



2023

Update of the Contra Costa Congestion Management Program



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2023 Congestion Management Program for Contra Costa

Executive Summary

As the designated Congestion Management Agency (CMA) representing the jurisdictions of Contra Costa County, the Contra Costa Transportation Authority (the Authority) is responsible for preparing and adopting a Congestion Management Program (CMP) and updating it every other year. The Authority adopted the county's first CMP in October 1991. This document — the 2023 Contra Costa CMP — comprises the sixteenth biennial update.

This update, which was prepared with help from and consultation with representatives of local, regional and State agencies, transit operators and the public, responds to changes in regional transportation planning, projects, and programs made since 2021. The 2023 CMP focuses primarily on bringing the required seven-year Capital Improvement Program (CIP) up-to-date, while also responding primarily to technical changes and corrections from the 2021 CMP, including:

- **Level-of-Service Standards** – Updated to document changes in the use of LOS as a finding of significant impact in CEQA under Senate Bill 743.

- **Capital Improvement Program (CIP)** – The seven-year CIP (Appendix E) project listing has been updated with current information from project sponsors and calls-for-projects to support the Regional Transportation Plan (RTP) update and Transportation Expenditure Plan (TEP) development.

The State CMP legislation requires each CMP to contain the following components:

- **Traffic level-of-service (LOS) standards** that apply to a system of designated CMP routes that includes at least all State highways and principal arterials (Chapter 2);
- A **performance element** that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods (Chapter 3);
- A **seven-year capital improvement program (CIP)** that maintains or improves the performance of the multi-modal system for the movement of people and goods or mitigates regional transportation impacts identified in the land use evaluation program (Chapter 4 and Appendix E);
- A **program to analyze the impacts of local land use decisions** on the regional transportation system, including an estimate of the costs associated with mitigating those impacts (Chapter 5); and
- A **travel demand element** that promotes transportation alternatives to the single-occupant vehicle. (Chapter 6 and Appendix H).

The CMP legislation also requires each CMA to prepare and maintain a computerized travel demand model, including a land use database. To meet this requirement, the Authority has developed and maintains a countywide model that runs using TransCAD® software. In 2010, the Authority undertook a comprehensive update of its model inputs and processes, and in 2022 completed an update of the model with the adopted Plan Bay Area 2050 land use forecasts (*Projections 2021*) for use in the development of the Action Plans for Routes of Regional Significance, the Countywide Transportation Plan (CTP), and other planning efforts. The status of the travel demand model is discussed further in Chapter 7 and Appendix H, including a discussion of the Authority’s current model update project with Alameda CTC, which includes transition to an activity-based modeling system, based on MTC’s Travel Model 1.5.

The Authority adopted detailed Deficiency Plan Procedures in 1996. These procedures, which are summarized in Chapter 8, are contained in a separate document.

The CMP overlaps considerably with the Contra Costa Growth Management Program (GMP) established by county voters through Measure C (1988) and Measure J (2004). Both programs contain similar requirements and have similar structures. Under the GMP, jurisdictions that comply with the program are allocated 18 percent of

total sales tax revenues to maintain or improve local streets and roads. Under the CMP, local jurisdictions that meet the CMP compliance requirements receive a portion of the gas tax revenues established in Proposition 111. In both cases, the Authority evaluates local compliance through the Measure J Checklist. While State and regional agencies do not have a role in evaluating local compliance, MTC does play an important role in the establishment of regional conformance guidelines, with an emphasis on modeling and land use data consistency.

Further background on CMP legislative requirements is contained in Appendix A and background on the components of the GMP and Measure J is described in Appendix B.

Following its adoption, the Authority will submit the 2023 CMP to MTC. As the regional transportation planning agency in the San Francisco Bay Area, MTC is required to evaluate the CMP's consistency with MTC's Regional Transportation Plan (RTP) and with the CMPs of other counties in the Bay Area. If it finds that the Contra Costa CMP is consistent with the RTP, MTC will incorporate the projects listed in the CMP's seven-year CIP into MTC's Regional Transportation Improvement Program.

SUMMARY OF CMP COMPONENTS AND CHANGES FROM THE 2021 CMP

CHAPTER ONE: INTRODUCTION AND OVERVIEW

Chapter 1 describes the adopted Regional Transportation Plan, Plan Bay Area (PBA) 2050, which was adopted by MTC in October 2021. Pursuant to SB 375, the 2021 RTP includes a Sustainable Communities Strategy (SCS) – which is aimed at achieving a 15% reduction in greenhouse gas (GHG) emissions from cars and light trucks by 2035. The 2023 CMP update documents consistency with the adopted 2021 RTP.

Changes from the 2021 CMP – Demonstration of the consistency with the currently adopted RTP – Plan Bay Area 2050 is discussed in this chapter, along with an updated description of the relationship between the Contra Costa Growth Management Program and the CMP.

CHAPTER TWO: LEVEL OF SERVICE STANDARDS

Chapter 2 describes the designated CMP network of State highways and principal arterials, and the level-of-service standards that apply to that network. Consistent with the CMP legislation, the CMP network includes all State highways within Contra Costa. “Principal arterials” are also part of the CMP network. These are defined as arterials that are at least four lanes wide for a mile in length, carry at least 20,000 vehicles each day, and have been designated by the appropriate regional transportation planning committee (RTPC). Also consistent with the CMP legislation, the

Authority has established a level-of-service standard of LOS E for all parts of the CMP network except those that were already operating at worse levels of service in 1991. Due to changes in the transportation metric in CEQA subsequent to passage of SB 743 in September 2013, and implementation in July 2020, the Authority has revised the Measure J GMP to reflect the new vehicle miles traveled (VMT) metric required by CEQA.

Changes from the 2021 CMP – The 2023 CMP Update discusses the changes from LOS to VMT statewide under SB 743, as well as potential impacts to the CMP legislation, of which LOS is currently a required performance measure.

CHAPTER THREE: PERFORMANCE ELEMENT

Chapter 3 outlines measures to evaluate the current and future performance of the multimodal system for the movement of people and goods. To build on and take advantage of the cooperative planning effort required under the Measure J GMP, the performance measures established in the CMP are taken from the Multimodal Transportation Service Objectives (MTSOs) in the 2017 update of the Action Plans for Routes of Regional Significance. These measures apply to the CMP network, all of which are also Regional Routes. Performance measures used in the 2017 CTP have also been included in the update. Changes to standards for transit performance, routing and measures of frequency by the Contra Costa transit operators made since 2021 have been incorporated.

Changes from the 2021 CMP – The 2023 CMP has incorporated the latest performance measures used by the Authority in various planning efforts, as well as changes to the transit measures as indicated by the County’s five transit providers. Minor updates have been made to this chapter to address changes that have occurred since 2021.

CHAPTER FOUR: CAPITAL IMPROVEMENT PROGRAM

To emphasize the programming objectives of the CMP legislation, Chapter 4, the CMP CIP, contains projects that the Authority proposes for programming through the State and federal funding cycles. The CIP includes projects already programmed; those proposed for programming through MTC’s Regional Transportation Improvement Program and federal processes; Transportation Fund for Clean Air (TFCA) bicycle projects; and developer-funded projects where funding through fee programs is imminent.

Changes from the 2021 CMP – The Comprehensive Transportation Project List, or CTPL, is the financially unconstrained repository of projects and programs that agencies in Contra Costa and the region are interested in pursuing. The 2023 CMP

CIP outlined in this chapter and in Appendix E are derived from the projects included in the CTPL database, which has been updated as part of the update of the Countywide Transportation Plan and Transportation Expenditure Plan development processes. The CIP includes projects to be funded through several different sources. These sources include the RTIP, OBAG3, and RM3 programs, TFCA projects, and developer-funded projects where funding through fee programs is imminent as well as the Authority's own Strategic Plan. Local projects may also see an influx of funding due to passage of California's Senate Bill 1, which provides for a 12-cent increase in the state gas tax, and a vehicle license fee, with revenues being directed towards local street maintenance and transit operations. In addition, voters passed a toll bridge increase in the Bay Area ("Regional Measure 3") in 2018 in order to fund major regional projects that serve the seven toll bridge corridors. This funding has been held in litigation since 2018, but in early 2023 the funds were ruled to be made available to the eligible projects identified in RM3.

CHAPTER FIVE: LAND USE-TRANSPORTATION EVALUATION PROGRAM

Chapter 5 responds to the CMP requirements to include a "program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts." For short-range analysis of land use impacts, the CMP relies on the traffic impact analysis required by the Measure J GMP. That program requires every jurisdiction to conduct a traffic impact analysis for any proposed development project, development plan, or General Plan Amendment that would generate more than 100 net new peak hour vehicle trips (RTPCs may choose to specify a lower trip threshold). This analysis must evaluate the impacts of the proposed development on the regional transportation system and estimate the cost of mitigating those impacts.

For long-range planning, the CMP includes two options: the first builds on the existing process for reviewing General Plan amendments under Measure J, as described in CCTA's Growth Management Implementation Guide, while the second focuses on the impact of a land use change on CMP LOS standards and performance measures, including affected public transit operations.

Changes from the 2021 CMP – Minor updates have been made to this chapter to address changes that have occurred since 2021.

CHAPTER SIX: TRANSPORTATION DEMAND ELEMENT

The Travel Demand Element in Chapter 6 builds on the transportation demand management activities established through the GMP, continued under Measure J. The program requires local jurisdictions to adopt a Transportation Systems Management (TSM) Ordinance that establishes policies for participation with other jurisdictions or

resolution in efforts to achieve TSM goals, and to incorporate these TSM goals into the jurisdiction’s land use review and planning process.

Changes from the 2021 CMP – The section has been updated to include references to Housing Protection and Surplus Lands Act requirements under OBAG and the adoption of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) by local jurisdictions as part of the SCS. An update to the descriptions of TDM activities in Contra Costa has also been included.

CHAPTER SEVEN: TRANSPORTATION DEMAND MODELING

Chapter 7 describes the Authority’s travel demand model and the updates undertaken to maintain consistency with the regional model and database.

Changes from the 2021 CMP – This chapter has been updated to reflect changes made to the Countywide Model since 2021, including the decision to migrate to an activity-based modeling platform based on MTC’s Travel Model 1.5, during the 2020 Decennial Model Update process, which includes partnering with the Alameda County Transportation Commission (Alameda CTC) to manage and fund the project.

CHAPTER EIGHT: DEFICIENCY PLAN PROCEDURES

The CMP legislation requires Deficiency Plans to be prepared when a LOS standard established on the CMP network is exceeded, after calculating required exclusions. Chapter 8 describes the three basic steps in the process of deficiency planning: (1) identification of the deficiency and which jurisdictions must be involved in the plan preparation, (2) preparation of the Deficiency Plan itself, and (3) review, adoption and implementation of the Deficiency Plan.

Changes from the 2021 CMP – No changes to the Deficiency Planning chapter have been made.

CHAPTER NINE: LOCAL COMPLIANCE REQUIREMENTS

Chapter 9 outlines how the Authority will monitor local compliance with the CMP requirements. The Authority evaluates local conformance with the CMP through its biennial monitoring of the CMP network and through local responses to the GMP Compliance Checklist. This evaluation of local conformance looks at the achievement of CMP level of service standards; steps taken to implement the recommendations of any Deficiency Plan that were incorporated into the Action Plans; and applying the Land Use-Transportation Evaluation Program as an alternative to the GMP evaluation process.

Changes from the 2021 CMP – No changes to this chapter were made.

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Chapter I

Introduction and Overview

Passage of Proposition 111 in 1990 put into effect a legislative package that included a statewide increase in the gasoline tax and a number of changes in transportation financing and planning. It specified among other things that each county designate a countywide body, i.e. a Congestion Management Agency (CMA), to put programs in place to keep traffic levels manageable. The CMA was charged with helping to coordinate land use, air quality and transportation planning among the local jurisdictions and to prepare a Congestion Management Program (CMP) to spend the funds. In the fall of 1990, the County and Contra Costa cities and towns designated the Contra Costa Transportation Authority (the Authority) as the CMA for the County, with the responsibility for preparing and monitoring the preparation of the Contra Costa CMP.

Although a county can “opt out” of the CMP process, the Authority continues to function as the CMA. While its voter-approved Measure J Growth Management Program (GMP) provides many of the same functional benefits as the CMP, the Authority has found that serving as Contra Costa’s CMA provides institutional roles that would not otherwise be given to the Authority. As CMA, the Authority’s role in programming State and federal funds is protected by statute. The Authority also represents Contra Costa jurisdictions in regional transportation forums with Caltrans, the Metropolitan Transportation Commission (MTC) and other CMAs. Being a CMA gives the Authority a “seat at the table” when addressing issues such as MTC’s Regional Transportation Plan (RTP) criteria for project prioritization, transportation modeling, implementation of regional projects, and air quality conformity. Any

consideration of opting out of the CMP process would seek to guarantee that all current roles and responsibilities remain unchanged for the Authority.

The Authority adopted its first CMP in 1991, and has updated it fourteen times since then. This document is the fifteenth update. The 2023 CMP responds primarily to key changes that have happened since the 2021 CMP was adopted, based on direction from MTC as found in their “Guidance for Consistency of CMPs with the Regional Transportation Plan” (January 2023).

The CMP is one part of an aggressive overall strategy to reduce congestion, improve mobility, and increase overall sustainability of the transportation system in the county. Action Plans for Routes of Regional Significance and the Authority’s Countywide Comprehensive Transportation Plan (CTP) establish basic policies while updates to the Authority’s Strategic Plan and involvement in corridor studies, such as the San Pablo Avenue Multimodal Corridor Study and the SR-4 Vision Study, have helped refine programming and policy decisions. The Authority has also managed major projects in the county, including the improvements to the SR-4/I-680 interchange and two new overcrossings on major active transportation corridors – the Mokelumne Coast to Crest Trail at SR-4 in Brentwood and the Iron Horse Trail at Bollinger Canyon Road in San Ramon. The I-680 Southbound Express Lane project, which opened as an HOV lane one-year ahead of schedule and is now part of the Bay Area Express Lane Network, providing a continuous Express Lane in the southbound direction from the Benicia-Martinez Bridge to Dublin. Local governments continue to receive street maintenance and improvement funds – including the 18% return-to-source from Measure J, State gas taxes, and SB1 revenues – that can be put to work in relieving local problems.

1.1 Required Components of the CMP

This CMP fulfills the requirements of California Government Code Section 65088 et seq. As described below, it has been prepared by the Authority in consultation with local jurisdictions, other public agencies and members of the public. Consistent with State law, the program contains five elements:

1. **Traffic Level of Service (LOS) standards** applied to a designated system of State highways and principal arterial streets (Chapter 2);
2. A **performance element** that includes performance measures to evaluate current and future multi-modal system performance for the movement of people and goods (Chapter 3);
3. A **seven-year capital improvement program (CIP)** whose projects will maintain or improve the performance of the multimodal system for the movement of people and goods (Chapter 4);

4. A **program to analyze the impacts of land use decisions** made by local jurisdictions on regional transportation systems (Chapter 5); and
5. A **travel demand element** that promotes transportation alternatives to the single-occupant vehicle (Chapter 6).

In addition to preparing, adopting and implementing a CMP, each CMA is required to develop a countywide computerized travel demand model that uses a uniform database. Activities satisfying this requirement are discussed in Chapter 7 of this document. The CMA must also establish procedures for preparing Deficiency Plans when level-of-service standards are violated. The Deficiency Plan process is summarized in Chapter 8. (The detailed Deficiency Plan Procedures are contained in a separate document.)

1.2 Relationship of CMP to MTC's Regional Transportation Plan

The CMP legislation requires MTC to review each CMP in the Bay Area for its conformance with MTC's RTP. MTC will assess the conformance of a county's CMP in the following areas:

- Conformance with the goals and objectives established in the RTP;
- Consistency of the CMP network with adjoining counties;
- Consistency with federal and State air quality plans;
- Consistency with the data and methodologies in MTC's travel demand model; and
- Recognition of financial assumptions in the RTP.

MTC adopted its most recent RTP — called “Plan Bay Area 2050” — on October 21, 2021, including a Sustainable Communities Strategy for the Bay Area, as required by SB375 (Steinberg). Plan Bay Area establishes ten performance targets that MTC hopes to achieve through its programs and policies (Table 1.2.1). The aim of the Plan is to make the region more affordable, connected, diverse, healthy and vibrant, and reflect transportation planning agencies' responsibility to balance potentially competing interests, while reducing greenhouse gas emissions and vehicle miles traveled. The goals of MTC's RTP are consistent with the vision of the Authority first established in the 2000 CTP Update and refined in the 2004, 2009 and 2017 CTPs:

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and a strong economy to benefit the people and areas of Contra Costa sustained by 1) a balanced, safe and efficient transportation network; 2) cooperative planning; and 3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.

Table 1.2.1 MTC Plan Bay Area 2050 Guiding Principles and Performance Metrics

<i>Guiding Principle</i>	<i>Question</i>	<i>Performance Measure</i>
Affordable	Will Bay Area residents spend less on housing and transportation?	<ul style="list-style-type: none"> • Housing and transportation costs as a share of household income • Average transportation expenses per trip
Affordable	Will the Bay Area produce and preserve more affordable housing?	<ul style="list-style-type: none"> • Share of housing that is deed-restricted affordable • Share of new housing production that is deed-restricted affordable • Share of at-risk affordable housing preserved as permanently affordable
Connected	Will Bay Area residents be able to access their destinations more easily?	<ul style="list-style-type: none"> • Number and share of total jobs that are accessible by: 30 min auto; 45 min transit; 20 min bike; 20 min walk • Share of households located near high-frequency transit (1/2 mile) • Share of jobs located near high-frequency transit (1/2 mile)
Connected	Will Bay Area residents have a transportation system they can rely on?	<ul style="list-style-type: none"> • Freeway corridor peak-hour travel time • Percent of person hours in transit spent in crowded conditions by operator • Share of transit assets that are not in a state of good repair
Diverse	Will Bay Area communities be more inclusive?	<ul style="list-style-type: none"> • Share of households that are households with low incomes • Homeownership rate for households with low incomes
Diverse	Will Bay Area residents be able to stay in place?	<ul style="list-style-type: none"> • Share of neighborhoods that experience loss in households with low incomes over Plan period
Healthy	Will Bay Area residents be healthier and safer?	<ul style="list-style-type: none"> • Share of households in risk-prone areas that are protected from risk (sea-level rise; flooding; earthquakes; fire) • Reduction in building risk exposure to damage from earthquake or wildfire • Annual road fatalities/serious injuries per 100,000 residents • Daily PM2.5 emissions • Park and trails per thousand residents

Table 1.2.1 MTC Plan Bay Area 2050 Guiding Principles and Performance Metrics

<i>Guiding Principle</i>	<i>Question</i>	<i>Performance Measure</i>
Healthy	Will the environment of the Bay Area be healthier and safer?	<ul style="list-style-type: none"> • GhG emissions from transportation per capita • Commute mode share • Existing residential building stock efficiency
Vibrant	Will jobs and housing in the Bay Area be more evenly distributed?	<ul style="list-style-type: none"> • Jobs-housing ratio • Mean one-way commute distance
Vibrant	Will the Bay Area economy thrive?	<ul style="list-style-type: none"> • Growth in GRP per capita • Job growth by industry wage level

The Authority’s vision for the future of Contra Costa addresses the goals of the RTP by promoting a healthy environment and a strong economy for all of the people and areas of Contra Costa. This vision underlies the Authority’s many activities, from support for paratransit and transit services to development of new roadways, and from involvement in growth management to management of the Transportation Funds for Clean Air (TFCA) program in Contra Costa. The four goals of the 2017 CTP further define the Authority’s intent:

- Enhance the movement of people and goods on highways and arterial roads,
- Manage the impacts of growth to sustain Contra Costa’s economy and preserve its environment,
- Expand safe, convenient and affordable alternatives to the single-occupant automobile, and
- Maintain the transportation system.

While the Authority’s CTP doesn’t set overall numeric objectives, it does incorporate the Multimodal Transportation Service Objectives (MTSOs) set in the Action Plans for Routes of Regional Significance. The MTSOs were recently re-branded as Regional Transportation Objectives (RTOs) in the 2023 updates of the Action Plans, in order to reflect the move away from level-of-service, and to allow for expansion of the measures into non-modal topics, such as equity, environment and safety. These draft plans, developed and approved by the four Regional Transportation Planning Committees (RTPCs), set MTSO/RTOs, adopt actions to achieve them, and outline a process for sharing information on the impacts of larger projects and General Plan amendments. The 2023 updates are still in draft format, and will be adopted at the completion of the CTP effort. Until then, the 2017 Action Plans and the MTSOs

contained therein remain the current adopted versions required for use in GMP-consistency related matters. While the focus of the Action Plans is on the operation of the Regional Routes (which include the entire CMP network), some of the MTSO/RTOs apply more generally throughout the subarea. For example, among the many MTSO/RTOs it establishes, the West County Action Plan includes an MTSO/RTOs for I-80 of “Maintain a Delay Index of 3.0 or less on I-80 during week-day morning and evening peak hour” and an MTSO for San Pablo Avenue of “Maintain LOS “E” or better at all signalized intersections along San Pablo Avenue.” It also includes several region-wide MTSO/RTOs including increasing HOV lane usage by 10% over 2013 levels. The latest Actions Plans added new regional and route-specific MTSO/RTOs for transit and active transportation modes, as well as for the safety, environmental, and equity topic.

The CMP uses the updated MTSOs from the 2017 Action Plans to provide the performance measures in Chapter 3, the Performance Element.

The Authority’s CTP outlines strategies to achieve its goals. Many of those strategies correspond to and will help achieve the objectives in MTC’s RTP. For example, MTC policies encourage: creating livable communities; transit-oriented development; safe ways for more people to walk and bicycle, especially to connect to transit; and partnering with local communities to support community vitality. In the CTP, under the goal of “managing the impacts of growth to sustain Contra Costa’s economy and preserve its environment, and support its communities” the Authority has strategies to “participate in a regional cooperative land use planning process with agencies both within and outside of Contra Costa” and “support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.” Under the goal to “provide and expand safe, convenient and affordable alternatives to the single-occupant automobile,” the Authority has established strategies to “require local jurisdictions to incorporate policies and standards for “Complete Streets” that support transit, bicycle and pedestrian access in new developments” and in-fill areas, and to “support transit-oriented and pedestrian-friendly developments.” These examples are only some of the correspondences that could be identified between MTC’s RTP and the Contra Costa CTP and its supporting plans and programs.

The CMP is one of those supporting plans and, as such, helps achieve both the Authority’s goals and MTC’s objectives. The CMP includes projects that address many RTP goals, especially those that maintain streets and roadways, improve transit service, enhance safety on Contra Costa’s transportation system, increase the operational efficiency of the transportation system, and develop facilities that provide alternatives to the single-occupant vehicle, including bicycle and pedestrian projects. The CMP also outlines transportation demand management efforts and a land use evaluation program — both of which are built on the Authority’s Growth

Management Program established by Measure J (described in more detail in Section 1.4) — that strive to enhance sensitivity to the environment, improve air quality, reduce greenhouse gas emissions, and promote livable and sustainable communities.

If MTC finds a CMP to be consistent with the RTP, it will, as described in more detail in Chapter 4, incorporate the CIP of the CMP into the regional capital programming process for the Regional Transportation Improvement Program (RTIP), subject to specific programming and funding requirements. Under the CMP legislation, in counties that continue to prepare a CMP, all highway and transit projects seeking State funds — as well as any project that will increase the capacity of the multimodal system — must be included in the CMP. These funds include federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) program funds, funds programmed through the State Transportation Improvement Program, and bicycle projects funded through the TFCA.

The CMP will be submitted to MTC so that it can evaluate consistency with MTC's RTP and with the CMPs of other counties in the region. Beyond MTC's evaluation of the CMP, all other implementation responsibilities rest with the Authority and local jurisdictions. Regional and State agencies do not have a role in evaluating local compliance with the program.

Bay Area Climate-Protection Context: The Joint Policy Committee and MTC

On July 20th, 2007, the Bay Area Joint Policy Committee (JPC) approved a Bay Area Regional Agency Climate Protection Program. This program has as a key goal: “To be a model for California, the nation and the world.” Following from this key goal is a supporting goal: “Prevention: To employ all feasible, cost-effective strategies to meet and surpass the State’s targets of reducing greenhouse gas emissions to 1990 levels by 2020 and to 80% below 1990 levels by 2050.”

In pursuit of these goals, MTC’s RTP has evaluated transportation strategies and investment programs relative to a target of reducing per capita GHG emissions from cars and light trucks in the year 2035 by 15 percent compared to 2005 levels. ABAG has established the same target for assessing alternative land use scenarios in the development of the latest iteration of the region’s policy-based forecast of population and employment: the SCS Preferred Scenario (aka Projections 2017). The Bay Area’s regional agencies recognize the primacy of the climate change challenge as a driver of public transportation and land use policy, and are embracing the urgency of GHG reduction. The momentum established by these policies and actions to date will carry over into implementation of SB 375, in part through support and cooperation with local governments, CMAs, and others who are critical stakeholders in the development and maintenance of the transportation and land use system.

See Chapter 6: Travel Demand Element for more about the CMA role in implementing SB 375.

1.3 Local Jurisdiction Consistency with the CMP

Local governments must implement some portions of the CMP consistent with the countywide approach described here. The Authority, as Contra Costa County’s designated CMA, will evaluate local conformity to the CMP biennially. The Authority will determine if jurisdictions are conforming to the CMP, including, at a minimum:

1. Consistency with LOS standards (the legislation includes provisions for some exceptions);
2. Adoption and implementation of a program to analyze the impacts of land use decisions on the regional transportation system and estimate the costs of mitigating those impacts; and
3. Participation in the development and implementation of a Deficiency Plan when LOS standards are exceeded.

All of these requirements are discussed in detail in this volume.

Under State law, if a CMA finds that a jurisdiction is not conforming with the CMP, and that jurisdiction does not come into conformance with the program within 90 days after receiving a notice of non-conformance, the State Controller will withhold apportionments of gas tax funds to that city or county. The local jurisdiction has 12 months to bring its programs into conformance. If after those 12 months it remains out of compliance, the State Controller will allocate its gas tax allocation to the Authority. The Authority may use the allocation for projects of regional significance that are in the seven-year CIP. The process by which the Authority will evaluate local conformity is described in Chapter 9.

I.4 Relationship between the CMP and the Authority's Growth Management Program

In November 1988, Contra Costa voters passed Measure C, the county's Transportation Improvement and Growth Management Program. Measure C had two main components: a twenty-year half-cent sales tax generating revenues for transportation improvement projects and programs; and a GMP designed to help Contra Costa County plan for and accommodate continued regional growth and development. The GMP outlined a number of steps that each jurisdiction must comply with to receive certain funds through Measure C. (The Authority's GMP Implementation Documents, updated in July 2021, outline how the GMP would be carried out.) Measure J, approved by the voters in 2004, continues the program for an additional 25 years, through 2034.

Two important components of the GMP are the Action Plans for Routes of Regional Significance (Action Plans) and the Countywide Comprehensive Transportation Plan (CTP). The Action Plans assess existing and future travel conditions on regional routes and identify specific actions to be undertaken by each participating agency to achieve the objectives set for each Regional Route. Regional Transportation Planning Committees (RTPCs) are responsible for developing the Action Plans. Action Plans are further described in Chapter 5 and Appendix C.

The CTP is the Authority's broadest policy and planning document. In addition to describing the Authority's vision and goals, the CTP outlines various strategies for addressing transportation and growth management issues within Contra Costa County. The CTP also "knits together" the various Action Plans. The first Action Plans were completed in 1995 and incorporated into the Authority's first CTP. The RTPCs currently comply with the adopted 2017 Action Plans, however, they have recently updated their Action Plans as part of the 2025 update of the CTP.

SIMILARITIES AND DIFFERENCES BETWEEN THE PROGRAMS

Many of the components of the Authority’s GMP are similar to the State’s CMP requirements (GMP requirements are summarized in Appendix B.). Also similar is the structure of the two programs: allocation of funds for transportation improvements to local jurisdictions is contingent on local participation in each of the programs. In the GMP, sales tax revenues are allocated annually; in the CMP, compliance with this countywide program is required for a jurisdiction to continue to receive its annual portion of gas tax revenue.

Compliance with the GMP is to be evaluated by the Authority biennially using a Compliance Checklist. In preparing the CMP, an effort has been made to emphasize the similarities in the two programs to create a unified set of Authority policies and to simplify implementation.

The CMP and the CTP required by the Measure J GMP differ in their focus. The CMP focuses on the more short-term, programmatic aspects of operating, maintaining and improving the transportation system. The CTP focuses more on the Authority’s longer-term policies and programs for the transportation system and growth management. For example, the CMP addresses operation of the transportation network through the monitoring of current levels of service, while the Action Plans and the CTP look at future achievement (or non-achievement) of the MTSOs established for transportation system in Contra Costa. Where there is overlap, such as in the required evaluation of land use changes and their effect on the transportation system, the Authority has tried, to the extent possible, to use the same process. The integration of the two cannot be total, however. The Joint Powers Agreement that established the Authority as the CMA for Contra Costa provided a clear delineation between the two programs.

However, due to passage of SB 743, the GMP has implemented the vehicle miles traveled (VMT) metric as required for analyzing the impacts of development on the transportation system, while the CMP process still requires use of the “retired” LOS metric (see Chapter 2). Currently the State has not indicated whether it will attempt to unify these disparate policies in the two legislative requirements. This would be an additional consideration in opting out of the CMP process.

UPDATING THE ACTION PLANS, CTP AND CMP

Unlike the State requirement for biennial updates of a county’s CMP, Measure J does not set a specific schedule for updating the CTP. We expect that major updates of the CTP will occur every four or five years following, roughly, the schedule of the RTP. This schedule will continue the pattern of major updates of the CTP. Following the adoption of the first CTP and Action Plans in 1995, the plan had major updates in

2000, 2004, and 2009. The Action Plans were also comprehensively updated in 2000 and 2009. Updates to the Action Plans commenced in early 2013 and were completed in early 2017. These updated Plans are incorporated into the 2017 CTP, adopted in September 2017. Recently, CCTA led updates of the five Action Plans by the RTPCs, which were approved by the RTPC Boards in early 2023, and have been forwarded to CCTA for inclusion in the 2025 CTP update. The Action Plans are proposed to form the foundation of the 2025 CTP, and are consistent with Plan Bay Area 2050 and SB 743.

1.5 CMP Preparation, Review and Adoption

CMPs are developed with the participation of several groups, including:

Contra Costa Transportation Authority As the CMA, the Authority reviewed and approved circulation drafts of the CMP and adopted the final CMP at a noticed public hearing. The Authority's Planning Committee has reviewed all sections of the CMP.

Technical Coordinating Committee (TCC) The TCC approves the workplan of the CMP and reviews the document and related materials. In addition to Authority and local government staff, the TCC includes members representing the State Department of Transportation (Caltrans), MTC, and the County's five transit operators (listed below).

Regional Transportation Planning Committees (RTPCs) Drafts of the CMP components were circulated to the County's four RTPC's as the principal means of involving local decision-makers in the process. The RTPCs have also appointed staff members to the TCC. Figure 2.2 in the following chapter shows the boundaries of the RTPCs and the Routes of Regional Significance.

Citizen's Advisory Committee (CAC) The CAC, which serves as the Authority's citizen's advisory committee overseeing GMP compliance, provides oversight on key CMP policies.

Transit Agencies Representatives of the five transit agencies serving Contra Costa County (AC Transit, County Connection, Tri Delta Transit, WestCAT and BART) have participated in preparation of the CMP in several ways. Agency staff members have been active in the Bus Transit Coordinating Council and the TCC, and agency board members participate as members of some of the RTPCs.

Other Public Agencies Consultation with the Bay Area Air Quality Management District (BAAQMD), the East Bay Regional Parks District (EBRPD) and with

Alameda, Solano and San Joaquin counties has occurred at the staff level. CMP Appendix F describes the relationship between the CMP and the BAAQMD's Transportation Control Measures. MTC staff has participated in the TCC, and has provided general assistance relating to the interpretation of CMP requirements.

Local jurisdictions, transit agencies and other potential project sponsors were asked to review their projects listed in the CTPL, and add or edit accordingly, as a basis for updating the CMP CIP to ensure that all projects and programs that they hoped to pursue over the next seven years are included. Transit agencies were also asked to review the transit standards for routing and frequency included in the performance element in Chapter 3. The TCC has reviewed the draft components of the CMP update, including the CIP. The Authority then will adopt the final 2023 CMP Update at a noticed public hearing.

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Chapter 2

CMP Network and Standards

STATE REQUIREMENTS

The State CMP legislation requires each CMA to designate a system of highways and roadways and establish traffic LOS standards for that transportation network. At a minimum, this CMP network must include all State highways and principal arterials. Once designated, a CMA cannot remove a roadway from the network.

Levels of service must be measured by either Circular 212, the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the CMA that is consistent with the Highway Capacity Manual. MTC is responsible for determining whether any alternative method is consistent with the Highway Capacity Manual. Level-of-service standards cannot be set below the LOS E or the current level, whichever is farthest from level of service A. Failure to attain the established LOS standard, after required exclusions are made, will trigger the need for a deficiency plan (see Chapter 8 on Deficiency Planning).

Each CMA must monitor, at least every other year, whether these LOS standards are being met on the designated CMP network. Caltrans is responsible for collecting data on State highways and the Authority is responsible for collecting data on other components of the CMP network.

CHANGES FROM THE 2021 CMP

The 2021 CMP Update has kept the CMP network and LOS standards previously established. As part of its update of the *Technical Procedures* in 2013, the Authority changed its LOS methodology from the Circular 212 method (“CCTALOS”), to the delay-based 2010 Highway Capacity Manual (HCM) methodology. Recent legislation, SB 743, passed by the California State Senate in September 2013, affects the use of LOS as a finding of significance in CEQA analysis. Since CMP is not a CEQA document, the change under SB 743 has no immediate impact on the use of LOS in the CMP. However, implementation of the updated CEQA Guidelines by the California Department of Natural Resources, is now required statewide (beginning July 1, 2020), and it is anticipated that the LOS requirement currently found in the CMP legislation may be amended to more closely match the changes in CEQA law, but to-date, no such legislation has been supported in Sacramento.

2.1 CMP Network

DESCRIPTION OF CMP NETWORK

The CMP must include a road network designated by the Authority that includes, at a minimum, all State highways and principal arterials. Because of its importance as part of the county’s transportation system, BART is included in the CMP network. Once designated, no road may be removed from the system, although roads may be added as part of the required biennial CMP update.

In accordance with the legislation, all State highways in the county are shown on the map of the CMP network (Figure 2.1). The mandatory inclusion of “principal arterials” is more difficult to interpret because there is no statutory definition of the term for the purposes of the CMP. MTC has noted that while the federal functional classification system defines principal arterials, other definitions exist. MTC will require consistency on facilities that cross county boundaries and will use its Metropolitan Transportation System (MTS) as a basis for its review.

RELATIONSHIP BETWEEN CMP NETWORK AND ROUTES OF REGIONAL SIGNIFICANCE

The CMP network is a subset of the network of Routes of Regional Significance adopted by the Authority. The network of Regional Routes is shown on Figure 2.2. With adoption of the 2017 Update to the CTP and related updates to the Action Plans for Routes of Regional Significance, the CMP includes new or refined projects and programs from the Action Plans. The adopted system of Routes of Regional Significance for the GMP is included in the CMP to underscore the Authority’s current

efforts to address land use decision impacts and transportation service objectives on a comprehensive route system.

Figure 2-1: Contra Costa CMP Network

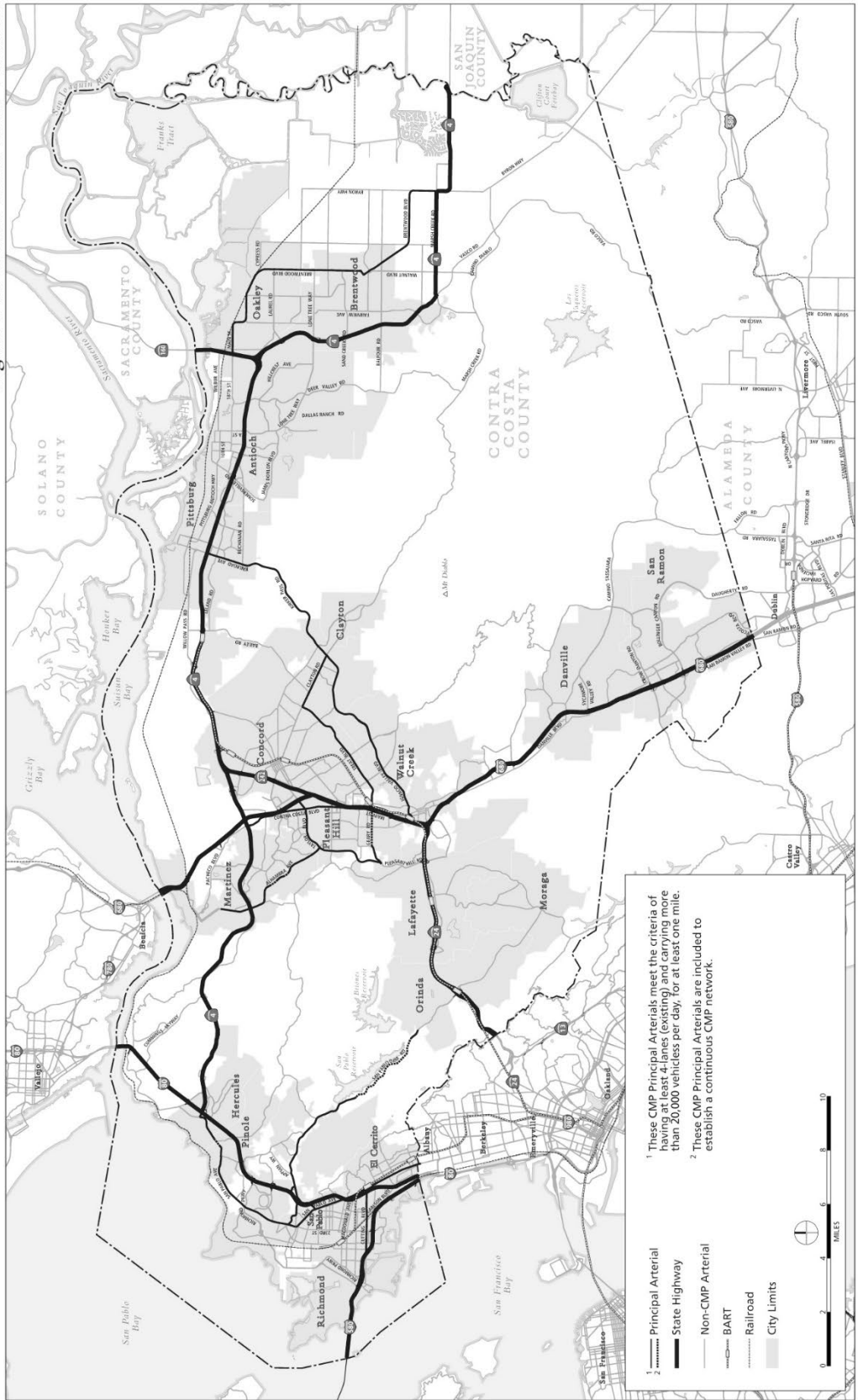
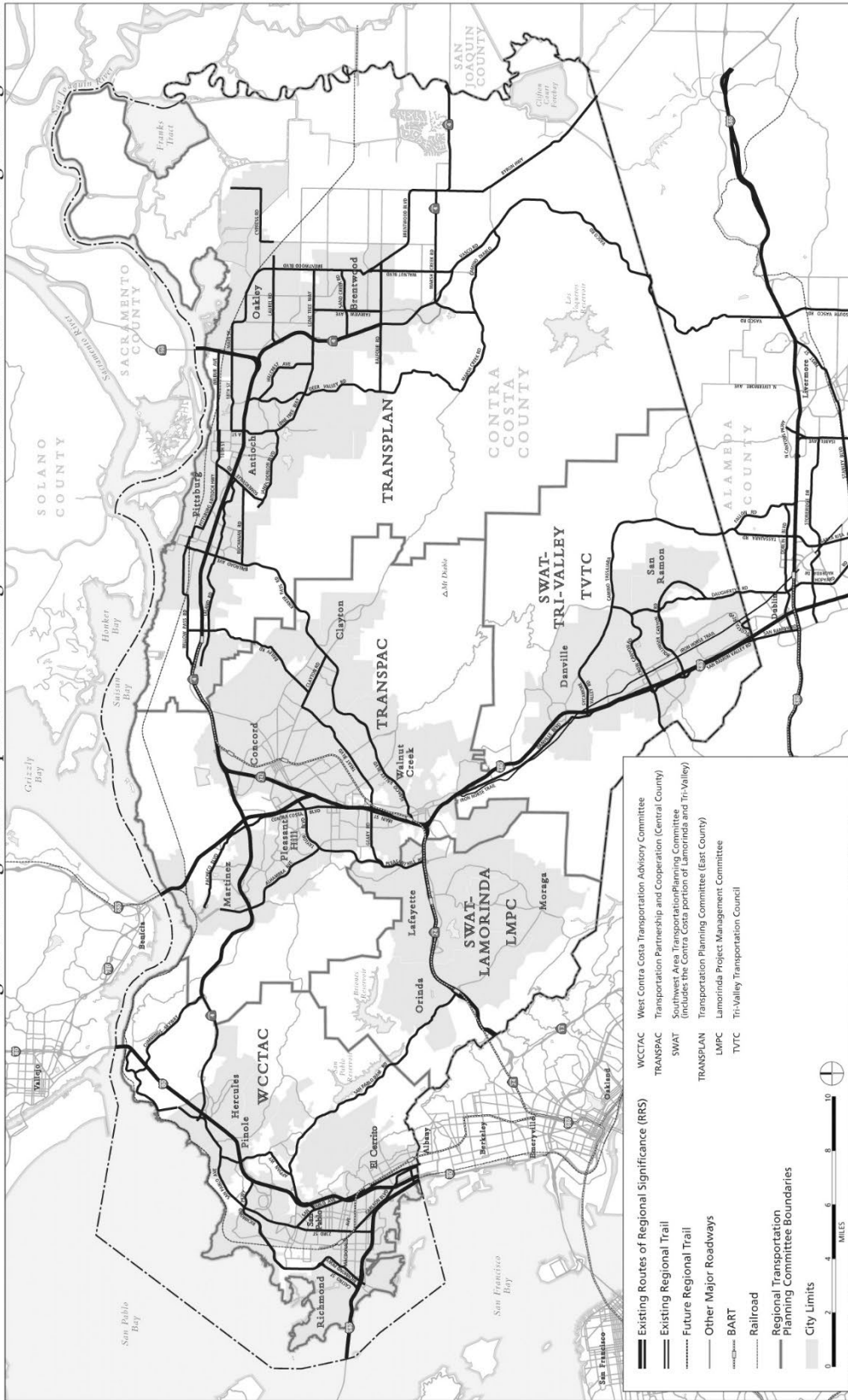


Figure 2-2: Regional Transportation Planning Committee Boundaries and Routes of Regional Significance



SIGNIFICANCE OF CMP NETWORK DESIGNATION

For all of the roads on the CMP network, the CMP must establish traffic level-of-service standards. The Authority, as the CMA, will monitor the implementation of all elements of the CMP, partly by conducting a biennial determination of local conformity with the program. This conformity determination must include analysis of consistency with the CMP's level-of-service standards.

