that could comprise those investments.
- 2. Screen** – Screen potential Named Projects and programs based on alignment with the identified key outcomes.
- 3. Evaluate** – Evaluate how effectively potential Named Projects and programs advance the outcomes using consistent performance measures and available data.
- 4. Refine the TEP** – Use evaluation results, together with findings from community engagement and continued input from local agencies, to inform the investment categories, funding levels, Named Projects, and programs considered for the initial draft TEP.

Named Projects will be evaluated individually across applicable outcomes. Programs will be evaluated as groups and, where appropriate, at different potential funding levels. The evaluation is intended to provide transparent and consistent information to help understand how different investment choices advance the desired outcomes.

RTPC INPUT AND NEXT STEPS

Input received through the RTPC TAC and Board discussions, together with discussions with the local agencies and Authority Board, will help refine the proposed outcomes, programs, and potential Named Projects.

CCTA will continue the technical evaluation of potential projects and programs and development of the TEP funding and program framework. Evaluation results, together with findings from the broader engagement process, will inform development of the initial draft TEP for future review by the Authority Board, local agencies, stakeholders, and the public.

Appendix I. List of Named Projects

Named Project	Total Cost	Project Sponsor	Type	Transformative Vision Category	Component	Mapped	Modeled
BART to Hercules	\$2,427.3M	WCCTAC	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	Yes	Yes
San Pablo Avenue-Macdonald Avenue Transit Corridor	\$1,809.8M	Multiple	Complete streets	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	Yes	Yes
BART System Modernization	\$1,632.7M	BART	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	No	No
BART Station Modernization and Access	\$1,251.4M	Multiple	Transit service and access	Build a Complete, Reliable Transit Network	Accessible and Seamless Transit	Yes	Yes
BART Core Capacity	\$1,181.0M	BART	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	No	Yes
SR-239 Construction	\$1,140.6M	Multiple	Freeways	Other Priorities	Other Priorities	Yes	Yes
Mobility Hubs Program	\$759.0M	Multiple	Complete streets	Build a Complete, Reliable Transit Network	Accessible and Seamless Transit	Yes	No
Walnut Creek to Pittsburg Transit Priority Corridor	\$620.0M	CCTA	Complete streets	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	Yes	Yes
County Connection Service Restoration and Expansion	\$598.8M	County Connection	Transit service and access	Build a Complete, Reliable Transit Network	Transit for All Neighborhoods	Yes	Yes
SR-4 Vision Study Recommended Project Bundles (including CNWS bike path)	\$496.6M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	No	No
I-680/SR-4 Interchange Improvements	\$479.2M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	No
I-680 HOV Gap Closure Between Livorna and North Main	\$419.1M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
Martinez to Clayton Transit Priority Corridor	\$410.0M	CCTA	Complete streets	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	No	Yes
SR-4 Operational Improvements	\$359.9M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
Automated Transit Network (ATN)	\$345.8M	ECCC	Transit service and access	Build a Complete, Reliable Transit Network	Transit for All Neighborhoods	No	No
James Donlon Boulevard Extension	\$306.0M	Pittsburg	Local roadways	Other Priorities	Other Priorities	Yes	No
SR-4 and Vasco Road Widening and Interchanges	\$303.9M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	No	Yes
SR-4 Transit Priority Corridor	\$300.0M	CCTA	Freeways	Provide Reliable Freeway Travel	Smart Lane Management	Yes	Yes
Vasco Road Improvements South of Marsh Creek Road	\$295.7M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Antioch-Martinez-San Francisco Ferry	\$273.6M	Multiple	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	Yes	Yes
Pleasant Hill BART to Concord Transit Priority Corridor	\$270.0M	CCTA	Complete streets	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	Yes	Yes
ECITS Express Bus/BRT Recommendation	\$228.7M	CCTA	Transit service and access	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	No	No
County Connection Zero-Emission Fleet and Infrastructure	\$228.4M	County Connection	Resilience	Other Priorities	Other Priorities	No	No
I-680 Transit Improvements	\$205.8M	CCTA	Freeways	Provide Reliable Freeway Travel	Smart Lane Management	Yes	Yes
Hercules Hub Multimodal Transit Center and Ferry Service	\$203.9M	Multiple	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	Yes	Yes
Walnut Creek to Concord Transit Priority Corridor	\$200.0M	CCTA	Complete streets	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	No	Yes
West County Express Bus Service	\$181.7M	WCCTAC	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	Yes	Yes
23rd Street Multimodal Corridor	\$164.5M	Multiple	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	Yes
eBART Fleet and Facility Improvements	\$152.2M	BART	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	No	No
SR-4 Bypass	\$149.8M	State Route 4 Bypass Authority	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	No	No
"A" Street Grade Separation	\$141.7M	Antioch	Goods movement	Other Priorities	Other Priorities	Yes	No
Richmond Parkway Study Recommendations	\$131.0M	WCCTC	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	No	No
I-580/Stenmark Drive Flyover	\$127.5M	Richmond	Freeways	Other Priorities	Other Priorities	Yes	No