The other part of the CMP statute that refers to the adopted standards (and indirectly to the designated network) is the requirement for a seven-year capital improvement program (CIP) that "maintain[s] or improve[s] the performance of the multimodal system for the movement of people and goods." This requirement suggests that the CIP need not be limited to projects on roads included on the designated CMP network; projects on other, non-designated roads may be included if they maintain or improve performance on the multimodal system.

CMP NETWORK POLICY

The Authority recognizes that designation of an arterial within a jurisdiction might place a financial or socio-economic hardship upon that jurisdiction if it were held responsible for major capital improvements. Therefore, it is the intent of the Authority to:

- Grant special priority for State or federal funding to CMP network or related improvements;
- Recognize that jurisdictions with a concentration of CMP routes deserve special consideration in the development of Action Plans and Deficiency Plans, (Authority staff would work closely with local jurisdictions to facilitate the preparation of Deficiency Plans to meet statutory requirements);
- Give first funding priority to projects that address deficiencies in the CMP network as defined in adopted Deficiency Plans; and
- Recognize that improvements to local arterials within a jurisdiction will be made only with the approval of the local jurisdiction.

DESIGNATION OF PRINCIPAL ARTERIALS

The flow chart in Figure 2.3 illustrates the methodology used in designating CMP routes. All roads meeting three conditions are included in the network:

1. The road is four lanes or wider for at least one mile;
2. Average daily traffic on the road equals or exceeds 20,000 vehicles per day for a segment of one mile or greater; and

3. The road has been designated by the appropriate RTPC as a Route of Regional Significance.

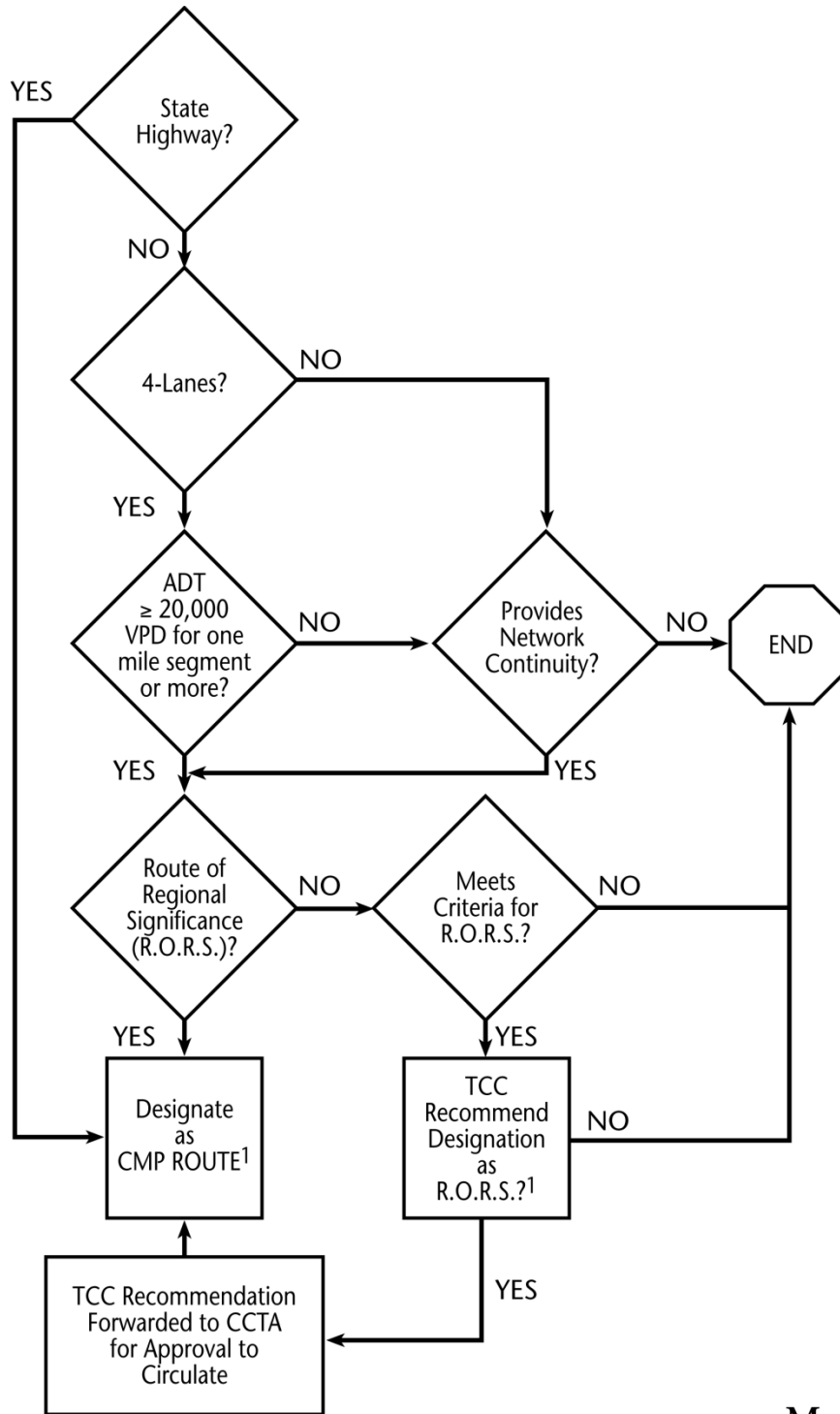
After reviewing the network of roadways that met these criteria, additional roads were added because they provide CMP network continuity. The CMP network was reviewed by the TCC and the RTPCs. Subsequent to the “State Route 4 Bypass” being adopted into the State Highway System, the Authority began biennial monitoring of the 4-6 lane freeway segment between SR-160 and Lone Tree Way starting in 2015, and in 2023 expanded monitoring to Balfour Road subsequent to the new freeway segment completion.

DESIGNATION OF CMP MONITORING INTERSECTIONS

The Authority monitors the functioning and performance of principal arterials on the CMP network through a series of CMP Monitoring Intersections. These CMP Monitoring Intersections were designated according to the following criteria:

1. Considered a major intersection on the CMP Network (that is, the crossing of two arterials and representative of local traffic conditions);
2. The intersection of two CMP routes, including signalized freeway ramp locations; or
3. At the end of the CMP route or within the route such that there was no data available for nearby adjacent intersections.

The Authority may add new CMP Monitoring Intersections that meet the criteria for designation, either on a short- or long-term basis. These new intersections would be added as necessary if new CMP routes are designated, or when traffic impacts from significant new development or new transportation projects within the county or region significantly change the performance of the CMP network. Level-of-service standards for new Monitoring Intersections will be established using the standards for signalized intersections between Monitoring Intersections outlined in Appendix D. Jurisdictions may be able to establish a LOS standard of F for intersections on the CMP network if they can show that the intersection operated at LOS F in or before 1991.



¹ Designation subject to approval by Regional Transportation Planning Committees.

Figure 2.3
Methodology for Designating CMP Network

2.2 Level-of-Service Standards

STATE REQUIREMENTS FOR LOS STANDARDS

CMP legislation requires that every CMA adopt LOS standards for the designated CMP network. The CMP legislation states that, “In no case shall the LOS standards established be below level of service E or the current level, whichever is farthest from level of service A...” (Govt. Code 65089[b][1][B]) Therefore, if the current level of service is F, representing significant congestion, the LOS standard can be set at level of service F. Alternatively, if the current level of service is A, the CMA has the option of setting the LOS standard between the existing level A and the lowest allowable level of service E.

After reviewing the network of roadways that met these criteria, additional roads were added because they provide CMP network continuity. The CMP network was reviewed by the TCC and the RTPCs.

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- At the end of the CMP route or within the route such that there was no data available for nearby adjacent intersections.

The Authority may add new CMP Monitoring Intersections that meet the criteria for designation, either on a short- or long-term basis. These new intersections would be added as necessary if new CMP routes are designated, or when traffic impacts from significant new development or new transportation projects within the county or region significantly change the performance of the CMP network. LOS standards for new Monitoring Intersections will be established using the standards for signalized intersections between Monitoring Intersections outlined in Appendix D. Jurisdictions may be able to establish a LOS standard of F for intersections on the CMP network if they can show that the intersection operated at LOS F in or before 1991.

DETERMINATION OF LEVELS OF SERVICE

The CMP establishes two types of LOS standards: standards for freeway segments and standards for CMP Monitoring Intersections on principal arterials. The first Contra Costa CMP adopted in 1991 described in detail the process used to establish these LOS standards (Please refer to the 1991 CMP for this description). For both freeway segments and CMP Monitoring Intersections, an analysis of existing conditions was used to identify locations at LOS F and to determine appropriate standards.

Freeways The Authority initially established freeway LOS standards in 1991 by comparing traffic volumes, travel speeds and Caltrans' 1990 Congested Highways Locations Map. Where any of these data indicated LOS F, the 1991 CMP assumed that the freeway segment operated at LOS F. Since speed is a controlling factor in determining LOS F locations, new travel speed measurements were subsequently made on those segments with a preliminary assessment of LOS E. Table 3-1 of the 1985 Highway Capacity Manual was used to determine the level of service corresponding to the given freeway segments, and all freeway segments where LOS F was detected were so assigned.

CMP Monitoring Intersections The Authority used available traffic count information and the procedures outlined in the Authority's Technical Procedures to determine intersection LOS (see methodology change discussion below). Un-signalized CMP Monitoring Intersections were analyzed as signalized intersections. Where it was suspected that the calculated LOS did not accurately reflect existing levels of congestion, supplemental field observations were conducted. Observations of LOS E were changed to LOS F where the field observation found long traffic signal cycle length or long queues. (See Section 2.4 below for a description of the frequency and method of monitoring levels of service on the CMP network.)

FREEWAY SEGMENT LEVEL OF SERVICE STANDARDS

The LOS standards for freeway segments on the CMP network are shown in Figure 2.4 and listed in Appendix D. The LOS standards were set by direction for each freeway segment and are based on the peak period LOS results for that segment. For example, for State Route 24 between Interstate 680 and Pleasant Hill Road, the peak period for westbound traffic occurs in the morning and the peak period for eastbound traffic takes place in the evening. The LOS standards reflect these peak period conditions accordingly. Freeway segments were set at LOS E standard unless any of the available data indicated LOS F.

The 2023 CMP Update keeps the freeway segment LOS standards the same as in previous CMPs. The monitored level of service on freeway segments, however, can change based upon the Authority's biennial will of review travel time and speed

data collected by Caltrans and supplemented by field collection of data. For the 2023 monitoring cycle, the HOV/Express Lanes in Contra Costa are being analyzed separately from the mainline lanes.

INTERSECTION LEVEL OF SERVICE METHODOLOGY CHANGE

MTC guidance from the 2011 CMPs recommended Bay Area CMAs consider adopting the most recent Level-of-Service methodologies from the 2010 Highway Capacity Manual (HCM), in order to have a consistent platform with which to determine traffic service levels across jurisdictions. The 2011 CMP indicated that the Authority's technical committees - the Technical Modeling Working Group (TMWG) and Technical Committee - would consider the HCM methodologies.

Starting in mid-2012, as part of the update of the Authority's *Technical Procedures*, the TMWG began looking into the HCM methodology, its advantages, disadvantages, and compatibility with current practices and policies. The TMWG received a comparison of calculations on 65 Contra Costa CMP intersections, and in the majority of locations, the results were the same or comparable with the existing CCTALOS methodology, with no locations becoming deficient.

TMWG members supported the transition away from CCTALOS to the HCM methodology, and this recommendation was approved by the TCC, and ultimately, the Authority upon adoption of the *Technical Procedures* update in December 2012. Guidelines were developed for using the HCM methodology and are included as an appendix in the *Technical Procedures*.

Changes to the use of LOS in future CMPs may be subject to the adoption of changes to the CEQA guidelines' transportation metric under SB743. Starting in July 2020, LOS no longer constitutes a "finding of significance", and it is expected that CMP legislation will be amended to address the new VMT metric. See discussion below.

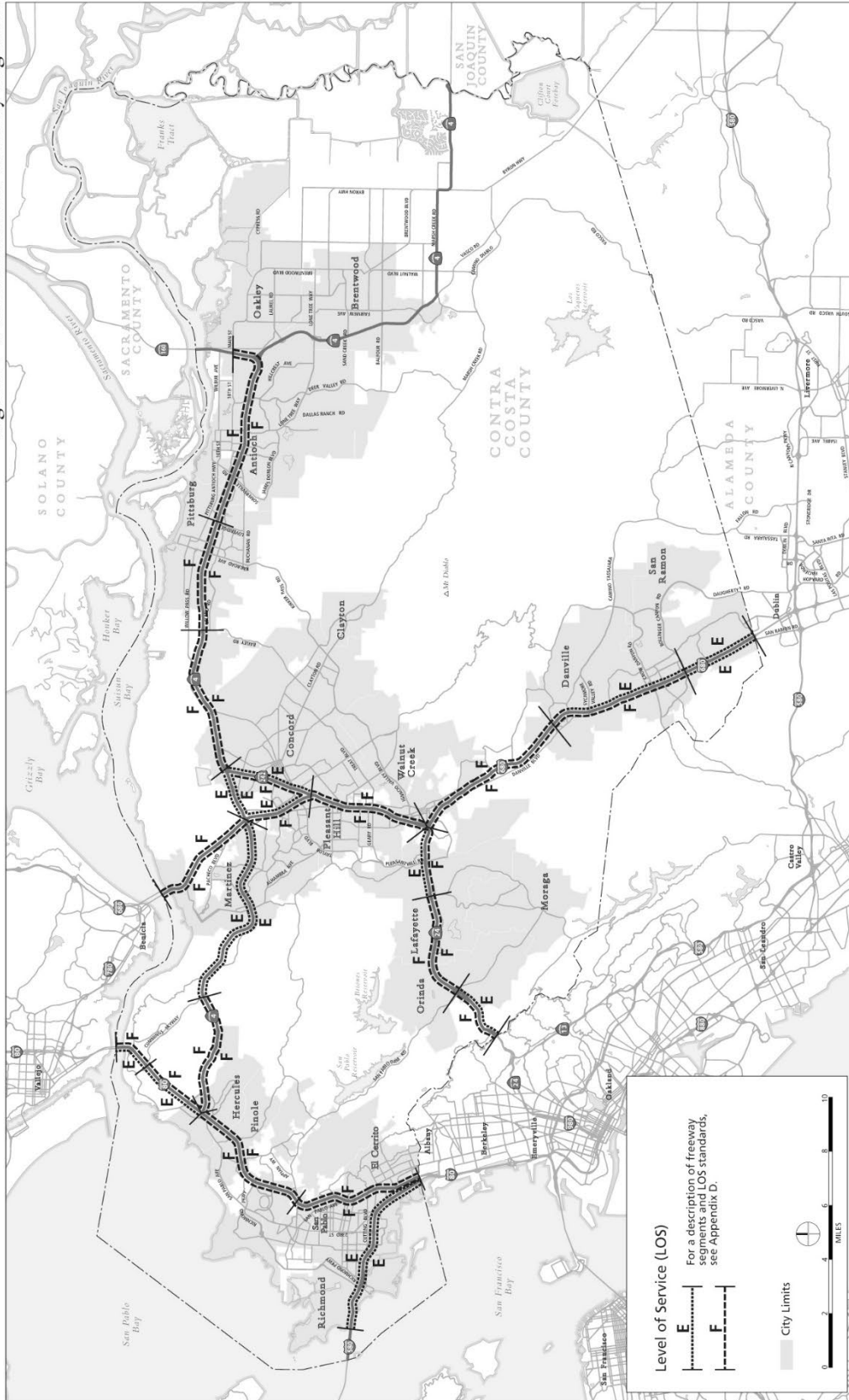
SB 743 IMPACT ON USE OF INTERSECTION LEVEL OF SERVICE

Passed by the California legislature in September 2013, SB 743 removed Level of Service (LOS) as a standard of significance under CEQA. The legislation called for the Governor's Office of Planning and Research (OPR) to revise the CEQA Guidelines and provide an alternative measure for determining the impact of new development and transportation improvements. The rationale for the change in traffic impact analysis under CEQA is that in in-fill locations, LOS standards primarily impact the "last in", or the latest development in a particular location, due to cumulative impacts, while earlier developments don't exceed the LOS standard. As part of its initial discussion paper on the change in CEQA guidelines issued in July 2014, OPR has recommended the use of Vehicle Miles Traveled (VMT) as the new measure that would

serve as the replacement for LOS. VMT could be measured as on a per capita basis, or on the entire project, but the specifics are still being refined as affected agencies and interested parties continue to provide feedback to OPR staff.

Adoption of the CEQA Guidelines using the new VMT-based metric was adopted in January 2018 by the California Natural Resources Agency, with full implementation statewide required as of July 1, 2020. An Assembly bill was introduced in February 2015, AB 1098 (Bloom), which sought to make changes to CMP legislation, and would incorporate the new measure (to be determined by OPR) into the CMP process, replacing the long-standing LOS standard in CMPs. However, this bill has been inactive since 2016 and a replacement bill is expected now that CEQA guidelines are adopted and required statewide.

Figure 2-4: LOS Standards: Freeway Segments



LEVEL OF SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS

Figures 2.5, 2.6 and 2.7 identify the LOS standards for CMP Monitoring Intersections in West, Central and East County, respectively. (Standards for each CMP Monitoring Intersection are also listed in Appendix D.) As with the freeway segments, the intersection LOS standards were based on peak period (A.M. or P.M.) conditions.

The standard for intersections operating at LOS F in 1991 was set at LOS F; the standard at all remaining intersections was set at LOS E.

LEVEL-OF-SERVICE STANDARDS FOR OTHER INTERSECTIONS ON THE CMP NETWORK

Level-of-service standards apply to all signalized intersections on the CMP network, not just to CMP Monitoring Intersections. LOS standards for both CMP Monitoring Intersection and signalized intersections that lie between CMP Monitoring Intersections are shown in Appendix D. A LOS standard of E has been applied to intersections that lie between Monitoring Intersections that have an LOS E standard. A LOS standard of F has been applied to intersections that lie between Monitoring Intersections that have a LOS F standard.

Table 2.4-1 Frequency Of CMP Monitoring

<i>LOS Standard</i>	<i>LOS in Most Recent Monitoring Report</i>	<i>Period of Monitoring</i>
E	LOS A–D ($\leq v/c$ 0.9)	Biennial
E	LOS E ($> v/c$ 0.9)	Annual
E	LOS F ($\geq v/c$ 1.0)	Annual
F	Already at LOS F	Biennial*

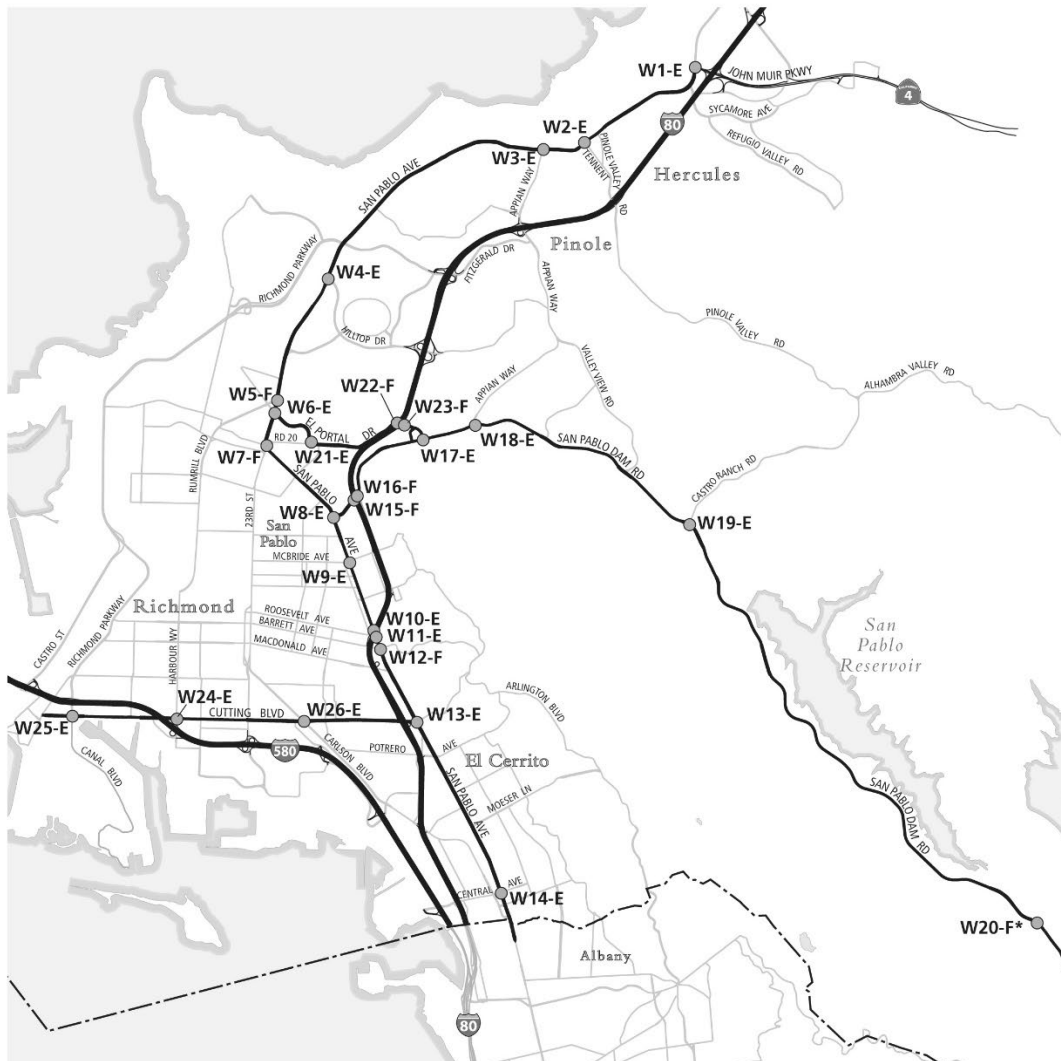
* For informational purposes only; Deficiency Plans not required.

2.3 Level-of-Service Methodology

Different methods of calculating LOS are needed for the two types of roads: one that applies to signalized intersections and one that applies to freeway segments. For CMP monitoring purposes, un-signalized intersections will be analyzed as signalized intersections.

The method for basic freeway levels of service established in the Highway Capacity Manual is used to monitor LOS standards on the freeways in Contra Costa. The method of calculating intersection LOS outlined in the Authority’s Technical Procedures is used to monitor intersection LOS.

Figure 2.5 – LOS standards: CMP Monitoring Intersections, West County



* The intersection of San Pablo Dam Road/Camino Pablo/BearCreek Road is located in the Southwest Transportation Planning Committee sub-area.

- CMP Network
- CMP Monitoring Intersection
- W1-E Intersection Number and LOS Standard

For description of intersections and jurisdiction(s) in which they are located, see Appendix D.

Figure 2-5:
LOS Standards
CMP Monitoring Intersections
West County

Figure 2.6 – LOS standards: CMP Monitoring Intersections, Central County

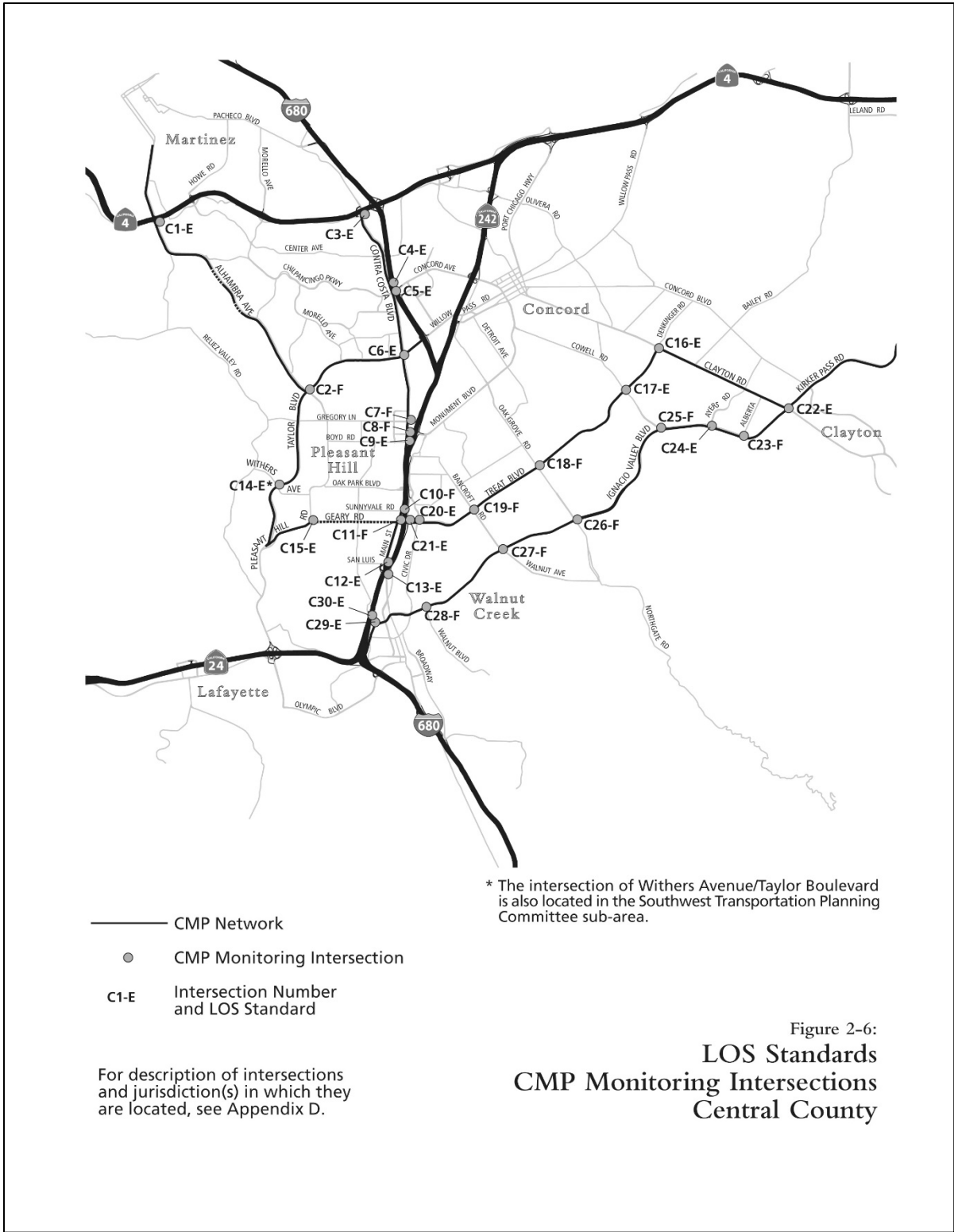


Figure 2.7 – LOS standards: CMP Monitoring Intersections, East County

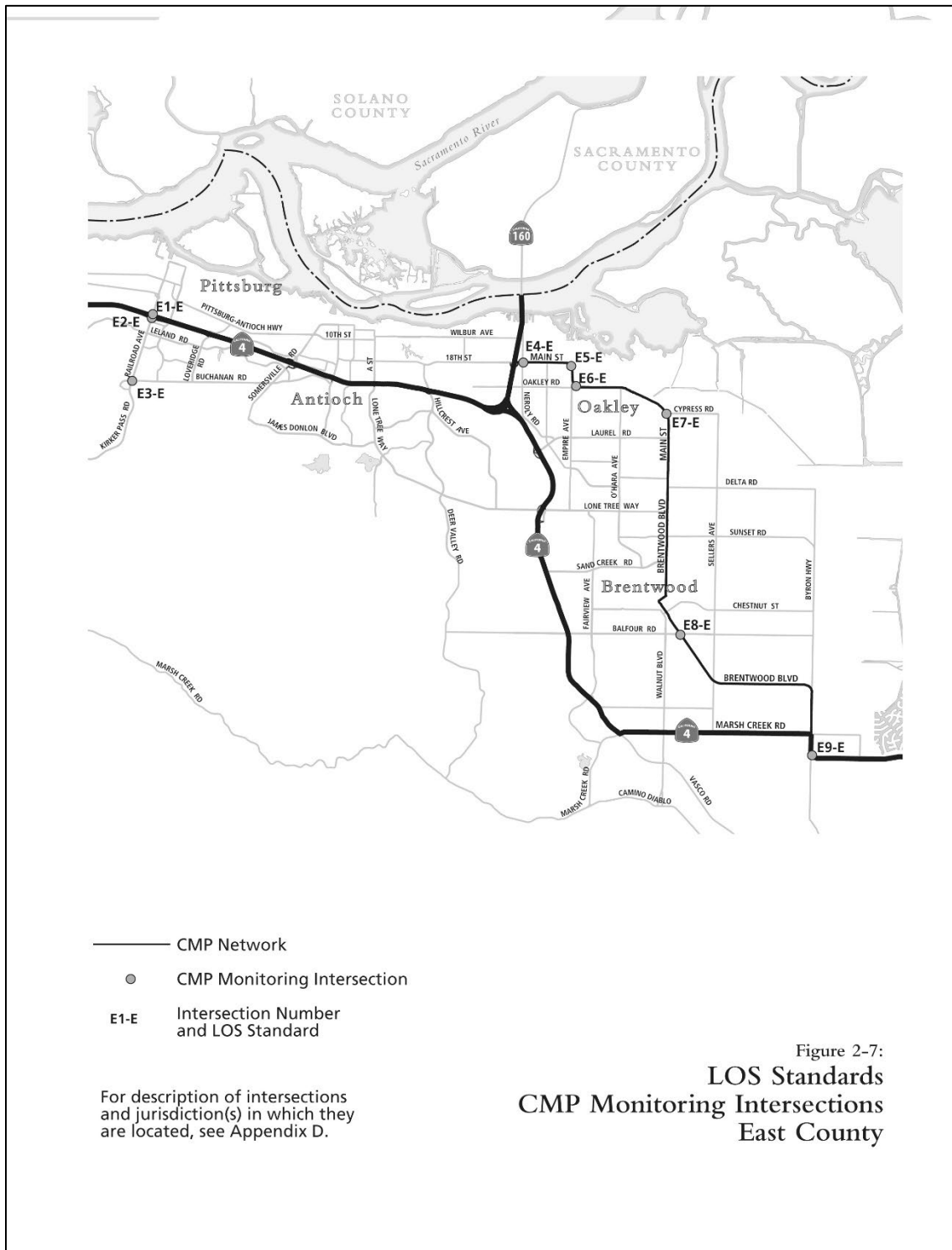


Figure 2-7:
LOS Standards
CMP Monitoring Intersections
East County

2.4 Monitoring of LOS Standards

Levels of service on most freeway segments and CMP Monitoring Intersections on the CMP network are monitored biennially to determine if the standards are being met. Monitoring data for the current CMP cycle was collected in the March-April 2021 timeframe. Annual monitoring may also occur on freeway segments where speeds of less than 35 miles per hour are measured or at CMP monitoring intersections where the level of service standard is exceeded.

Annual monitoring may also be conducted where historic traffic patterns have been significantly altered. For example, traffic conditions would be considered “significantly altered” adjacent to major new development projects where the traffic impact analysis performed for the development predicts a potential exceedance of the adopted level of service standard at a monitoring intersection upon project occupancy.

The Authority manually collects turning movement counts at CMP Monitoring Intersections with LOS E standards. The CMP legislation requires that data collection and analysis be conducted by Caltrans for freeways and State highways. To meet this requirement, the Authority has historically used travel-time runs using “probe” vehicles. More recently, the Authority has used data obtained from the California Freeway Performance Management System (PeMS - internet-based Caltrans operations data), supplemented by Bluetooth™ (proprietary third-party vendor-based) data to evaluate freeway LOS. Beginning with the 2015 CMP, the Authority has been using Inrix™ data as the input for its freeway LOS calculation. This data was provided to the Bay Area CMAs by MTC, and is used to determine average speed on Contra Costa freeways. Prior to using the Inrix™ data as part of the 2015 CMP system monitoring, the Authority prepared a full validation report comparing the Inrix™ data for 2013 with the monitoring results from the 2013 CMP and MTSO monitoring results.

Some trips — interregional travel, trips not originating in Contra Costa County, trips generated by low- and very-low- income housing or high-density development near fixed-rail passenger stations — must be excluded when calculating whether a deficiency exists on the CMP network. (See Chapter 8 for a summary of how exclusions would be made; see the Deficiency Plan Procedures for a detailed explanation of how exclusions are calculated.)

(Results from the most recent monitoring of LOS standards are reported in Appendix J¹).

¹ Forthcoming

2.5 Local Compliance with CMP Level-of-Service Standards

At least every other year, the Authority must determine if the County and cities are in compliance with the CMP, including consistency with LOS standards described in this chapter. If these standards are not met and the deficiency remains even after making required exclusions, local jurisdictions may be required to work together to prepare a Deficiency Plan. The Deficiency Plan must identify the most effective strategies for improving current and future system performance. The conditions of and method for determining local compliance with the CMP are described in Chapter 9.

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Chapter 3

Performance Element

Each CMP must include a performance element that includes measures to evaluate the current and future performance of the multi-modal system for the movement of people and goods. At a minimum, the performance measures must address highway and roadway system performance, the frequency and routing of public transit, and the coordination of transit service provided by separate operators. The performance measures must support mobility, air quality, land use, and economic objectives. Each CMA must use the performance measures in the development of the capital improvement program, deficiency plans, and the land use analysis program.

The CMP legislation defines a performance measure as “an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies.” Unlike LOS standards, the exceedance of a performance measure will not require the preparation of a deficiency plan.

3.1 The Multimodal Transportation System

The multimodal transportation system that serves Contra Costa includes roadways, transit systems, and pedestrian and bicycling facilities as well as other programs to improve the efficiency and operation of the system.

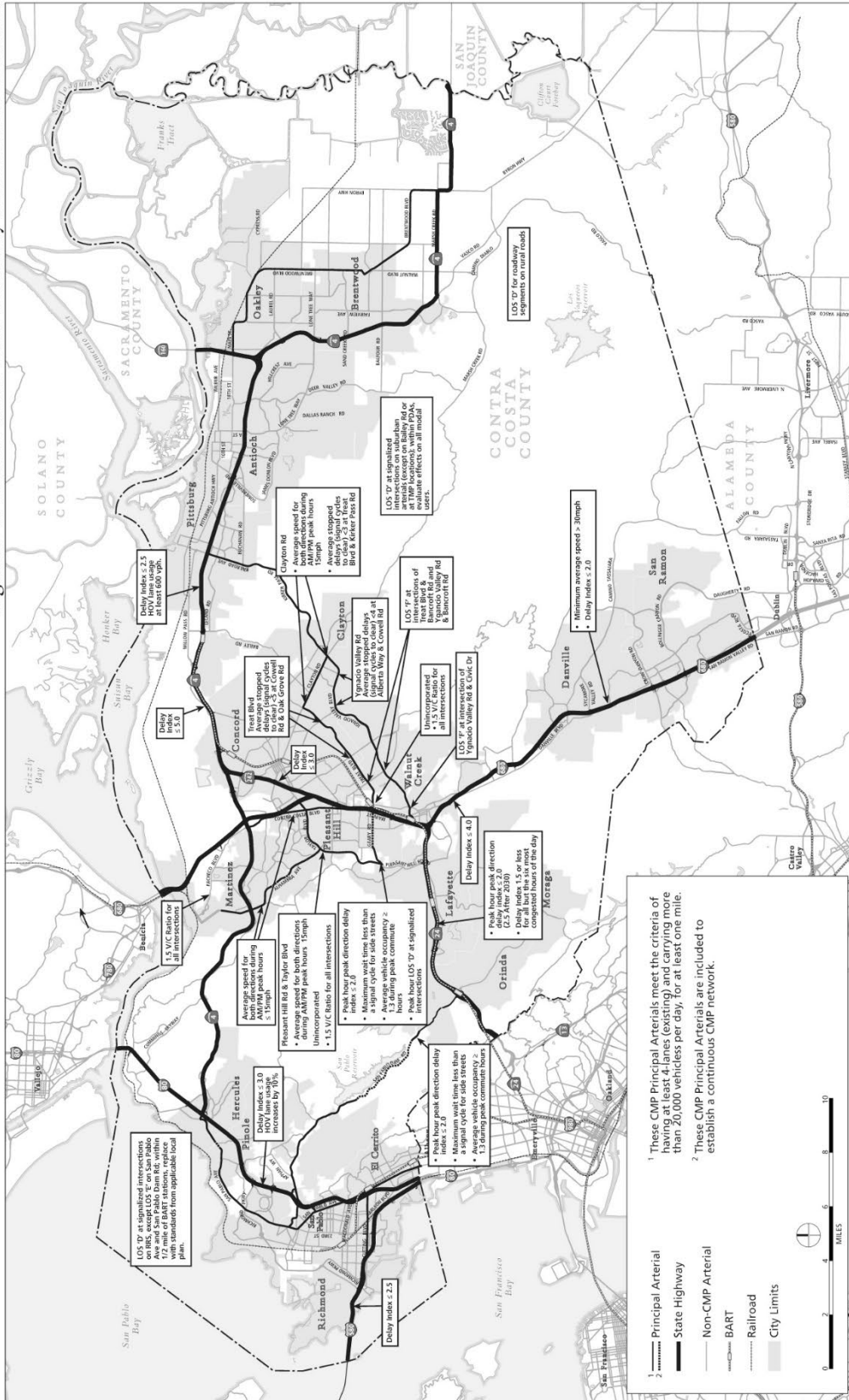
ROADWAY COMPONENT

The hundreds of miles of roads and streets that make up the roadway system of Contra Costa County range from freeways and major arterials to local collector streets and rural roads. The county's freeways include portions of both the federal interstate system (I-80, I-580 and I-680) and State freeways (State Routes 4, 24, 160 and 242). State highways also include the non-freeway portions of State Route 4 in West and East County as well as State Route 123 (San Pablo Avenue) in El Cerrito and southern Richmond. These freeways and other State highways are designated as both Routes of Regional Significance (in the sub-regional Action Plans) and as part of the CMP network. Performance measures on the combined CMP and Routes of Regional Significance networks are shown in Figure 3.1.

Contra Costa also includes many arterial and collector streets. The most important of these streets are designated as part of the CMP network, Routes of Regional Significance or both. These two networks of streets and highways are shown in Figures 2.1 and 2.2, respectively.

The majority of roadway miles, however, are either local streets or rural roads. Many of these streets and roads individually carry relatively little traffic but are essential for access and mobility throughout the county and region. The State CMP legislation does not require LOS standards for these more local streets. While the Measure C GMP required each jurisdiction to set local LOS standards for these non-regional routes, Measure J discontinued this requirement.

Figure 3-1: Contra Costa CMP Roadway Performance Measures



TRANSIT COMPONENT

Contra Costa County is served by five public transit operators. Four of these operators — AC Transit, County Connection, Tri Delta Transit, and WestCAT — provide bus service in various parts of the county. The fifth, BART, serves many of the county's urban and suburban areas with frequent fixed-rail mass transit services.

Alameda-Contra Costa Transit District (AC Transit) AC Transit, the largest bus system within Contra Costa County, provides services within the western portions of the county. The Contra Costa communities served directly by AC Transit include the cities of El Cerrito, Richmond, San Pablo and Pinole, as well as the unincorporated areas of Kensington, East Richmond Heights, Rollingwood, North Richmond, and El Sobrante. Its service links the County to the older parts of the East Bay in Alameda County, to San Francisco through its express bus service to the Transbay Terminal and to the BART system through its service to stations in Contra Costa and Alameda Counties.

Currently, AC Transit operates 60 local routes, 16 Transbay lines to San Francisco and the peninsula, seven overnight “all nightery” routes (generally between midnight and 5am), and 46 supplemental school-day routes. These service levels reflect an overall reduction in service compared to pre-COVID-19 levels.