Named Project	Total Cost	Project Sponsor	Type	Transformative Vision Category	Component	Mapped	Modeled
San Pablo Dam Road Multimodal Improvements	\$126.0M	Multiple	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	Yes
SR-4 Widening	\$122.9M	Multiple	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Iron Horse Trail	\$103.0M	Multiple	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
San Francisco Bay Trail	\$82.9M	Multiple	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Slatten Ranch Road Extensions	\$75.0M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Bus Transit Coordinating Council Express Bus Service Expansion	\$75.0M	Bus Transit Coordinating Council	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	No	Yes
Capitol Corridor Service Improvements	\$73.1M	Capitol Corridor JPA	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	No	Yes
I-80/SR-4 Interchange Improvements	\$70.6M	Hercules	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	No
Richmond-San Francisco Ferry	\$69.1M	Richmond	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	No	Yes
Monument Corridor Transit Service Improvements	\$62.9M	County Connection	Transit service and access	Build a Complete, Reliable Transit Network	Transit for All Neighborhoods	Yes	Yes
SR-242/Clayton Rd Interchange Improvements	\$62.7M	Concord	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
Marsh Creek Road Improvements	\$60.9M	Contra Costa County	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
SR-4/Port Chicago Highway Interchange Improvements	\$56.9M	Concord	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	No
Brentwood Intermodal Center	\$56.8M	Tri Delta Transit	Transit service and access	Build a Complete, Reliable Transit Network	Accessible and Seamless Transit	Yes	No
Deer Valley Road Widening	\$55.9M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	No
Marsh Creek Trail	\$55.7M	Contra Costa County	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Vasco Road Safety Improvements	\$53.7M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	No
Northern Waterfront Goods Movement Infrastructure	\$53.6M	Contra Costa County	Goods movement	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	No	Yes
I-80 Express Lane Conversion	\$51.4M	MTC	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
AC Transit Richmond Bus Storage and Maintenance Facility	\$51.0M	AC Transit	Transit service and access	Other Priorities	Other Priorities	No	No
BART to Bay Trail Bikeway	\$50.0M	El Cerrito	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Richmond Parkway Rehabilitation	\$50.0M	Richmond	Local roadways	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	No	No
I-80 CSMP Improvements	\$48.5M	WCCTAC	Freeways	Provide Reliable Freeway Travel	Rapid Recovery Freeways	Yes	Yes
SR-160/East 18 St Interchange Improvements	\$45.0M	Oakley	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
Pittsburg-Antioch Highway Widening	\$44.9M	Multiple	Freeways	Other Priorities	Other Priorities	Yes	Yes
Byron Highway Widening and Safety Improvements	\$44.2M	Contra Costa County	Freeways	Other Priorities	Other Priorities	Yes	No
SR-4/Willow Pass Interchange Improvements	\$43.7M	Concord	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	No
Pacheco Boulevard Improvements	\$43.5M	Contra Costa County	Complete streets	Other Priorities	Other Priorities	Yes	No
Laurel Road Extension	\$42.0M	Oakley	Local roadways	Other Priorities	Other Priorities	No	Yes
Richmond Greenway Gap Project	\$40.0M	Richmond	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
I-80 Integrated Corridor Mobility	\$38.2M	CCTA	Freeways	Provide Reliable Freeway Travel	Rapid Recovery Freeways	Yes	No
Kirker Pass Road Southbound Truck Lanes	\$37.5M	Contra Costa County	Goods movement	Other Priorities	Other Priorities	Yes	Yes
Viera Avenue Grade Separation	\$34.6M	Antioch	Transit service and access	Build a Complete, Reliable Transit Network	Accessible and Seamless Transit	Yes	Yes