Bay Area Rapid Transit District (BART) The BART rail system encompasses 121 miles of double mainline track serving Alameda, Contra Costa, San Mateo and San Francisco Counties. In total there are 48 stations in the system. The BART system is designed to provide rail access to the major employment centers of these three counties from adjoining residential areas. BART also provides connections to the regional rail network, including the Capitol Corridor at Richmond and Coliseum Stations, the San Joaquins at Richmond Station, and Caltrain at Millbrae Station. BART also provides direct service from Contra Costa to both Oakland and San Francisco International Airports.

Twelve stations are sited in Contra Costa, including Richmond, El Cerrito del Norte and El Cerrito Plaza in West County; Orinda and Lafayette in Lamorinda; Walnut Creek, Pleasant Hill/Contra Costa Centre, Concord, and North Concord/Martinez in Central County; and Pittsburg-Bay Point, Pittsburg Center, and Antioch in East County. A non-revenue transfer station exists between the Pittsburg Center and Pittsburg-Bay Point Stations as part of the eBART project, linking the legacy BART system with the eBART Diesel Multiple Units (DMUs) which opened in spring 2018. Pittsburg Center Station, at Railroad Ave and SR-4 has no major on-site parking facilities, while a large parking lot has been constructed for the Hillcrest Avenue

Station, and an 800-space expansion was completed by BART in 2021, and partially funded by Measure J savings on the SR-4 East project. In Fall 2023, BART will update its trains schedules to increase service on the Yellow Line to every 10-minutes, and other changes that will support all-day travel in the system to reflect travel patterns that have emerged since the COVID-19 pandemic.

County Connection County Connection provides bus service within central Contra Costa County from Martinez to San Ramon and from Orinda to Clayton. Currently, most of its 28 weekday and twelve weekend bus routes connect with one of the seven BART stations within the service area. County Connection also provides seven express bus routes within its service area, including service in the I-680 corridor to Bishop Ranch in San Ramon from the Walnut Creek and Dublin BART Stations, the Pleasanton ACE station, and from Martinez and Antioch to Walnut Creek BART. County Connection has also implemented an on-demand route “GSR” service the area between the San Ramon Transit Center and the Dublin/Pleasanton BART stations.

Eastern Contra Costa Transit Authority (Tri Delta) Tri Delta Transit serves the eastern parts of Contra Costa. Its service area includes the cities of Pittsburg, Antioch, Oakley, Brentwood, and Bay Point as well as all unincorporated areas in eastern Contra Costa County. Tri Delta Transit operates 23 fixed routes, including 17 weekday-only routes (a few limited to peak hour service) and six weekend- or holiday-only routes. Tri Delta Transit’s fixed routes include two commuter routes serving Concord and Martinez. It also includes a dedicated express route to the Antioch BART station from Brentwood, and express route from Brentwood to Los Medanos College, and has developed an app-based on-demand transit system around the Pittsburg/Bay Point and Antioch BART stations called “Tri My Ride”. Tri Delta Transit also provides door-to-door paratransit services for senior citizens and people with disabilities. Tri Delta Transit coordinates their services with BART, AMTRAK, County Connection, WestCAT, Wheels, and the Delta Breeze.

Western Contra Costa Transit Authority (WCCTA or WestCAT) WestCAT serves the northwestern part of Contra Costa, providing local, express, and regional service to the cities of Pinole and Hercules and the unincorporated areas of Rodeo and, Crockett and Port Costa, with fixed-route bus service. Demand-response service also includes the unincorporated area of Port Costa. Currently WestCAT operates twelve fixed-stop routes Monday through Friday, which are coordinated with arrival and departure times of WestCAT express buses at major locations. Three express routes operate with timed connections to BART at Del Norte BART station. Regional service is provided to Martinez through route 30Z and to San Francisco’s Transbay Terminal via the LYNX service, utilizes a fleet of double-decker buses. Four routes are operated on weekends and holidays.

NON-MOTORIZED MODES OF TRAVEL

Besides roadways and transit systems, Contra Costa is served by a variety of pedestrian and bicycle facilities. Contra Costa has a well-developed system of bicycle and pedestrian trails, including the Iron Horse Trail, Delta de Anza Trail, Contra Costa Canal Trail, Ohlone Greenway, Richmond Greenway, and the SF Bay Trail, as well as many bike lanes and bike routes, although significant gaps remain in several locations. Recent projects are working to close major gaps in the SF Bay Trail in West County, including segments through the Hercules Waterfront area, and recently open segments near Point Pinole and North Richmond. The long-planned Moke-lumne Coast-to-Crest Trail overcrossing of SR-4, between Lone Tree Way and Sand Creek Road in Brentwood is currently under construction, and is designed to serve the future Brentwood Intermodal Station, as well as the the proposed “Brentwood Innovation Centre” a mixed-used commercial development surrounding the location. The Authority is also managing the construction of the Iron Horse Trail overcrossing of Bollinger Canyon Road in San Ramon, which will serve the new City Center development and Bishop Ranch’s residential conversion of several business park parking lots and commercial properties.

Many surface streets incorporate sidewalks, crosswalks and other pedestrian facilities as part of their design. Local streets in older parts of the county, which were built when auto use was lower, tend to allocate more of the street cross-section to sidewalks and to include a greater separation between sidewalks and roadways. Newer parts of the county tend to have more developed off-street trails and pathways. These facilities provide alternatives for pedestrians to walking along heavily traveled streets. In addition, the county has various recreation trails that connect urban areas with parks, open space and rural lands.

Bicycles may use most roadways in the county including some portions of freeways where alternative roads are not available for bicyclists. To encourage their safe use, cities and the County have also established specific bicycle facilities. These facilities range from bike lanes and bike routes, which are part of the street, to bike paths which provide a separate route — often part of or next to a pedestrian path — for the bicyclist. The county’s Iron Horse Trail from Dublin to Martinez represents a combined bicycle-pedestrian facility that is used for both commuting and recreation. Recent studies have examined the use of automated shuttles in the trail corridor, as well as a separate facility for higher speed bicyclists. Separated, protected bicycle facilities are also being implemented within the existing rights-of-way of arterials in several locations around the County, with the Richmond Greenway-to-Richmond-San Rafael Bridge connection serving as a high-profile example. The San Pablo Avenue Multimodal Corridor Study is studying the inclusion of a protected bike facility on the West County “main street”.

The Authority has developed a Countywide Bicycle and Pedestrian Plan that outlines policies and actions for improving the environment for bicyclists and pedestrians within Contra Costa and, thus, encourage more walking and bicycling. The first plan was adopted by the Authority in December 2003; an update to that plan was adopted in October 2009, and a recent update of the Plan was adopted in 2018. The 2018 Plan is also undergoing a technical update. At the regional level, MTC and Caltrans are continuing to plan for improvements to the network bicycle routes and facilities, including the new multi-use path on the Richmond-San Rafael Bridge, which opened in 2020, connecting Contra Costa and Marin Counties.

As part of the 2017 update of the Action Plans for Routes of Regional Significance, Discussions were held in early 2017 with the RTPCs to educate them on the changes to CEQA under SB 743, and its removal of LOS and vehicle from the CEQA process. These discussions also looked at how the Action Plans can, in the future, become more consistent with the changes to CEQA. Lamorinda, in 2009, named BART as a route of regional significance, and in the 2017 update, TVTC added the Iron Horse Trail. Potential new measures discussed included those found in the 2010 Highway Capacity Manual's Multimodal Level of Service (MMLoS) methodology, as a way of quantifying conditions for modes other than the automobile. To date, quantifying the amount of standing patrons on BART (Lamorinda), and bicycle/pedestrian counts, street-crossing wait times, pavement condition, and collision rates for the Iron Horse Trail (TVTC) are the extent of the metrics used in quantifying the impact to non-motorized facilities.

Recent revisions to the GMP Implementation Guide included an overhaul of the Action Plan development process, beginning with the 2021 updates. This include adding new modal facilities to the "routes of regional significance", including those serving ped/bikes and transit. The updated Action Plans are adding non-modal topics including equity, safety, and climate change, for which the Plans, not the individual routes, would be measured for their impacts.

DEMAND MANAGEMENT STRATEGIES

The county's multimodal transportation system also includes strategies to limit demand for travel, especially automobile travel, on the county's roadways and to make its operation more efficient. Chapter 6 outlines the Travel Demand Element of the CMP. In addition, the CIP includes projects and actions — such as signal synchronization projects — that would improve the efficient movement of traffic on the roadway system.

3.2 Measures of Highway and Roadway System Performance

To build upon the GMP established under Measure C and continued under Measure J, the Authority has drawn the required performance measures for roadways from the Multimodal Transportation Service Objectives (MTSOs) in the Action Plans for Routes of Regional Significance. These measures will apply to the same roadways and corridors they apply to in the Action Plans and the Countywide Plan. Table 3.2-1 lists these performance measures. These performance measures were revised to incorporate the MTSOs included in the Action Plans that were updated in 2009, and those proposed during the ongoing update. As part of the 2017 update, Lamorinda and TVTC added Class 1 bike/pedestrian facilities, Lafayette-Moraga Trail and Iron Horse Trail, respectively, as Routes of Regional Significance. MTSOs for these non-motorized routes include peak loading factor on BART (Lamorinda), and bicycle/pedestrian counts, street-crossing wait times, pavement quality, and collision data for the Iron Horse Trail (TVTC). Data for these MTSOs was collected during the 2017 monitoring in order to establish baseline levels for these metrics.

There is a significant difference between the CMP performance measures and the Action Plan MTSOs. While the performance measures — consistent with the CMP legislation — provide quantifiable measures of the performance of the multimodal system, they do not include specific thresholds to be achieved. That is, they give decision-makers information on changes in the performance of the transportation system, by comparing current monitoring to either earlier monitoring results or to modeling results for future years. The Action Plan MTSOs, on the other hand, set specific targets to be achieved or maintained on the Regional Routes. Both are designed to help the Authority and other agencies evaluate transportation improvements and major development projects that affect the local and regional transportation system and to assist in determining effective implementation actions. The CMP legislation specifically notes that performance measures do not trigger the preparation of deficiency plans. The GMP, on the other hand, requires changes to proposed projects, or changes to the MTSO or actions to achieve it, if a project would hinder its achievement. As part of the recent revisions to the GMP Implementation Guide, the recent Action Plan updates use Regional Transportation Objectives (RTOs), a modification of the MTSOs to allow for non-transportation and non-service related topics to be addressed, including safety, equity and the environment.

Changes in the performance measures caused by transportation improvements would be quantified using the Authority's computerized travel demand model.

Table 3.2-1 Action Plan Performance Measures

<i>Performance Measures</i>	<i>Facility</i>
Average delay for Iron Horse Trail users crossing major arterials	Sycamore Valley Road, Crow Canyon Road, Bollinger Canyon Road, Alcosta Blvd
Average Speed	I-580, I-680, Alhambra Avenue, Clayton Road, Pacheco Blvd/Contra Costa Blvd, Pleasant Hill Rd, Taylor Blvd
Average Stopped Delay	Clayton Road, Treat Blvd, Ygnacio Valley/Kirker Pass Rd
Average Vehicle Occupancy	Camino Pablo, Pleasant Hill Road
Bus Service	San Pablo Dam Road
Collision Rate	Iron Horse Trail
Delay Index	I-680, SR 4, SR 24, SR 242, SR 84, San Pablo Dam Road/Camino Pablo
Duration of Congestion	I-680
Hourly average loading factor on BART	BART
HOV lane utilization	I-80, SR 4
Level of Service	SR 4, Geary Road, N. Main St., Treat Blvd., Ygnacio Valley/Kirker Pass, Railroad Avenue, San Pablo Dam Road, San Pablo Avenue, Bailey Road
Maximum wait time for drivers on side streets	Camino Pablo, Pleasant Hill Road, Treat Blvd, Ygnacio Valley Rd
Pavement Condition Index	Iron Horse Trail
School Bus Service	Pleasant Hill Road
User counts on Iron Horse Trail at major arterial crossings	Sycamore Valley Road, Crow Canyon Road, Bollinger Canyon Road, Alcosta Blvd
Volume-to-capacity ratio	I-80, I-580, SR-4, Pacheco Blvd., Treat Blvd., Ygnacio Valley/Kirker Pass

Adapted from the Multimodal Transportation Service Objectives adopted in the Action Plans for Routes of Regional Significance.

Beginning in 2013, CCTA staff worked with Caltrans and local stakeholders to develop the I-680 Corridor System Management Plan, which was completed in early 2015. The I-680 CSMP was a pilot study for Caltrans, as it incorporated several new planning components to the CSMP process, including a more multi-modal approach to studying freeway corridors, testing of a new operations model (TOPL), and the incorporation of the Smart Mobility Framework (SMF), which aims to improve the

movement of people and freight while enhancing California’s economic, environmental, and human resources, and also included a Complete Streets assessment of facilities crossing the freeway. Performance measures used as part of the CSMP included:

- Transit, Pedestrian, and Bicycle Mode Shares describe the percentage of transit, bicycle, and pedestrian travel in the region;
- Travel Mobility describes how quickly people and freight move along the corridor. It also quantifies productivity losses during congested periods;
- Travel Time Reliability captures the relative predictability of travel time along the corridor;
- Safety provides an overview of safety along the freeway corridor and discusses bicycle/pedestrian incidents near the corridor; and
- Service Quality balances efficiency and comfort among users of all travel modes. Three approaches are used to evaluate service quality: multi-model level of service (MMLOS), Complete Streets, and pavement condition.
-

Innovate 680 is a program of projects that emerged from the CSMP process, and has its own set of corridor system performance metrics to support the goals developed to support the implementation. The metrics and the goals they support are found below:

<i>PROGRAM GOALS</i>	<i>PROGRAM PERFORMANCE METRICS</i>
Improve Safety, Efficiency, and Reliability	<ul style="list-style-type: none"> • VHT, VHD, VMT • PHT, PHD, PMT • Travel Time (EL, SOV, Transit) • Travel Time Reliability (EL, SOV, Transit)
Prepare for Future and Maximize Productivity of Infrastructure	<ul style="list-style-type: none"> • No. of Incidents • Collision Rate • Crash Severity
Shift Travel Modes	<ul style="list-style-type: none"> • Avg. Vehicle Occupancy • Transit Ridership by Route • Mode Share • No. of People Using Shared Mobility Options
Improve Connectivity and Services	
Provide Mobility Options	
Improve Air Quality	<ul style="list-style-type: none"> • VMT Reductions • GHG Reductions
Promote Equity and Provide Access to Transportation Services	<ul style="list-style-type: none"> • Transit and Paratransit Ridership • No. of People Being Served in Communities of Concern • No. of People Using Shared Mobility Options

As part of the update of the 2017 Countywide Transportation Plan (CTP), currently in draft format, CCTA has applied performance measures to projects valued at greater than \$80 million. The 2017 CTP used performance targets developed as part of the 2013 RTP in its project evaluations including the following:

- Climate Protection -
- Adequate Housing
- Healthy and Safe Communities
- Open Space and Agricultural Preservation
- Equitable Access
- Economic Vitality
- Non-Auto Travel Time/VMT Reduction
- Maintenance

These targets were also analyzed as part of the 2017 CTP large project performance evaluation. Also as part of the 2017 CTP, an analysis of the overall system performance was conducted, using the following measures:

- Single Occupant Vehicle Mode Share
- Carpool Mode Share
- Transit Mode Share
- Combined Bike and Walk Mode Share
- Total Transit Trips
- Total VMT/Day
- VMT per Capita (all vehicles)
- VMT per Capita (passenger vehicles)
- Vehicle Hours of Delay
- Average Speeds
- Percentage of Funding Designated for Local Street Maintenance

In addition, an equity analysis was prepared for the 2017 CTP, using the transit use and mode share, delineated by “average county residents” and those residing in communities of concern, as defined by MTC was conducted, using MTC’s Plan Bay Area criteria. These measures and potentially many others, will be considered for the 2025 CTP update, as well those found in Plan Bay Area 2050.

3.3 Measures for Frequency and Routing of Transit Service

AC TRANSIT

The Mission Statement of AC Transit in its FY 2014/15 – 2023/24 Short-Range Transit Plan (SRTP), is “connecting our communities with safe, reliable, sustainable service...we’ll get you there.” In addition, AC Transit also adopted a new 2040 vision statement for the district:

In 2040, the East Bay will have a great transit system, second to none among similar places. Residents, workers, and visitors will be pleased to rely on transit as their principal mode of travel for trips longer than walking distance. AC Transit will be a leading green transit agency: not only reducing automobile trips by providing its service, but acting as a leader in green business practices in the transit industry. AC Transit will support, and be recognized as supporting, residential and commercial development in the major Priority Development Areas (PDAs) in the District. See Figure 8.1 for the location of the PDAs within the district.

For the 2023 update of the CMP, transit service and route frequencies are reported using pre-COVID-19 conditions.

Table 3.3-1 AC Transit Service Span and Frequency

<i>Route Type</i>	<i>Span of Service</i>	<i>Frequency</i>
Trunk and Major Corridor	5 AM to Midnight	Trunks: 10-20 minute Majors: 15-30 minute
Rapid Services	6 AM to 8 PM	12 minute weekdays 15 minute weekends
Local	6 AM to 8 PM	15-60 minute peak 30-60 minute off-peak
School Serving	School hours only	1-2 round trips daily
Express (Transbay)	Commute periods for most routes	10-30 minute
Owl (modified Trunk route)	Midnight to 5 AM	30-60 minute

Source: FY 2014/15 – 2023/24 Short Range Transit Plan

Table 3.3-2 AC Transit Service Definitions

<i>Route Type</i>	<i>Description of Service</i>
Trunk Routes:	The main routes that operate, primarily in a north-south direction, along major streets in high ridership areas, the “backbone” or “spine” routes of the AC Transit system.
Rapid Routes	Routes that operate along trunk corridors with elongated stop spacing and transit signal priority for greater speed.
Urban Crosstown Routes	The secondary routes in the higher density (generally over 10,000 people per square mile) that connect to the trunk routes and form a four direction system.
Suburban Crosstown Routes	Connectors and feeders similar to urban Crosstown routes in lower density (5,000-10,000 people per square mile) portions of the district.
Very Low Density Routes	Routes that operate in areas with population densities below 5,000 people per square mile.
Transbay Routes	Routes that cross one or more of the San Francisco Bay bridges, operating between the East Bay and San Francisco or other West Bay destinations.

Source: AC Transit, Board Policy No. 550.

The SRTP also established five goals and several supporting objectives that relate specifically to the standards for frequency, routing and coordination required by the CMP legislation:

1. Service - Provide Quality and Reliable Service
2. Safety - Create a Safety Culture
3. Cost Effectiveness - Use Financial Resources Efficiently and Effectively
4. Information - Effective Communication, Messaging, and Marketing
5. Workforce - Attract and Retain a High Quality Workforce

Measures of Frequency AC Transit has established maximum headways (time between buses) by service type and time of day or day of the week. The frequency standards are shown in Table 3.3-1 and the service types are described in Table 3.3-2.

Measures of Routing Bus route spacing, or the average distance between parallel bus lines, is based on residential densities, location of major activity centers, topography and street patterns. Route spacing in commercial areas is determined, on a case-by-case basis, by the location, level of activity and layout of the development.

BART

Measures of Frequency Rail service is provided between the hours of 5:00 A.M. and midnight, Monday through Friday; 6:00 A.M. to midnight on Saturday; and 8:00 A.M. to midnight on Sundays and major holidays. Closings for individual stations are timed with the schedule for the last train beginning at approximately midnight. Service frequencies (in minutes) for individual routes and line segments are outlined in Table 3.3-4. Note: BART will be updating its schedule frequency as of September 12, 2023 to better reflect the post-COVID-19 travel patterns and rider demands.

Measures of Routing In total there are 48 stations in the system providing service in four counties. Average spacing is between 1/2 to one mile within and adjacent to San Francisco, Oakland and Berkeley downtown areas and two to nine miles apart in suburban locations. The rail system routes are designed to provide rail access to major destinations within the four counties from surrounding residential areas.

Table 3.3-4 Measures of the Frequency of BART Service (in minutes)

	<i>Transbay Routes</i>				<i>CBD Line Segment</i>		
	Dublin / Pleasanton to Daly City/SFO	Antioch to SFO/Millbrae	Warm Springs/South Fremont to Daly City	Richmond to Daly City/ Millbrae	East County (To and from Concord)	San Francisco (To and from Embarcadero)	Oakland (To and from 19 th St)
Weekday							
Peak	15	15	15	15	5	1.46	1.67
Midday	15	15	15	15	7.5	1.87	2.5
Night	20	20	0	0	10	7.5	5
Saturday							
Daytime	20	20	20	20	10	2.5	3.33
Night	20	20	0	0	10	5	5
Sunday/Holiday							
All Day	0	20	0	0	10	6.67	3.16

COUNTY CONNECTION

County Connection has established the following mission statement:

County Connection leads the community by creating a modern, public transportation network that supports a car free, active lifestyle.

In addition, County Connection established three goals that relate to the standards for frequency, routing and coordination required by the CMP legislation:

- **Efficiency** To operate as efficiently, economically and safely as possible in order to minimize the cost of transit service to both users and taxpayers and ensure the financial security of the system.
- **Effectiveness** To provide an effective, innovative alternative to the use of the private automobile through the administration, finance and operation of various mass transit services.
- **Equity** To contribute to the area’s economic well-being by improving access to employment, shopping and other important activity centers through the

provision of a transit system to the general public including those without other means of transportation available to them, including the mobility-limited, senior citizens, low-income persons and youth.

Standards for Frequency County Connection shall provide a maximum headway (minimum frequency) of fixed-route service of sixty minutes during peak commute periods during the weekday subject the availability of operating assistance and sufficient ridership with respect to Authority-wide standards for economy (farebox-to-operating cost recovery ratio), effectiveness (passengers per revenue hour) and efficiency (cost per revenue hour and passenger). Currently, frequencies are as follows: during peak commute periods, between 10 and 120 minutes; other weekday times, every 30 to 120 minutes; on weekends, every 20 to 80 minutes.

Measures of Routing County Connection's 40 routes provide fixed-route bus service directly, or in close proximity to, major retail, institutional, and governmental activity centers located within its service area. These activity centers include, but are not limited to, Sun Valley Mall, the seven BART train stations (Orinda, Lafayette, Walnut Creek, Pleasant Hill, Concord, North Concord/Martinez, and Dublin/Pleasanton), the Martinez Intermodal Facility, city central business districts, Kaiser Hospitals (Martinez, Walnut Creek downtown and Shadelands), Veteran's Hospital in Martinez, the Willows Retail center, the Golden Triangle in Walnut Creek, Bishop Ranch, John Muir Medical Center in Walnut Creek, and Diablo Valley College.

EASTERN CONTRA COSTA TRANSIT AUTHORITY (TRI DELTA)

Tri Delta has established the following mission statement:

To provide safe, reliable, friendly, high-quality and economical transportation service to the Eastern Contra Costa community; to provide an organizational environment which encourages cooperation, rewards excellence and develops a team of highly motivated staff; to empower employees to function as owners of the ECCTA organization; to develop ECCTA services and facilities to better serve the transit-dependent community and to capture a greater share of the commute market; to secure and manage funds to maintain and expand transit service, and to operate ECCTA according to fiscally sound business practices; to take a leadership role in developing a coherent transportation policy to deal with problems of traffic congestion, air quality and growth management; and to build constituencies at all levels of government that support the ECCTA organization and its programs.

In addition, Tri Delta established three goals that relate to the standards for frequency, routing and coordination required by the CMP legislation:

1. Provide safe, reliable, high-quality and economical transportation to the residents of the ECCTA service area.
2. Provide efficient public transportation to the residents of the ECCTA service area.
3. Provide an accessible public transportation system to the residents of the ECCTA service area.

Measures of Frequency Tri Delta shall provide a maximum headway (minimum frequency) of one hour on local fixed routes operated in the urban area of Pittsburg, Antioch and Bay Point.

Measures of Routing Tri Delta provides service to the major activity centers in East County, which is divided into three distinct sub-areas where service is provided: the Antioch/ Pittsburg corridor, the cities of Brentwood and Oakley, and the unincorporated areas of Eastern Contra Costa County. Among these major activity centers are Los Medanos College, hospitals, high schools, city halls, city libraries, County facilities and clinic, other medical facilities and shopping centers. The other major activity centers are the three BART stations in our service area which include the two new eBART stations at Pittsburg Center and Antioch.

WEST CONTRA COSTA TRANSIT AUTHORITY (WESTCAT)

The West Contra Costa Transit Authority, or WestCAT, has established the following policy for formulating the frequencies of their bus routes:

Maintain transit service at a level appropriate for WCCTA area population and, as funding permits, expand the level of transit service offered in response to growth in transit demand and identification of unmet local transportation needs.

Measures of Frequency WestCAT shall provide a maximum headway (minimum frequency) of 90 minutes on all local fixed routes operating within its service area, with 60 minute maximum for express routes.

Measures for Routing WestCAT shall provide service directly to, or within close proximity to major retail, institutional, schools, and governmental activity centers and shall facilitate local and regional connections within its service area.

3.4 Measures for Coordination of Transit Service

It is the Authority's policy to encourage cooperation among transit providers and to support this coordination through its programs. The following standards for

coordination apply to all transit operators within the county. These standards build on the rules and regulations that MTC has developed in response to the requirements of SB 602 (California Government Code Section 66516), which took effect on January 1, 1990.

Overall Coordination Each transit operator within Contra Costa County shall work with connecting transit operators, both within and adjoining the county, to coordinate fares and schedules and to execute fare revenue sharing agreements.

This standard reflects activities that all transit operators in the county have already undertaken.

Coordination of Transfers and Fares Transit operators shall work to maintain established revenue sharing and reciprocal transfer agreements with connecting transit operators. Transit operators shall cooperate in the development of a universal, stored-value ticket for use throughout the county and region.

All of the transit operators in Contra Costa County have established revenue sharing and reciprocal transfer agreements. MTC has implemented the Clipper Card, a universal, stored-value ticket, for all of the Contra Costa providers and throughout the Bay Area transit network.

Coordination of Schedules All transit operators shall participate in the efforts of the Regional Coordination Task Force to coordinate major schedule changes for transit operators within the county. Each transit operator shall coordinate the schedules of any of its fixed-route lines serving regional transfer points or regional transit lines to ensure quick and convenient transfer between connecting routes and facilities.

The MTC Guidelines for the implementation of SB 602 (California Government Code Section 66516) emphasize the coordination of the schedules of routes serving regional transfer points. In Contra Costa County, these locations are primarily at BART stations or at connections with BART Express Buses. All operators in the county have coordinated the schedules of their fixed routes with the schedules of BART service. All participate on the Regional Coordination Task Force.

Since the onset of COVID-19 reductions in service, a Blue Ribbon Panel for Transit Recovery has been convened by MTC in order to guide the recovery of Bay Area transit, as well as with any post-COVID stimulus funding.

3.5 Use of Performance Measures

Under the State CMP legislation, each CMA and the jurisdictions within the county charged with helping to implement the CMP shall use the performance measures in the development of:

1. The seven-year capital improvement program
2. Any deficiency plans required
3. The required land use analysis program

CAPITAL IMPROVEMENT PROGRAM

The Authority may evaluate the effect of changes in the seven-year capital improvement program during each CMP update using these performance measures. The Authority's computerized travel demand model can generate information to evaluate changes in the roadway performance measures set out in Section 3.2, above.

DEFICIENCY PLANNING

Chapter 8 outlines the process for preparing, adopting and implementing Deficiency Plans. As part of this effort, the local jurisdictions that are responsible for the Deficiency Plan shall develop a list of projects that would improve performance of the county's multimodal transportation system. They must use the performance measures set out in the CMP to measure this improvement.

LAND USE ANALYSIS PROGRAM

Chapter 5 outlines the land use analysis program required by the CMP legislation and how the performance measures will be evaluated as part of that program.

See also Chapter 9 for a description of how the compliance requirements of the CMP apply to the use of the performance measures outlined in this chapter.

Chapter 4

Capital Improvement Program

As the CMA for the County, the Authority is required to adopt, on a biennial basis, a seven-year capital improvement program (CIP). According to the State statute, the CIP is intended to:

1. Maintain or improve traffic LOS standards established in the CMP and maintain or improve the performance of the multimodal system using performance measures;
2. Mitigate regional transportation impacts of local land use decisions; and
3. Conform to transportation-related vehicle emission air quality mitigation measures (transportation control measures; discussed in Appendix F).

The Legislature also intended that local project sponsors and CMAs, when roadway projects are identified in the CIP, consider ways to maintain bicycle access and safety at a level comparable to that that existed prior to the proposed improvement or alteration. The CIP may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system, but are necessary to preserve the investment in existing facilities.

FUNDING ELIGIBILITY

Under the CMP legislation, inclusion in the CIP has become an important step in the process for local highway or transit projects to receive State or federal funding. The statute states that, "Local projects not included in a CMP shall not be included in the

regional transportation improvement program” (California Government Code Section 65082(c)) and thus would not be able to receive funds allocated through the RTIP.

State legislation, through Senate Bill (SB) 45, made significant changes in the process for approving funding for new transportation improvement projects. Many of the earlier funding programs were eliminated, including the Flexible Congestion Relief (FCR) and Traffic Systems Management (TSM) programs which were tied to the CMP process. Instead of these various programs, SB 45 established a regional transportation improvement program (RTIP), which in the Bay Area is administered by MTC, and the statewide interregional improvement program, which is administered by Caltrans. To be included in the RTIP, local projects must still be included in a county CMP.

In addition to the significant changes made by SB 45, Congress’ adoption of TEA-21 – the Transportation Equity Act for the 21st Century – in 1998 led to other changes in federal funding programs. TEA-21 retained the Surface Transportation Program (STP) and CMAQ programs first established in the Intermodal Surface Transportation Efficiency Act (ISTEA) legislation. State legislation continues to require that, “No [STP] funds or [CMAQ] funds shall be programmed for a project in a jurisdiction that has been found to be in nonconformance with a congestion management program [...] unless the [CMA] finds that the project is of regional significance.”

Federal funding legislation continues to evolve. In 2005, Congress adopted SAFE-TEA-LU – the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, bringing increased flexibility to the use of federal funds by an MPO. In response, MTC has combined Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other funds into two new sets of region-wide funding programs. The first set focuses on improving the operation and safety of the Bay Area’s transportation system. These programs include the Freeway Performance Initiative (FPI), One Bay Area Grants (OBAG), PDA Planning Grants, Transportation for Livable Communities (TLC) program, the Life-line Transit Program, Transportation Planning and Land Use Solutions (T-PLUS) and the Regional Bicycle and Pedestrian Program, portions of which are administered by MTC and portions of which are administered by the various CMAs. The second set of programs funds projects that rehabilitate the regional transportation system; the largest share of this program is allocated by county and administered by the CMAs. Moving Ahead for Progress in the 21st Century Act – Map-21 – continued this trend towards increased flexibility at the MPO level.

In addition to projects funding through the State’s RTIP and MTC’s programs to allocate federal funds, some projects that are funded by Transportation Funds for Clean Air (TFCA) funds must be included in the CMP. These TFCA funds, which

flow from the BAAQMD, are divided into two categories: “40 percent” or “Program Manager” funds, which are allocated among Bay Area counties; and “60 percent” or “Regional” funds, which are disbursed on a competitive grant basis throughout the region. The Authority serves as Program Manager for the 40 percent funds, which are allocated to the RTPCs. AB 414 requires that TFCA bicycle projects funded with either 40 percent or 60 percent funds be included in the CMP CIP or an adopted Countywide Bicycle Plan to be eligible for TFCA funding. These projects will help improve air quality by improving bicycle access (and encouraging bicycle use), consistent with State TCM 9 adopted by MTC and BAAQMD.

Recent passage (and subsequent voter upholding) of SB1 by the California State Legislature, which increased the state’s gas tax by 12 cents per gallon, and also increased the vehicle registration fees to account for increased full-efficiency vehicles, is already beginning to bring an influx of transportation funding to the State, County, and jurisdictional-levels, which could potentially fund many of the CIP projects in an expedited manner.

CHANGES FROM THE 2021 CMP

In 2023, project sponsors were given the opportunity to update existing projects or add new projects to the Comprehensive Transportation Project List, or CTPL. As mentioned earlier, the CTPL is the repository for projects and programs that agencies in Contra Costa and the region are interested in pursuing. The 2023 CMP CIP outlined in this chapter and in Appendix E are derived from the projects included in the CTPL database. The CIP includes projects to be funded through several different sources. These sources include the RTIP, MTC’s MAP-21-based programs and One Bay Area Grants (OBAG), TFCA bicycle projects, and developer-funded projects where funding through fee programs is imminent. The Authority’s own Measure J Strategic Plan projects and those included in the 2021 RTP and the Authority’s Transportation Expenditure Plan (TEP) are also included.

4.1 Preparation of the CIP

As noted above, the seven-year CIP described in this chapter and listed in Appendix E contains a variety of different types of projects, from freeway and arterial to bicycle and pedestrian, and from transit to maintenance projects. To develop the updated CIP, the Authority asked local jurisdictions to review the CTPL and submit additional projects or revisions to projects previously included in the CIP. The CIP has been modified to reflect the input received.

Project sponsors were asked to submit projects that:

1. Would seek federal, State or other non-local sources (including Measure J funds)
2. Increased system capacity
3. Were fully funded and significant enough to affect air quality and thus would need to be “cleared” as part of the RTP (this most clearly related to major new roadways to be constructed as part of new land development projects)

RELATIONSHIP TO FINANCIAL ASSUMPTIONS IN THE REGIONAL TRANSPORTATION PLAN

Federal legislation requires that each RTP make realistic projections of revenues that will be available for the projects and programs it proposes and to constrain the implementation of the plan to this available funding. The plan must also recommend how these funds are allocated. MTC’s Plan Bay Area 2050, the most recent RTP for the Bay Area, estimates that, during the 23 years from 2021 to 2050, about \$1.4 trillion will be available for maintaining, operating, and expanding transportation system, with about \$600 billion in existing revenues to fund Plan strategies. Of those existing funds, Plan Bay Area 2050 identified \$100 billion for housing strategies, focused on affordable housing production, and \$16 billion to fund environmental strategies, such as sea-level rise adaptation and greenhouse gas emissions reductions.

Of the estimated \$1.4 trillion in projected revenues, Plan Bay Area 2050 recommends \$468 million into housing the Housing element of the Plan, \$234 million in the Economy element, \$578 billion into the Transportation element, and \$103 billion in the Plan’s Environmental element.

Plan Bay Area 2050 relies on three key strategies (and sub-strategies) of Maintain and Optimize the Existing System, Create Healthy and Safe Streets and Build a Next-Generation Transit Network, as described below:

- Maintain and Optimize the Existing System
 - Restore, operate and maintain the existing system
 - Support community-led transportation enhancements in Equity Priority Communities
 - Enable a seamless mobility experience
 - Reform regional transit fare policy
 - Implement per-mile tolling on congested freeways with transit alternatives
 - Improve interchanges and address highway bottlenecks
 - Advance other regional programs and local priorities
- Create Healthy and Safe Streets
 - Build a complete streets network

- Advance regional Visional Zero policy through street design and reduced speeds
- Build a Next-Generation Transit Network
 - Enhance local transit frequency, capacity and reliability

While the CMP CIP outlined in this chapter and detailed in Appendix E contains approximately \$17.2 billion in projects, operational improvements and studies, the CMP has a different focus than the RTP. The CMP focuses on specific projects that local agencies are actively pursuing for development within the next seven years. Plan Bay Area instead takes a broader look at all transportation needs (analogous to the Authority's CTP) over the longer-term through year 2050.

Much of this funding is already committed or under the control of other agencies. One of the clearest examples is that of the revenues from county transportation sales tax measures. Decisions on how those funds are spent are made by the various county agencies, including the Authority, charged with allocating them. Those sales tax measures allocate the funding received to specific projects and programs, and MTC can only reflect the decisions made by the voters in those counties on which projects and programs are funded.

Some of the projects in the CMP CIP are listed explicitly in Plan Bay Area 2050, and hence are clearly "consistent" with that regional plan. It is important to note, however, that a project may be consistent even if it is not named specifically in Plan Bay Area. That plan includes a variety of funding programs, both regional and county-wide, for which specific projects are not identified. These programs include the One Bay Area Grants (OBAG), Transportation for Livable Communities and Housing Incentives Programs, bicycle and pedestrian improvements, express bus acquisition, park-and-ride enhancements, and transit and roadway maintenance.

Many of the projects listed in the CMP CIP could be funded through these and other programs — that is, they would be "consistent" — even if the RTP does not list them by name.

UPDATING THE CIP AND RTP

The CMP CIP was updated in 2023, as part of the RTP and CTP call-for-projects process, using the CTPL as the vehicle for compiling the project listing. Plan Bay Area 2050+, will be the region's next RTP, scheduled to be adopted in 2026.

AIR QUALITY TRANSPORTATION CONTROL MEASURES

The State CMP legislation requires the CMP to "conform to transportation-related vehicle emission air quality mitigation measures," referring to the transportation

control measures (TCMs) contained in the plans developed by the BAAQMD and MTC to achieve the air quality standards set in State and federal legislation. The currently-applicable TCMs are contained in three plans:

- Federal Ozone Attainment Plan for the 1-Hour National Ozone Standard, adopted Oct. 24, 2001
- 2004 Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for Ten Federal Planning Areas, approved January 30, 2006
- Bay Area 2010 Clean Air Plan

Currently, the Bay Area is designated “nonattainment” for the State and national ozone standards, for the State PM-10 and PM-2.5 standards, and — as of November 13, 2009 — for the national PM-2.5 standards. Urbanized areas within the Bay Area are also designated as a “maintenance” area for the national carbon monoxide standard. That is, the Bay Area was once designated as “nonattainment” but is now designated as “attainment”. The Bay Area is in “attainment” or is “unclassified” for all other ambient air quality standards.

In June 2005, the U.S. EPA revoked the national one-hour ozone standard. Effective May 27, 2008 the national eight-hour ozone standard was lowered from 0.08 ppm to 0.075 ppm. The EPA is required to issue final designations based upon the new 0.075 ppm standard by March 2010. In 2006, the U.S. EPA revised the 24-hour PM-2.5 standard from 65 µg/m³ to 35 µg/m³. The EPA is required to designate attainment status of BAAQMD for the new standard by December 2009. In April 2005, the State adopted the eight-hour ozone standard of 0.07 ppm.

On September 15, 2010, the Air District adopted the 2010 Bay Area Clean Air Plan (CAP). The new plan updates the Bay Area 2005 Ozone Strategy to help implement “all feasible measures” to reduce ozone as required by the California Clean Air Act. It also considers the impacts of ozone control measures on particulate matter (PM), air toxics, and greenhouse gases in a single, integrated plan and establishes emission control measures to be adopted or implemented in the 2010-2012 timeframe. The 2010 CAP adds two new categories of control measures: Land Use and Local Impact Measures and Energy and Climate Measures.

The three plans listed above outline a number of measures to help improve air quality, including a total of 21 TCMs. The measures range from improving signal timing and constructing HOV lanes to improving bicycle and pedestrian access. Appendix F describes the TCMs in greater detail and discusses how the projects in the CIP help implement them.

CIP DESCRIPTION

The CIP is contained in Appendix E. For the most part, the information is self-explanatory, although a few items deserve comment:

1. The construction costs are “best estimates” at this point, and are not necessarily consistent with respect to “current” or “future” dollars. In addition, some projects do not yet have estimates because they have not had preliminary design completed. The 2023 CMP Update has incorporated new information on projects that has become available since 2021; updated information will be incorporated into future CMPs.
2. Since State law requires that projects on the State highway system have a completed Project Study Report (PSR) or equivalent prior to inclusion in the STIP, the draft listings provide information relative to the status of PSR preparation. As a separate, but related issue, the Authority will be required to prioritize candidate projects that need Caltrans involvement in their PSR preparation.

The detailed CIP in Appendix E is organized into 13 project types, and, within each type, by sponsor. For ease of discussion, the following summary describes some of those categories together. The following table summarizes the total estimated costs for the various project types:

<i>Project Type</i>	<i>Total Cost</i>	<i>Share of Total</i>
Arterial/Roadway	\$3,969,314,234	10.4%
Bicycle/Pedestrian	\$1,706,331,640	4.5%
Bus	\$2,978,591,310	7.8%
Ferry	\$332,580,000	0.9%
Freeway & Interchange	\$3,579,117,730	9.4%
Goods Movement	\$7,950,000	0.0%
Green Tech and Innovation	\$1,025,000	0.0%
Intermodal/Park-and-Ride	\$225,487,000	0.6%
Maintenance	\$215,515,721	0.6%
Paratransit	\$24,909,000	0.1%
Rail/Rapid Transit	\$24,960,078,938	65.7%
TOTAL COST:	\$38,000,900,573	100.0%

Altogether, the estimated cost for the projects listed in the seven-year CMP CIP total over \$38 billion. (As noted, above the “true” estimate would be higher since some projects are in the early stages of conceptualization and design and actual costs have not been accurately estimated for them.) Rail and rapid transit projects represent the

biggest single category, at nearly \$25 billion with arterial projects the second largest category at \$3.9 billion.

Bus-related projects (including Bus Rapid Transit) make up the third largest category at nearly \$3 billion, or about eight percent of the total. Combined with Rail and Ferry, the transit categories comprise approximately 75% of all projects in the CIP. Bicycle, pedestrian, Safe Routes to School, and TLC projects comprise nearly 5% percent of the total estimated cost. It should be noted that many arterial projects, however, do include improvements for bicyclists and pedestrians, as many of the roadway improvements are Complete Streets projects, which benefit all modes, including buses and paratransit vehicles. Operations, innovation and goods movement-related projects together make up nearly 8 percent.