Named Project	Total Cost	Project Sponsor	Type	Transformative Vision Category	Component	Mapped	Modeled
Orinda-Moraga Regional Trail Project	\$34.4M	Multiple	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Lone Tree Way Grade Separation	\$33.3M	Brentwood	Local roadways	Other Priorities	Other Priorities	Yes	No
Delta de Anza Trail	\$32.9M	Multiple	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
SR-24/Brookwood Ramp Modifications	\$32.7M	Orinda	Freeways	Other Priorities	Other Priorities	Yes	No
SR-4 Overcrossing at Range Road Extension	\$32.7M	Pittsburg	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Camino Tassajara Safety Improvements	\$32.2M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	No
North Richmond Truck Route	\$30.5M	Contra Costa County	Goods movement	Other Priorities	Other Priorities	Yes	Yes
Crow Canyon Road Widening	\$30.2M	San Ramon	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Sand Creek Road Extension	\$30.1M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Cowell Road Complete Streets	\$30.0M	Concord	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Monument Boulevard Trails-to-Transit	\$30.0M	Concord	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Traffix School Bus Roll Out	\$30.0M	San Ramon	Complete streets	Create People-First Streets	Safer Ways to Get to School	No	No
I-80 EB HOV Lane Extension from Cummings Skyway to Carquinez Bridge	\$29.7M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
Mokelumne Trail	\$29.4M	Multiple	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Downtown Protected Bikeway Circuit	\$27.5M	Walnut Creek	Trails and greenways	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
California Delta Trail	\$27.4M	Multiple	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Wildcat Creek Regional Trail	\$27.1M	Multiple	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
I-80 Express Bus	\$26.9M	Multiple	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	Yes	Yes
Highland Road Safety Improvements	\$26.8M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	No
Oakley Main Street Bypass	\$25.9M	Oakley	Local roadways	Other Priorities	Other Priorities	Yes	No
Richmond CyberTran	\$25.8M	Richmond	Transit service and access	Build a Complete, Reliable Transit Network	Transit for All Neighborhoods	No	No
San Pablo Avenue Bicycle and Pedestrian Gap Closure and Enhanced Facilities	\$25.0M	Pinole	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Ygnacio Valley Road Pavement Reconstruction	\$24.5M	Walnut Creek	Local roadways	Other Priorities	Other Priorities	Yes	No
Martinez Intermodal Project	\$24.4M	Martinez	Transit service and access	Build a Complete, Reliable Transit Network	Accessible and Seamless Transit	No	No
Contra Costa Canal Trail	\$24.4M	Multiple	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Cutting/Carlson Grade Crossing Improvements	\$24.1M	Richmond	Local roadways	Other Priorities	Other Priorities	Yes	No
Lone Tree Way Widening	\$23.4M	Brentwood	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Walnut Boulevard Bicycle and Pedestrian Improvements	\$23.2M	Contra Costa County	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Appian Way Complete Streets Project	\$23.2M	Contra Costa County	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Waterfront Road Grade Change Project	\$22.5M	Contra Costa County	Resilience	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
San Pablo Avenue Bridge Replacement	\$22.5M	San Pablo	Trails and greenways	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Wilder/Downtown Class 1 Multi-use Path	\$22.5M	Orinda	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Hydrogen for a Connected West Contra Costa County: AC Transit Division 3 ZEB Infrastructure	\$22.0M	AC Transit	Transit service and access	Build a Complete, Reliable Transit Network	Accessible and Seamless Transit	Yes	No