Over the last several CMPs, the relative shares of these categories have shifted: agencies have responded to changing demands and are increasing employing new strategies. In addition, the price of investment in major freeway or transit project has increased substantially, not just for actual construction but also the purchase of rights-of-way in urban areas, and major new projects are no longer realistic. Partly, the shifts result from the need for local jurisdictions, faced with shrinking local funding sources, to look for federal or State funding, and being listed in the CMP CIP is a key step in that search.

4.2 Freeway and High-Occupancy Vehicle (HOV)/Express Lane Projects

The CMP CIP contains \$2.9 billion in freeway and HOV/Express Lane projects. These projects include improvements to the freeway system, including improvements at interchanges throughout the county, HOV gap closures and Express Lane conversions, and various new auxiliary lanes.

The Authority has been working since its inception in 1989 with Caltrans and local agencies in East County to improve SR 4. Beginning with the widening of the freeway over Willow Pass, SR 4 has been widened to SR 160, including new HOV lanes west of Hillcrest Avenue. eBART infrastructure has been constructed in the median, including the cross-transfer platform east of the Pittsburg/Bay Point BART station, with new stations at Pittsburg Center (Railroad Avenue) and at Hillcrest Avenue. The Antioch-SFO service began in May 2018, and was immediately met with higher than expected ridership. Parking capacity is also higher than demand, and the Authority worked with BART to provide an additional 800 spaces for commuters, which opened in 2021.

The State Route 4 Bypass east of SR 160 opened as a combination of full freeway and 2-lane expressway segments, and is now signed as SR 4, providing access to Discovery Bay and Stockton via Marsh Creek Road. The former arterial routing of SR 4 (Main Street and Brentwood Blvd.) through Oakley and Brentwood has been relinquished by Caltrans back to the control of the local jurisdictions, and are no longer state highway routes. The remaining non-freeway segments, south of Sand Creek Road, have been improved, with a full interchange at Sand Creek Road completed in late 2014, and construction of the Balfour Road interchange completed in 2018. Ultimately, a full four-lane freeway running from SR 4 southwest to Vasco Road is proposed, with a connection to Byron Hwy south of the Byron community, known as the 'Byron-Vasco Connector' or locally as the 'Airport Connector', and as the Initial Phase of Construction (IPOC) in the PA/ED process. This project is being proposed as the initial phase of the SR 239 route, which is currently in the environmental document phase, and has strong support from the Byron community and Contra Costa County.

The CMP CIP includes several HOV/Express Lane and ramp projects. New Express Lanes, converted from HOV lanes, were opened on southbound I-680 between Treat Blvd and Rudgear Road in 2021. This segment connects to the existing Express Lanes between Alcosta Blvd and Livorna Road, which opened to the public in October 2017. CCTA is leading the effort to extend the northbound Express lane through the SR 24 interchange to SR 242, and convert the existing northbound HOV lanes to Express Lanes between SR-242 and Marina Vista Blvd.. This project is currently in the environmental phase, and is the first Express Lane project in the Bay Area required to use the new VMT-based CEQA analysis, and associated mitigation of VMT increases. In 2022, a short segment of new HOV lane was added to eastbound SR-4 between Morello Avenue and Port Chicago Hwy, as part of the SR-4/I-680 Interchange Phase 3 project.

In addition to the HOV and Express Lane conversions on I-680, the CIP includes other operational and transit service improvements on this corridor, known collectively as the "Innovate 680" program of projects. In West County, the I-80 Smart Corridor project has been providing benefits to the growing commute on this corridor, and now projects have been proposed to provide benefits to the increased congestion on I-580 at the Richmond-San Rafael Bridge toll plaza and Richmond Parkway interchange, which could include re-instatement of the westbound HOV lane between Central Ave and the toll plaza.

Interchange improvements are planned at locations throughout Contra Costa. The most substantial is the reconstruction of the I-680/SR 4 interchange in Central County. This project includes several phases to replace the existing ramps, add capacity between Morello Road and SR-242, and an HOV connector ramp between westbound SR 4 and southbound I-680. Measure J sets aside funds for improvements

on I-80 interchanges at San Pablo Dam Road and Central Avenue, which both have completed their initial phases of construction, to be followed in a future phases providing further capitol, safety, and operational fixes to the roadway at and adjacent to the interchanges.

4.3 Arterial and Roadway Projects

The CMP CIP includes \$2.9 billion in arterial and roadway projects. These range from the creation of new roadways, such as the extension of Sand Creek Road in Brentwood/Antioch and Leland Avenue in Pittsburg, and minor widenings of many others. Another “hot spot” for roadway construction is in the Dougherty Valley where several major roadways have been developed and new roadways will be developed over the next several years as new areas are converted to urban use. Many of these new roadways will include bike lanes and sidewalks, as a part of a Complete Streets approach. The continuing development of the Waterfront District in Hercules resulted in the extension of John Muir Parkway, including a new bridge over Refugio Creek, opened in 2017. A major railroad grade separation project on Marina Bay Parkway in Richmond opened in 2016, providing unobstructed access by residents, commuters, and emergency services to the growing Marina Bay neighborhood, including the popular Richmond-SF ferry service from Ford Point.

4.4 Transit Component of the CIP

The transit component of the CIP includes bus, rail and rapid transit, and ferries. This CIP focuses on capital projects that are necessary to maintain or improve current service (such as routine replacement of buses, adding or improving new train stations or intermodal facilities, and instituting vehicle locator and signal preemption systems). No priority has been established between the two types of projects. The CIP includes those projects currently programmed and those that will be programmed within the seven-year CIP cycle. The transit agencies have a variety of other capital projects included in their CIPs that are not included here.

Maintaining transit performance measures is contingent not only on the availability of funds for capital projects, but on operating funds as well. Most transit agencies operating in Contra Costa, in response to declining revenues in the last two years, have been forced to either reduce service levels or raise fares, or both. Unlike the performance standards in Chapter 3, which focus on transit routing and frequency, the CMP CIP requirements focus on the capital program only. Below is a summary of the capital projects associated with each of the transit agencies — BART, AC Transit, County Connection, WestCAT and Tri Delta Transit — as well as other transit projects.

EASTERN CONTRA COSTA TRANSIT AUTHORITY (TRI DELTA TRANSIT)

Tri Delta Transit has capital projects to construct two new park and ride lots in Antioch and Oakley. Design is currently underway on both lots, which would serve Tri-Delta riders and carpoolers. The comprehensive transportation project list also includes the purchase of revenue (buses and paratransit) and non-revenue vehicles, facility improvements, street amenities, tools and equipment. The most expensive of these projects would be purchasing new revenue vehicles, specifically replacing our diesel bus fleet with all-electric buses including the charging infrastructure required by the fleet. Tri Delta has also recently implemented their “Tri My Ride” program, which offers an app-based ride request service from shuttle buses in neighborhoods proximate to the Antioch BART Station. This program has been very successful, and will likely be expanded throughout the service area, where service conditions warrant. Tri Delta has the following purchase schedule for Revenue Vehicles:

<i>Fiscal Year</i>	<i>Fixed-Route Buses</i>		<i>Dial-a-Ride Buses</i>	
	<i>Replacement</i>	<i>Expansion</i>	<i>Replacement</i>	<i>Expansion</i>
2022-2023	–	–	–	–
2023-2024	–	–	30	–
2024-2025	–	–	–	–
2025–2026	25	–	–	–

AC TRANSIT

In Contra Costa County, as in the rest of its service area, the projects in the AC Transit CIP focus on developing transit centers to implement its Comprehensive Service Plan, improving service in key transit corridors and maintaining a functioning fleet of vehicles.

Transit Centers AC Transit, to implement its Comprehensive Service Plan, has restructured the District’s routes from a primarily radial system into a multi-destinational route network with timed transfer points at new or expanded transit centers located throughout the district’s service area. Transit centers will be located where bus users can efficiently transfer from bus to bus or from bus to BART. They provide bus bays that allow multiple buses to arrive and depart without blocking one another, bus shelters, safe pedestrian areas, and amenities for passengers and drivers.

Transit centers at locations in Alameda County may encourage bus ridership among Contra Costa residents and workers by making trips to and from Alameda County by bus more attractive. Five transit centers have been developed in Contra Costa

County. AC Transit has developed the El Cerrito Del Norte BART, Contra Costa College and Richmond Parkway transit centers (the latter was begun by AC Transit but completed by Caltrans). A transit center has been completed at the Richmond BART station, as part of the Richmond Intermodal project. A separate project will address safety at the transit centers with the goal of maintaining attractive, properly functioning facilities to encourage ridership.

Key Bus Routes The concept of “Rapid Bus” is that preliminary operational and capital improvements could be made in corridors prior to a major investment in electrification infrastructure. Project components could include sidewalk improvements, high-capacity articulated buses, service frequency enhancements, stations and shelters, lighting, AVL/AVM, intersection improvements, pavement upgrades, advanced technologies in bus signal prioritization, bus lanes/queue jumpers, street furniture, intensive passenger information, ticket vending machines, etc. The proposed operational and capital improvements would enhance service delivery and promote ridership growth, leading to a strong ridership base supportive of future electrification.

AC Transit operates a Rapid Bus program on San Pablo Avenue, with riders experiencing an average 20 percent reduction in travel time.

AC Transit also operates a Bus Rapid Transit route (“Tempo”) along along International Boulevard/ East 14th Street in San Leandro and Oakland. As a long term goal, the project envisions replacing this line with a light rail network in the future. Improvements are intended to maximize the possibility for eventual conversion to light rail, with elements including dedicated transit lanes, traffic signal priority, wide station spacing, and stations with boarding areas and real-time schedule updates. AC Transit’s is a key stakeholder in the Authority and ACTC’s San Pablo Avenue Multimodal Corridor Study, which is looking at a full BRT system on San Pablo Ave, among other improvements for users in the corridor. The Macdonald Avenue Corridor (Richmond) is also being examined for rapid bus improvements.

<i>Fiscal Year</i>	<i>Small Buses/Vans</i>	<i>30-Foot Buses</i>	<i>35-Foot Buses</i>	<i>40-Foot Buses</i>
2023	-	-	-	-
2024	-	-	-	-
2025	-	-	-	-

Capital Improvements AC Transit’s bus replacement schedule is shown above. This schedule is for the full AC fleet, serving both Contra Costa and Alameda Counties.

In addition to the bus replacement, AC Transit is proposing the following capital projects

1. West County Bus Storage and Maintenance Facility - Phase 2
2. AC Transit Computer Aided Dispatch (CAD) Upgrades
3. San Pablo Avenue Transit Enhancements (multi-phase)

COUNTY CONNECTION

The County Connection’s schedule for replacement of buses, flex-vans and para-transit vans, are as follows:

<i>Description</i>	<i>FY 23</i>	<i>FY 24</i>
Heavy Duty bus	-	40
Cutaway vans	-	

Other projects in the CIP that are intended to increase passenger ridership or increase the ability to meet performance standards include:

1. Restoration and Expansion of Fixed-route Bus Service
2. Facility maintenance and rehabilitation
3. Bus stop access improvements

WEST CONTRA COSTA TRANSIT AUTHORITY (WESTCAT)

WestCAT has two projects on the CIP: replacement of vehicles for fixed route and paratransit service. WestCAT has the following schedule for acquisition and replacement of fixed route vehicles:

2023 Contra Costa Congestion Management Program – FINAL

<i>Vehicle Type</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>2027</i>	<i>2028</i>
Standard Conversion Van	10					
Heavy Duty Coach, 35'				9		
Heavy Duty Coach, 40'				8		
Administration Vehicles				1		
Over The Road Coach 45'		2				2
Double Deck Coach						2

The capital plan also includes the following capital projects:

1. Expand current facility to increase vehicle storage capacity
2. Express bus service from Pinole to SF
3. Express bus service into Alameda County
4. Expand Lynx Transbay Service

BART

BART’s portion of the CIP focuses on renovation and updates to stations to enhance safety and security. The CIP continues to include the following projects:

1. Renovation of system facilities, including train control and communications systems, power systems, structural repairs, and vehicle replacement;
2. System capacity and reliability projects;
3. Station access improvements;
4. Transit safety and security improvements;

BART also includes a number of projects currently underway or in the planning stages for system expansion, including the following:

1. BART Station Modernization (multiple stations)
2. El Cerrito del Norte Station Modernization (completed in 2021)
3. Link21

4.5 Pedestrian and Bicycle Projects

The CIP also includes a component that contains proposed trail, pedestrian and bicycle projects. The projects include new trails, bicycle paths and pedestrian facilities as well as improvements that make the bicycle a more attractive alternative to the private automobile for commuting or other travel. The CIP includes over 100 projects in this category. In October 2009, the Authority adopted its first update to the Contra Costa Countywide Bicycle and Pedestrian Plan, which focuses on improving the environment for bicyclists and pedestrians in Contra Costa and helping local jurisdictions develop their own plans and policies as well as to become eligible for State Bicycle Transportation Account funding. The Bicycle and Pedestrian Plan was updated in 2018 and includes implementation providing for bike and scooter share policies, a Vision Zero framework for Contra Costa, and for development of a focused pedestrian study.

There are three types of bicycle projects in this category. The first type is bicycle lanes and bikeways, including the widening of roads to accommodate these new facilities. The second type of project will provide bicycle and pedestrian paths separated from vehicular routes. These Class I bicycle and pedestrian facilities include projects such as gap closures on the Bay, Iron Horse and Delta-de Anza trails, the Iron Horse Trail overcrossing of Bollinger Canyon Road in San Ramon, and the Mokelumne Trail overcrossing of SR-4 in Brentwood.

The final type of project will further support the use of bicycles for commuting by providing bike lockers. Bike rack or bike locker projects are proposed or have been implemented for all ten Contra Costa BART Stations, and various locations in San Ramon Valley, Diablo Valley College, and East County. The County's first "bike station" opened in 2018, a staffed facility adjacent to Pleasant Hill/Contra Costa Centre BART Station, where bicycle commuters can leave their bikes, and where maintenance services will also be available, for a cost. Concord BART is planned to receive modified, un-staffed version of the bike station, where users would have 24-hour, card-control access to the secure facility.

The CIP also includes a number of pedestrian projects, besides the Class I facilities mentioned above. Many of these projects are around school sites, as part of the Contra Costa Safe Routes to Schools, and also including projects that provide safe access to BART stations, new pedestrian detection at major street crossings, including actuated signals and flashing lights, as well as more general programs like Walnut

Creek’s sidewalk gap closure program. A number of ADA projects are also planned at various locations countywide.

4.6 Maintenance and Operations

The CIP, reflecting the increased emphasis on maintenance and operations in the region, includes many projects designed to maintain and improve the operation of the transportation system. These projects run the gamut from the resurfacing or reconstruction of arterial and local streets to a wide range of operational improvements to streets, pathways, and transit facilities. The Innovate680 Program of Projects would seek to provide solutions to the weaving issue between North Main Street and Treat Blvd. in the northbound direction, while Caltrans continues to complete fiber-optic installations on all state-owned freeways in order to add to the communication and connectivity of their ITS and TOS networks. The SR 4 Operational Improvements Project would seek to, through a variety of operations strategies, add needed improvements and capacity between SR 242 in Concord and Bailey Road in Bay Point.

4.7 Studies

Studies have been shown to be an important first step in defining optimal improvements within communities and specific corridors. The CIP incorporates several studies, including various bicycle and pedestrian-oriented studies by jurisdictions, the State Route 239 corridor study, which is investigating improvements between East County and San Joaquin County a recently completed study of high-capacity transit investment options in the SR-4 corridor in East County. The Authority is completing a corridor visioning effort with the Alameda County Transportation Commission that takes a holistic, multimodal analysis of San Pablo Avenue across the two counties, from downtown Oakland to Contra Costa College in San Pablo. The goal of the study is to provide potential improvements to the streetscape that will support all modes, potentially including new pedestrian amenities, an on-street or parallel bike facility, and BRT-type transit services to the corridor. The Authority is also working with WCCTAC on a study of the Richmond Parkway, focusing on active transportation, transit and goods movement issues.

The Authority received a Caltrans Sustainable Communities Planning Grant to study the extension of high-capacity transit service between the Antioch BART Station and the proposed Brentwood Intermodal Center. The East County Integrated Transit Study looked at various modal options for providing high-quality transit along SR 4 between Antioch and Brentwood. The highest performing alternatives include an Express Bus service in the general-purpose lanes, as well as a BRT alternative running in the freeway median.

4.8 One Bay Area Grant Program and the PDA Investment and Growth Strategy

A key aspect of the implementation of Plan Bay Area is a new framework for allocating federal transportation funding through MTC called the One Bay Area Grant Program (OBAG). Through this program, CMAs will allocate Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ), and TLC funds through FY2019-20. This program is intended to encourage the development of PDAs by directing federal grant funds through the CMAs, to PDA-serving transportation projects. A full listing of Contra Costa PDAs may be found in Chapter 6.

To help the CMAs set priorities for the OBAG funds that reflect the diversity of PDAs in their respective counties, MTC required CMAs to prepare a PDA Investment and Growth Strategy that describes how the transportation funding available through the OBAG program will be prioritized and allocated within each county.

The Authority, working with its local partners, adopted its initial PDA Investment and Growth Strategy in April, 2013, and subsequently awarded its first cycle of OBAG grants. The first update of the PDA Strategy took place in 2014, designed to assist PDA sponsors in developing plans for the growth of the PDAs. The PDA Strategy was last updated for 2019. It is anticipated that subsequent updates of the PDA Strategy may transition to a 2-4 year cycle, pending ongoing discussions by MTC. In 2017, the Authority awarded its second cycle of OBAG grants, combined with Safe Routes to Schools, TLC and PBTF grants, for a total of \$93 million awarded to local projects.

The Authority adopted the OBAG 3 program in 2022, with a total of \$85 million in project funding spread throughout Contra Costa County, including the Countywide Smart Signals Program.

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Chapter 5

Land Use-Transportation Evaluation Program

State law requires each CMP to include a “program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts.” The program described in this chapter meets this requirement.

The State-required land use-transportation evaluation program overlaps considerably with similar procedures established in the GMP. For that reason, the CMP incorporates many procedures from the GMP. It is important to note the intent of the Joint Powers Agreement for the Authority in serving as the CMA for Contra Costa County. This Joint Powers Agreement was signed by the Authority and all of the jurisdictions in late 1993, with the following statement:

It is expressly understood and agreed among the parties hereto that the Congestion Management Program and the Growth Management Programs impose separate requirements upon the Local Agencies. Non-conformance with a requirement of one of such programs shall not constitute non-conformance with a requirement of the other program, unless it also constitutes a separate requirement of the other programs. By way of example, non-conformance with the Measure J Action Plan process for mitigation of regional traffic impacts will not necessarily constitute non-conformance with the CMP program.

Local jurisdictions make land use decisions when they prepare and adopt long range policy documents and when they approve or deny proposed development projects. The land use evaluation program in the CMP addresses both of these types of land use decisions. (For a more detailed discussion of local responsibilities for implementing this program, please refer to the Authority's *Contra Costa Growth Management Program Implementation Guide*.)

CHANGES FROM THE 2021 CMP UPDATE

No significant changes have been made to this chapter.

5.1 Short-Range Planning

The CMP relies on the traffic impact analysis required by the Measure J GMP. That program requires every jurisdiction to conduct a traffic impact analysis for any proposed development project, development plan, or General Plan Amendment that would generate more than 100 net new peak hour vehicle trips (RTPCs may choose to specify a lower trip threshold). This analysis must evaluate the impacts of the proposed development on the regional transportation system and estimate the cost of mitigating those impacts, as discussed in Section 5.3 below. Traffic impact analysis may be conducted as part of the project's CEQA review or as part of a separate or prior review process.

The Authority's Technical Procedures describe in detail the traffic impact analysis requirements. Features of the required traffic impact analysis include:

- Study intersections are to be selected without considering jurisdictional boundaries.
- The analysis will include intersections on local streets as well as arterial and freeway ramp intersections.
- The area of analysis must not end when traffic gets on a freeway if the traffic would significantly add to freeway volumes or affect interchanges or off ramps.
- The analysis must include, at a minimum, consideration of three land use scenarios: (a) existing conditions plus approved development without the proposed project, (b) existing conditions plus approved development with the proposed project, and (c) cumulative conditions including all development consistent with the General Plan expected to occur within at least five years (the jurisdiction may elect to use a longer time frame.)
- If the traffic impact analysis identifies a need for project-related mitigation measures, any measures to mitigate impacts on the regional transportation

system must not conflict with programs and projects in adopted Action Plans.

- The analysis must include an estimate of the cost of mitigating the project's impacts on the regional transportation system. See Section 5.3 for further discussion of estimating mitigation costs.

Intersection LOS Methodology Change

- The Authority's *Technical Procedures* was updated in 2012 to reflect the changes in policy and process in the transition from Measure C to Measure J. Prior to the update, the *Procedures* specified using the planning-based Circular 212 or "CCTALOS" methodology for calculating Levels of Service for intersections. In the 2011 CMP, the Authority pledged to examine the possibility of incorporating the more universally-accepted Highway Capacity Manual operation-based Level-of-Service methodology, as is the standard for the Bay Area region. Staff from local jurisdictions had also indicated a willingness to transition methodologies as balancing the use of two different methodologies was beginning to become onerous.
- The Authority's Technical Coordinating Committee, working through its ad hoc subcommittee, the Technical Modeling Working Group, examined the impacts to local jurisdictions resulting from a transition in methodology. Upon comparing past CMP monitoring results using the two methodologies, it was found that all intersections remained at or above their LOS standards under the HCM methodology, and the transition was unanimously approved. The 2019 CMP Monitoring Report (to be issued under separate cover) reports intersection LOS using the 2010 HCM methodology, with select intersections using the 2000 methodology, due to unique intersection geometries.
- The passage of SB 743 in September 2013 required lead agencies to change their method of analysis of transportation impacts in CEQA from LOS to a VMT-based measure as of July 2020. The Authority is assisting Contra Costa agencies in the transition through the preparation of VMT maps, developing thresholds for project screening and mitigation, and updates to the GMP Implementation Guide and Technical Procedures, including changes to the Action Plan guidance, and a new VMT analysis methodology, released in December 2021. . The Authority also recently completed an effort to develop a VMT Mitigation Program Framework for Contra Costa. The various options developed under the Framework allow for development to fund a VMT bank or exchange that would mitigate the VMT increases due to the change in land use by funding VMT-reducing projects or programs in the County.

5.2 Long-Range Planning

OPTION ONE: IMPLEMENTING THE CMP USING ACTION PLANS

An analysis of the impacts of land use decisions on regional transportation systems has been integrated into long-range planning at the local level through preparation and implementation of Action Plans, including the process for reviewing General Plan amendments (GPAs), and the development of the Regional Transportation Mitigation Program.

The performance measures included in Chapter 3 of the CMP are closely linked to the Action Plans: they were selected because these measures are also used as Multi-modal Transportation Service Objectives (MTSOs) in the Action Plans. The 2009 Action Plan Updates incorporated a change in terminology contained in Measure J, which uses MTSOs instead of TSOs, as performance measures for the CMP. When the 2025 CTP is adopted, the latest Action Plan RTOs will replace the current MTSOs.

Action Plan updates and General Plan Amendment review will provide an opportunity to assess both the status of transportation system operations based on the performance measures, and the potential to improve operations. These two parts of the evaluation program will be implemented as follows:

Action Plan Updates

The RTPCs have prepared Action Plans that recommend actions to change transportation demand, supply and operational efficiency to manage congestion on the regional transportation system. Each RTPC has also established a schedule for periodic review and updating of its Action Plan. Recently completed, updates assessed progress made in achieving the MTSOs, and measured change against baseline conditions assumed during the preparation of the initial Action Plan. Where progress in attaining or maintaining MTSOs is not satisfactory, the RTPC may identify new MTSOs, actions, measures, or programs to be included in the next update of the Action Plan. The 2017 update of the Action Plans has incorporated more measures related to non-motorized modes, including the addition of the Iron Horse Trail as a Route of Regional Significance in the Tri-Valley, with MTSOs developed to measure the demand on the trails and delay users experience at major street crossings. It is expected that by the next Action Plan update, more non-motorized routes and MTSOs will be incorporated to reflect the changes to CEQA under SB 743, and some delay-based measures, including LOS and V/C Ratios may be abandoned in the Plans.

Features of the Action Plan process include:

- All jurisdictions in the county have participated, providing an opportunity for representatives of local governments to work together to address regional transportation issues.
- The planning process includes an analysis of the cumulative effect on the regional transportation system of probable plan build-out of all local General Plans in the county.
- Through the Action Plan process, each jurisdiction makes a commitment to specific actions designed to achieve MTSOs for Regional Routes. These actions have included land use policy changes such as measures to address the relationship between jobs and housing.
- The Regional Transportation Mitigation Program identifies projects on the regional transportation system that are needed to mitigate the impacts of new growth in Contra Costa, the costs of those projects, and the share of those cost attributable to this new growth.

The GMP includes two provisions for keeping the Action Plans current and evaluating the impact of land use policy changes as they occur. These are:

- Each RTPC will establish a schedule for periodic monitoring of the achievement of the adopted MTSOs and the updating of the Action Plans.
- Each RTPC will review major GPAs and updates under consideration by member jurisdictions, and evaluate whether proposed amendments would adversely affect the ability to achieve Action Plan objectives. This step is a key to insuring that amendments to local land use plans will not have unanticipated effects on the regional transportation system.

Changes to Action Plans for 2021 Update

Due to the change transportation metric from LOS to VMT in CEQA under SB 743, the Authority, as guided by the GMP Task Force, updated the guidance for Action Plan development through revisions to the GMP Implementation Guide. The recent update of the Action Plans for Routes of Regional Significance included the following topic areas to address impacts on the multimodal system from development:

- Modal Topics
 - Arterial and Freeways
 - Bicycle and Pedestrian Facilities
 - Transit Facilities
- Non-Modal Topics
 - Safety
 - Equity
 - Climate Change

The modal topics will continue to be used in the analysis of land use projects as MTSOs were in previous Action Plans, however, MTSOs are now known as Regional Transportation Objectives (RTOs), and will be documented in this chapter following adoption of the 2025 CTP. The non-modal topics will be used to analyze the overall impacts of the Action Plan, not for individual routes.

Review of General Plan Amendments

The Measure J GMP *Implementation Documents* requires each Action Plan to set a threshold above which a jurisdiction must study the impacts of a proposed GPA. The threshold established by the RTPC in its Action Plan may not exceed 500 net new peak hour vehicle trips, but may be lower. If such a threshold has not been established, the Authority's threshold of 500 net new peak hour vehicle trips governs. Action Plans for West and East County specify 100 peak hour trips as the threshold size, while the Lamorinda Action Plan requires all General Plan Amendments to be reviewed by the RTPC. The Tri-Valley and Central County Action Plans specifies a threshold size of 500 trips.

The review process outlined in the *Implementation Documents* focuses on the process of informing affected jurisdictions about proposed GPAs and its impacts and on the process of cooperatively resolving, wherever possible, the issues that the GPA and its impacts may raise. The jurisdiction sponsoring the GPA is responsible for adequately addressing the project's impacts on the regional route system in the CEQA document, preferably by using the MTSOs as thresholds of significance. If the GPA points toward revisions to the adopted Action Plan, the affected RTPC can work with the local jurisdictions to revise the Action Plan as necessary and appropriate. Ultimately, the proposed revisions to the Action Plan, if approved by the RTPC, will be incorporated into the CTP.

As described in the *Implementation Guide*, the GPA review process would take place concurrent with the CEQA timeline for preparation of a Negative Declaration or Environmental Impact Report.

OPTION TWO: CMP LAND USE-TRANSPORTATION EVALUATION PROGRAM SEPARATE FROM ACTION PLANS

In the first option, compliance requirements for the existing CMP are unified with those of Measure J, so that a jurisdiction that complies with Measure J can meet most of the requirements to comply with the CMP. A jurisdiction that does not comply with Measure J could alternatively meet the requirements of the CMP requirements through Option Two.

The following option can also be used to satisfy the CMP requirement to evaluate the impact of local land use decisions on the regional transportation system. This option is in line with the intent of the Joint Powers Agreement establishing the Authority as the CMP, which recognizes that the CMP and the GMP impose separate requirements on local agencies. Under Option Two:

- The sponsoring jurisdiction (a city or the county) accepts development application and conducts an initial study.
- Any land development application generating 100 or more net new peak hour vehicle trips will require a study of its traffic impacts on the CMP network. The study must be consistent with the Authority's *Technical Procedures* and can be either part of the project's environmental assessment or an independent study.
- The sponsoring jurisdiction shall measure, to the extent possible, the impact to the CMP network using the performance measures described in Chapter 3. The results of this evaluation must be submitted to each RTPC, every city, the County and the CMA for review and comment. Comments must be received prior to the close of comment for the environmental assessment.
- If the finding indicates a violation of a CMP performance measure, the sponsoring jurisdiction must identify mitigation to correct the violation and identify the cost of this mitigation. In addition, the sponsoring jurisdiction shall measure, to the extent possible, the impact of the project on the CMP network and affected public transit operations. The finding along with this supporting information must be submitted to each RTPC, every city, the County, and the CMA for review and comment. Comments must be received prior to the close of comment for the environment assessment.

5.3 Estimating Mitigation Costs

Under the State CMP legislation, the required land use-transportation analysis must also estimate the costs of mitigating the impacts of local land use decisions on regional transportation systems. The legislation does not provide detail on how to estimate mitigation costs, but does specify that, "In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel." This prohibition is consistent with State law and case law relating to impact fees. In addition, the law mandates that, "The program shall provide credit for local public and private contributions to improvements to regional transportation systems. In the case of toll road facilities, however, credit shall only be allowed for local public and private contributions that are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided." The CMP legislation does not require regional traffic mitigation fees, or other mechanisms for the collection of mitigation costs. It requires only an estimation of the cost of mitigation.

The GMP does include a component that focuses on the cost of mitigating project impacts on the regional transportation system. It requires the Authority to, “Develop a program of regional traffic mitigation fees, assessments or other mitigations, as appropriate, to fund regional and subregional transportation projects, as determined in the Comprehensive Transportation Plan of the Authority.” Work on a regional mitigation program, most of which use developer fees to fund mitigating transportation improvements, was essentially completed at the countywide level in the late 1990s. TRANSPLAN in East County and the Tri-Valley jurisdictions in the San Ramon Valley in the Southwest area have regional fees in place, as do WCCTAC in West County and Lamorinda. TRANSPAC in Central County has defined a regional transportation mitigation program that requires the execution of an inter-jurisdictional agreement between the jurisdiction in which a project is located and the other jurisdictions affected by that project.

OPTIONS FOR FULFILLING CMP REQUIREMENTS FOR ESTIMATING MITIGATION COSTS

Mitigation costs must be estimated for every project for which traffic impact analysis is performed, where the analysis identifies a need to mitigate regional impacts. Two options are available:

- The cost of implementing the proposed project mitigations for impacts on the CMP network identified in the traffic impact report prepared following the procedures outlined in the *Technical Procedures* can be estimated and included in the traffic impact report, or
- If a subregional transportation fee has been adopted for the sub-area, the traffic impact report can include a statement of the cost that would be charged to the project consistent with the subregional fee program. If that program is based on a per-trip cost, the trip generation estimate from the traffic impact analysis must be used as a basis of cost estimation.

5.4 Environmental Review

The CMP requirements for land use-transportation analysis do not preclude the CEQA requirements for environmental review established for development projects or long-range plans. Traffic congestion and related physical impacts (for example, air pollution and noise) attributable to a project or plan under study must be addressed through the environmental review process. Jurisdictions may incorporate the traffic impact analysis process into the environmental review process or establish traffic impact analysis as a separate step in development review.

The Authority's *Implementation Documents* outline the processes for notifying all RTPCs and affected jurisdictions when a proposed project or General Plan amendment would generate more than 100 net new peak hour vehicle trips and would require an environmental document (whether a negative declaration, mitigated negative declaration or environmental impact report). Notification and consultation by the sponsoring jurisdiction would occur throughout the process of preparing and reviewing the environmental document. Consult the *Implementation Documents* for details on this process.

Chapter 6

Transportation Demand Management Element

Transportation Demand Management (TDM) is one of several methods used make best use of the existing transportation system, where capacity is limited, and major capacity increasing projects are either too costly, infeasible, or both. TDM can also help to improve air quality and reduce traffic congestion. TDM places the emphasis on shifting demand, decreasing single occupancy auto use and increasing multi-modal, higher occupancy transportation.

Since 1992, Contra Costa County, through the four Regional Transportation Planning Committees (RTPCs), has been providing transportation alternatives, in accordance with the CMP legislation through to RTPC TDM programs the Transportation Demand Management Program, branded as 511 Contra Costa, has been providing programs aimed at reducing vehicle miles traveled (VMT) and single-occupant vehicle trips by employing alternative commute programs to encourage greater use of active transportation. The TDM programs have included countywide alternative commute incentives as well as local trip reduction programs and projects offered to local jurisdictions. These TDM elements have contributed to easing peak-period demand, thus improving system efficiency reducing congestion. According to current CMP legislation, the TDM element includes:

- Programs that reduce traffic congestion and improve air quality
- Incorporation of TDM tenets into the planning process.

- Carpool, vanpool, transit, bicycle, and walking encouragement and incentive programs;
- Guaranteed Ride Home Program for active transportation commuters
- Promotion of park and ride lots;
- Access to School programs;
- Outreach, education and public awareness campaigns

The TDM program also support MTC and the BAAQMD’s implementation of recent Federal, State and local legislation regarding employer-mandated pre-tax benefit program requirements as well as employer outreach programs and air quality and VMT- reduction programs.

TDM is effective in reducing VMT and single-occupant vehicle trips. In addition, new and innovative programs have been implemented to meet public demand and to assist jurisdictions to meet GHG goals such as the Electric Vehicle Infrastructure Program, and the introduction of mobile application-based programs that provide greater information and access to transportation options. Partnerships with Transportation Network Companies (TNC) as in Lyft, Scoop, and Uber, and transit operators have provided greater opportunities for ride sharing.

As with several other parts of the CMP, implementation of the CMP TDM requirement is being combined with implementation of the Authority’s GMP. Both require local efforts to reduce vehicle trips, increase use of transportation modes other than the automobile, and increase average vehicle occupancy. The TDM Element of the CMP relies on three basic strategies:

- Locally-based and countywide TDM programs;
- Efforts to increase the incorporation of TDM fundamentals into the planning process, land use and site design;
- A variety of implementing programs, including complete streets, bicycle infrastructure, parking management programs; and
- Changes in land use patterns and site design.

In addition to these three components, the CIP contains a number of projects that will also help meet the goals. Some examples of these projects include:

- Sycamore Valley Road Park and Ride Expansion;
- Antioch Bike Rodeo;
- Oakley Multimodal Parking Lots Project; and

The CIP also includes the further improvements by AC Transit in the heavily-used San Pablo Avenue Corridor in West Contra Costa County.

CHANGES FROM THE 2021 CMP

No significant changes have been made to this chapter.

6.1 Transportation Demand Management (TDM) Update

To comply with the Measure J GMP, each jurisdiction in the county amended its TDM Ordinance or Resolution in 1997 to be in substantial compliance with the Authority's model ordinance. The TDM Ordinances/Resolutions are intended to address the following policy provisions:

- Reflect recent Federal, State, Regional and local TDM and employer-based pre-tax benefit legislation; and
- Establish a policy of participation with other jurisdictions and/or the RTPCs in proactive efforts, programs and/or projects aimed at achieving the TDM trip reduction goals set forth in the subarea Action Plans, the Countywide Comprehensive Transportation Plan, the Measure J Strategic Plan, the CMP and the Bay Area Clean Air Plan; and
- Incorporate these TDM goals and fundamental elements into the jurisdiction's land use review and planning process.

These TDM requirements are being carried forward by Measure J. The model TDM ordinance and resolution document is included in Appendix G.

6.2 TDM Programs and Services

For more than two decades, Contra Costa County RTPCs have been providing comprehensive TDM programs and services. As discussed, the foundational cornerstone of the TDM element has been carpool, vanpool, transit, bicycling, and walking incentive programs and supported by the Guaranteed Ride Home program. These programs support businesses and residents alike and provide economic viability, quality of life and sustainability to the region.

In addition to the fundamentals, many additional programs and services are provided to meet the demands of a growing population and fewer roadway infrastructure projects. Access to school, bicycle and pedestrian infrastructure, electric vehicle charging infrastructure, and partnerships with TNCs and emergency preparedness planning have become vital components of the services offered.

ACCESS TO SCHOOL PROGRAMS

While TDM programs have historically focused on reducing work commuting, access-to-school programs have also been effective in reducing peak-period demand. Programs that which promote student walking, bicycling, carpooling and using public transit in lieu of district-sponsored bus systems all follow TDM tenets. Additionally, programs that encouraging parents to share student carpooling and encourage safe bicycling and walking to school those enabling walking, such as Safe Routes to School, provide greater access while decreasing peak demand in and around schools, which improves air quality, increases safety and reduces traffic congestion. Jurisdictions have implemented multiple programs to meet requirements.

Examples of TDM Access to School programs include:

- The Lamorinda jurisdictions (Lafayette, Moraga, and Orinda) and the San Ramon Valley jurisdictions (San Ramon and Danville), which have established school busing programs to reduce peak hour vehicle trips in their communities. These jurisdictions are using a combination of Measure J funds and parent fees to fund these programs. The Lamorinda School Bus provides more general home-to-school service while the San Ramon Valley program, *Traffix*, provides more focused service to schools where roadway congestion near the schools is significant.
- Safe Routes to Schools bicycle and pedestrian safety education programs are offered throughout the County. These include locally- branded Street Smarts programs for elementary, middle and high schools. The objective is to provide bicycle and pedestrian safety training to promote biking and walking to schools, and as life-skills for those students who are unable to bike or walk to school. These programs have proven to be effective in reducing the number of parents driving children to school.
- Central, East and South County’s TDM program provides transit incentives to encourage students to take the public buses to school. These programs have proven successful, with more students accessing schools through public transit. With Measure J funds,
- West County’s school transit ticket program offers free transit for children who are enrolled in the subsidized school lunch program.
- Safe Routes to School Programs which include bicycle and pedestrian infrastructure site-improvements at schools, infrastructure, bicycle parking facilities and other access improvements are also implemented at schools through the use of local City and County funds, Federal SR2S funds, Regional MTC funds, Bay Area Air Quality Management District funds.

BICYCLE AND PEDESTRIAN PROGRAMS

Bicycling and pedestrian programs have increased in the last decade due to public demand and focused funding creating the need for countywide planning. In 2003, the Countywide Bicycle and Pedestrian Plan, which outlines policies and actions for improving the environment for bicyclists and pedestrians within Contra Costa, was adopted by the Authority. An update to that plan was adopted in October 2009 (and is currently being updated, with completion expected in 2017). The 2009 update refined the vision, goals and policies and outlined the approach to programming Measure J Pedestrian, Bicycle and Trails facilities, among other changes.

Among the programs provided are:

- Bicycle parking infrastructure, both electronic lockers and racks;
- Bicycle parking stations, both permanent and event-based;
- Bicycle and pedestrian access improvements and planning;
- Safety training programs for both the general public and schools; and
- Safety training for bicycling to work.

Over the years the TDM Programs have implemented and installed bicycle infrastructure at various locations throughout the County including employment sites, schools and downtown business districts. Hundreds of racks and lockers have been installed, increasing the parking capacity for thousands of additional bicycles.

In addition to bicycle parking infrastructure, bicycle programs have also been successfully developed and implemented. These include the development of the Bike Mapper iPhone application, Bicycle Commuter Assistance Program, Citywide Summer Bike Challenge, and Bike to Work Day. The use of bicycles as a means of commuting and linking trips with transit is increasing based on the additional bicycle infrastructure, as evidenced by Complete Streets legislation.

ELECTRIC VEHICLE INFRASTRUCTURE PROGRAM

As electric vehicles become more common place, it's important to note that electric vehicle use should be encouraged and promoted in conjunction with typical TDM methods to help improve air quality. In response to the passage of AB 32 and SB 375, in 2011 a pilot program was introduced. and funded by the 511 Contra Costa TDM Program called the Countywide Electric Vehicle Infrastructure Program. It encouraged jurisdictions to install electric vehicle charging stations at locations available to the public and provided TDM funds for the procurement of electric vehicle charging units. Since that time with additional funding available through the BAAQMD and other sources, over half of the Contra Costa jurisdictions the program has funded 46 electric vehicle charging stations and private entities as well as local jurisdictions

continue install electric vehicle charging units. According to the US DOT, California has more than 16% of all the electric charging stations in the country and a comparable percentage of electric vehicles, which warrants this attention to electric vehicle infrastructure.

CCTA completed an Electric Vehicle (EV) Readiness Plan for Contra Costa, using a grant received in 2018 by the California Energy Commission (CEC), in 2019. The Plan provides local agencies with a toolbox for siting EV infrastructure, as well as sample policies for including infrastructure in local development projects and guidance for agencies seeking to convert their vehicle fleets. Additionally, the Plan includes a workforce development component, aimed at creating curriculum related to EV repair and infrastructure installation and maintenance for local school and college districts, thus creating the workforce of the future. The Authority was also successful in receiving implementation grant funds from the CEC through Phase 2 of the EV Readiness Plan. The focus of these implementation funds will be installation of EV infrastructure in Communities of Concern in West and East County. CCTA is working with Contra Costa County on an update to the 2018 Plan.

6.3 TDM and Land Use Planning

Transportation Demand Management can encourage greater vehicle occupancy and thus reduce the number of vehicle trips made. Working towards a balance of jobs and housing within a community or area can help the regional transportation system by reducing the length of trips. Land development practices that would increase the need for, and encourage the use of the single-occupant vehicle, should be avoided. In Contra Costa County, 82% of all commute trips are made by private vehicle, with 70% being solo drivers. In order to decrease the need and use of single-occupant vehicles, incorporation of TDM fundamentals into the entire planning process is vital. Including a greater mix of land uses, such as transit-oriented development (TOD), can make transit, walking and bicycling more accessible. Parking demand management is another effective method of reducing demand on the private vehicle.

In addition to these strategies, four techniques in land use planning and site design can encourage a more multi-modal and transportation-efficient pattern of land uses:

- Concentrating development within walking distance of transit stations lines;
- Mixing a greater number of uses within a single development;
- Making the transportation network friendlier for pedestrians, bicyclists and transit riders; and
- Increasing the number of connections within and between developments.

In order to maximize on the opportunities to develop transit-friendly developments, the California legislature passed SB 743 (Steinberg) in 2013, which expands the definition of “infill opportunity zones” to include areas within one-half mile (from one-third mile) of an existing or planned major transit stop (consistent with Transit Priority Areas definition). This allows jurisdictions with a designated infill opportunity zone to claim an exemption under CEQA guidelines from the application of Level of Service standards on the roadway system for developments therein.

Concentrate Development around Transit Corridors Shifting trips from the private automobile to transit would remove a significant number of vehicles from the regional transportation system. To do this, transit must be made more convenient for potential riders. One way to do this is to increase the number of potential riders close to bus stops and rail transit stations. To be successful, both ends of the trips must be convenient to the riders.

Mixed-Use Developments In addition to shifting trips from the private automobile, land use changes can reduce the number of vehicle trips made by bringing different uses closer together. Where jobs are close to restaurants, banks, shopping and other services, workers will not need to drive to lunch, shop or run errands. Likewise, if homes are closer to shopping, schools and recreation, residents may be able to walk—instead of driving—to these destinations. The specific mix of uses will depend on the character of each area and the role that it will play in the city’s life. Transit- and pedestrian-supportive shopping districts would have a different mix of uses than an employment center, which would in turn differ from a more residential area.

Pedestrian- and Bicycle-Friendly Design Even if uses are brought close together, people may still drive if walking or bicycling is not perceived to be easy, safe or comfortable. In addition to having a mix of uses that allows short, linked trips, the design of streets must consider the needs of walkers and bicyclists. Pedestrian amenities could include new or expanded sidewalks, separating these sidewalks from traffic with parking, locating storefronts close to sidewalks and encouraging multiple, closely spaced building entrances. Bicyclists must also feel safe and welcomed in these areas with efforts made to slow traffic, add clearly marked bike lanes and provide parking for both bicycles and cars. This type of design would not ban automobiles but would try instead to balance the needs of pedestrians, bicyclists and transit riders with those of drivers.

Increase Street Connections Most contemporary subdivision and employment center design limits connections among adjacent areas except along arterial streets. This reliance on arterial streets limits pedestrian access between adjoining uses and can lead to greater congestion on those arterial streets. Transit-supportive or pedestrian friendly development design would create a greater number of connections

among the uses it contains. By creating a greater number of links, automobile traffic would be spread over a larger area, thus diluting its impact. To counteract the increase in traffic on local streets, streets should be designed to slow traffic through narrower pavement widths, on-street parking and a greater sense of enclosure with streets trees and buildings located closer to the street.

PARKING DEMAND MANAGEMENT PROGRAMS

Parking management programs also provide an important way of reducing trips and achieving TDM goals. A parking management program combines the basics of land use management and TDM elements to potentially increase the amount of land available while making use more efficient. This improves traffic flow, use of alternative transportation modes, reduces congestion from circling, and encourages further economic development.

Parking cash-out programs, shared-use parking programs, electronic parking management systems and reduced parking requirements are key components of a robust parking management program. The CMP legislation requires consideration of parking cash-out programs. A parking cash-out program is defined as an employer funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking cost that the employer would otherwise pay to provide the employee with a parking space.

One cost effective element of shared-use parking is leased park and ride spaces at movie theaters, churches and other locations where peak demand is opposite that of peak commuting demand. Signs clearly identifying the hours of park and ride availability and restrictions of use are typical. This is particularly important for vanpool programs where riders meet and park their private vehicles on a daily basis.

In addition to shared parking programs, jurisdictions could investigate reduced parking requirements generally. A local survey could identify and lead to reduced parking requirements for some uses or a rate that varies based on the size of the building or firm occupying the building. (A firm subject to the State parking cash-out requirement, for example—that is, one that has over 50 employees—may need fewer parking spaces.). Also, jurisdictions could adjust the pricing of on-street parking spaces based on demand (much like the pricing of high occupancy toll lanes) where the higher the demand, the higher the cost and vice versa. Over time, this congestion pricing method decreases the practice of drivers circling the area looking for cheaper parking during the most congested timeframe.

Additional programs to reduce congestion and reliance on single-occupant vehicle usage may include congestion pricing, through the Express Lanes effort and other strategies, implementation of paid parking where free parking currently exists, and

institution of parking maximums and bundled parking programs for new developments, both residential and commercial. In addition, the concept of shared curb space to address the proliferation of shared use vehicles and the transportation network companies should be explored by jurisdictions and property owners.

Making these changes in land use patterns and site design will require local jurisdictions to look at opportunities for redevelopment and infill as well as new development. Existing transit corridors are located to serve existing development, thus making redevelopment the most likely method for carrying out these changes. Redevelopment and infill is a much more difficult process that requires greater consideration of existing uses than new development would. Local jurisdictions need to evaluate realistically their opportunities for transit-supportive development. In addition, since commuters frequently live in one city and work in another, transit-supportive development in one jurisdiction must be coordinated with similar development in other jurisdictions to be successful.

Within the Bay Area, MTC and ABAG have prepared guidebooks for incorporating these concepts into local plans and programs.

6.4 TDM and Housing and Jobs Planning

Efforts to improve jobs-housing relationships are to be undertaken through work on the Action Plans for Routes of Regional Significance and through local planning activities. These activities include the use of General Plans and zoning and subdivision ordinances, as well as economic development and housing affordability programs. The Authority encourages and is willing to assist local jurisdictions to improve jobs-housing balance in order to reduce the impacts of long-distance commuting. The Authority is facilitating consideration of jobs-housing balance at the local, sub-regional and countywide level through the Action Plan process. Opportunities for local governments to address jobs-housing relationships have been addressed in the 2010 update of the Measure J Growth Implementation Guide.

6.5 Regional Programs to Support Improved Land Use and Transportation Connection

MTC'S TRANSPORTATION FOR LIVABLE COMMUNITIES & HOUSING INCENTIVE PROGRAMS

Since 1998, MTC has offered funding for projects that foster the creation of livable communities. These types of development include those that support multimodal transit, provide jobs or housing near existing town centers, and enhance pedestrian

and bicycle access to transit hubs, activity centers, and neighborhood commercial districts. MTC provides technical assistance and capital grants to support projects fitting this description. The goal of the program is to support vibrant downtown areas along with commercial centers and neighborhoods that provide a range of transit options and enhanced connectivity.

MTC'S TOD POLICY FOR REGIONAL TRANSIT PROJECTS

MTC has adopted a transit-oriented communities (TOC) policy, MTC Resolution No. 4530, that applies to areas within one half-mile of existing and planned stops and stations of regional rail, commuter rail, light-rail transit, bus rapid transit, and ferries. The policy requirements consist of four elements: 1) minimum required and allowed residential and/or commercial office densities for new development; 2) policies focused on housing production, preservation and protection, and commercial anti-displacement and stabilization policies; 3) parking management; and 4) transit station access and circulation. The TOC policy supports Plan Bay Area 2050 strategies that will help the region reach ambitious targets for reducing GHG emissions. In Contra Costa, the TOC policy applies to Capitol Corridor, BART and Water Transit Authority's ferry service program.

The OBAG program is expected to assist in the development of TODs along the eBART line, with the Pittsburg Center Station receiving funding for infrastructure and access improvements under the OBAG 2 program.

The Authority is working with local jurisdictions, BART, Tri Delta Transit and other stakeholders on the development of the station area plans needed in the corridor, including at the Brentwood Innovation Center, planned for the area around the future Brentwood Intermodal Center and under construction Mokelumne Trail Overcrossing. This location was identified by BART as a potential future station site, with the Trail overcrossing designed to provide access to a median transit station. CCTA's East County Integrated Transit Study examined various bus and rail options for providing service between Antioch BART and the Brentwood Intermodal Center. In addition, the Authority is using Measure J funds to support both the station area planning and planning for the eBART extension project itself. The Authority will be involved in similar processes needed to begin ferry service in the county, including a recently-commenced study to look at potential new ferry service in West, Central and Eastern Contra Costa County..

TABLE 6.5.1 Resolution 4530 Minimum and Allowable Maximum Density Thresholds For New Residential Development

<i>Level of Transit Service</i>	<i>Minimum Density</i>	<i>Allowable Maximum Density</i>
Tier 1: Rail stations serving regional centers (i.e., Downtown San Francisco, Downtown Oakland, and Downtown San José)	100+ units/net acre	150+ units/net acre
Tier 2: Stop/station served by two or more BART lines or BART and Caltrain	75+ units/net acre	100+ units/net acre
Tier 3: Stop/station served by one BART line, Caltrain, light rail transit, or bus rapid transit	50+ units/net acre	75+ units/net acre
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) stations, Caltrain stations south of Tamien, or ferry terminals	25+ units/net acre	50+ units/net acre

SAN FRANCISCO BAY AREA REGIONAL GROWTH PROGRAMS

Plan Bay Area 2050 uses growth geographies² to guide where future housing and job growth would be focused under the plan’s strategies over the next 30 years—the growth pattern. These geographies are identified for growth either by local jurisdictions or because of their proximity to transit or access to opportunity. The four types of growth geographies include Priority Development Areas, Priority Production Areas, Transit-Rich Areas, and High-Resources Areas.

Priority Development Areas (PDAs)

One of the most important components of the SCS is identification of the location of housing and jobs over the next 25 years. PDAs are locally-identified, infill development opportunity areas within existing communities. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. To be eligible to become a PDA, an area had to be within an existing community, near existing or planned fixed transit or served by comparable bus service, and planned for more housing.

Since ABAG began the PDA program under FOCUS and continuing into the SCS process, some 33 sites have been identified in Contra Costa as PDAs. In order to assist in making these PDAs a reality, MTC has established the One Bay Area Grants (OBAG) program. Jurisdictions with a PDA may apply for grant funding under OBAG for site planning, infrastructure construction, economic feasibility studies and

other forms of assistance. Under OBAG, at least 70% of the grant funds must be spent within, or in proximate access to the PDA. The Authority has developed a PDA Investment and Growth Strategy that describes how the transportation funding available through the OBAG program will be prioritized and allocated within the County. A full listing of Contra Costa PDAs is found in Table 6.5.2.

TABLE 6.5.2 Contra Costa County Priority Development Areas

<i>Sponsor</i>	<i>Name</i>	<i>Place Type</i>	<i>Size (gross acres)</i>
Antioch	Hillcrest eBART Station	Suburban Center	382
Antioch	Rivertown Waterfront	Transit Town Center	474
Concord	Community Reuse Area	Regional Center	1,066
Concord	Community Reuse Area	Transit Neighborhood	1,606
Concord	Downtown	City Center	486
Contra Costa County	North Richmond	Transit Neighborhood	1,126
Contra Costa County	Downtown El Sobrante	Mixed-Use Corridor	171
Contra Costa County	Contra Costa Centre	Mix-Use Corridor	100
Contra Costa County	Pittsburg/Bay Point BART Station	Transit Neighborhood	409
El Cerrito	San Pablo Avenue Corridor	Mixed-Use Corridor	430
Hercules	Central Hercules	Transit Neighborhood	252
Hercules	Waterfront District	Transit Town Center	244
Lafayette	Downtown	Transit Town Center	304
Martinez	Downtown	Transit Neighborhood	191
Moraga	Moraga Center	Transit Town Center	180
Oakley	Downtown	Transit Town Center	146
Oakley	Employment Focus Area	Suburban Center	758
Oakley	Potential Planning Area	Transit Neighborhood	232
Orinda	Downtown	Transit Town Center	155
Pinole	Appian Way Corridor	Transit Town Center	141
Pinole	Old Town	Suburban Center	240
Pittsburg	Downtown	Transit Neighborhood	435
Pittsburg	Railroad Avenue eBART Station	Transit Town Center	1,071
Pleasant Hill	Buskirk Avenue Corridor	Mix-Use Corridor	320
Pleasant Hill	Diablo Valley College	Transit Neighborhood	58

<i>Sponsor</i>	<i>Name</i>	<i>Place Type</i>	<i>Size (gross acres)</i>
Richmond	Central Richmond & 23rd Street Corridor	Mixed-Use Corridor	825
Richmond	South Richmond	Transit Neighborhood	1,422
San Pablo	San Pablo Avenue & 23rd Street	Mixed-Use Corridor	284
San Pablo	Rumrill Boulevard	Employment Center	55
San Ramon	City Center	Suburban Center	456
San Ramon	North Camino Ramon	Transit Town Center	302
Walnut Creek	West Downtown	Suburban Center	232
WCCTAC	San Pablo Avenue Corridor	Mixed-Use Corridor	635

Priority Production Areas (PPAs)

Locally identified places for job growth in middle-wage industries like manufacturing, logistics or other trades. An area must be zoned for industrial use or have a predominantly industrial use to be a PPA.

Transit-Rich Areas (TRAs)

Areas near rail, ferry or frequent bus service that were not already identified as PDAs. Specifically, these are areas where at least 50% of the area is within 1/2 mile of either an existing rail station or ferry terminal (with bus or rail service), a bus stop with peak service frequency of 15 minutes or less, or a planned rail station or planned ferry terminal (with bus or rail service).

High-Resource Areas (HRAs)

Locally identified places for job growth in middle-wage industries like manufacturing, logistics or other trades. An area must be zoned for industrial use or have a predominantly industrial use to be a PPA.

Priority Conservation Areas (PCAs)

Priority conservation areas are areas of regional significance that have broad community support and an urgent need for protection. These areas provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions.

The purpose of designating priority conservation areas through the FOCUS Program and SCS process is to accelerate protection of key natural lands in the San Francisco Bay Area through purchase or conservation easements within the next few years. Conservation will be promoted through regional designation by:

- Coordinating conservation efforts within a regional framework of near-term priorities
- Providing a strong platform on which to leverage public and private resources
- Building upon prior and existing land protection efforts and investments; and
- Providing opportunities for forging new partnerships

In the fall of 2007, local governments, public agencies, and nonprofit organizations nominated over 100 areas for consideration as Priority Conservation Areas. Nominations were reviewed by staff, a review panel, regional committees, and local governments. Recommendations were based on the three nomination criteria: level of consensus, regional significance, and urgency for protection. The ABAG Board adopted a set of Priority Conservation Areas on July 17, 2008. Table 6.5.3 lists the approved PCAs in Contra Costa.

TABLE 6.5.3 Contra Costa County Priority Conservation Areas

<i>Lead Nominating Agency</i>	<i>Name</i>	<i>Acres</i>
City of Hercules	Central Hercules and Waterfront District	142
City of San Ramon	Big Canyon Preserve	8
Town of Moraga	MOSO and NON-MOSO Open Space	2,297
City of Walnut Creek	Acalanes Ridge Open Space	24
East Bay Municipal Utility District	Indian Valley	707
City of Lafayette	Burton Ridge	549
City of Lafayette	Lafayette Ridge	1,370
Contra Costa County	Contra Costa County Agricultural Core	11,434
Contra Costa County	East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan	41,232
East Bay Regional Park District	Point Edith Wetlands Area	3,551
East Bay Regional Park District	Delta Recreation Area	12,623
East Bay Regional Park District	Potential Pinole Watershed Area	2,753
East Bay Regional Park District	San Francisco Bay Trail - Bay Area Ridge Trail	42
East Bay Regional Park District	East Bay Regional Parks District, Regional Trails System Gaps	708

CALIFORNIA SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT OF 2008 (SB 375)

SB 375 establishes new local and regional coordination expectations to help achieve the greenhouse gas (GHG) reduction targets of AB 32, the State's global warming legislation. SB 375 uses four different approaches to achieve its goals:

- New State guidelines for regional transportation demand models;
- Regional Sustainable Communities Strategies (SCS);
- New links between Regional Housing Needs Assessments and RTPs; and
- Exemption of certain kinds of projects from CEQA analysis.

Guidelines for Transportation Demand Models

Under SB 375, transportation demand models used to prepare RTPs must account for:

- The statistically-based relationship between density, vehicle ownership and vehicle miles traveled;
- The effect of enhanced transit service on vehicle ownership and vehicle miles traveled;
- The effect of highway or passenger rail expansion on changes in transportation and land development;
- The allocation of trips between automobile, transit, carpools, and bicycling and walking; and
- Speed, frequency, days, and hours of operation of transit service.

The Sustainable Communities Strategy (SCS) and Alternative Planning Strategy (APS)

Under SB 375, MPOs such as MTC must adopt a Sustainable Communities Strategy (SCS) as part of their RTPs. The SCS must identify an integrated system of land use and transportation that together work to meet the greenhouse gas emission reduction targets approved by CARB. This pattern of land uses and transportation facilities must also provide sufficient development potential to house the existing and future population over the next eight and 20 years and serve the transportation needs of the region. In the Bay Area, the SCS is developed in conjunction with ABAG. MTC's Plan Bay Area is the first plan for the Bay Area region to contain an SCS under SB 375, and successfully met the required goals for greenhouse gas reductions.

If the SCS were to fall short of these greenhouse gas targets, regional agencies must develop an "alternative planning strategy" (APS) that meets the targets. The APS can

include bolder ideas that may require additional funds or changes in law. CARB can only approve or reject the SCS and APS. If rejected, MTC must revise the strategies until CARB agrees that at least the APS would reach the GHG reduction targets.

Housing Needs and CEQA Exemptions

SB 375 requires that the allocations of regional housing needs that ABAG prepares must be consistent with the development pattern adopted in the SCS and the schedule of the RTP process. Local governments will now need to update their housing elements within three years of the adoption of the SCS to be consistent with ABAG housing needs allocations. SB 375 also exempts housing and mixed-use projects that meet specified criteria — such as proximity to transit — from some of the requirements of the California Environmental Quality Act (CEQA).

Role of the Authority

Regional agencies, as part of their required public participation program, must consult with CMAs, such as the Authority, about the SCS or (if necessary) the APS. The Authority invested significant time and resources as part of the development of the SCS and Plan Bay Area. Coordination with the other CMAs and MTC, ABAG and the other regional agencies that make up the JPC to create an SCS that works for both Contra Costa and the region, while recognizing the decisions embodied in Measure J, was the ultimate goal. To that end, the Authority retained consultant support to assist the Contra Costa jurisdiction respond to the SCS alternatives and help the Authority develop its PDA Investment and Development Strategy.

SCS Guiding Principles

In anticipation of the SCS process, the Authority in January 2010, developed a set of principles in order to support collaborative decision-making in working towards a feasible SCS that meets the greenhouse gas reduction targets, while supporting the Authority's mission, vision, and core values:

Forge a Positive Relationship with the Regional Agencies. At both the elected official and staff level, the Authority intends to work with the regional agencies to support development of an SCS by facilitating a dialogue between the regional agencies and local jurisdictions regarding land use plans in Contra Costa.

Consensus-Based Planning. The Authority will seek to achieve an SCS as it applies to Contra Costa that reflects agreement between local jurisdictions and the regional agencies regarding land use assumptions, along with a Contra Costa-based plan for supportive transportation investments.

Consideration of General Plans. The long-range (2040) vision for the SCS will specify where new growth is to occur. This vision may conflict with currently adopted General Plans. Local jurisdictions that are in agreement with the land use assumptions in the SCS would undertake subsequent General Plan Amendments to reflect the agreed-upon SCS, and such action may take place subsequent to adoption of the 2013 RTP. Local jurisdictions that are not in agreement with the proposed land use assumptions in the SCS will be given the opportunity to work at the subregional level in collaboration with the regional agencies to develop an alternative land use proposal that contributes towards achievement of the Bay Area’s GHG emissions target. Where mutual agreement on the proposed SCS is not achieved, the role of the Authority will be to acknowledge the conflict and to identify other factors or impacts that may be relevant for the protection of the environment, furtherance of GHG goals by alternative means, or the sustainability of a local jurisdiction.

Local Control of General Plans and Zoning Maps. Each local jurisdiction shall retain full control of local general plans and zoning within its municipal boundary.

Ensure the Participation of all Local Jurisdictions and Partner Agencies. Beyond a focus on the priority development areas (PDAs) as the core of the SCS, efforts will also be made to ensure that all cities and towns can successfully participate in the process, so that their land use and transportation needs can also be addressed. Furthermore, the Authority welcomes and encourages participation by other agencies, such as the transit operators.

Facilitative Role. Working in partnership with local jurisdictions and the regional agencies, the Authority, as a transportation agency, should play a facilitative role by providing resources, information and policy insights to cities, towns and Contra Costa County, while recognizing that local jurisdictions have sole discretion with respect to land use decisions. A working group of Contra Costa planning directors will be established to monitor the development of the SCS and any issues raised during that process.

Urban Limit Line. The SCS needs to respect the Measure J mandated Urban Limit Line (ULL) for Contra Costa, which represents an agreed upon “urban growth boundary,” and shall direct all urban development to areas within the ULL.

Sustainable Transit. Ensure that the SCS includes feasible transit service that is adequately funded to provide reliable and convenient service for Contra Costa, while encouraging walking and bicycling.

Rural Sustainability Component. Recognizing SB 375’s overall goal of achieving more focused growth, the SCS also needs to consider transportation investments for the safety and preservation of roads serving farm to market and interconnectivity transportation needs.

Public Health. The Authority recognizes that there are multiple public health benefits to transportation policies that both reduce GHG emissions and increase mode share of walking, cycling, and transit, and will consider these health co-benefits in planning decisions.

Reflect Contra Costa’s Continuing Commitment to Growth Management and Resource Conservation. Development of the SCS shall incorporate Contra Costa’s existing efforts and programs that would help reduce GHG emissions. These include the Measure J Growth Management Program (GMP), the establishment of PDAs and PCAs, and the East Contra Costa Habitat Conservancy. The GMP, in particular, has much in common with the objectives of the SCS, including the ULL provision noted above, local jurisdiction compliance with State Housing and Community Development (HCD) Department requirements, 511 Contra Costa Clean Fuel Infrastructure and transportation demand management programs funded by Measures C and J, and a general plan amendment (GPA) review process to address the impacts of growth and promote appropriate mitigation.

Shaping Our Future. Continue the collaborative process that began with Shaping Our Future, where Contra Costa jurisdictions collectively developed the Shaping Our Future land use plan, and which provided a springboard to the PDAs and PCAs that are now being incorporated into the SCS and which has significant transportation benefits.

Common Voice. The Authority in collaboration with the cities, towns and Contra Costa County should provide a unified voice and advocate for all Contra Costa jurisdictions in working work with the regional agencies and adjacent CMAs.

Final SCS. The Authority will support the final SCS provided it is consistent with each local jurisdiction’s mission, vision and sustainability goals.

The Authority views these principles as a “living” document, and from time-to-time may update or revise the list in order to make course corrections in order to better facilitate a collaborative SCS development effort.

Chapter 7

Travel Demand Modeling

The Countywide Model is built on information on the transportation system and land uses in the county that was supplied by local jurisdictions, State and regional agencies, and transit providers. These agencies and jurisdictions were involved in the development and review of the model during its creation. The models are available to these agencies for use in planning projects. Model input requirements, output options and applications are discussed here; Appendix H and related materials describe in detail the way in which consistency is being achieved between the Authority model and regional models developed by MTC.

The model uses the MTC 1454 zone system outside of Contra Costa, a change from the previous model, which used the 1099 zone system. The model applies data from MTC's latest RTP effort. Building on the MTC model and previous Contra Costa models, the Countywide Model has a combined structure of 3,120 zones, including zonal detail for the 33 PDAs in Contra Costa.

CHANGES FROM THE 2021 CMP

This chapter has been updated to reflect model updates since 2021, and to document current modeling activities.

7.1 The Countywide Model

The Authority is completing the update of its four-step Countywide Model to the Activity-Based Bi-County Model. The Bi-County Model is driven by the land use database and retains the trip-generation and trip-distribution steps to the modeling process to develop trip tables that approximate, and also replicate MTC’s trip tables at the county-to-county level. The model provides VMT, VHT, and GhG production as outputs to more accurately estimate the impacts of projects and development scenarios.

LAND USE DATA BASE UPDATE

The five-step Countywide Model uses demographic data as the basis for estimating trip generation, as did the former subarea models. Both the demographic and transportation network data are used in predicting trip distribution patterns and mode of travel.

This database was updated in 2022 in order to achieve conformance with ABAG’s Plan Bay Area 2050 land use dataset.

ACHIEVING CONFORMITY WITH THE RTP MODEL

MTC completed the update of its Model (Travel Model 1.5) for the purposes of analyzing the latest Regional Transportation Plan (RTP) – Plan Bay Area 2050. This update used the land use assumptions in the preferred scenario land use data set from ABAG, with 2015 as the base year and forecasts to year 2050. As the CMA for Contra Costa, the Authority is required by MTC to maintain a travel demand model that conforms to ABAG housing and jobs projections.. The land use database conforms to MTC’s micro-analysis zones, with additional detail where needed for local analysis. The land use projections also conform to MTC’s projections at the super district level. These projections are an outcome of the modeling done with each RTP/SCS.

HIGHWAY AND TRANSIT NETWORK ASSUMPTIONS

The highway and transit networks for the countywide model include freeways, major arterials and selected minor arterials. . The network assumptions for the model are as follows:

- 2015** All existing roadways and transit links as of early 2015
- 2020** All projects under construction and/or programmed in accordance with the approved Transportation Improvement Program (TIP)

2050 All projects in the adopted RTP

7.2 Uses of the Model

State law requires the Authority and other CMAs to develop a computerized county-wide travel demand model. The CMP model and the new countywide model developed by the Authority have multiple purposes — some are directly related to the CMP, while others support a range of land use and transportation planning activities. Current uses of the Countywide Model, documented below, will utilize the Bi-County Activity-Based Model in the future.

CAPITAL IMPROVEMENT PROGRAM (CIP) ANALYSIS

The CIP included in this CMP includes actions intended to improve the multimodal performance of the CMP network and those needed to maintain operation within the standards for roadway levels of service and transit performance. The effectiveness of the capital projects in meeting these objectives can be evaluated by comparing results of model runs for the year 2020 with and without the capital projects included in the CIP. The year 2020 TIP network includes all projects in the approved Transportation Improvement Program (TIP).

ACTION PLAN DEVELOPMENT

The Action Plans for Routes of Regional Significance are developed and updated by the RPTCs and include MTSOs that will be evaluated against existing, near-term and long-range conditions. This evaluation requires that data be collected for existing conditions and that travel forecasts be developed for both near-term and long-range future conditions. The near-term condition reflects a five-year planning horizon and includes all approved development that has not been constructed. The long-range conditions reflect reasonable assumptions regarding anticipated development given General Plan policies and anticipated market conditions, normally within a 20 to 25-year planning horizon.

The Countywide Model was the primary tool for establishing the MTSOs and testing selected policy actions. The model was used to develop estimates of through-traffic, future local traffic demand, travel times, average auto occupancies and transit ridership, among other MTSOs.

Approved Action Plans formed the basis of the CTP, which was adopted by the Authority in September 2017. The objectives and actions contained in the Action Plans are the basis for the multimodal performance measures included in this CMP. The Countywide Model was used for the Action Plan Updates that were adopted into the

2017 CTP. The updated Countywide Model was used in the analysis of the MTSOs for the 2017 update of the Action Plans. These Action Plans feed into the Contra Costa Countywide Transportation Plan, which is currently using the Countywide Model for the Environmental Impact Report. VMT, VHD, and Greenhouse Gas emissions resulting from the 2040 build-out of the Plan are being quantified by the Countywide Model. The 2017 CTP EIR was finalized in September of 2017.

DEFICIENCY PLAN PREPARATION

The CMP requires identification of jurisdictions that contribute 10 percent of the traffic using capacity of any CMP facility where the established level of service standard is exceeded. The select link capabilities of the travel demand models will be used to identify those who must participate in the development of a Deficiency Plan according to this criterion.

The Action Plans for Routes of Regional Significance could serve as Deficiency Plans should CMP facilities exceed the established LOS standards. The travel forecasting models will be important tools in the refinement of the Action Plans to meet Deficiency Plan requirements and in evaluating the Deficiency Plan's expected effectiveness.

GENERAL PLAN DEVELOPMENT AND REVIEW

To achieve local compliance with the GMP, transportation analysis must show that all signalized intersections on Basic Routes within the jurisdiction can reasonably be expected to meet LOS standards adopted in the General Plan's GME. The travel demand forecasting model will be only one of the tools used to develop and test General Plan policies. The model can be used to:

1. "Balance" proposed land uses to reflect available transportation infrastructure;
2. Evaluate the relative impacts of alternative types and intensities of land uses;
3. Estimate the impact of through-traffic generated from and/or destined for locations in other jurisdictions; and
4. Permit the evaluation of the impact of major roadway or transit improvements on travel behavior and impacts of major land use changes.

General Plans are not required to include the LOS standards adopted as part of the CMP.

OTHER USES OF THE MODEL

The preceding uses of the Authority's travel demand models are tied to the Authority's direct responsibilities and activities. The models, however, continue to be useful in other activities.

Traffic Studies Local governments may use the travel demand models to prepare traffic studies, either using the model directly or periodic model output. These studies could evaluate the effects of specific developments or subarea plans on the future functioning of roadways and transit systems. The Countywide Model has been used in updates to several local General Plans and Circulation Element updates, and for the reuse of the Concord Naval Weapons Station. Contra Costa County is currently using the model in its update of the General Plan for unincorporated County. Several cities and their consultants are also using the model for VMT analysis under the new CEQA and GMP frameworks. TVTC's Fee Mitigation Program Nexus Study is also using the model for its recent update.

Transportation Corridor Studies The Countywide model is being used for various corridor and project studies, including the SR-239 corridor study in Eastern Contra Costa, for which the Authority is developing a 10-County model, adding San Joaquin County to the nine Bay Area county modeling system. The Countywide Model was also used in the development of the Corridor System Management Plans for I-80, I-680, SR-4, and SR-24, as well as the major transit investment studies in the SR-4, I-680 and I-80 corridors to estimate potential ridership for various alternatives.

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Chapter 8

Deficiency Planning

STATE REQUIREMENTS

The CMP legislation requires Deficiency Plans to be prepared when a LOS standard established on the CMP network is exceeded after calculating required exclusions. Deficiency Plans provide a method for local governments to focus on areas where congestion has diminished system performance below adopted standards. Deficiency Plans also provide an opportunity to analyze the cause of the deficiency and determine whether the implementation of local improvements or measures to improve overall system efficiency and air quality would be more appropriate. When a deficiency is determined, both the jurisdiction in which the deficiency occurs and any jurisdictions that contribute substantially to the deficiency must work together to prepare, or oversee the preparation of, a Deficiency Plan.

SUMMARY OF THE DEFICIENCY PLANNING PROCESS

There are three basic steps in the process of deficiency planning: (1) identification of the deficiency and which jurisdictions must be involved in the plan preparation, (2) preparation of the Deficiency Plan itself, and (3) review, adoption and implementation of the Deficiency Plan.

The first step — identifying deficiencies — begins with the required monitoring of conditions on the designated CMP network. Monitoring will be conducted by the Authority. (While CMP legislation requires monitoring at least every two years, it

can be more frequent. See Chapter 2 for monitoring requirements in the Contra Costa CMP.) If monitoring uncovers a LOS standard that is being exceeded, the Authority must then conduct an exclusions study. Certain kinds of traffic or traffic impacts may, according to the CMP legislation, be excluded from the analysis of the conditions on the intersection or freeway segment. Exclusions are listed in Section 65089.4(f) of the CMP legislation. The exclusions study quantifies each exclusion, and documents how the exclusions and the revised LOS calculation were performed. If after exclusions, no LOS exceedance occurs, the Authority will make a finding at a noticed public hearing that no deficiency exists. If, however, the intersection or freeway segment still does not meet the LOS standard after these exclusions are made, a Deficiency Plan must be prepared. The Authority then must determine which jurisdictions within the county are generating the traffic responsible for causing the deficient segment or intersection.

In the second step, the lead and contributing jurisdictions must work together to prepare, or oversee the preparation of, the Deficiency Plan. As described below in greater detail, the jurisdictions must:

1. Analyze what is causing the deficiency;
2. Identify projects that would both maintain the LOS standard that was exceeded or otherwise improve multimodal performance of the overall system and air quality; and
3. Develop an action program that includes implementation strategies and schedules for each jurisdiction and identifies “the most effective implementation strategies for improving current and future system performance.”

The third and final step is the adoption, implementation and monitoring of the Deficiency Plan. This step includes both local adoption and approval by the Authority. Failure to prepare a Deficiency Plan that receives Authority approval will put a jurisdiction out of compliance with the CMP. Deficiency Plan progress will be monitored through the annual compliance checklists and implemented through both local actions and updates to the Action Plans.

CHANGES FROM 2019 UPDATE

No changes to the Deficiency Planning chapter have been made.

8.1 Determining a Deficiency

This step in the deficiency planning process includes identifying the deficiency and which jurisdictions must be involved in the plan preparation. The flow chart in

Figure 8.1 illustrates this process. The process of determining a deficiency begins with the Authority monitoring LOS on the designated CMP network. Monitoring is conducted to determine conformance with the CMP level of service standards. (Refer to Section 2.4: Monitoring Level of Service Standards for further discussion.) Beginning with the 1995 CMP cycle, the state CMP legislation allows monitoring to be conducted every other year, rather than every year. Under the Contra Costa CMP, however, an intersection or roadway segment at LOS E must be monitored annually. If during monitoring, an intersection or freeway segment is at LOS F, a deficiency may exist.

The Authority will monitor intersections or freeway segments three times where an initial count shows LOS F conditions. If two of the three measurements are at LOS F, then the Authority will conduct an “Exclusions Study” to determine whether a deficiency remains after making allowable traffic exclusions. If the deficiency remains after making the exclusions, the Authority will conduct a “Participation Study.” This study will determine which other jurisdictions within Contra Costa County contribute more than 10 percent of the traffic at the deficient intersection or on the freeway segment. These jurisdictions must work with the jurisdiction that contains the deficiency to prepare the Deficiency Plan.

The Authority will notify the jurisdictions in which the deficiency is located that it has the responsibility for preparing and adopting the Deficiency Plan. The Authority will also notify contributing jurisdictions that they must participate in the Deficiency Plan preparation. If the intersection or freeway segment is not deficient after making the required exclusions, the Authority will notify the jurisdiction in which the deficiency is located and make a finding at a noticed public hearing that no Deficiency Plan is required.

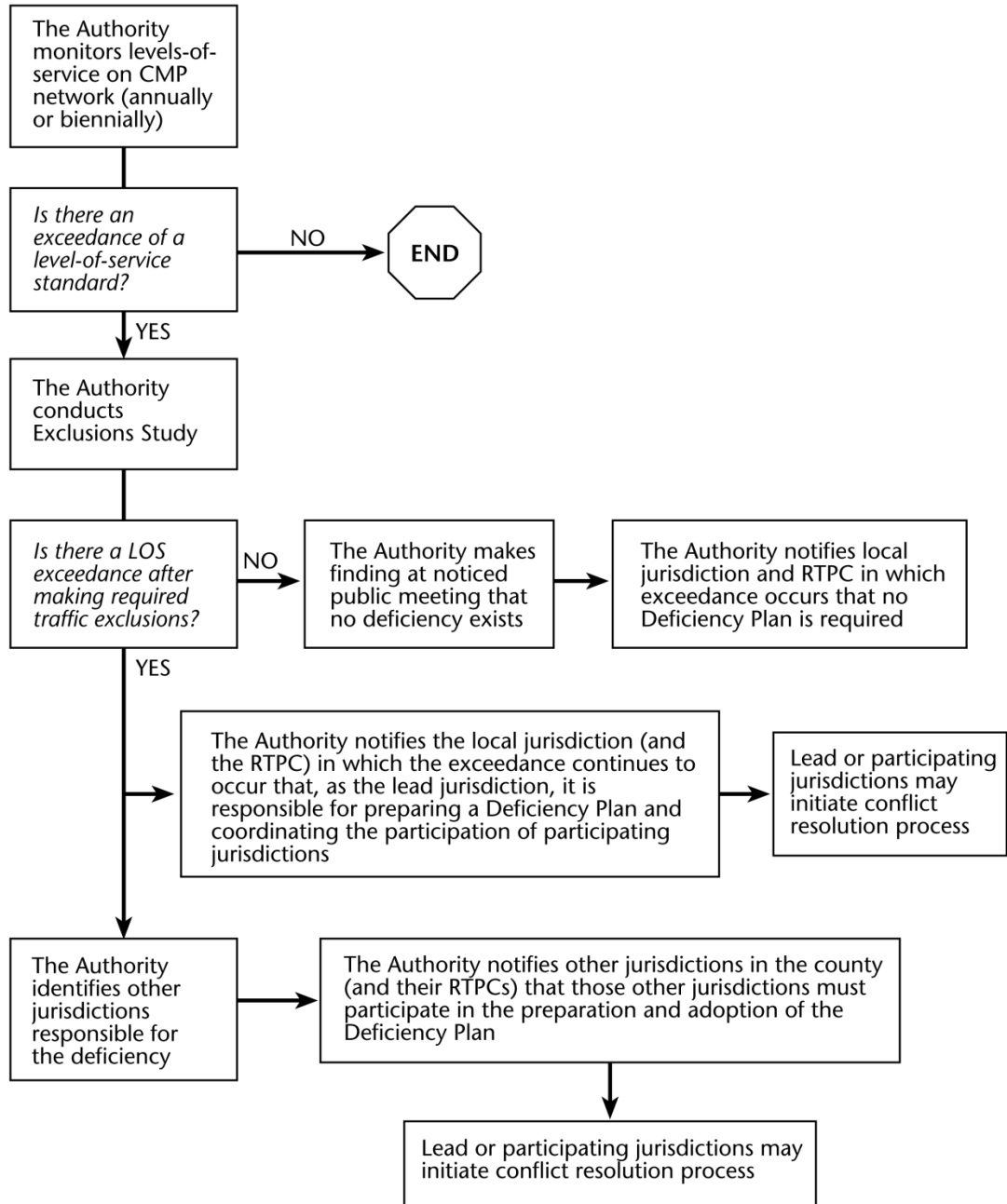


Figure 8.1
Process for Identification of Deficiency and Notification of Deficiency Plan Responsibilities

8.2 Preparing a Deficiency Plan

The process for preparing a Deficiency Plan includes the following steps: creation of a Deficiency Plan Working Group, preparation of the Deficiency Plan by the working group, review of the Deficiency Plan by an RTPC Review Subcommittee, RTPCs and involved jurisdictions, adoption of the Deficiency Plan. Figure 8.2 illustrates these basic steps in the preparation of the Deficiency Plan.

The first step is to draw together the lead and participating jurisdictions and define how they will organize the Deficiency Plan effort (the lead jurisdiction is the jurisdiction in which the deficiency occurs.) The lead and participating jurisdictions must establish a Deficiency Plan Working Group made up of technical staff from the lead and each participating jurisdiction. The Working Group will have the responsibility of refining the work scope and for preparing and overseeing the preparation of the Deficiency Plan by a consultant, if one is used. The size of the working group will reflect the number of jurisdictions participating in preparing the Deficiency Plan; each jurisdiction should appoint one or two members. A staff member from the Authority will also participate.

In addition to the Deficiency Plan Working Group, a joint RTPC Review Subcommittee will be created. The affected RTPCs will appoint representatives to the Review Subcommittee, who will come from the lead and contributing jurisdictions involved in the Deficiency Plan preparation. The RTPC Review Subcommittee will be responsible for reviewing and approving the work scope and approach for the Deficiency Plan, as well as for directing the preparation of the Deficiency Plan and reviewing the draft recommendations presented by the Working Group.