Named Project	Total Cost	Project Sponsor	Type	Transformative Vision Category	Component	Mapped	Modeled
Railroad Avenue and 4th Street Improvements	\$21.8M	Pittsburg	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Willow Pass Road Widening and Bridge Reconstruction	\$21.5M	Multiple	Local roadways	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	Yes
San Pablo Avenue Complete Streets	\$20.8M	Contra Costa County	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	Yes
ECCTA High Frequency Bus Improvements	\$20.6M	ECCTA	Transit service and access	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	No	Yes
Macdonald Avenue Streetscape	\$20.3M	Richmond	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
I-680/Concord Blvd/Contra Costa Blvd Interchange Improvements	\$20.1M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
Wilbur Ave Widening	\$20.0M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	Yes
I-80 Bus on Shoulder	\$20.0M	CCTA	Transit service and access	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	No	No
Bella Vista Infrastructure Improvements	\$19.6M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	No	Yes
I-680 Auxiliary Lanes South of SR-24	\$19.5M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
Cummings Skyway Truck Lane Extension	\$18.1M	Contra Costa County	Goods movement	Other Priorities	Other Priorities	Yes	No
Monument Blvd/I-680 Bicycle and Pedestrian Improvements	\$17.5M	Pleasant Hill	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
West Tregallas Road Widening	\$17.5M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Richmond Yellow Brick Road Complete Streets	\$17.0M	Richmond	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	No	No
Martinez Rail Corridor Improvements	\$16.8M	MTC	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	No	No
Caldecott Tunnel Modernization and Safety Improvements	\$16.4M	CCTA	Freeways	Other Priorities	Other Priorities	Yes	No
I-680 Operational Improvements	\$16.3M	TRANSPAC	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	No
Oakley Road Extension	\$16.2M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	Yes
SR-4 Integrated Corridor Mobility	\$15.6M	CCTA	Freeways	Provide Reliable Freeway Travel	Rapid Recovery Freeways	Yes	No
San Pablo Creek Trail	\$15.5M	Contra Costa County	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Via Verde Pedestrian Bridge	\$15.5M	Contra Costa County	Complete streets	Other Priorities	Other Priorities	Yes	No
Paso Nogal Widening	\$15.4M	Pleasant Hill	Local roadways	Other Priorities	Other Priorities	Yes	No
Monument Boulevard Widening	\$15.4M	Pleasant Hill	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Tri Delta Transit Maintenance Building	\$15.2M	Tri Delta Transit	Transit service and access	Other Priorities	Other Priorities	Yes	No
Dallas Ranch Road Extension	\$15.0M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Phillips Lane Extension	\$15.0M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	No
Standard Oil Avenue Construction	\$15.0M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Coggins Drive and Oak Park Boulevard Completed Street Project	\$15.0M	Pleasant Hill	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
San Pablo Avenue Intersection Realignment	\$15.0M	San Pablo	Local roadways	Other Priorities	Other Priorities	Yes	No
Oakley Amtrak Station to TriDelta Transit Park & Ride Multimodal Connection	\$15.0M	Multiple	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	No	No
East County Track Improvements	\$14.7M	MTC	Goods movement	Other Priorities	Other Priorities	Yes	No
I-80 WB/John Muir Parkway On-Ramp	\$14.6M	Hercules	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	No
Alhambra Avenue/SR-4 Intersection Improvements	\$14.6M	Martinez	Local roadways	Other Priorities	Other Priorities	Yes	Yes

Named Project	Total Cost	Project Sponsor	Type	Transformative Vision Category	Component	Mapped	Modeled
San Marco Blvd Extension	\$14.4M	Pittsburg	Local roadways	Other Priorities	Other Priorities	Yes	Yes
I-80/Central Avenue Interchange Modification	\$14.2M	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	No
Hillcrest Avenue Grade Separation	\$14.2M	Antioch	Local roadways	Other Priorities	Other Priorities	Yes	No
Balfour Road Shoulder Widening	\$13.9M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	No
Brentwood Boulevard Widening	\$13.9M	Brentwood	Local roadways	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	Yes
I-80 EB/Pinole Valley Road On-Ramp Improvement	\$13.4M	WCCTAC	Freeways	Other Priorities	Other Priorities	Yes	No
Gregory Lane Complete Street	\$13.3M	Pleasant Hill	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Sunset Road Widening	\$13.0M	Contra Costa County	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Walnut Boulevard Widening	\$12.9M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Chestnut Street Widening	\$12.7M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	No
Oakland Boulevard Protected Bikeway	\$12.5M	Walnut Creek	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Knightsen Avenue and Eden Plains Road Widening	\$12.5M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	No
SR-4/Railroad Ave Interchange Interchange Improvements	\$12.4M	Pittsburg	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
Marina Blvd and West Street Improvements	\$11.5M	Pittsburg	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Camino Diablo Widening	\$11.2M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	No
Delta Road Widening	\$10.8M	Contra Costa County	Local roadways	Other Priorities	Other Priorities	Yes	No
O'Hara Avenue Widening	\$10.8M	Oakley	Complete streets	Other Priorities	Other Priorities	Yes	Yes
Cummings Skyway/I-80 Interchange Improvements	\$10.7M	Contra Costa County	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
California Avenue Widening	\$10.3M	Pittsburg	Local roadways	Other Priorities	Other Priorities	Yes	No
Pleasant Hill Road Pedestrian Improvements	\$10.2M	Pleasant Hill	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
West 10th Street/ Enterprise Circle Improvements	\$10.2M	Pittsburg	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Willow Pass Road/10th Street Intersection Improvements	\$10.2M	Pittsburg	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	Yes	No
Oakley Main Street Widening	\$10.0M	Oakley	Local roadways	Other Priorities	Other Priorities	Yes	Yes
Ygnacio Valley Road Bicycle Improvements	\$10.0M	Walnut Creek	Complete streets	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Tri Delta Transit Hydrogen Fueling Station	\$9.7M	Tri Delta Transit	Transit service and access	Other Priorities	Other Priorities	Yes	No
Pleasant Hill Road Center Median Pathway	\$9.2M	Lafayette	Complete streets	Create People-First Streets	High-Quality Paths and Trails	Yes	No
Lamorinda School Bus Expansion	\$9.0M	Multiple	Complete streets	Create People-First Streets	Safer Ways to Get to School	No	No
EB SR-24 Auxiliary Lanes	\$8.7M	Orinda	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes
WestCAT Infrastructure Improvements	\$7.9M	WestCAT	Transit service and access	Build a Complete, Reliable Transit Network	Transit for All Neighborhoods	No	Yes
Cooperative Congestion Management	\$5.0M	Multiple	Freeways	Provide Reliable Freeway Travel	Rapid Recovery Freeways	No	No
ECCTA Transit Signal Priority on Key Corridors	\$4.0M	ECCTA	Transit service and access	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	No	Yes
I-680/Treat Multimodal Improvements	\$3.8M	CCTA	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	No	No
SR-24 HOV or Express Lane	-	CCTA	Freeways	Provide Reliable Freeway Travel	Alleviate Freeway Bottlenecks	Yes	Yes