REQUIRED COMPONENTS OF THE DEFICIENCY PLAN

Each Deficiency Plan must contain four components:

- **Analysis of the cause of the deficiency** This analysis has been expanded to include the identification of both the cause of the deficiency, and the impacts of those local jurisdictions that contribute to the deficiency. The Deficiency Plan only has to address the traffic impacts that are not excluded.
- **Improvements to maintain minimum level of service** The second component is a list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

Figure 8.2 – Process for Preparation of Deficiency plan

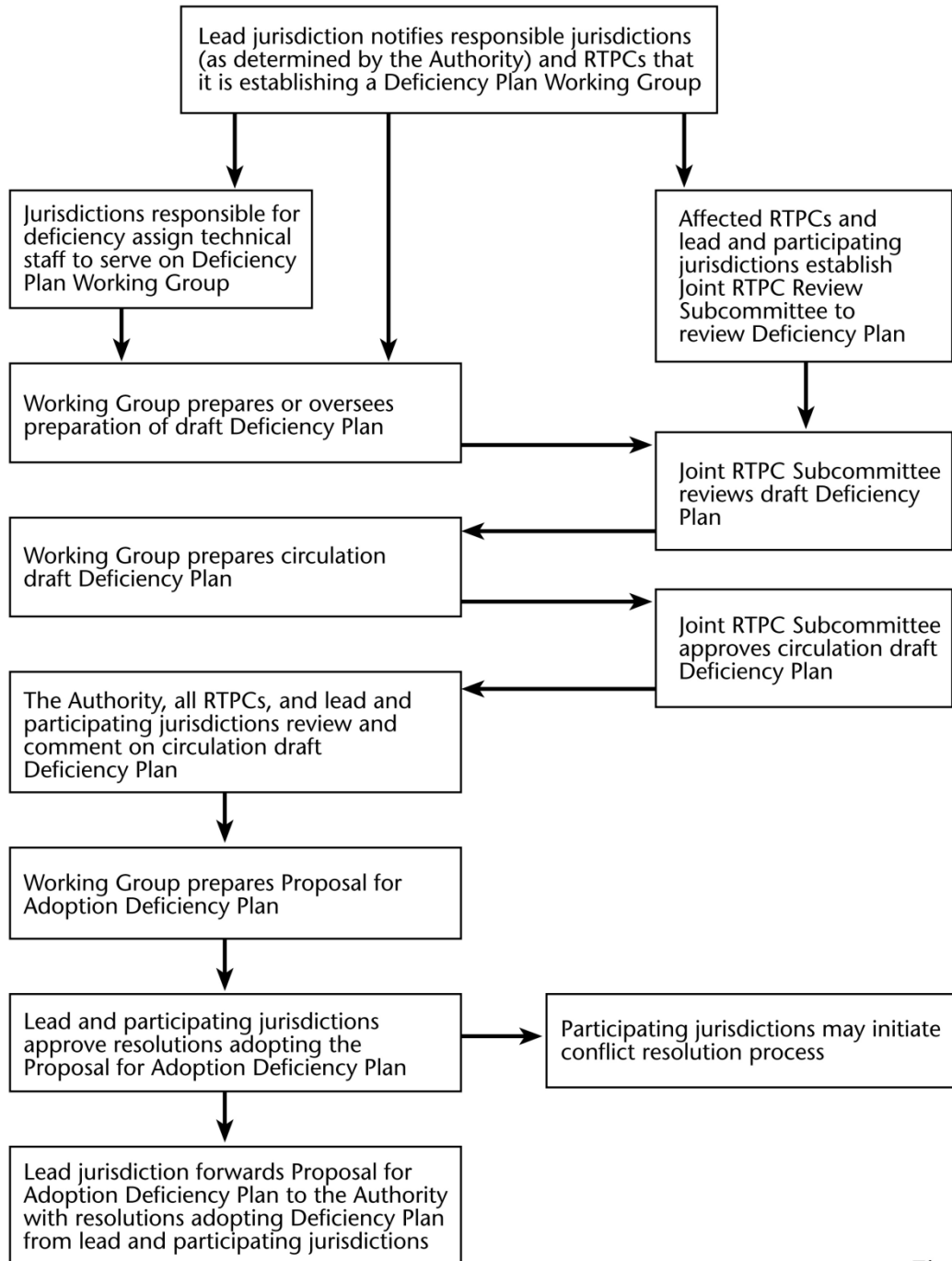


Figure 8.2
**Process for Preparation
 of Deficiency Plan**

Improvements, programs of actions to improve multimodal system performance or air quality

The third component is a list of improvements, programs, or actions, and estimates of costs, that will measurably improve multimodal performance (rather than level of service of the system) and contribute to significant improvements in air quality. (BAAQMD has established, and will periodically revise, a list of approved improvements, programs, and actions that would improve air quality.) Multimodal Transportation Service Objectives (MTSOs) established for the Action Plans for Regional Routes can be modified to serve as the performance measures in Deficiency Plans. MTSOs are quantifiable standards which Action Plans seek to achieve and maintain. The CMP performance measures are likewise quantifiable measures of multimodal system performance. Unlike the MTSOs they do not set a standard that may not be exceeded. (See Chapter 3 Performance Element for a complete discussion of performance measures.)

Action plans to address deficiencies The fourth component is an action plan to address deficiencies. (This action plan is distinct from the Action Plans for Routes of Regional Significance developed under the Measure J GMP.) The CMP legislation requires this action plan to draw from one or both of the list of improvements that will maintain the minimum level of service or the list of improvements, programs or actions that will measurably improve multimodal system performance and air quality. In addition, the action plan must include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency. It need not mitigate the impacts of any exclusions. Lastly, the action plan must represent the most effective implementation strategies for improving current and future system performance.

RELATIONSHIP OF DEFICIENCY PLANS WITH ACTION PLANS FOR REGIONAL ROUTES

If level of service standards adopted in the CMP are exceeded and Deficiency Plans must be prepared, much of the required material will be included in the Action Plans for Routes of Regional Significance prepared by RTPCs. The Action Plans assess existing and future travel conditions on regional routes, include detailed transportation information, and identify specific actions, programs and projects to achieve the MTSOs for the Routes of Regional Significance. The Deficiency Plans can draw on the analysis and direction contained in the Action Plans to meet the requirements of the CMP legislation. Information to be added would include a list of improvements needed to meet the LOS standard, a list improvements, programs, or actions that will measurably improve multimodal performance of the system, or significantly improve air quality, and cost estimates of these improvements. Once the recommended actions in the Deficiency Plan are approved by the local jurisdictions, RTPCs, and the

Authority, they will be considered for incorporation into the affected Action Plans as part of their periodic update.

8.3 Adopting and Implementing the Deficiency Plan

ADOPTION PROCESS

The recommended process for reviewing and adopting Deficiency Plans is summarized below and described in greater detail in the Deficiency Plan Procedures. First, the Deficiency Plan Working Group and RTPC Review Subcommittee will prepare a circulation draft of the Deficiency Plan to be reviewed by the lead and contributing jurisdictions, affected RTPCs, the Authority, and regional agencies. Then the working group will prepare, and the joint RTPC review subcommittee will release, the Proposal for Adoption Deficiency Plan. Lead and contributing jurisdictions will approve resolutions adopting the Proposal for Adoption Deficiency Plan. Next the lead jurisdiction will forward the Proposal for Adoption Deficiency Plan with the adopting resolutions to the Authority. At the Authority, the adopted Deficiency Plan will be reviewed by the TCC task force and the PC first. Then, the full Authority will either accept or reject the Deficiency Plan. If the Authority accepts the Deficiency Plan, the lead and contributing jurisdictions will implement the Deficiency Plans and the RTPCs will incorporate the recommended changes into the Action Plans during the next update. Figure 8.3 graphically shows the process for Authority review and acceptance of Deficiency Plans.

IMPLEMENTATION AND MONITORING OF DEFICIENCY PLAN

After the adoption and acceptance of Deficiency Plans, the Authority will have continuing responsibility for monitoring their implementation. This monitoring will be accomplished through the regular, biennial submittal and review of CMP checklists. All local agencies and all RTPCs will need to fill out and submit a checklist. Each jurisdiction and RTPC participating in one or more Deficiency Plans will be required to respond to the part of the checklist with questions about Deficiency Plan preparation, adoption and implementation.

8.4 Conflict Resolution Process

The CMP legislation requires each CMA to “establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.” (Section 65089.4[e][3]) The Contra Costa CMP relies on the Authority’s adopted conflict resolution process to meet these CMP requirements. The conflict resolution process, adopted through

Resolution 95-07-G in July of 1995, will serve in both the Authority's Growth Management and Congestion Management processes.

The intent of the Authority's conflict resolution process is to help local jurisdictions resolve conflicts that arise from these two programs through a useful, flexible process, one that is not overly rigid so that it can respond to the particulars of the jurisdictions involved. This process can be used in two types of conflicts. The first type of conflict arises when one jurisdiction questions another's compliance with either the CMP or GMP. In these conflicts, the Authority has an obligation to determine a jurisdiction's compliance. The second type of conflict arises where disputes between jurisdictions hinder the implementation of the Authority's programs, although they do not affect a jurisdiction's compliance with the GMP or CMP. In the first type of conflict, participation is mandatory. In the second, it is voluntary.

Three principles underlie the conflict resolution process. First, consensus at the regional level on the resolution of conflicts is encouraged. Second, when the regional committees are unable to reach consensus, the Authority will look for evidence of "good faith" among the parties involved when determining compliance. Finally, the Authority's determination of compliance will affect the allocation of Measure J and CMP funds but will not affect local agencies' land use authority or require programs that conflict with a community's fundamental socioeconomic or environmental character.

The conflict resolution process has four phases. In the first phase, project initiation, the initiating party asks the RTPC (or the Authority, if the RTPC does not agree) to approve the initiation of the process and outlines the issues needing resolution. In the second phase, the Authority staff or consultant will meet with the parties involved to assess the issues in the dispute and its appropriateness for the conflict resolution process. The third phase involves the settlement sessions among the parties involved and the development of a settlement agreement. The final phase involves the implementation and monitoring of the agreement and the Authority's assessment of good faith by the parties involved.

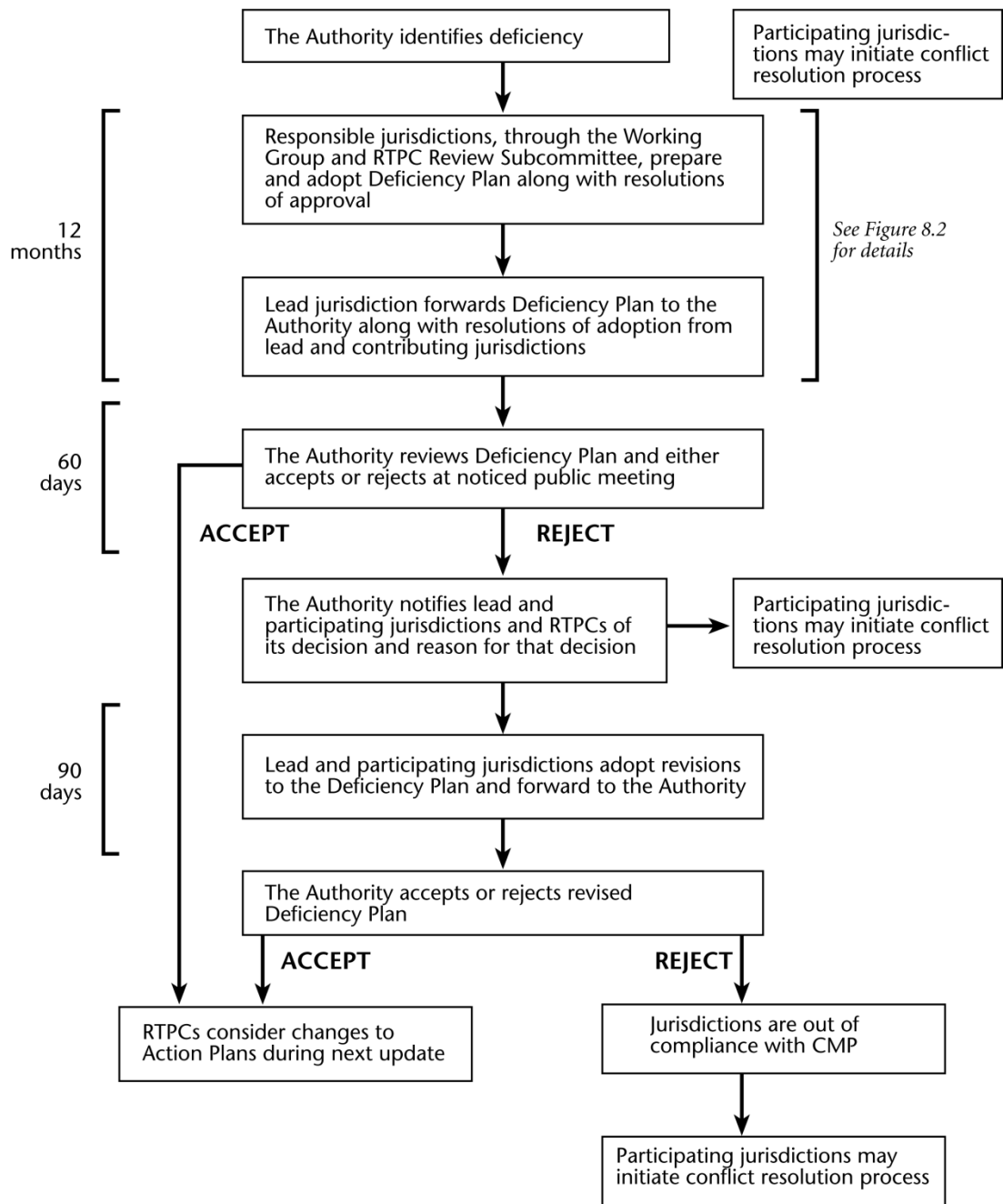


Figure 8.3
Process for Authority Review and Acceptance of Deficiency Plan

Chapter 9

Local Compliance Requirements

One of the responsibilities of the Authority, as the county's designated CMA, is to monitor implementation of the CMP and conduct a biennial determination of local compliance with the program. Under State law, if a CMA finds that a jurisdiction is not in compliance with the CMP, and that jurisdiction does not come into compliance with the program within 90 days after receipt of notice of non-compliance, the State Controller will withhold apportionments of gas tax funds to that city or county. Furthermore, if the local jurisdiction remains out of compliance for 12 months, the gas tax funds will be allocated to the Authority for use in funding projects of regional significance in the CMP CIP or in an adopted Deficiency Plan. State law prohibits the expenditure of surface transportation program funds or congestion management and air quality funds for a project located in a jurisdiction that has been found to be out of compliance with the CMP, unless MTC finds that the project is of regional significance.

MTC is responsible for evaluating the consistency between all of the CMPs prepared by Bay Area CMAs, and the Regional Transportation Plan. MTC's responsibilities do not extend to examining or evaluating the conformity of individual localities; the CMAs alone have that obligation.

CHANGES FROM THE 2019 CMP

None.

9.1 Local Compliance with the CMP

The CMP legislation requires that the Authority “determine if the county and cities are conforming to the congestion management program” on at least three measures:

1. Consistency with level of service standards,
2. Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts, and
3. Adoption and implementation of a deficiency plan when highway and roadway level of service standards are not maintained on portions of the designated system

The Authority monitors local conformance with these three aspects of the CMP through its existing monitoring activities. The Authority monitors whether the level-of-service standards are being achieved on the CMP network every other year. (Where the level of service standard is LOS E and the measured level of service is at LOS E or above, the Authority monitors intersections every year.) The results of this monitoring are disseminated to local jurisdictions. Where these standards are exceeded, the Authority prepares an “exclusions study.” If, after subtracting out allowed exclusions, the exceedance still persists, then the affected jurisdictions, including jurisdictions that contribute significantly to through traffic at the intersection must jointly prepare and implement a Deficiency Plan, as described in Chapter 8.

The Land Use Evaluation Program in Chapter 5 gives local jurisdictions two options to meet CMP requirements. The first is through the land use impact procedures established in the Measure J GMP, which includes required participation in local and regional mitigation programs. Compliance with that program is assessed in the GMP Compliance Checklist. If jurisdictions cannot meet that process, the Chapter 5 outlines a second land use evaluation program that allows jurisdictions to comply with the CMP even if they do not meet the GMP requirements.

The Authority will judge compliance with the Chapter 5 CMP requirements by following up with any jurisdiction that notes on its GMP Compliance Checklist that it did not comply with the GMP land use impact analysis process and was otherwise determined not to have done so. This follow-up will focus on whether the jurisdiction complied with the CMP land use analysis program.

The Authority will determine compliance with the requirement to adopt and implement a deficiency plan through monitoring of individual deficiency plans. To date, however, no deficiency plans have been required.

9.2 Relationship between Compliance with the CMP and the Measure J GMP

As noted elsewhere in this document, the Authority seeks to implement the State’s CMP requirements by integrating them as much as possible with the Authority’s pre-existing GMP. Table 9.2-1 illustrates the similarity and overlap between the two programs and their requirements.

As outlined in Chapter 5, the enabling Joint Powers Agreement that established the Authority as the CMA for Contra Costa states that nonconformance with the GMP does not constitute nonconformance with the CMP, and vice versa. Accordingly, a finding of noncompliance with the GMP does not automatically translate into a similar finding of noncompliance with the CMP. (See Chapter 5 for the actual wording of that section of the JPA.)

Table 9.2-1 Comparison Of Compliance Requirements: CMP and GMP

<i>Congestion Management Program</i>	<i>Measure J GMP</i>
<i>Checklist Submittal and Compliance Evaluation</i>	
Biennial	Biennial
<i>General Plan Growth Management Element</i>	
No parallel requirement.	Required of all localities.
<i>Traffic Level of Service Standards and Traffic Impact Studies</i>	
Traffic Impact Studies consistent with the Authority’s Technical Procedures must be conducted as part of the CMP Land Use-Transportation Analysis program.	Traffic Impact Studies are required to help assess impacts of major development projects and General Plan Amendments on Action Plan MTSOs.
<i>Multimodal Transportation Service Objectives and Actions</i>	
CMP performance measures, which are built on Action Plan Multimodal Transportation Service Objectives, are not used directly in compliance evaluation. Actions from Regional Route Action Plans will reflect adopted Deficiency Plans.	Multimodal Transportation Service Objectives are not used directly in compliance evaluation. Local implementation of actions is required for compliance.
<i>Development Mitigation Programs: Local and Regional</i>	
No parallel requirement for a local mitigation program. The regional mitigation program provides one possible basis for estimating the costs of mitigating project impacts on the regional transportation system, as required by the CMP.	Local programs required for GMP compliance. The Authority also requires that all jurisdictions participate in a sub-regional program.
<i>Participation in Multi-jurisdictional Planning</i>	
No parallel requirement.	Required for GMP compliance.

Table 9.2-1 Comparison Of Compliance Requirements: CMP and GMP

<i>Congestion Management Program</i>	<i>Measure J GMP</i>
<i>Five-Year Capital Improvement</i>	
No CMP compliance requirements relating to the CIP. A seven-year CMP CIP is adopted as part of the CMP, but is not adopted locally.	Required for GMP compliance. Local jurisdictions must adopt and annually update a five-year CIP.
<i>Housing Options and Job Opportunities</i>	
No specific requirement, although the land use-transportation evaluation program concerns itself with parallel issues.	Required for GMP compliance.
<i>Transportation Systems Management Program</i>	
Local adoption of a trip reduction and travel demand ordinance is no longer required for CMP compliance.	Required for GMP compliance.
<i>Deficiency Plan Preparation, Adoption and Implementation</i>	
Required for CMP compliance.	Deficiency Plans are to include identification of Action Plan amendments required to make the documents consistent.
<i>Review of General Plan Amendments</i>	
Required for CMP compliance (part of land use-transportation evaluation program) under Option 1. Not required under Option 2.	Required for GMP compliance.
<i>Action Plan Updates</i>	
Deficiency Plans may require changes to Action Plans.	Requires review and update of Action Plans in accordance with schedule established by RTPCs.

APPENDIX A

Congestion Management Program Legislation

SECTION 65088-65089.10

65088. The Legislature finds and declares all of the following:

- (a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.
- (b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.
- (c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars (\$3,100,000) added costs to the motoring public.
- (d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.
- (e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.
- (f) In addition to solving California's traffic congestion crisis, rebuilding California's cities and suburbs, particularly with affordable housing and more walkable neighborhoods, is an important part of accommodating future increases in the state's population because homeownership is only now avail-

able to most Californians who are on the fringes of metropolitan areas and far from employment centers.

- (g) The Legislature intends to do everything within its power to remove regulatory barriers around the development of infill housing, transit-oriented development, and mixed use commercial development in order to reduce regional traffic congestion and provide more housing choices for all Californians.
- (h) The removal of regulatory barriers to promote infill housing, transit-oriented development, or mixed use commercial development does not preclude a city or county from holding a public hearing nor finding that an individual infill project would be adversely impacted by the surrounding environment or transportation patterns.

65088.1. As used in this chapter the following terms have the following meanings:

- (a) Unless the context requires otherwise, “regional agency” means the agency responsible for preparation of the regional transportation improvement program.
- (b) Unless the context requires otherwise, “agency” means the agency responsible for the preparation and adoption of the congestion management program.
- (c) “Commission” means the California Transportation Commission.
- (d) “Department” means the Department of Transportation.

- (e) “Local jurisdiction” means a city, a county, or a city and county.

- (f) “Parking cash-out program” means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. “Parking subsidy” means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space.

A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.

- (g) “Infill opportunity zone” means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, zoned for new compact residential or mixed use development within one-third mile of a site with an existing or future rail transit station, a ferry terminal served by either a bus or rail transit service, an intersection of at least two major bus routes, or within 300 feet of a bus rapid transit corridor, in counties with a population over 400,000. The mixed use development zoning shall consist of three or more land uses that facilitate significant human interaction in close proximity, with residential use as the primary

land use supported by other land uses such as office, hotel, health care, hospital, entertainment, restaurant, retail, and service uses. The transit service shall have maximum scheduled headways of 15 minutes for at least 5 hours per day. A qualifying future rail station shall have broken ground on construction of the station and programmed operational funds to provide maximum scheduled headways of 15 minutes for at least 5 hours per day.

- (h) "Interregional travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of any trip is the starting point of that trip. A roundtrip consists of two individual trips.
- (i) "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.
- (j) "Multimodal" means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, nonmotorized and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies varies by county and region in accordance with the size and complexity of different urbanized areas.
- (k) "Performance measure" is an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies. Use of a performance measure as part of the program does not trigger the requirement for the preparation of deficiency plans.
- (l) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.
- (m) "Bus rapid transit corridor" means a bus service that includes at least four of the following attributes:
 - (1) Coordination with land use planning.
 - (2) Exclusive right-of-way.
 - (3) Improved passenger boarding facilities.
 - (4) Limited stops.
 - (5) Passenger boarding at the same height as the bus.
 - (6) Prepaid fares.
 - (7) Real-time passenger information.
 - (8) Traffic priority at intersections.
 - (9) Signal priority.
 - (10) Unique vehicles.

65088.3. This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.

65088.4. (a) It is the intent of the Legislature to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs.

(b) Notwithstanding any other provision of law, level of service standards described in Section 65089 shall not apply to the streets and highways within an infill opportunity zone. The city or county shall do either of the following:

(1) Include these streets and highways under an alternative areawide level of service standard or multimodal composite or personal level of service standard that takes into account both of the following:

(A) The broader benefits of regional traffic congestion reduction by siting new residential development within walking distance of, and no more than one-third mile from, mass transit stations, shops, and services, in a manner that reduces the need for long vehicle commutes

and improves the jobs-housing balance.

(B) Increased use of alternative transportation modes, such as mass transit, bicycling, and walking.

(2) Approve a list of flexible level of service mitigation options that includes roadway expansion and investments in alternate modes of transportation that may include, but are not limited to, transit infrastructure, pedestrian infrastructure, and ridesharing, vanpool, or shuttle programs.

(c) The city or county may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone is consistent with the general plan and any applicable specific plan. A city or county may not designate an infill opportunity zone after December 31, 2009.

(d) The city or county in which the infill opportunity zone is located shall ensure that a development project shall be completed within the infill opportunity zone not more than four years after the date on which the city or county adopted its resolution pursuant to subdivision (c). If no development project is completed within an infill opportunity zone by the time limit imposed by this subdivision, the infill opportunity zone shall automatically terminate.

65088.5. Congestion management programs, if prepared by county transportation commissions and transportation authorities created pursuant to Division 12 (commencing with Section 130000) of the Public Utilities Code, shall be

used by the regional transportation planning agency to meet federal requirements for a congestion management system, and shall be incorporated into the congestion management system.

65089. (a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.

(b) The program shall contain all of the following elements:

(1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part

of the system, except when it is within an infill opportunity zone. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency, except that the department instead shall make this determination if either (i) the regional agency is also the agency, as those terms are defined in Section 65088.1, or (ii) the department is responsible for preparing the regional transportation improvement plan for the county.

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A except when the area is in an infill opportunity zone. When the level of service on a segment or at an intersection fails to attain the established level of service standard outside an infill opportunity zone, a deficiency plan shall be adopted pursuant to Section 65089.4.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate

highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

- (3) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.
- (4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The pro-

gram shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources.

The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

- (5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4).

The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabilitation

projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

- (c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.
- (d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development.
- (2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or

county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.

- (e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

65089.1. (a) For purposes of this section, “plan” means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption or approval that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle.

- (b) An agency may require an employer to provide rideshare data bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by the employer; bicycle parking areas; and other noncash value programs which encourage or facilitate the use of alternatives to driving alone. An employer may offer, but no agency shall require an employer to offer, cash, prizes, or items with cash value to employees to encourage

participation in a trip reduction program as a condition of approving a plan.

- (c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption.
- (d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section.
- (e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.
- (f) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip reduction goals specified in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.).
- (g) This section only applies to agencies and employers within the South Coast Air Quality Management District.

65089.2. (a) Congestion management programs shall be submitted to the regional agency. The regional agency shall evaluate the consistency between the program and the regional transportation plans required pursuant to Section 65080. In the case of a multi-county regional transportation planning

agency, that agency shall evaluate the consistency and compatibility of the programs within the region.

- (b) The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program.
- (c) (1) The regional agency shall not program any surface transportation program funds and congestion mitigation and air quality funds pursuant to Section 182.6 and 182.7 of the Streets and Highways Code in a county unless a congestion management program has been adopted by December 31, 1992, as required pursuant to Section 65089. No surface transportation program funds or congestion mitigation and air quality funds shall be programmed for a project in a local jurisdiction that has been found to be in nonconformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance.
- (2) Notwithstanding any other provision of law, upon the designation of an urbanized area, pursuant to the 1990 federal census or a subsequent federal census, within a county which previously did not include an urbanized area, a congestion management program as required pursuant to Section 65089 shall be

adopted within a period of 18 months after designation by the Governor.

- (d) (1) It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to congestion management programs adopted for those areas.
- (2) It is the further intent of the Legislature that disputes which may arise between regional agencies, or agencies which are not within the boundaries of a multi-county regional transportation planning agency, should be mediated and resolved by the Secretary of Business, Housing and Transportation Agency, or an employee of that agency designated by the secretary, in consultation with the air pollution control district or air quality management district within whose boundaries the regional agency or agencies are located.
- (e) At the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip-generating facility in another county shall participate in the congestion management program of the county where the facility is located. If a dispute arises involving a local jurisdiction, the agency may request the regional agency to mediate the dispute through procedures pursuant to subdivision (d) of Section 65089.2. Failure to resolve the dispute does not invalidate the congestion management program.

65089.3. The agency shall monitor the implementation of all elements of the congestion

management program. The department is responsible for data collection and analysis on state highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other affected owners and operators in developing data collection and analysis procedures and schedules prior to program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:

- (a) Consistency with levels of service standards, except as provided in Section 65089.4.
- (b) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.
- (c) Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

65089.4. (a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.

- (b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f)

of this section, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district. If the calculated traffic level of service following exclusion of these impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.

(c) The agency shall be responsible for preparing and adopting procedures for local deficiency plan development and implementation responsibilities, consistent with the requirements of this section. The deficiency plan shall include all of the following:

(1) An analysis of the cause of the deficiency. This analysis shall include the following:

(A) Identification of the cause of the deficiency.

(B) Identification of the impacts of those local jurisdictions within the jurisdiction of the agency that contribute to the deficiency. These impacts shall be identified only if the calculated traffic level of service following exclusion of impacts pursuant to subdivision (f) indicates that the level of service standard has not been maintained, and shall be limited to impacts not subject to exclusion.

(2) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service

otherwise required and the estimated costs of the improvements.

(3) A list of improvements, programs, or actions, and estimates of costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved nonmotorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list has not been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.

(4) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000), that shall be implemented, consisting of improvements identified in paragraph (2), or improvements, programs, or actions identified in paragraph (3), that are found by the agency to be in the interest of the public health, safety, and welfare. The action plan shall include a specific implementation

schedule. The action plan shall include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the agency’s deficiency plan procedures. The action plan need not mitigate the impacts of any exclusions identified in subdivision (f).

Action plan strategies shall identify the most effective implementation strategies for improving current and future system performance.

- (d) A local jurisdiction shall forward its adopted deficiency plan to the agency within 12 months of the identification of a deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following that hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the local jurisdiction of the reasons for that rejection, and the local jurisdiction shall submit a revised plan within 90 days addressing the agency’s concerns. Failure of a local jurisdiction to comply with the schedule and requirements of this section shall be considered to be nonconformance for the purposes of Section 65089.5.
- (e) The agency shall incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within the boundaries of the agency.
 - (1) If, according to the agency’s methodology, it is determined that more than one

local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions.

- (2) The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other impacting local jurisdictions. If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements of paragraph (a) of this section, that jurisdiction shall be considered in nonconformance with the program for purposes of Section 65089.5.
- (3) The agency shall establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.
- (f) The analysis of the cause of the deficiency prepared pursuant to paragraph (1) of subdivision (c) shall exclude the following:
 - (1) Interregional travel.
 - (2) Construction, rehabilitation, or maintenance of facilities that impact the system.
 - (3) Freeway ramp metering.

- (4) Traffic signal coordination by the state or multi-jurisdictional agencies. opportunities, and residences, will discourage new trip generation.
- (5) Traffic generated by the provision of low-income and very low income housing. 65089.5. (a) If, pursuant to the monitoring provided for in Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in writing of the specific areas of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.
- (6) (A) Traffic generated by high-density residential development located within one-fourth mile of a fixed rail passenger station, and (B) Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the agency.
- (g) For the purposes of this section, the following terms have the following meanings:
 - (1) "High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.
 - (2) "Mixed use development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping
 - (b) (1) Upon receiving notice from the agency of nonconformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code.
 - (2) If, within the 12-month period following the receipt of a notice of nonconformance, the Controller is notified by the agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.
 - (3) If the Controller is not notified by the agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld

pursuant to this section to the agency.

- (c) The agency shall use funds apportioned under this section for projects of regional significance which are included in the capital improvement program required by paragraph (5) of subdivision (b) of Section 65089, or in a deficiency plan which has been adopted by the agency. The agency shall not use these funds for administration or planning purposes.

65089.6. Failure to complete or implement a congestion management program shall not give rise to a cause of action against a city or county for failing to conform with its general plan, unless the city or county incorporates the congestion management program into the circulation element of its general plan.

65089.7. A proposed development specified in a development agreement entered into prior to July 10, 1989, shall not be subject to any action taken to comply with this chapter, except actions required to be taken with respect to the trip reduction and travel demand element of a congestion management program pursuant to paragraph (3) of subdivision (b) of Section 65089.

65089.9. The study steering committee established pursuant to Section 6 of Chapter 444 of the Statutes of 1992 may designate at least two congestion management agencies to participate in a demonstration study comparing multimodal performance standards to highway level of service standards. The department shall make available, from existing resources, fifty thousand dollars (\$50,000) from the Transportation Planning and Development Account in the State

Transportation Fund to fund each of the demonstration projects. The designated agencies shall submit a report to the Legislature not later than June 30, 1997, regarding the findings of each demonstration project.

65089.10. Any congestion management agency that is located in the Bay Area Air Quality Management District and receives funds pursuant to Section 44241 of the Health and Safety Code for the purpose of implementing paragraph (3) of subdivision (b) of Section 65089 shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter.

APPENDIX B

Growth Management Program Requirements

The following appendix contains the growth management program of the expenditure plan established when Contra Costa voters passed Measure J in 2004 and implemented beginning in 2006. The growth management program established the requirements that local jurisdictions in Contra Costa County must follow to remain eligible for return-to-source funds, and the Authority must follow in carrying out the growth management objectives of Measure J.

Measure J Expenditure Plan Growth Management Program

Goals and Objectives

The overall goal of the Growth Management Program is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land use decisions. ¹

The objectives of the Growth Management Program are to:

- Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.
- Require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies.
- Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.
- Support infill and redevelopment in existing urban and brownfield areas.

COMPONENTS

To receive its share of Local Transportation Maintenance and Improvement funds and to be eligible for Contra Costa Transportation for Livable Communities funds, each jurisdiction must:

¹ The Authority will, to the extent possible, attempt to harmonize the Growth Management and the State-mandated Congestion Management Programs. To the extent they conflict, Congestion Management Program activities shall take precedence over Growth Management Program activities.

1. Adopt a Growth Management Element

Each jurisdiction must adopt, or maintain in place, a Growth Management Element as part of its General Plan that outlines the jurisdiction's goals and policies for managing growth and requirements for achieving those goals. The Growth Management Element must show how the jurisdiction will comply with sections 2–7 below. The Authority will refine its model Growth Management Element and administrative procedures in consultation with the Regional Transportation Planning Committees to reflect the revised Growth Management Program.

Each jurisdiction is encouraged to incorporate other standards and procedures into its Growth Management Element to support the objectives and required components of this Growth Management Program.

2. Adopt a Development Mitigation Program

Each jurisdiction must adopt, or maintain in place, a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a local program to mitigate impacts on local streets and other facilities and a regional program to fund regional and subregional transportation projects, consistent with the Countywide Comprehensive Transportation Plan.

The jurisdiction's local development mitigation program shall ensure that revenue provided from this measure shall not be used to replace private developer funding that has or would have been committed to any project.

The regional development mitigation program shall establish fees, exactions, assessments or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development. Regional mitigation programs may adjust such fees, exactions, assessments or other mitigation measures when developments are within walking distance of frequent transit service or are part of a mixed-use development of sufficient density and with necessary facilities to support greater levels of walking and bicycling. Each Regional Transportation Planning Committee shall develop the regional development mitigation program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives and actions to achieve them established in the Action Plans for Routes of Regional Significance. Regional Transportation Planning Committees may use existing regional mitigation programs, if consistent with this section, to comply with the Growth Management Program.

3. Address Housing Options

Each jurisdiction shall demonstrate reasonable progress in providing housing opportunities for all income levels as part of a report on the implementation of the actions outlined in its adopted Housing Element. The report will demonstrate progress by:

- (1) Comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in the jurisdiction's Housing Element; or
- (2) Illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or
- (3) Illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

In addition, each jurisdiction shall consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided, and shall incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments.

4. Participate In an Ongoing Cooperative, Multi-Jurisdictional Planning Process

Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the Regional Transportation Planning Committees and the Authority to create a balanced, safe and efficient transportation system and to manage the impacts of growth. Jurisdictions shall work with the Regional Transportation Planning Committees to:

- A. Identify Routes of Regional Significance, and establish Multimodal Transportation Service/Regional Transportation Objectives for those routes and actions for achieving those objectives.
- B. Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding

specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.

- C. Create the development mitigation programs outlined in section 2 above.
- D. Help develop other plans, programs and studies to address other transportation and growth management issues.

In consultation with the Regional Transportation Planning Committees, each jurisdiction will use the travel demand model to evaluate changes to local General Plans and the impacts of major development projects for their effects on the local and regional transportation system and the ability to achieve the Multimodal Transportation Service/Regional Transportation Objectives established in the Action Plans.

Jurisdictions shall also participate in the Authority's ongoing countywide comprehensive transportation planning process. As part of this process, the Authority shall support countywide and subregional planning efforts, including the Action Plans for Routes of Regional Significance, and shall maintain a travel demand model. Jurisdictions shall help maintain the Authority's travel demand modeling system by providing information on proposed improvements to the transportation system and planned and approved development within the jurisdiction.

5. Adopt an Urban Limit Line (ULL)

Each jurisdiction must continuously comply with either a new "Countywide mutually agreed upon voter approved ULL" or the "local jurisdiction's voter approved ULL" before that jurisdiction would be eligible to receive the 18% return to source funds or the 5% TLC funds. In the absence of a new local voter approved ULL, submittal of an annexation request to LAFCO outside the countywide voter approved ULL will constitute non-compliance with the Measure C Growth Management Plan.

The new ULL will be developed and maintained consistent with the "Principles of Agreement" in Attachment A, incorporated herein by reference.

6. Develop a Five-Year Capital Improvement Program

Each jurisdiction shall prepare and maintain a capital improvement program that outlines the capital projects needed to implement the goals and policies of the jurisdiction's General Plan for at least the following five-year period. The Capital Improvement Program shall include

approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements. The jurisdiction shall forward the transportation component of its capital improvement program to the Authority for incorporation into the Authority’s database of transportation projects.

7. Adopt a Transportation Systems Management (TSM) Ordinance or Resolution

To promote carpools, vanpools and park and ride lots, each jurisdiction shall adopt a local ordinance or resolution that conforms to the model Transportation Systems Management Ordinance that the Transportation Authority has drafted and adopted. Upon approval of the Authority, cities with a small employment base may adopt alternative mitigation measures in lieu of a TSM ordinance or resolution.

8. Meet the Local Maintenance of Effort (MoE)

The Measure J Expenditure Plan requires each jurisdiction to maintain a minimum level of local street and road expenditures using funds other than Measure J Local Street Maintenance and Improvement (LSM) Funds. This minimum level of non-LSM funding is called the jurisdiction’s level of Maintenance of Effort (MoE). This provision is intended to ensure that the revenues from Measure J are used to supplement and not replace existing revenues being used to fund transportation improvements and programs.

9. Local Street Maintenance and Improvement (LSM) Expenditures Reporting

Each jurisdiction should provide an accounting of annual LSM expenditures along with a detailed description of projects in excess of \$10,000. The submittal serves as an audit report that helps CCTA quantify and report on Measure J LSM expenditures for each fiscal year.

ALLOCATION OF FUNDS

Portions of the monies received from the retail transaction and use tax will be returned to the local jurisdictions (the cities and the county) for use on local, subregional and/or regional transportation improvements and maintenance projects. Receipt of all such funds requires compliance with the Growth Management Program described below. The funds are to be distributed on a formula based on population and road miles.

Each jurisdiction shall demonstrate its compliance with all of the components of the Growth Management Program in a completed compliance checklist. The jurisdiction shall submit, and the Authority shall review and make findings regarding the jurisdiction's compliance with the requirements of the Growth Management Program, consistent with the Authority's adopted policies and procedures.

If the Authority determines that the jurisdiction complies with the requirements of the Growth Management Program, it shall allocate to the jurisdiction its share of local street maintenance and improvement funding. Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold those funds and also make a finding that the jurisdiction shall not be eligible to receive Contra Costa Transportation for Livable Communities until the Authority determines the jurisdiction has achieved compliance. The Authority's findings of noncompliance may set deadlines and conditions for achieving compliance.

Withholding of funds, reinstatement of compliance, reallocation of funds and treatment of un-allocated funds shall be as established in adopted Authority's policies and procedures.

APPENDIX C

DESCRIPTION OF ACTION PLANS

The following description of Action Plans was extracted from the *Contra Costa Growth Management Program Implementation Documents*, adopted by the Contra Costa Transportation Authority in June 2010.

This excerpt focuses on Chapter 3 of the *Implementation Documents* which describes the required components of the Action Plans and the process for adopting and updating them.

3 ACTION PLANS FOR REGIONAL ROUTES

Measure J provides the basis for multijurisdictional planning, focusing on development of appropriate measures and programs for mitigation of regional traffic impacts. The measure requires jurisdictions to participate in an ongoing cooperative multijurisdictional planning process to create a balanced, safe, and efficient transportation system and to manage the impacts of growth. Measure J also requires that each jurisdiction consider the impacts of its land use and development policies on the transportation system. These requirements are to be implemented, in part, through the development and implementation of Action Plans for designated Regional Routes.

This Section discusses Action Plans in three parts:

1. A summary of the content of adopted Action Plans;
2. The planning process for updating Action Plans; and
3. The process for review, adoption and revision of the Plans.

Requirements for local compliance in relation to Action Plan implementation are listed in Section 8, Compliance and Compliance Reporting.

ACTION PLAN COMPONENTS

Action Plans will be required to include the components listed here. The Regional Committees may choose to include additional components.

1. **Long-range assumptions regarding future land use based on local general plans, consistent with regional forecasts.** The Authority maintains and updates a Land Use Information System (LUIS) that is consistent with the regional forecasts prepared by the Association of Bay Area Governments and reflects local plans for future development. The RTPCs are to use the LUIS in the short- and long-range forecasts used in developing and updating the Action Plans.

1. **Overarching goals that articulate the Authority’s vision for the future.** These goals can be either qualitative or quantitative. They can also be corridor specific, or apply to the entire subregion. For example, a goal could be to improve trunk-line transit service along a specific corridor or to improve overall transit ridership within the entire subregion.
2. **Adopted MTS/RTOs that use a quantifiable measure of effectiveness and include a target date for attaining the objective.** MTS/RTOs might include travel time, level-of-service, trail usage, auto occupancy, or transit ridership. (Table 2 on the following page gives specific examples). RTPCs are encouraged to identify MTS/RTOs that agencies can use as “thresholds of significance” in the CEQA process for a proposed development project or GPA. Objectives are to be consistent with the Authority’s adopted goals.
3. **A set of actions to be implemented by each participating jurisdiction.** Actions may include commitments to: 1) fund a specific project or program; 2) support one or more strategies; or 3) implement any number of measures, all of which work towards the achievement of the MTS/RTOs. The actions may be the same for each locality, or may vary. They may relate to capital improvements, fees, land use policy, TSM/TDM, transit service, or other programs and projects. Some actions may apply to more than one Regional Route because of the breadth of their impact. This is particularly likely in relation to land use measures.

Examples of Adopted MTS/RTOs and Corresponding Actions

<i>Sample MTS/RTO</i>	<i>Actions</i>
Maintain a delay index of 4.0 on Interstate 680	<p>Continue to support investment in and implementation of HOV lanes on I-680</p> <p>Continue to support planned improvements to the I-680/SR-4 interchange and to SR-4</p> <p>Continue to work with Solano County to manage traffic in the I-680 corridor</p>
Maintain LOS E on Bailey Road, and LOS D on all other signalized suburban arterials	<p>Pursue development and completion of arterial projects, such as the widening of the Bailey Road/West Leland Road intersection</p> <p>Review and implement appropriate operational strategies originally recommended in the East County Commute Corridor Traffic Management Plan</p> <p>Coordinate with the California Highway Patrol to promote safer traffic operations, including facilitating enforcement</p>
Maintain a delay index of 3.0 or less on I-80 during weekday morning and evening peak hour	<p>Work with Solano County, Vallejo Transit, Caltrans, and MTC to obtain funding in Solano County for HOV lanes between I-80/I-680 and I-80/I-505, Park & Ride lots, ITS projects, and increased express bus service to the Bay Area</p> <p>Work with California Highway Patrol to encourage an increase in enforcement of HOV lane requirements for three-person carpools</p> <p>Identify full funding for the I-80 interchanges with San Pablo Dam Road, Central Avenue, and SR-4, including funding for long-term operations and maintenance</p>
Maintain an hourly average loading factor (ratio of passengers to seats) of 1.5 or less approaching Lafayette Station westbound and Orinda Station eastbound during each and every hour of service.	<p>Support expansion of BART seat capacity through the corridor, parking capacity east of Lamorinda, and headway reduction.</p> <p>Support and seek additional funding for expanding transit service, including service between Lamorinda BART stations and adjacent communities in Central County, service on Pleasant Hill Road north of Sr-24, service to Bishop Ranch and the Tri-Valley area, and service through the Caldecott Tunnel.</p>

4. **Requirements for consultation on environmental documents among participating localities.** Projects and GPAs that exceed a specified threshold are subject to consultation requirements. The threshold size that triggers consultation requirements is specified in Section 4. Each Regional Committee may also establish an alternative threshold provided its own requirements are at least as stringent as those contained in the CEQA guidelines and those established by the Authority. Furthermore, consultation on environmental documents should not be limited to neighboring jurisdictions; it should include affected RTPCs, and all localities upon which the project could have a significant impact. Section 4 provides further information regarding this requirement.

5. **Procedure for review of impacts resulting from proposed local General Plan amendments that have the potential to influence the effectiveness of adopted Action Plans.** Because the Action Plans will be based on land use assumptions reflecting local General Plans, General Plan amendments may affect implementation of Action Plans. The Authority has adopted a process for notification and review of the impact of proposed General Plan amendments. (See Section 4 for a more detailed description of the process.) Within the framework of adopted Authority policy, the Action Plans may outline in further detail how that process will be implemented for GPAs within the Action Plan area.

6. **Schedule for the Regional Committee and the Authority to review progress in attaining MTS/RTOs, and revision of Action Plans as needed.** The updated Action Plans will represent each RTPC's best efforts to develop projects and programs that will result in progress towards meeting objectives. Because of the difficulty of anticipating program effectiveness, the Action Plans should be reviewed periodically and revised as appropriate.

ACTION PLAN UPDATES

Updated Action Plans will be developed by the Regional Committees in cooperation with local jurisdictions. The Action Plan updates will be based on corridor-level analysis that establishes existing conditions and projected changes in operations. The update should include an evaluation of whether the adopted MTS/RTOs are being met. The update will follow the general guidelines and steps outlined below and illustrated in Figure 2.

Preliminary Objectives

Quantifiable MTS/RTOs are a required component of Action Plans. Objectives can be stated using various measures of effectiveness, such as travel time, average auto occupancy or transit patronage. Each objective will be quantifiable and will include a target date for attainment. The MTS/RTOs should be crafted to serve as a “threshold of significance” in a CEQA document. For example, an adopted objective might be: “Maintain a Delay Index of 2.5 on [name of Regional Route segment].” Actions corresponding to this type of objective might include construction of auxiliary lanes, a new park-and-ride lot, creation of high-occupancy vehicle (HOV) lanes, metering the flow of traffic onto the facility, and implementation of a focused TSM/TDM program. When considering a GPA or major development project, the EIR would indicate whether the proposed action would exceed the MTS/RTO, and the EIR would classify an exceedance as a significant impact on the environment.

Ideally, MTS/RTOs would envision an improvement in operations. In some cases, however, objectives may seek to maintain current service levels (a non-degradation standard such as a policy to maintain a 20-minute travel time on a specified road segment over the next five years). In the worst case, where projections now indicate significant deterioration, a Committee might choose to adopt an objective to limit the rate of degradation.

During the development of primary objectives, Regional Committees that share designated Routes of Regional Significance should meet to coordinate their planning efforts. The updated Action Plans for different portions of the same Regional Route should have the same objectives.

An RTPC may identify segments of Regional Routes — corridors or geographic areas — that are subject to a specific MTS/RTO. A geographically-specific MTS/RTO may be used to address the following conditions:

1. **Accommodation of TOD:** Areas where Transit Oriented Development exists or is planned may need special consideration with regard to MTS/RTOs that are oriented towards achievement of Traffic LOS at adjacent intersections. These

TOD areas may be identified in the action plan as being subject to alternative MTS/RTOs that differ from a corridor-level MTS/RTO.

2. **Accommodation of Infill Development:** One of the objectives of the GMP is to support infill and redevelopment in existing urban and brownfield areas. Measure J established the CC-TLC program to strengthen existing communities through infill development. However, infill development may have localized traffic impacts because adjacent regional routes may already carry heavy traffic volumes. MTS/RTOs may be used to encourage effective use of the OBAG and CC-TLC programs, and support the GMP ULL requirement.
3. **Adopted or Proposed Traffic Management Programs:** Traffic Management Programs (TMPs) may involve metering that controls downstream traffic levels and encourages temporal, spatial, or modal diversion. Alternative MTS/RTOs may be identified where TMPs intended to improve overall system performance are proposed or have been established.
4. **Conflict(s) with Regional, Statewide, or Federal programs:** Examples of these types of programs include congestion pricing, high-occupancy/toll (HOT) lanes, toll collection, and freeway ramp metering. In the case where an MTS/RTO is adversely affected by such programs, the RTPC may specify a different MTS/RTO.

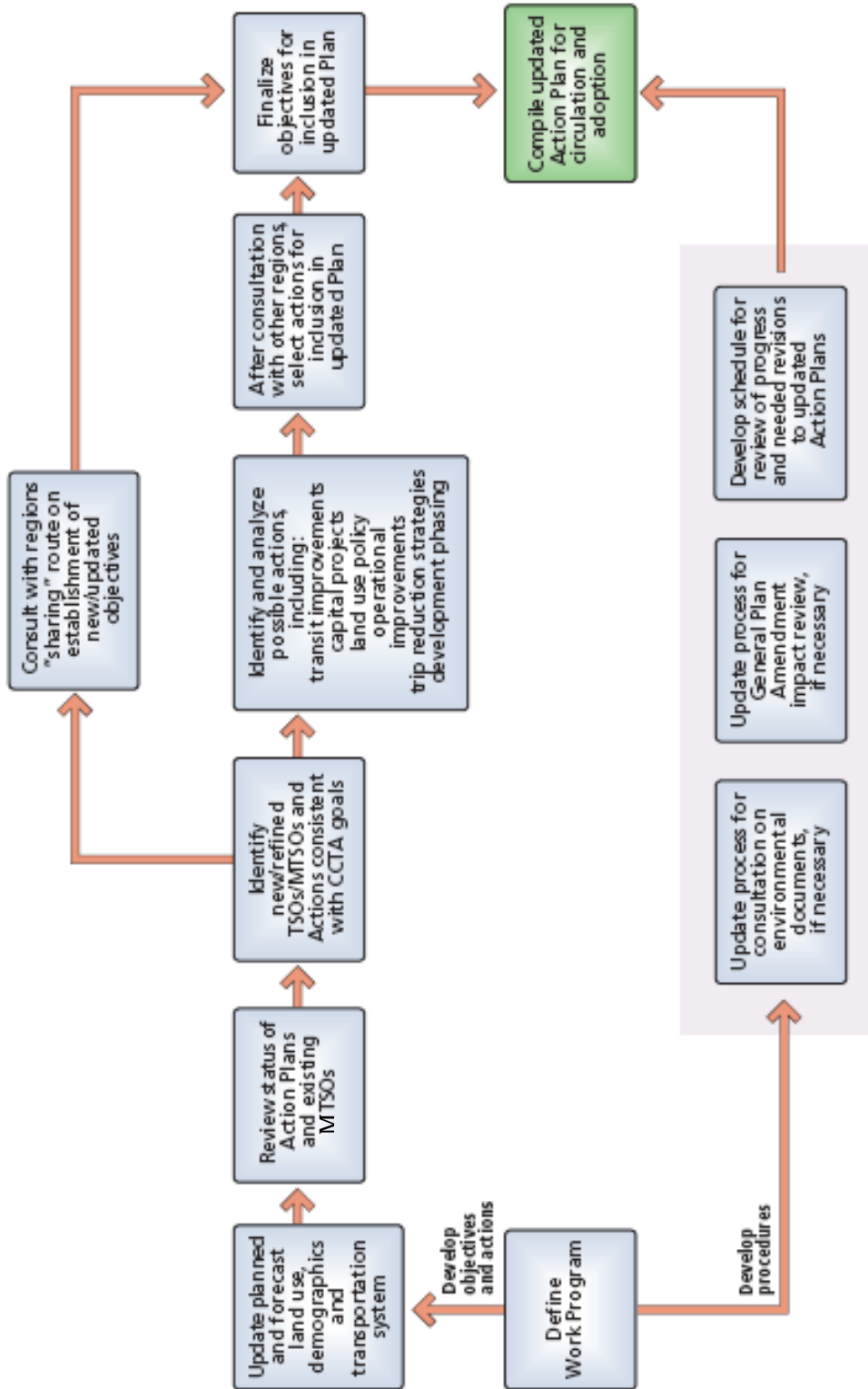


Figure 2

Action Plan Update Process

May 4, 2007

Action Plan Actions, Measures & Programs

Evaluation of candidate actions, measures and programs will be based on the evaluation of baseline conditions and projections of future conditions assuming approved development, improvements in adopted capital improvements plans, and planned development consistent with local General Plans, and should take into account environmental and financial considerations. Travel demand forecasts will be prepared using the Authority's Countywide Model.

Since action policies are to be implemented by the local jurisdictions, each locality should review and be in agreement with proposed actions that the RTPCs develop. The actions, programs, and measures will be included in the updated Action Plan, with responsibilities assigned to the acting party. In some cases one action will be suitable for implementation by several or all jurisdictions, and acceptable to all. In others, actions may be unique to a single jurisdiction. As part of the Action Plan update process, specific actions to improve traffic conditions on the Routes of Regional Significance will be considered for adoption. The assignment of action policies should be limited to the involved parties who have representation on the RTPC.

Examples of actions to be considered and/or analyzed in the Action Plan for feasibility and effectiveness in attaining MTS/RTOs include:

Land Use Policy

1. Modifications to allowable densities or set minimum densities for newly developing areas or infill areas where redevelopment is anticipated
2. Changes to location of planned land uses (new or redeveloped) to reduce impacts on Regional Routes
3. Conditions for development approvals on progress in attaining MTS/RTOs
4. Establishing standards and incentives for Transit-Oriented Development (TOD) that will improve transit ridership

Capital Projects

1. Construction of new roads, transit facilities, or pedestrian, bicycle, or trail facilities
2. Street or freeway operational improvements

3. HOV/HOT lane construction or facilities for “open road” tolling or congestion zone pricing
4. Adding turn lanes
5. Traffic calming features (e.g. curb bulbs, raised intersections, traffic circles/mini-roundabouts, median barriers, semi-diverters or diagonal diverters)

Operational Improvements

1. Traffic signal coordination
2. Traffic Management Programs
3. Integrated Corridor Management projects that deploy intelligent transportation system (ITS) technologies such as adaptive ramp metering, variable speed control, transit pre-emption, and improved incident detection
4. Revisions to transit routes and schedules
5. Augmentation of bus service on Regional Routes
6. Accommodation of HOVs/HOTs
7. Traffic calming measures

Trip Reduction Programs

1. Expanded TDM/TSM requirements within a corridor
2. Focused ridesharing or car sharing campaigns
3. Parking limitations and charges
4. Casual carpooling
5. Deployment of micro-mobility programs

Institutional and Intergovernmental Programs

1. Coordinated efforts to attract state and federal funding for projects in the County
2. Communication and cooperation with jurisdictions in adjacent counties
3. Regional measures implemented through the Bay Area Partnership.

Following evaluation of new action policies, the MTS/RTOs will be finalized. When fully implemented, the actions, measures, and programs should result in achievement of the objectives, i.e., it should be reasonable to expect that if actions are implemented, the objectives will be achieved. A jurisdiction, however, may still be in compliance with the GMP even if the objectives are not met.

Work Program

The overall approach to updating the Action Plans includes the following specific tasks.

- Data collection
- Assess status of action plan, and identify issues and potential changes
- Identify new or refined MTS/RTOs and actions
- Assess proposed changes
- Assess procedures for review and mitigation
- Prepare draft Action Plan Update
- Adopt final Action Plan Update

A model work program for an Action Plan Update is shown in Appendix C.

Procedures

In addition to identifying MTS/RTOs and action policies, the updated Action Plans refer to the procedures outlined in this *Guide*, and specify any refinements to them, including:

- **Requirements for consultation on environmental documents:** The RTPC may set a threshold that is lower than the Authority threshold specified in Section 4;
- **Requirements for the review of impacts of local General Plan amendments that meet the specified threshold for vehicle trip generation:** Again, a lower threshold for review may be specified; and
- **A schedule for review by the Regional Committee and the Authority of progress in attaining objectives:** Generally, a two-to-four year review cycle is envisioned.

See items 5, 6 and 7 in Section 3.1 above for discussion of these procedures.

REVIEW, ADOPTION, AND REVISION OF UPDATED ACTION PLANS

The Action Plan update process relies on planning by the Regional Committees, consistent with Measure J, which notes that jurisdictions will “participate in the Authority’s ongoing countywide comprehensive transportation planning process..., including the Action Plans for Routes of Regional Significance.” Because Action Plans must work together to serve all transportation needs in the county, the Action Plan update process involves all jurisdictions in the county in the review process through the Regional Committees. The overall process for the review, adoption, and revision of Action Plans is described below.

- a. *Proposed updated Action Plan is circulated to all other Regional Committees.*

Some circulation of proposed policies will have occurred during development of the Action Plans update to establish common objectives for Regional Routes connecting two or more regions. Circulation of the proposed updated Action Plans will occur after full agreement on the Plans is reached in the originating Regional Committee.

- b. *Each Regional Committee is asked to comment on proposals, clearly identifying those proposals which it opposes and seeks to have changed by the originating Regional Committee.*

Because their responses will influence the approval process, Regional Committees are asked to clearly differentiate between policies that are supported, those that are not supported but not strongly opposed, and those that are strongly opposed.

- c. *The originating Regional Committee modifies its proposed objectives and action policies as appropriate following receipt of comments by other committees, and submits its proposal with comments from other committees to the Authority.*

The Regional Committee may choose not to respond to comments received, but to allow the Authority, through its conflict resolution process, to determine what policies should prevail. Direct communications between Regional Committees, through joint meetings or other forums, it will be helpful in preparing revisions.

- d. *The Authority acts on proposed objectives, actions, and procedures.*

Where consensus has been reached among members of the Regional Committee and no other Committee has expressed objections to any of the policies, the Authority will accept the objectives and action policies as proposed. Where another committee or committees oppose some portion of the updated Action Plan, the Authority will determine which objectives and action policies are to be included as conditions of compliance with the GMP. In addition, the Action Plan procedures for consultation and review of EIRs and GPAs are reviewed for consistency with Authority policies.

- e. *Local implementation of actions adopted by the Authority and the Regional Committees become conditions of local compliance with the GMP. (See Section 7 for greater detail.) Compliance is tied only to local implementation of action policies, and not to achievement of MTS/RTOs.*

Local jurisdictions will report on implementation of the set of actions identified in the adopted Action Plan through the biennial GMP checklist. One locality's compliance with the GMP cannot be judged based upon the unwillingness of another locality to participate in the process.

- f. *A periodic review will be initiated by the Regional Committee and submitted to the Authority. It will be based on the Authority's MTS/RTO monitoring on Regional Routes.*

Consistent with the schedule for revision in the updated Action Plan, the Regional Committee and the Authority will periodically review progress in attaining objectives. If satisfactory progress is observed by the Regional Committee and the Authority, implementation of the updated Action Plan will continue. If progress has not been satisfactory, a revision of the Action Plan may be necessary. The revision process will require circulation and submittal of the proposed Action Plan as discussed in Section 3.2.

- g. *Revision of updated Action Plans may be required to respond to General Plan Amendment(s) (GPAs) that would allow more development than anticipated by regional projections for population and job growth. This is because such unanticipated*

development could result in cumulative impacts that would adversely affect efforts to achieve and maintain MTS/RTOs or conflict with implementation of adopted actions.

As outlined in Section 4, the Authority has an adopted GPA review process that requires consultation between the responsible agency proposing the GPA and the affected RTPC. This consultation process could result in proposed revisions to the adopted Action Plan. RTPCs should avoid watering down MTS/RTOs during the revision process. Revisions may increase local commitments to actions needed as a result of GPAs or otherwise modify the approach to be taken to meeting objectives. Action Plan revisions that are made in response to a local jurisdiction's GPA should be based upon a consensus reached between the jurisdiction proposing the GPA, and the affected RTPC.

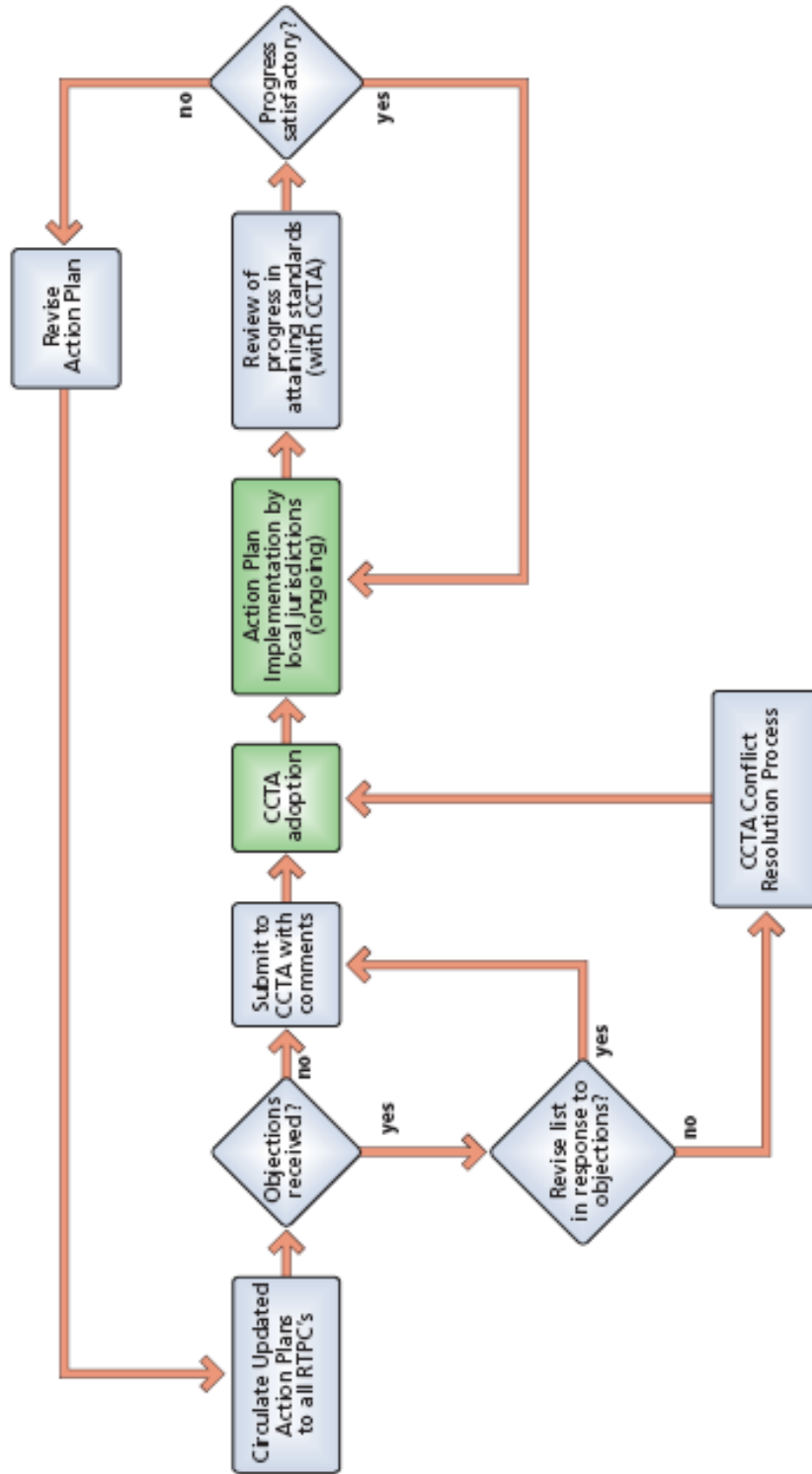


Figure 3
Circulation, Review and Adoption
of Updated Action Plans

May 4, 2007

APPENDIX D

LEVEL OF SERVICE STANDARDS FOR FREEWAY SEGMENTS AND CMP INTERSECTIONS

The following tables list the level of service standards for freeway segments CMP monitoring intersections established in the Contra Costa CMP. The freeway segments are listed by freeway and include separate standards for both directions. The CMP Monitoring Intersections are listed by CMP route and include a single LOS standard for each intersection as well as LOS standards for the signalized intersections between the CMP Monitoring Intersections.

LEVEL OF SERVICE STANDARDS FOR FREEWAY SEGMENTS					
<i>Freeway</i>		NB	SB	EB	WB
Interstate 80	Carquinez Bridge to Cummings Skyway	F	E		
	Cummings Skyway to State Route 4	F	E		
	State Route 4 to San Pablo Dam Road	F	F		
	San Pablo Dam Road to Cutting Boulevard	F	F		
	Cutting Boulevard to Alameda County line	F	F		
Interstate 580	Richmond-San Rafael Bridge to Alameda County line			E	E
Interstate 680	Benicia Bridge to State Route 4	F	F		
	State Route 4 to State Route 242	E	F		
	State Route 242 to El Cerro Boulevard	F	F		
	El Cerro Boulevard to Bollinger Canyon Road	E	F		
	Bollinger Canyon Road to Alameda County	E	E		
State Route 4	Interstate 80 to Cummings Skyway			F	F
	Cummings Skyway to Interstate 680			E	E
	Interstate 680 to State Route 242			E	E
	State Route 242 to Bailey Road			F	F
	Bailey Road to Loveridge Road			F	F
	Loveridge Road to State Route 160			F	F
State Route 24	Alameda County to Camino Pablo			E	F
	Camino Pablo to Oak Hill Road			F	F
	Oak Hill Road to Interstate 680			F	E
State Route 24	Interstate 680 to State Route 4	E	F		

LEVEL OF SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS IN WEST CONTRA COSTA COUNTY

For CMP Monitoring Intersections and Intervening Signalized Intersections, refer to Figure 2.5

<i>Intersection</i>	<i>Location</i>	<i>LOS Standard</i>	<i>Jurisdiction</i>
John Muir Parkway — San Pablo Avenue to I-80			
W1	at San Pablo Avenue	E	Hercules
	<i>San Pablo Avenue to I-80</i>	E	Hercules
San Pablo Avenue — John Muir Parkway to Alameda County			
W1	at John Muir Parkway	E	Hercules
	<i>LOS between Monitoring Intersections</i>	E	Hercules, Pinole, County
W2	at Pinole Valley Road	E	Pinole
	<i>LOS between Monitoring Intersections</i>	E	Pinole
W3	at Appian Way	E	Pinole
	<i>LOS between Monitoring Intersections</i>	E	Pinole, County, Richmond
W4	at Hilltop Drive	E	Richmond
	<i>LOS between Monitoring Intersections</i>	E	Richmond, San Pablo
W5	at Rumrill Boulevard	F	San Pablo
	<i>LOS between Monitoring Intersections</i>	E	San Pablo
W6	at El Portal	E	San Pablo
	<i>LOS between Monitoring Intersections</i>	E	San Pablo
W7	at Road 20	F	San Pablo
	<i>LOS between Monitoring Intersections</i>	E	San Pablo
W8	at San Pablo Dam Road	E	San Pablo
	<i>LOS between Monitoring Intersections</i>	E	San Pablo, Richmond
W9	at McBryde Avenue	E	Richmond
	<i>LOS between Monitoring Intersections</i>	E	Richmond
W10	at southbound I-80 off-ramps	E	Richmond
	<i>LOS between Monitoring Intersections</i>	E	Richmond
W11	at northbound I-80 on-ramps	E	Richmond

LEVEL OF SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS IN WEST CONTRA COSTA COUNTY

For CMP Monitoring Intersections and Intervening Signalized Intersections, refer to Figure 2.5

<i>Intersection</i>	<i>Location</i>	<i>LOS Standard</i>	<i>Jurisdiction</i>
	<i>LOS between Monitoring Intersections</i>	E	Richmond
W12	at Barrett Avenue	F	Richmond
	<i>LOS between Monitoring Intersections</i>	E	Richmond
W13	at Cutting Boulevard	E	El Cerrito
	<i>LOS between Monitoring Intersections</i>	E	El Cerrito
W14	at Central Avenue	E	El Cerrito
	<i>LOS Central to Alameda County</i>	E	El Cerrito
San Pablo Dam Road — San Pablo Avenue to Bear Creek Road (WCCTAC and Lamorinda)			
W8	at San Pablo Avenue	E	San Pablo
	<i>LOS between Monitoring Intersections</i>	E	San Pablo
W15	at southbound on-ramps to I-80	F	San Pablo
W16	at northbound on-ramps to I-80	F	San Pablo
	<i>LOS between Monitoring Intersections</i>	E	Richmond, San Pablo, County
W17	at El Portal Drive	E	Richmond, County
W18	<i>LOS between Monitoring Intersections</i>	E	Richmond, County
W18	at Appian Way	E	County
	<i>LOS between Monitoring Intersections</i>	E	Richmond, County
W19	at Castro Ranch Road	E	Richmond, County
	<i>LOS between Monitoring Intersections</i>	E	Richmond, County
W20	at Bear Creek Road	F	Orinda, County
El Portal Drive — San Pablo Avenue to San Pablo Dam Road (WCCTAC)			
W6	at San Pablo Avenue	E	San Pablo
	<i>LOS between Monitoring Intersections</i>	E	San Pablo
W21	at Road 20	E	San Pablo
	<i>LOS between Monitoring Intersections</i>	E	San Pablo

LEVEL OF SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS IN WEST CONTRA COSTA COUNTY

For CMP Monitoring Intersections and Intervening Signalized Intersections, refer to Figure 2.5

<i>Intersection</i>	<i>Location</i>	<i>LOS Standard</i>	<i>Jurisdiction</i>
W22	at southbound ramps to I-80	F	County
W23	at northbound ramps to I-80	F	Richmond, County
	<i>LOS between Monitoring Intersections</i>	E	Richmond, County
W17	at San Pablo Dam Road	E	Richmond, County
	Cutting Boulevard — Canal Boulevard to San Pablo Avenue (WCCTAC)		
W24	at Canal Boulevard	E	Richmond
	<i>LOS between Monitoring Intersections</i>	E	Richmond
W25	at Harbour Way	E	Richmond
	<i>LOS between Monitoring Intersections</i>	E	Richmond
W26	at Carlson Boulevard	E	Richmond
	<i>LOS between Monitoring Intersections</i>	E	Richmond, El Cerrito
W13	at San Pablo Avenue	E	El Cerrito

LEVEL OF SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS IN CENTRAL CONTRA COSTA COUNTY

For CMP Monitoring Intersections and Intervening Signalized Intersections, see Figure 2.6

<i>Intersection</i>	<i>Location</i>	<i>LOS Standard</i>	<i>Jurisdiction</i>
Alhambra Avenue — Arch Street to Taylor Boulevard			
	<i>LOS between Arch Street and State Route 4</i>	E	Martinez
C1	at eastbound ramps to State Route 4	E	Martinez
	<i>LOS between Monitoring Intersections</i>	E	Martinez
C2	at Taylor Boulevard	F	Pleasant Hill
Pacheco Boulevard/Contra Costa Boulevard/Main Street — State Route 4 to I-680			
C3	at John Muir Road	E	County
	<i>LOS between Monitoring Intersections</i>	E	County
C4	at southbound ramps to I-680	E	Pleasant Hill
	<i>LOS between Monitoring Intersections</i>	E	Pleasant Hill
C5	at Concord Avenue/Chilpancingo Parkway	E	Pleasant Hill
	<i>LOS between Monitoring Intersections</i>	E	Pleasant Hill
C6	at Willow Pass Road/Taylor Boulevard	E	Pleasant Hill, Concord
	<i>LOS between Monitoring Intersections</i>	E	Pleasant Hill, Concord, County
C7	at Gregory Lane/southbound I-680 ramp	E	Pleasant Hill
	<i>LOS between Monitoring Intersections</i>	E	Pleasant Hill
C8	at Monument Boulevard	F	Pleasant Hill
	<i>LOS between Monitoring Intersections</i>	E	Pleasant Hill
C9	at Boyd Road/southbound ramps to I-680	E	Pleasant Hill
	<i>LOS between Monitoring Intersections</i>	E	Pleasant Hill, Walnut Creek
C10	at Sunnyvale Avenue/southbound I-680 ramps	F	Walnut Creek

LEVEL OF SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS IN CENTRAL CONTRA COSTA COUNTY

For CMP Monitoring Intersections and Intervening Signalized Intersections, see Figure 2.6

<i>Intersection</i>	<i>Location</i>	<i>LOS Standard</i>	<i>Jurisdiction</i>
C11	<i>LOS between Monitoring Intersections</i>	F	Walnut Creek
	at Geary Road	F	Walnut Creek
C12	<i>LOS between Monitoring Intersections</i>	E	Walnut Creek
	at I-680 southbound ramps (near San Luis)	E	Walnut Creek
C13	at I-680 northbound ramps (north of Parkside)	E	Walnut Creek
Willow Pass Road/Taylor Boulevard — I-680 to Pleasant Hill Road			
C6	at Contra Costa Boulevard	E	Pleasant Hill, Concord
C2	<i>LOS between Monitoring Intersections</i>	E	Pleasant Hill
	at Alhambra Avenue	F	Pleasant Hill
C14	<i>LOS between Monitoring Intersections</i>	E	Pleasant Hill
	at Withers Avenue	E	Lafayette, County
	<i>LOS to Pleasant Hill Road</i>	E	Lafayette, County
Geary Road/Pleasant Hill Road — North Main Street to Taylor Boulevard			
C11	at North Main Street	F	Walnut Creek
	<i>LOS between Monitoring Intersections</i>	F ¹	Walnut Creek, Pleasant Hill
C15	at Geary Road/Pleasant Hill Road intersection	E	Pleasant Hill
	<i>LOS to Taylor Boulevard</i>	E	County, Lafayette
Treat Boulevard — Clayton Road to North Main Street			
C16	at Clayton Road	E	Concord
	<i>LOS between Monitoring Intersections</i>	E	Concord

¹ The City of Walnut Creek has provided data for the Buena Vista Ave/Putnam Blvd. on Geary Rd. intersection that supports a LOS F standard designation.

LEVEL OF SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS IN CENTRAL CONTRA COSTA COUNTY

For CMP Monitoring Intersections and Intervening Signalized Intersections, see Figure 2.6

<i>Intersection</i>	<i>Location</i>	<i>LOS Standard</i>	<i>Jurisdiction</i>
C17	at Cowell Road	E	Concord
	<i>LOS between Monitoring Intersections</i>	E	Concord
C18	at Oak Grove Road	F	Concord
	<i>LOS between Monitoring Intersections</i>	F	Concord, Walnut Creek
C19	at Bancroft Road	F	Walnut Creek
	<i>LOS between Monitoring Intersections</i>	E	Walnut Creek, County
C20	at Oak Road	E	Walnut Creek, Pleasant Hill, County
C21	at Buskirk Avenue/I-680 northbound ramps	E	Walnut Creek, County
C11	at Main Street/Geary Road	F	Walnut Creek
Clayton Road — Treat Boulevard to Ygnacio Valley Road/Kirker Pass Road			
C16	at Treat Boulevard	E	Concord
	<i>LOS between Monitoring Intersections</i>	E	Concord
C22	at Ygnacio Valley Road/Kirker Pass Road	E	Concord
Ygnacio Valley Road — Kirker Pass Road to I-680			
C22	at Kirker Pass Road/Clayton Road	E	Concord
	<i>LOS between Monitoring Intersections</i>	E	Concord
C23	at Alberta	F	Concord
	<i>LOS between Monitoring Intersections</i>	E	Concord
C24	at Ayers Road	E	Concord
	<i>LOS between Monitoring Intersections</i>	E	Concord
C25	at Cowell Road	F	Concord
	<i>LOS between Monitoring Intersections</i>	F	Concord, Walnut Creek
C26	at Oak Grove Road	F	Walnut Creek
	<i>LOS between Monitoring Intersections</i>	F	Walnut Creek
C27	at Bancroft Road	F	Walnut Creek

**LEVEL OF SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS IN
CENTRAL CONTRA COSTA COUNTY**

For CMP Monitoring Intersections and Intervening Signalized Intersections, see Figure 2.6

<i>Intersection</i>	<i>Location</i>	<i>LOS Standard</i>	<i>Jurisdiction</i>
	<i>LOS between Monitoring Intersections</i>	F	Walnut Creek
C28	at Walnut Boulevard	F	Walnut Creek
	<i>LOS between Monitoring Intersections</i>	F	Walnut Creek
C29	at I-680 northbound ramps	E	Walnut Creek
C30	at I-680 southbound ramps	E	Walnut Creek

LEVEL-OF-SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS IN EAST CONTRA COSTA COUNTY

For CMP Monitoring Intersections and Intervening Signalized Intersections, see Figure 2.7

<i>Intersection</i>	<i>Location</i>	<i>LOS Standard</i>	<i>Jurisdiction</i>
	Railroad Avenue/Kirker Pass Road — State Route 4 to Clayton Rd/Ygnacio Valley Rd		
E1	at westbound State Route 4 ramps	E	Pittsburg
E2	at eastbound State Route 4 ramps	E	Pittsburg
	<i>LOS between Monitoring Intersections</i>	E	Pittsburg
E3	at Buchanan Road	E	Pittsburg
	State Route 4 — State Route 160 to San Joaquin County		
	<i>LOS between Monitoring Intersections</i>	E	County
E4	at Neroly Road	E	County
	<i>LOS between Monitoring Intersections</i>	E	County
E5	at Big Break Road	E	County
	<i>LOS between Monitoring Intersections</i>	E	County
E6	at Oakley Road	E	County
	<i>LOS between Monitoring Intersections</i>	E	County
E7	at Cypress Road	E	County
	<i>LOS between Monitoring Intersections</i>	E	County, Brentwood
E8	at Balfour Road	E	Brentwood
	<i>LOS between Monitoring Intersections</i>	E	County, Brentwood
E9	at Byron Highway	E	County

Appendix E

2023 CMP-CIP

AC Transit

Bus

1277 - Speed Protection and Passenger Amenities

Street and rider improvements within Contra Costa County to protect buses from degrading speeds on arterials while providing passenger amenities to encourage increased ridership. Can include items such as signal timing, signal priority and queue jump lanes; more frequent service levels; passenger loading stations or amenities; real-time passenger information; street and sidewalk geometric changes to assist bus operations (bus bulbs if appropriate). These are envisioned to be segment-level or spot improvements at selected intersections.

Limits: Western Contra Costa County

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$5,000,000.00 in dollars

1278 - Bus Corridor Improvements on San Pablo Dam Road

Street and rider improvements on San Pablo Dam Road to improve bus operations and passenger safety, and encourage increased ridership on Route 74. This would include signal timing and signal priority, queue jump lanes where possible; passenger loading stations or amenities at stops; real-time passenger information; and street and sidewalk geometric changes to assist bus operations (bus bulbs if appropriate).

Limits: Between San Pablo Avenue and Orinda BART

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$12,900,000.00 in dollars

1391 - AC Transit Purchase of Expansion Buses

Purchase 12 buses, 8 to be used to improve Express Bus service on I-80 and RAPID service on San Pablo Ave. and 4 for feeder service.

Limits: Within Contra Costa portion of AC Transit service area

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$118,000,000.00 in dollars

2881a - San Pablo Avenue Phase 1 Transit Enhancements - Rapid Bus Upgrades

Construct enhancements to San Pablo Rapid Bus Service, including real-time info, queue jump lanes, buses and on-board equipment, and passenger amenities.

Limits: Alameda County Line to Richmond Parkway Transit Center

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$15,000,000.00 in 2020 dollars

2881b - San Pablo Avenue Phase 2 Transit Enhancements - High Capacity Bus

Upgrade existing local and Rapid Bus service to a full Bus Rapid Transit (BRT) project linking the Richmond Pkwy Transit Center with El Cerrito del Norte BART Station, including similar improvements along Macdonald Avenue.

Limits: El Cerrito del Norte BART Station to Richmond Parkway Transit Center

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$172,000,000.00 in 2025 dollars

2881c - San Pablo Avenue Phase 3 Transit Enhancements - High Capacity Bus

Upgrade the existing local and Rapid Bus service to a full Bus Rapid Transit (BRT) linking El Cerrito del Norte BART Station with central El Cerrito near Carlson Blvd.

Limits: Carlson Blvd to El Cerrito del Norte BART Station

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$46,750,000.00 in 2025 dollars

2920 - AC Transit Rolling Stock

Expansion Buses to support improved transit service (CC County)

Limits: AC Transit Service Area

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$3,500,000.00 in 2040 dollars

2997 - West County Bus Storage and Maintenance Facility - Phase 2
New West County Bus Storage and Maintenance Facility Phase 2

Limits: in Richmond

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$51,000,000.00 in 2025 dollars

2998 - San Pablo-Macdonald Transit Corridor Improvements
San Pablo-Macdonald Transit Corridor Improvements

Limits: San Pablo-Macdonald Corridor

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$226,800,000.00 in 2027 dollars

Intermodal/Park-and-Ride

0746 - Richmond Parkway Transit Center Parking and Access Improvements
Updated scope: rehabilitation, paving, lighting, operator restrooms. Old Scope: signal reconfiguration or timing; improved bus access; 700- to 800-space parking facility; and security improvements at Hilltop Drive park-and-ride lot

Limits: At Blume Drive

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$3,000,000.00 in 2020 dollars

Paratransit

2983 - East Bay Paratransit Service
East Bay Paratransit Service

Limits: AC Transit service area

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$5,000,000.00 in 2028 dollars

Alameda CMA

Freeway

0261 - I-680: Add HOV lanes, Alcosta to SR-237
Add NB and SB HOV lanes

Limits: Between Alcosta and south to SR-237

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$161,000,000.00 in 2016 dollars

0293b - I-680: Construct HOV Lane over Sunol Grade (southbound)
Southbound only 2 person carpool lane

Limits: Southbound over Sunol Grade, from Rt. 84 to Fremont

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$40,000,000.00 in dollars

Interchange

0139 - I-580/Vasco Road Interchange
Modify interchange

Limits: I-580 at Vasco Road

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$40,800,000.00 in dollars

0144 - I-580/North Livermore Avenue: Modify Interchange
Modify interchange

Limits: North Livermore at I-580

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$25,000,000.00 in dollars

0146 - North Greenville Road Interchange
Modify interchange

Limits: North Greenville Road at I-580

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$20,000,000.00 in dollars

Antioch

Arterial/Roadway

0197 - Lone Tree Way and Hillcrest Ave: Widen to 6 Lanes
Widening of Lone Tree Way in Antioch to Six lanes plus turn lanes

Limits: Lone Tree Way from James Donlon Blvd. to Empire Ave.

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$500,000.00 in dollars

0301a - Standard Oil Avenue: Construct New Roadway, Buchanan Rd to Delta Fair
New two-lane arterial from Buchanan Road. to Delta Fair Blvd. and widening the Century Blvd. and Delta Fair Blvd. intersection. Construct a connection to Los Medanos College access road. Provide bicycle lanes and sidewalks.

Limits: Buchanan Rd. to Century Blvd. at Highway-4

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$6,000,000.00 in dollars

0412 - Pittsburg-Antioch Highway Widening
Widen Pittsburg-Antioch Highway from 2 lanes to 4 lanes with turning lanes from Auto Center Dr to Loveridge Rd

Limits: From Somersville Rd. to Loveridge Rd.

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$13,600,000.00 in 2019 dollars

0669 - Deer Valley Road Widening
Improve Deer Valley Road from a two lane, non-standard road to an arterial road between Balfour Road, and Sand Creek Road (1.2 miles), with full improvements including traffic signal systems

Limits: Balfour Rd. north to Antioch City Limits

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$8,055,000.00 in dollars

0765a - Wilbur Avenue: Widen, East of Burlington Northern-Santa Fe Railroad to SR-160
Widen Wilbur Avenue from 2 to 4 lanes, from east of Burlington Northern-Santa Fe Railroad ROW to SR-160

Limits: East of BNSF Railroad to SR-160

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$20,000,000.00 in dollars

0765b - Wilbur Avenue: Widen, A to Cavallo
Widen Wilbur Avenue from two lanes to four lanes, from A Street to Cavallo Road

Limits: A Street to Cavallo Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$3,000,000.00 in 2018 dollars

0767 - Widen Heidorn Ranch Road
Add 2 lanes to existing 2-lane Heidorn Ranch Road from EBMUD aqueduct to the future Sand Creek Road extension, including bike lanes and sidewalks.