Named Project	Total Cost	Project Sponsor	Type	Transformative Vision Category	Component	Mapped	Modeled
East County Automated Transit Network	-	Multiple	Local roadways	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	No	Yes
Antioch-Brentwood Transit Extension	-	Multiple	Transit service and access	Build a Complete, Reliable Transit Network	Regional Transit Connections	No	Yes
SR-4 Bus on Shoulder	-	CCTA	Transit service and access	Build a Complete, Reliable Transit Network	Show up and Go Transit Network	No	No
Byron Airport EVTOL	-	CCTA	Local roadways	Other Priorities	Other Priorities	No	No
CC Canal to Iron Horse Trail Connector	-	CCTA	Trails and greenways	Create People-First Streets	High-Quality Paths and Trails	No	No
RSR Multimodal Access Projects	-	Richmond	Complete streets	Create People-First Streets	Make Streets Safe and Comfortable for Everyone	No	No

Attachment B – List of Potential Investment Categories and Programs by Outcome

Congestion - Reduce travel times and delays

Investment Category	Program	Description
Reliable Freeways	Freeway Interchange Improvements	Targeted capacity and operational upgrades at interchanges where merging and weaving cause the worst backups.
	Reduce Bottlenecks	Strategic widening and new links that add redundancy, so a single chokepoint does not stall an entire corridor.
Traffic Relief Technology	Smart Freeway Management	Technology to clear incidents quickly, provide adaptive ramp metering, and invest in express lanes to make travel more reliable.
	Smart Roadways & Corridors	Adaptive signal timing and traffic management to keep arterials moving at consistent speeds and reduce stop-and-go travel.
Better, Safer Roads	Transit Priority Corridor Improvements	Frequent all-day service on core corridors, connecting residents to jobs and education without requiring a car.
Reliable Backbone Transit	Regional Transit Service	Planning for an express bus network on key corridors, upgrades to BART and regional rail, and expanded ferry service and terminal access.
	Support for Local Bus Service	Operating funding for local transit operators, plus feeder bus, community shuttle, and microtransit service that reaches untapped markets.

Safety - Reduce fatal and serious injury crashes

Investment Category	Program	Description from Presentation
Traffic Relief Technology	Smart Roadways & Corridors	Adaptive signal timing that results in safer, more consistent speeds and reduces stop-and-go conditions behind many crashes.
Youth Transportation	Safe Routes to School	School streets, drop-off traffic management, expanded sidewalks, and bus priority lanes that make the trip to school safe for kids.
Better, Safer Roads	Multimodal Corridor Improvements	Corridor redesigns, protected intersections, pedestrian safety improvements, and speed management on the high-injury network.
	Local Street Repair and Maintenance	High-quality pavement, striping, and signage so surface conditions do not create hazards for drivers, cyclists, and buses.
	Regional Routes of Significance Repair and Maintenance	Countywide standard of pavement condition and design for routes of regional significance to provide a safe travel environment for drivers, cyclists, pedestrians, and buses.
Better Trails	Regional Trails and Bikeway Network	Fully separated, barrier-protected paths and grade-separated crossings that remove conflicts between bikes and vehicle traffic.

Access - Enhance travel options for vulnerable residents

Investment Category	Program	Description from Presentation
Senior and Disabled Transit	Transit for Seniors and People with Disabilities	Paratransit, accessible vehicles, and training that keep an aging population and riders with disabilities mobile as their share of the county grows.
Youth Transportation	Youth Transit Programs	Free and reduced-fare passes and youth-oriented service that give students an independent travel option beyond the family car.
	School Bus Programs	District and subregional-coordinated programs to provide busing for school-aged children to and from school.
	Safe Routes to School	Sidewalk, crossing, and bikeway improvements around schools, paired with drop-off management and school bus programs.
Better, Safer Roads	Pedestrian Safety Improvements	Accessible crossings, curb ramps, tactile paving, lighting, and seating so seniors, students, and people with disabilities can reach transit on foot.
Reliable Backbone Transit	Support for Local Bus Service	Operating support for local and feeder routes, community shuttles, and on-demand microtransit that fill service gaps in underserved neighborhoods.

Connectivity - Improve connections to communities

Investment Category	Program	Description from Presentation
Transit Access	Transit Access Capital Support	Bike parking, bike share, and trail connections at transit hubs so walking and biking trips link seamlessly to transit.
Better, Safer Roads	Multimodal Corridor Improvements	Corridor redesigns, protected intersections, and pedestrian safety improvements that make trips by walking, bicycling, and transit practical and comfortable.
Youth Transportation	Safe Routes to School	Bikeways and sidewalks linking schools to surrounding neighborhoods, giving students a connected route that does not require a car.
Better Trails	Regional Trails and Bikeway Network	Close the gaps in a contiguous countywide network with full separation from traffic, grade-separated crossings, smooth surfaces, wayfinding, and lighting.

Thriving Communities - Support strong local economies

Investment Category	Program	Description from Presentation
Reliable Freeways	Reduce Bottlenecks	Strategic widening and new links that add redundancy, so a single chokepoint does not stall an entire corridor, and reduces cut-through traffic.
	Goods Movement	Truck route, access, and last-mile improvements serving industrial and logistics sites so freight costs and delay do not constrain economic growth.
Better Trails	Regional Trails and Bikeway Network	Trail-oriented development along major corridors, supporting compact walkable growth with direct access to trails for daily trips.
Better, Safer Roads	Local Street Repair and Maintenance	High-quality pavement, striping, and signage so surface conditions do not create hazards for drivers, cyclists, and buses.
	Multimodal Corridor Improvements	Street design, plazas, and walkable retrofits that help aging retail centers and main streets attract reinvestment as mixed-use neighborhood centers.
	Transit Priority Corridor Improvements	Frequent all-day service on core corridors, connecting residents to jobs and education without requiring a car.
Transit Access	Transit Access Capital Support	Hubs at job centers, shopping areas, and campuses that anchor transit-oriented development and widen the labor pool employers can reach.
Commute Programs	Carpool, Vanpool, and TDM Programs	Rideshare matching, employer programs, and incentives that reduce drive-alone trips and vehicle miles traveled countywide and provide options.

Environment - Reduce transportation-related pollution

Investment Category	Program	Description from Presentation
Resilient Communities	Climate Resilience and Evacuation Improvements	Harden roadways exposed to sea level rise and flooding and add evacuation capacity and route redundancy in communities facing growing wildfire risk.
	Support for Clean Mobility	EV charging, zero-emission fleet conversion, and clean shared mobility that cut tailpipe emissions in the communities most exposed to them.
Commute Programs	Carpool, Vanpool, and TDM Programs	Rideshare matching, employer programs, and incentives that cut drive-alone trips and vehicle miles traveled countywide.
Better, Safer Roads	Smart Signals	Adaptive signal timing that reduces idling and stop-and-go travel, lowering fuel use and emissions on busy arterials.
Traffic Relief Technology	Smart & Connected Transportation Systems	Detection, monitoring, and real-time traffic management that clear incidents faster and support coordinated emergency response.
Reliable Backbone Transit	Transit Priority Corridor Improvements	Frequent, reliable service on core corridors that makes transit a competitive alternative to driving and shifts trips out of cars.
	Regional Transit Improvements	Express bus, rail, and ferry improvements that make longer regional trips possible without a car, cutting vehicle miles traveled.
	Transit Maintenance	Make upgrades to fleet and facilities to enable ongoing effective delivery of transit service.