Limits: Lone Tree Way to Sand Creek Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$6,000,000.00 in 2015 dollars

0769 - Buchanan Road: Widen, Somersville to Antioch City Limits

Widen Buchanan Road from 2 to 4 lanes between Somersville Road and the Antioch City Limits

Limits: Somersville Road to Antioch City Limits**Project Status :****RTP Ref. No. :** TRANSPLAN**Project Cost :** \$5,000,000.00 in dollars

0771 - Hillcrest Avenue Extension: Prewett Ranch Rd to Sand Creek Rd (Phase 1)

Construct new 4 lane divided arterial from Prewett Ranch Road south to Sand Creek Road.

Limits: Prewett Ranch Road to Sand Creek Road**Project Status :****RTP Ref. No. :** TRANSPLAN**Project Cost :** \$35,000,000.00 in 2030 dollars

1020 - Widen Fitzuren Road and Connect to W. Tregallas

Widen Fitzuren Road from 2 to 4 lanes (including new shoulders, sidewalks and bike lanes) and connect to West Tregallas Road east of G Street.

Limits: Contra Loma Blvd and Fitzuren to W. Tregallas Road east of G Street**Project Status :****RTP Ref. No. :** TRANSPLAN**Project Cost :** \$9,600,000.00 in 2012 dollars

1021 - Delta Fair Boulevard Widen Belle Dr. to West of Fairview Dr.

Widen Delta Fair Boulevard from four lanes to a divided four-lane arterial from Belle Drive to west of Fairview Drive

Limits: From Belle Drive to west of Fairview Drive**Project Status :****RTP Ref. No. :** TRANSPLAN**Project Cost :** \$3,400,000.00 in dollars

1022 - West Tregallas Road Widening from Lone Tree Way to G Street

Widen West Tregallas Road from two lanes to four lanes from Lone Tree Way to G Street to provide a continuous arterial south of, and paralleling, State Route 4.

Limits: Lone Tree Way to G Street**Project Status :****RTP Ref. No. :** TRANSPLAN**Project Cost :** \$17,500,000.00 in dollars

1023 - Widen Heidorn Ranch Road, Lone Tree to EBMUD Pipeline

Widen and reconstruct Heidorn Ranch Road from two lanes to a four-lane, divided arterial from Lone Tree Way to the EBMUD pipeline.

Limits: From Lone Tree Way to EBMUD Pipeline**Project Status :****RTP Ref. No. :** TRANSPLAN**Project Cost :** \$0.00 in 2004 dollars

1024 - Ninth and Tenth Streets One-way Couplet between A St. and L St.

Create a one-way couplet on Ninth and Tenth Streets between A and L Streets

Limits: From A to L Street**Project Status :****RTP Ref. No. :** TRANSPLAN**Project Cost :** \$4,500,000.00 in dollars

1101b - Standard Oil Avenue: Construct New Roadway, James Donlon to Buchanan

Construct new two-lane roadway

Limits: From James Donlon Road to Buchanan Road**Project Status :****RTP Ref. No. :** TRANSPLAN**Project Cost :** \$5,000,000.00 in 2018 dollars

1153 - Slatten Ranch Road Extension

Construct new segment of 4-lane divided arterial

Limits: Laurel Rd to Vierra Ave**Project Status :****RTP Ref. No. :** TRANSPLAN**Project Cost :** \$10,000,000.00 in 2016 dollars

1154 - Phillips Lane Extension

New 4-lane divided arterial with railroad grade separation

Limits: Oakley Road to Slatten Ranch Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$10,000,000.00 in 2018 dollars

1155 - Viera Avenue Realignment and Grade Separation

Construct new collector street for access to the Hillcrest eBART station and transit oriented development area in Antioch, including grade separation over the UPRR tracks.

Limits: Sunset to east 18th

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$21,300,000.00 in 2016 dollars

1156 - Oakley Road, Construct New Arterial

Construct 4-lane divided arterial

Limits: Hillcrest to Phillips

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$10,000,000.00 in 2016 dollars

1157 - Hillcrest Grade separation

[needs description]

Limits: at UPRR tracks

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$10,000,000.00 in 2020 dollars

1158 - "A" Street Grade Separation

Construct railroad bridge over "A" Street

Limits: at UPRR

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$100,000,000.00 in 2020 dollars

1160 - 18th Street Extension

Limits: "L" Street to just west of the fairgrounds

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$7,000,000.00 in 2020 dollars

1333 - Slatten Ranch Road

Construct 2-lane roadway from stub at Hillcrest eBart station to Laurel Road.

Limits: Hillcrest Ave easterly for 3000 ft. to an eBART station

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$58,800,000.00 in 2025 dollars

1369 - Sand Creek Road Extension - West

Construct 4-lane divided arterial as extension west from new interchange on State Route 4. Project will be funded by developer contributions.

Limits: Deer Valley Road to SR-4 Bypass

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$15,000,000.00 in 2018 dollars

1370 - Dallas Ranch Road Extension

Extend existing 4-lane divided arterial south and east to Deer Valley, to be funded by developer of adjoining subdivisions.

Limits: Near Mokelumne St to Deer Valley Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$10,000,000.00 in 2018 dollars

1372 - "L" Street Widening

Widen "L" Street from 2- to 4-lane collector.

Limits: E18th St to 10th St

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$5,000,000.00 in 2016 dollars

1708 - Sand Creek Road

Extend Sand Creek Road from Deer Valley Road to Antioch city limit

Limits: Deer Valley Road to the Eastern City Limit

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$20,000,000.00 in 2018 dollars

1791 - Standard Oil Avenue

Construction of new two lanes road to connect Buchanan Road to Leland Road at Los Medanos College.

Limits: Buchanan Road to Leland Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$10,000,000.00 in 2018 dollars

3119 - Widen Deer Valley Road, Sand Creek Rd to Chadbourne Rd

Widening Deer Valley Road to 45 feet with shoulders

Limits: Sand Creek Road to Chadbourne Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$40,000,000.00 in 2021 dollars

Bicycle/Pedestrian**1124 - Mokelumne Trail Access and Grading Improvements**

Improve bicycle and pedestrian access at intersections of the Mokelumne Trail with Contra Loma Blvd., Putnam St., Rio Grande Dr. and Mission Dr.; and flatten excessive grades and eliminate conflicts with open water storm water flows.

Limits: Between Buchanan Road and Contra Loma Blvd.

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$470,000.00 in dollars

3048 - L Street Pathway to Transit - Bike/Ped Improvement

The project will consist of construction of new sidewalks under the railroad tracks and along the fairground, install curb ramps, re-striping to allow for a complete bike lanes from Hwy 4 to the Antioch Marina, improve operation to existing traffic signals at E18th Street and at 10th Street. Install new bus stops and bus shelters. Construct trail access and connect to bike lanes and sidewalks.

Limits: SR-4 to Antioch Marina

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$3,000,000.00 in 2018 dollars

3129 - Point of Interest/Way-finding Signage

The project will construct point of interest signs throughout the City making the City more navigable.

Limits:

Project Status :

RTP Ref. No. :

Project Cost : \$200,000.00 in 2020 dollars

3448 - Hawk Signals at Trail Crossings

Install Hawk Signals at Trail Crossings to enhance Pedestrian and Bicycle Safety.

Limits: Delta De Anza and Canada Valley trail crossings

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$920,000.00 in 2025 dollars

Bus

2971 - eBART Shuttle Service

Hillcrest eBART Shuttle (capital and operations, infrastructure)

Limits: in Antioch

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,200,000.00 in 2025 dollars

Ferry

2972 - Antioch Ferry Landside Improvements

Ferry Landside Improvements, parking garage, terminal bldg, warf improvements'

Limits: Antioch Waterfront

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$21,600,000.00 in 2025 dollars

2973 - Antioch Ferry Service

Purchase Ferry Vessels (3) for Ferry Service from Antioch

Limits:

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$42,800,000.00 in 2025 dollars

Goods Movement

3131 - L Street Improvements

The project will consist of construction of new sidewalks under the railroad tracks and along the fairgrounds, install curb ramps and re-striping to allow for complete bike lanes from HWY 4 to Antioch Marina.

Limits: L St. from HWY 4 to Antioch Marina

Project Status :

RTP Ref. No. :

Project Cost : \$7,250,000.00 in 2021 dollars

3137 - Overhead Utility Undergrounding

This project will relocate the current overhead utilities on L St. to be underground.

Limits: L St. from 8th St. to 10th St.

Project Status :

RTP Ref. No. :

Project Cost : \$700,000.00 in 2021 dollars

Intermodal/Park-and-Ride

0502 - Leland-Delta Fair Park-and-Ride Lot

Develop park-and-ride lot at Leland-Delta Fair

Limits: Undetermined

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$500,000.00 in dollars

Maintenance

3006 - Antioch 2018 Pavement Rehabilitation

Grind, pavement overlay and plug pavement base failure area, replace concrete curb ramps, curbs and sidewalks, replace traffic loops, place rubberized cape seal and traffic re-striping

Limits: Hillcrest Ave, James Donlon Blvd, Buchanan Road, and Gentrytown Dr

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$3,200,000.00 in 2018 dollars

3128 - Lone Tree Way / Golf Course Road Pavement Resurfacing

The project will replace a final rubber pavement overlay over the entire length of Lone Tree Way.

Limits: Lone Tree Way from E Tregallas Road to Empire Ave

Project Status :

RTP Ref. No. :

Project Cost : \$2,200,000.00 in 2019 dollars

3135 - Median Island Improvements

The project will install low maintenance landscape and stamped concrete in various locations throughout the City.

Limits:

Project Status :

RTP Ref. No. :

Project Cost : \$400,000.00 in 2020 dollars

Safe Routes to School

1803 - Cavallo Road, Drake Street, and "G" Street Safe Routes to School

Remove and replace concrete sidewalks and curb and gutter, install new ADA HC ramps, install cross walks, and striping. The project will provide pedestrian access and ADA HC ramps to Marsh Elementary and Antioch High School.

Limits: Drake Street and "G" Street in Antioch

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$520,000.00 in dollars

3435 - School Zone Improvements

Safety improvements at school zones around Antioch's 25 public schools. Includes: signage and striping, crosswalk enhancements, RRFB, yield control.

Limits: various

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$2,000,000.00 in 2027 dollars

BART

BART

0045b - Next Generation Fare Gates - Contra Costa County

Updating the aging infrastructure with swing style fare gates designed to control fare evasion.

Limits: Countywide

Project Status : Active

RTP Ref. No. : Countywide

Project Cost : \$15,000,000.00 in 2026 dollars

0761 - eBART Fleet and Facility Improvements

Update eBART fleet and facilities for improved emissions and service performance. Example projects include replacing or converting eBART DMU fleet to Zero-Emission (ZE) technology, reconfiguring eBART maintenance and storage facility for ZE vehicles, redesigning transfer platform to expand the number of BART trains that can meet eBART trains concurrently.

Limits: Countywide

Project Status : Active

RTP Ref. No. : TRANSPLAN

Project Cost : \$184,000,000.00 in 2032 dollars

0886 - Climate Adaptation/Resiliency/Sustainability/Hazard Mitigation Program-Contra Costa County

Invest in programs and projects to promote resiliency, address climate change, and reduce risk to human life and property from hazards, such as earthquake, tsunami, flooding, sea level rise, fire, drought, and extreme heat. Examples include, but are not limited to, projects that advance Sustainability Action Plan goals, earthquake safety projects including tunnel seismic reinforcement and retrofit, track structural augmentation/improvements, projects that improve reliability of power for operations, replacement of fire suppression equipment, upgrading backup power supplies, and tunnel lighting.

Limits: Countywide

Project Status : Active

RTP Ref. No. : Countywide

Project Cost : \$1,327,000,000.00 in 2050 dollars

1272 - Station Modernization - Contra Costa County

Upgrade, retrofit, or install new features in existing stations for train platforms, vertical circulation, concourses, lighting, signage, restrooms, staff facilities, and emergency egress to improve the rider experience. Each individual project has specific requirements and the total cost for this request is the cumulative total throughout the county. Sample projects or programs include, but are not limited to, Concord Station Modernization, Accessibility Improvement Program, upgrades to power and lighting infrastructure (i.e., uninterrupted power supply, electronic controllers, LED fixtures, etc.), in-station signage and wayfinding, and BART's elevator modernization program.

Limits: Countywide

Project Status : Active

RTP Ref. No. : Countywide

Project Cost : \$566,000,000.00 in 2035 dollars

1515 - Security & Safety - Contra Costa County

Improve or enhance BART security to protect the patrons and the system including, but not limited to, emergency communications, operations control center, locks and alarms, secure doors, tunnel improvements, public safety preparedness, structural augmentation, cameras and other surveillance equipment, anti-cut and anti-scale fencing and gates, intrusion detection systems, and acquisition of a new BART Police Department headquarters.

Limits: Countywide

Project Status : Active

RTP Ref. No. : Countywide

Project Cost : \$123,000,000.00 in 2050 dollars

1516 - System Capacity and Reliability Improvements - Contra Costa County

Improvements that will target BART's efficiency, reliability, and capacity in Contra Costa County. These could include potential improvements to the Antioch line, BART vehicle storage capacity, and improvements to the Richmond Yard storage, track extension, and potential crossover.

Limits: Countywide

Project Status : Active

RTP Ref. No. : Countywide

Project Cost : \$987,000,000.00 in 2050 dollars

1518 - Station Access Program - Contra Costa County

Support projects that expand opportunities for riders to safely, easily, and conveniently access BART stations for riders of all ages and abilities while helping the region meet its greenhouse gas emissions and Vision Zero goals. Station access projects serve riders who walk, cycle, take transit, use micro-mobility, get dropped off, and drive and park, with particular focus on seniors and people with disabilities. Example projects include, but are not limited to, wayfinding and informational signage, ADA access and compliance, bike infrastructure, walkways, improved or expanded multi-modal station areas, electric vehicle charging, vertical circulation in parking garages, and parking payment methods.

Limits: Countywide

Project Status : Active

RTP Ref. No. : Countywide

Project Cost : \$217,000,000.00 in 2035 dollars

2950 - Station Access and Modernization for Transit-Oriented Development (TOD) - Contra Costa County

Development of TOD on BART station land often triggers the need for station modernization to address increases in transit ridership and station area circulation/ parking changes due to the development itself. To help deliver on local housing elements, the project costs assume TOD development at up to six stations in Contra Costa County through 2035.

Limits: Countywide

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$282,000,000.00 in 2033 dollars

3389 - Antioch BART Parking Expansion

Expand existing BART parking capacity by 800 spaces in surface lot

Limits: at Antioch BART

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$15,500,000.00 in 2021 dollars

Bicycle/Pedestrian**3477 - Town Center Pathway and Bike Station Project**

At and around the Lafayette BART station south entrance and parking lot, the project will construct an improved shared-use bicycle and pedestrian pathway connecting the Lafayette BART station and Mount Diablo Boulevard; a new plaza transitioning between the shared-use pathway and the BART entrance; a new passenger vehicle turnaround; a hanging public art installation suspended over the passenger vehicle turnaround; and a new cardkey-controlled, self-serve BART Bike Station.

Limits: Happy Valley Road

Project Status :

RTP Ref. No. :

Project Cost : \$2,775,000.00 in 2026 dollars

Rail/Rapid Transit**3402 - Rail Vehicle Procurement Project Phase 3**

Purchase 119 rail cars to expand capacity, Phase 3 of 3 phases for rail car procurement. County share estimated at \$196,115,514, with \$97,153,568 unfunded.

Limits: Systemwide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$629,000,000.00 in dollars

3403 - Fleet of the Future Maintenance Facility

This project will include acquisition and use of four warehouses outside of the current west boundary of the yard. Three of these four existing warehouse structures are proposed for Component Repair, Central Warehouse, and Maintenance & Engineering use would be seismically upgraded and retrofitted for BART use, and the fourth would be demolished and a new overhaul shop would be constructed in its place. The existing vehicle Inspection area would be enlarged from one bay to four bays.

Limits: Systemwide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$320,000,000.00 in dollars

3404 - BART Core Capacity Program

"This project includes train control modernization (\$1,673 million); 306 rail cars [Rail Procurement Phase 2] (\$1,105 million) Hayward Maintenance Complex Phase 2 (\$345 million) and necessary traction power upgrades (\$136 million). Unfunded need includes a portion of train control modernization and 306 rail cars. HMC Phase 2 and traction power upgrades are fully funded."

Limits: Systemwide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$1,102,616,776.00 in dollars

3406 - El Cerrito Plaza TOD

Planning is underway to transform the El Cerrito Plaza BART Station parking lots owned by BART with homes, public open space, and community uses.

Limits: El Cerrito

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$40,000.00 in dollars

3407 - Pittsburg/Bay Point Elevator Renovation

Renovation of the hydraulic elevators for reliability, function (code compliance) and cosmetic upgrades as well as remote monitoring improvements. This project includes 2 elevators in total at Pittsburg-Bay Point (C80) station on C-Line.

Limits: Pittsburg

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$1,000,000.00 in dollars

3408 - Station Elevator Modernization Program - Contra Costa County Share

Elevators are an important component of the transit system, providing access to BART for passengers who have physical disabilities, need assistance to transport luggage or strollers, or have limited mobility. Modernization/renovations are needed to keep these elevators running reliably. The Station Elevator Modernization Program was developed to address the growing needs of aging equipment and components that cause elevator failures, in order to reduce the risk of lengthy elevator downtime.

Limits: Countywide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$138,252,572.00 in dollars

3409 - Seismic Retrofit Program - Contra Costa County Share

Invest in earthquake safety projects, including Berkeley Hills Tunnel seismic reinforcement and retrofit (\$1,059 million), and "A" Line structural augmentation/improvements (\$503 million).

Limits: West Contra Costa County

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$569,328,870.00 in dollars

3410 - Security - Contra Costa County Share

Improve or enhance BART security to protect the patrons and the system including, but not limited to, emergency communications, operations control center, locks and alarms, secure doors, tunnel improvements, public safety preparedness, structural augmentation, cameras and other surveillance equipment, anti-cut and anti-scale fencing and gates, and intrusion detection systems.

Limits: Systemwide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$77,947,342.00 in dollars

3411 - Operation Control Center Renovation - Contra Costa County Share

The Operations Control Center (OCC) requires upgrade to accommodate forecast service.

Limits: Systemwide

Project Status :

RTP Ref. No. :

Project Cost : \$41,935,670.00 in dollars

3412 - Link21

Support all phases of New Transbay Rail Crossing Program including project initiation, feasibility studies, environmental analyses, design, and construction.

Limits: Systemwide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$7,794,734,244.00 in dollars

3413 - Track & Structures Program - Contra Costa County Share

Repair, rehabilitate, and replace BART system trackway assets including replacement of 90 miles of original rails. Repair and rehabilitate BART system tunnels and aerial structures focusing on repair of water intrusion for aerial structures and tunnels; waterproofing of tunnels systemwide; rehabilitating street grates and vent shafts on Market Street and other tunnels; and installation of worker fall protection on aerial structures. Repair and replace the vehicles and heavy equipment used to maintain

Limits: Systemwide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$1,328,137,494.00 in dollars

3414 - Traction Power Program

Rehabilitate traction power substations. Repair or replace approximately 90 miles of 34.5KV cable. Renovate and upgrade the control and protection systems that support traction power delivery including replacement of breaker stations throughout the BART system and installation of a fiber optic cable network to allow communication between new substations.

Limits: Systemwide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$358,800,875.00 in dollars

3415 - Train Control & Communications Program - Contra Costa County Share

Repair and replace components of the existing aging train control system as needed to ensure safe and reliable operations. Repair and rehabilitate the communications and computer systems that support BART operations including replacement of BART's trunked radio system, renewal and upgrade of closed-circuit television (CCTV) infrastructure, as well as upgrades to BART's Integrated Computer System (ICS).

Limits: Systemwide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$372,607,815.00 in dollars

3416 - Maintenance Shops, Yards, & Other Facilities Program - Contra Costa County Share

Repair non-station buildings and facilities including rehabilitation of maintenance shop buildings; roof repairs; repair of right-of-way fencing; upgrades to water management facilities; and repaving of maintenance access roads. Repair, replace, and upgrade equipment used to maintain BART rail cars including replacement of rail car lifts; new car lifts at Richmond and Daly City shops; a new wheel truing facility at the Concord Shop; and a new train washer and overhaul of train washing equipment.

Limits: Systemwide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$148,337,862.00 in dollars

3417 - Electrical & Mechanical Infrastructure Program - Contra Costa County Share

Repair and replace mechanical infrastructure that supports BART system operations including upgrades to storm water treatment infrastructure; rehabilitation of fire services at yards; replacement of HVAC equipment; and rehabilitation of fire suppression equipment at the Lake Merritt Administration Building. Repair and replace electrical infrastructure that supports BART system operations.

Limits: Systemwide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$588,289,554.00 in dollars

3418 - System Support Program - Contra Costa County Share

"Investments in asset management and computer hardware and software upgrades. Invest in acquiring and developing properties for BART system use, including the Joseph P. Bort MetroCenter Building which was acquired in 2017 and houses the BART Police Department, and Transit-Oriented Development projects near BART stations.

Limits: Systemwide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$54,299,377.00 in dollars

3420 - Climate Adaptation/Resiliency and Sustainability Program - Contra Costa County Share

Invest in programs and projects to address sea-level rise and other potential flooding impacts to the BART system associated with climate change. Invest in projects to advance Sustainability Action Plan goals related to energy and water conservation, greenhouse gas emissions reduction, and waste management. Investments will include energy-efficient lighting, on-site solar energy, water conservation, and energy storage.

Limits: Systemwide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$112,389,180.00 in dollars

3436 - Climate Adaptation/Resiliency/Sustainability Program

Invest in programs and projects to promote resiliency, address climate change and resiliency sea level rise and other potential flooding impacts to the BART system associated with climate change. Invest in projects to advance Sustainability Action Plan goals related to energy and water conservation, greenhouse gas emissions reduction, and waste management. Investments will include energy efficient lighting, on-site solar energy, water conservation, and energy storage. Invest in earthquake safety projects, including Tunnel seismic reinforcement and retrofit, and track structural augmentation/improvements. Invest in mechanical, lighting, and electrical infrastructure that could improve reliability of power for operations. Include replacement of fire suppression equipment, upgrade of backup power supplies, and tunnel lighting.

Limits: systemwide

Project Status :

RTP Ref. No. :

Project Cost : \$123.00 in 2100 dollars

3497 - Link 21 -Contra Costa County

New transbay rail crossing to create a faster, more connected, equitable, and accessible network of train service that focuses on passengers, improving the environment, and our quality of life for generations to come. At the core of Link21 is a new train crossing between Oakland and San Francisco, unlocking better travel possibilities across Contra Costa County and the MegaRegion.

Limits: Countywide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$9,444,000,000.00 in 2050 dollars

3498 - Information Technology- Contra Costa County

Investments in computer hardware and software upgrades.

Limits: Countywide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$33,000,000.00 in 2050 dollars

3499 - Maintenance Shops, Yards, & Other Facilities - Contra Costa County

Repair non-station buildings and facilities including rehabilitation and/or remodel of maintenance shop buildings and employee facilities; roof repairs; repair of right-of-way fencing and facilities fencing; enhance safety and security of BART facilities, assets and employees; upgrades to water management facilities; and repaving of maintenance access roads for facilities used for Rail Car Maintenance. Repair, replace, and upgrade equipment used to maintain BART rail cars including replacement of rail car lifts; new car lifts at shops; a new wheel truing facility at shops; and a new train washer and overhaul of train washing equipment.

Limits: Countywide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$333,000,000.00 in 2050 dollars

3500 - Traction Power Program-Contra Costa County

Rehabilitate traction power substations. Repair or replace approximately 90 miles of 34.5KV cable. Renovate and upgrade the control and protection systems that support traction power delivery including replacement of breaker stations throughout the BART system and installation of a fiber optic cable network to allow communication between new substations.

Limits: Countywide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$375,000,000.00 in 2050 dollars

3501 - Train Control & Communications Program-Contra Costa County

Repair and replace components of the existing aging train control system as needed to ensure safe and reliable operations. Repair and rehabilitate the communications and computer systems that support BART operations including replacement of BART's trunked radio system, renewal and upgrade of closed-circuit television (CCTV) infrastructure, as well as upgrades to BART's Integrated Computer System (ICS).

Limits: Countywide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$389,000,000.00 in 2050 dollars

3502 - Track & Structures Program-Contra Costa County

Repair, rehabilitate, and replace BART system trackway assets including replacement of original rails; replacement of supporting infrastructure including the fasteners, ties, and switches; and replacement of rails at turnouts and maintenance yards. Repair and rehabilitate BART system tunnels and aerial structures focusing on repair of water intrusion for aerial structures and tunnels; waterproofing of tunnels systemwide; rehabilitating street grates and vent shafts and other tunnels; and installation of worker fall protection on aerial structures. Repair and replace the vehicles and heavy equipment used to maintain BART rights-of-way. Investment will focus on systematic replacement of vehicles and related equipment due to age and wear and tear.

Limits: Countywide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$1,387,000,000.00 in 2050 dollars

3503 - Core Capacity Project-Contra Costa County

This project includes train control modernization (\$2,346 million); 252 rail cars [Rail Procurement Phase 2] (\$1,153 million) Hayward Maintenance Complex Phase 2 (\$1,011 million) and necessary traction power upgrades (\$260 million).

Limits: Countywide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$100,000,000.00 in 2034 dollars

Brentwood

Arterial/Roadway

0682 - Minnesota Avenue Railroad Undercrossing Realignment

Construct railroad crossing at Minnesota Avenue to connect future westerly extension of Grant Street. Realign Minnesota Avenue and Grant Street Intersection.

Limits: Minnesota Avenue and Grant Street Intersection

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$4,181,300.00 in 2025 dollars

0684 - John Muir Parkway - Phase 1, Ventura to Foothill

Extend 2000 linear feet of John Muir Parkway to a collector street consisting of travel lane, bike lane, sidewalk, median, landscape on each side, water, sanitary sewer and non-potable water lines from Ventura drive to Foothill Drive and extend Foothill Drive from its current terminus to Concord Avenue.

Limits: Ventura Drive to Foothill Drive

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$4,141,600.00 in 2024 dollars

0688 - Lone Tree Way Widening

Widen Lone Tree Way to 4 lanes: O'Hara Ave. to Brentwood Blvd. to match roadway west of O'Hara Ave.

Limits: Lone Tree Way, from 400 feet west of O'Hara Avenue to Brentwood Boulevard

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$22,848,000.00 in 2024 dollars

0693 - San Jose Avenue Extension - Phase II

Extend San Jose Avenue from current western terminus to future Sand Creek Road Extension

Limits: West end of San Jose northwest to Sand Creek Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$2,967,358.00 in 2024 dollars

0695 - Sand Creek Road (To Sellers Avenue)

Extend Sand Creek Road as a 2-lane collector with bike lanes, curb, gutter, sidewalk, landscaping, sewer, potable and non-potable water lines.

Limits: Sand Creek Road from Brentwood Boulevard to Sellers Avenue

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$7,626,746.00 in 2025 dollars

0699 - Sellers Avenue Widening II - to Sunset

Widen existing Sellers Avenue to residential collector.

Limits: Sellers Avenue from Chestnut Street to Sunset Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$6,879,000.00 in 2025 dollars

0705 - Sycamore Avenue Improvements-Sellers Avenue

Extend 2-lane Sycamore Avenue to Sellers Avenue from Garin Parkway extension.

Limits: Garin Parkway to Sellers Avenue

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,137,400.00 in 2025 dollars

0908a - Brentwood Boulevard Widening North - Phase I

Widen the original 2-lane roadway to a 4-lane roadway from Havenwood Way to Sunset Road and upgrade bridge over Marsh Creek.

Limits: Havenwood Way to Sunset Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$6,850,000.00 in 2024 dollars

0908b - Brentwood Boulevard Widening North - Phase II

Add 2 lanes to existing 2-lane roadway between Sunset Court and Lone Tree Way, including curb, gutter, sidewalk and bike lanes.

Limits: Sunset Road to Lone Tree Way

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$8,200,000.00 in 2025 dollars

0911 - Minnesota Avenue Realignment

Realign Minnesota Avenue westerly from the Union Pacific Railroad crossing to create an intersection with future Grant Street extension. Residential collector street with full improvements.

Limits: Minnesota Avenue

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$420,000.00 in 2025 dollars

0919 - Widen Brentwood Boulevard, Chestnut to Fir

Widen Brentwood Boulevard from two to four lanes.

Limits: Brentwood Boulevard from Chestnut Street to Fir Street

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$5,075,000.00 in 2026 dollars

0920 - Lone Tree Way - Union Pacific Undercrossing

Construct a grade separation underpass consisting of six travel lanes under Union Pacific Railroad.

Limits: Lone Tree Way - Union Pacific Undercrossing at Fairview

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$31,086,000.00 in 2023 dollars

0922 - Oak Street & Garin Parkway Signal Installation

Construct traffic signal and intersection improvements, including signing and striping.

Limits: at Garin Parkway

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$400,000.00 in 2025 dollars

0928 - Brentwood Boulevard - South II

Widen Brentwood Boulevard with two lanes in each direction to include bike lanes, curb, gutter, medians, sidewalks, street lights and landscaping.

Limits: Brentwood Boulevard from Fir Street to Balfour Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$5,075,000.00 in 2025 dollars

0936 - Heidorn Ranch Road - Phase II

Roadway improvements consisting of four lane arterial street section consisting of 12 foot lanes with median, water line bike lane and meandering sidewalk with landscape on both sides of the roadway.

Limits: Heidorn Ranch Road from EBMUD Channel to Old Sand Creek Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$15,980,000.00 in 2023 dollars

1144 - Lone Tree Widening - UPRR / O'Hara Avenue

Widen Lone Tree Way to 3 lanes each direction for approximately 2,700 lf. Project includes bike lanes, 16' median, 30' wide landscape on both sides and the modification of the traffic signal at O'Hara.

Limits: Union Pacific Railroad to O'Hara Avenue

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$3,816,000.00 in 2024 dollars

1146 - Sand Creek Road Extension - West of Bypass

Extend Sand Creek Road approximately 2200 feet from SR-4 to city limit. Has 4 lane roadway with median island, sidewalk, bike lanes, 2 new traffic signals and pedestrian bridge over Sand Creek.

Limits: West end of Sand Creek Road at Bypass to Brentwood City Limit

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$13,700,000.00 in 2023 dollars

1519 - Brentwood Boulevard Widening North - Phase III

Widen Brentwood Blvd from 2 to 4 lanes for approximately 2400 linear feet. It also includes bike lanes, median islands, curb, gutter, sidewalk street lights and landscaping.

Limits: Lone Tree Way to north City limit

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$13,900,000.00 in 2025 dollars

2945 - Bridal Gate Dr. Improvements

Construct new 4-lane roadway with sidewalk, bike lanes and a bridge over Sand Creek.

Limits: at Sand Creek

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$2,600,000.00 in 2024 dollars

Bicycle/Pedestrian**3084 - Marsh Creek Trail: John Marsh Historic State Park**

Construct a 1-mile segment of the Marsh Creek Trail from the current terminus at Concord Ave. to Vineyards Parkway in the City of Brentwood. This project is to be constructed by Shea Homes within the Trilogy at the Vineyards Development over easements granted by CA State Parks.

Limits: John Marsh Historic State Park

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$3,000,000.00 in 2023 dollars

Maintenance**2999 - Brentwood Various Streets and Road Preservation**

Pavement rehabilitation and preventative maintenance treatments on Lone Tree in Brentwood

Limits: Lone Tree from Medallion Dr to Anderson Ln and Virginia Dr to Brentwood Blvd

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$869,000.00 in 2021 dollars

Safe Routes to School

3000 - Empire Ave at Amber Lane Traffic Signal

Project would convert an existing 4 way STOP intersection to a traffic signal. Intersection serves a large number of elementary school students at Pioneer Elementary School Project would include the construction of an 8-phase signal including pedestrian crossing, bicycle detection, emergency vehicle pre-emption and revised intersection striping.

Limits: at Amber Lane

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$414,000.00 in 2024 dollars

Bus Transit Coordinating Council

Bus

0202a - Bus Transit Coordinating Council: Expand BART Bus Feeder Service

Reduce existing headways. Add shuttle services to major employers

Limits: Reduce existing bus headways to BART stations in Contra Costa Co.

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$1,000,000.00 in dollars

0202ba - Bus Transit Coordinating Council: Youth/School Transportation2

Reduce headways of routes serving school by 5% to better serve school districts. Maintain existing system. Add or revise routes to provide better connections.

Limits: Lamorinda

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$100,000.00 in dollars

0202bb - Bus Transit Coordinating Council: Youth/School Transportation3

Reduce headways of routes serving school by 5% to better serve school districts. Maintain existing system. Add or revise routes to provide better connections.

Limits: Areas outside of Lamorinda

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$1,000,000.00 in dollars

0202e - Bus Transit Coordinating Council: Express Bus Services

Double existing services and add new services from Concord, Martinez. Additional service TBD after assessment of needs

Limits: From Concord, Martinez, Walnut Creek to Hacienda and Bishop Business parks, and services to San Ramon, Danville, and Dougherty Valley.

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$75,000,000.00 in dollars

Caltrans

Bicycle/Pedestrian

3104 - I-80 Central Avenue Undercrossing Improvements

Provide Class I path under I-80 freeway at Central Ave, using space adjacent to roadway similar to Powell St in Emeryville. This project is needed because the width of the existing facility is inadequate to accommodate pedestrians, let alone pedestrians and bicyclists; the freeway undercrossing and the series of on and off ramps and streets create a physical and psychological barrier that creates a gap in the active transportation network and limits access for pedestrians and cyclists to transit, jobs, groceries, neighborhood businesses, and local and regional recreational destinations.

Limits: At I-80 Interchange

Project Status : Proposed

RTP Ref. No. : WCCTAC

Project Cost : \$1,000,000.00 in dollars

3426 - BART Pedestrian & Bicycle Connectivity Project

The work consists of the construction of pedestrian and bicycle connectivity improvements in the vicinity of the Pittsburg Center Bay Area Transit (BART) Station including: slurry seal, pavement delineation, signage, portland cement and asphalt concrete paths, curb ramps, island passageway, paved parking and access aisle, curbs, retaining walls, landscaping & irrigation, bus shelter, security wall, bioretention basin, drainage improvements, path lighting, signal modifications, and security cameras.

Limits: Railroad Ave (California Avenue to East 17th Street), Railroad Ave (Delta De Anza Trail to State Route 4), California Ave (Railroad Ave to Harbor Street), North of the adjacent properties on Bliss Ave

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$6,043,050.00 in 2024 dollars

Interchange**0854 - I-580/First St. Interchange Improvements**

Improvements to First Street Interchange

Limits: At First Street

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$20,000,000.00 in dollars

0856 - I-580/Isabel Avenue/State Route 84: Build Second Overcrossing

Construct second bridge over Interstate 580 to provide six lanes. Phase 2 of interchange project.

Limits: At Interstate 580

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$25,000,000.00 in dollars

Capitol Corridor JPA**Rail/Rapid Transit****0732b - Amtrak Capitol Corridor: Expand Service (beyond committed)**

Further expand service on the Capitol Corridor consistent with Capitol Corridor Joint Powers Board Business Plan.

Limits: Regional

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$73,100,000.00 in dollars

CCTA**Arterial/Roadway****0250d - SR-239: Airport Connector**

Replace/upgrade existing Armstrong Road. Add new road segments west of Armstrong Road to Vasco Road and east of Armstrong Road to Byron Highway. Part of the SR-239 Project Study Report (PSR-PDS).

Limits: Between Vasco Road and Byron Highway

Project Status : Design and ROW

RTP Ref. No. : TRANSPLAN

Project Cost : \$111,700,000.00 in 2028 dollars

0250e - SR-239: South Link/Byron Highway

Upgrade existing Byron Highway to a 4 lane arterial with provisions for transit. Replace at-grade crossings with grade-separated crossings, and tie in to proposed I-205/Lammers Road interchange in Tracy.

Limits: Armstrong Road to I-205/Lammers Rd Interchange

Project Status : Proposed

RTP Ref. No. : TRANSPLAN

Project Cost : \$174,243,200.00 in 2035 dollars

3247 - Pleasant Hill Road Corridor Signal Synchronization and Safety Improvements

Update vehicle detection and signal synchronization technology. Add protected bike/pedestrian multi-purpose pathways.

Limits: Northern Lafayette Boundary on Pleasant Hill Road to Highway 24

Project Status :

RTP Ref. No. : SWAT

Project Cost : \$4,800,000.00 in 2024 dollars

Bicycle/Pedestrian

1529 - Mokelumne Coast-to-Crest Trail Pedestrian Overcrossing of SR-4

Construct a pedestrian and bicycle overcrossing (POC) near the Mokelumne Trail at State Route 4 (SR4). The overcrossing will include a multi-span bridge with columns in the SR4 median. The bridge approaches will be constructed on earthen embankments.

Limits: At State Route 4

Project Status : Design and ROW

RTP Ref. No. : TRANSPAN

Project Cost : \$15,299,000.00 in 2023 dollars

2969 - Iron Horse Trail Connection to the north side of Willow Pass Road near I-680

Install ADA-compliant ramp connection from Iron Horse Trail to the north side of Willow Pass Road near I-680

Limits: at Willow Pass Road

Project Status : Active

RTP Ref. No. : TRANSPAC

Project Cost : \$800,000.00 in 2030 dollars

3902 - Carlson Blvd to Adams Street Connector

New bike/ped bridge over Cerrito Creek to connect Carlson Blvd and Cerrito Creek Path in El Cerrito with the Adams Street Bikeway in Albany. Part of the San Pablo Ave parallel bike facility.

Limits: Carlson Blvd in El Cerrito to Adams St in Albany

Project Status : Proposed

RTP Ref. No. : WCCTAC

Project Cost : \$8,000,000.00 in 2030 dollars

Bus

3116 - I-680 Transit Improvements

Project components include Express Bus Service, ITS, Bus on Shoulder, and Park & Ride Lots (Innovate 680)

Limits: Walnut Creek to San Ramon

Project Status : Design and ROW

RTP Ref. No. : SWAT

Project Cost : \$83,800,000.00 in 2024 dollars

3387 - Transit Extension from Antioch BART Station to Brentwood Intermodal Station (BRT)

Implement recommendations from the East County Integrated Transit Study, possibly at BRT line.

Limits:

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$150,000,000.00 in 2025 dollars

Freeway

0042b - SR-4 West: Phase 2 (Full Freeway)

Construct full freeway

Limits: I-80 to Cummings Skyway

Project Status : Not Begun

RTP Ref. No. : WCCTAC

Project Cost : \$68,700,000.00 in 2040 dollars

0250b - SR-239 Construction

Construct 4-lane freeway from SR-4 just south of Balfour Road to I-580/I-205 Interchange west of Tracy (0250c). Add new interchanges at Marsh Creek Road, Walnut Blvd, the new Airport Connector Link at Armstrong Road (approximately 15 miles).

Limits: Balfour Road to I-580/I-205 Interchange

Project Status : Not Begun

RTP Ref. No. : TRANSPAN

Project Cost : \$728,000,000.00 in 2040 dollars

0965 - I-680 Northbound HOV Gap Closure Between Livorna and N. Main

This project provides an Express Lane in the northbound direction between Livorna and SR-242 through the I-680/SR-24 Interchange, and converts the existing HOV lane between SR-242 and Marina Vista to an Express Lane. This project will close an HOV gap on I-680 in Contra Costa County.

Limits: Northbound - between Livorna Road and Marina Vista Ave

Project Status : Design and ROW

RTP Ref. No. : TRANSPAC

Project Cost : \$480,000,000.00 in 2030 dollars

1100 - Construct Additional Auxiliary Lanes on I-680 South of I-680/SR-24 Interchange
Construct auxiliary lanes on I-680 south of its interchange with SR-24 in addition to the planned auxiliary lanes between Sycamore and Bollinger Canyon

Limits: South of I-680/SR-24 Interchange in Contra Costa

Project Status : Active

RTP Ref. No. : SWAT/TVTC

Project Cost : \$20,000,000.00 in 2026 dollars

1540 - I-80 Eastbound HOV lane extension from Cummings Skwy to the Carquinez Bridge
Closes the eastbound HOV lane gap the Carquinez Bridge and Cummings Skyway, will provide a continuous eastbound HOV lane from the San Francisco-Oakland Bay Bridge to the Carquinez Bridge.

Limits: Cummings Skwy to Carquinez Bridge

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$40,000,000.00 in 2036 dollars

3115 - SR-4 Integrated Corridor Mobility (ICM)

Project components include adaptive ramp metering, advanced traveler information, arterial management system, freeway management system, connected vehicle applications

Limits: I-80 to SR-160

Project Status : Proposed

RTP Ref. No. : Countywide

Project Cost : \$16,000,000.00 in 2026 dollars

3117 - Widen SR-4, Sand Creek Road to Walnut Blvd

Widen SR-4 (Sand Creek Rd - Balfour Rd) to 6 lanes and Segment 3 (Balfour Rd - Walnut Blvd) to 4 lanes

Limits: Sand Creek Road to Walnut Blvd

Project Status : Not Begun

RTP Ref. No. : TRANSPLAN

Project Cost : \$122,000,000.00 in 2035 dollars

3388 - SR-4 and Vasco Road Widening and Interchanges at Balfour, Marsh Creek, Walnut and Camino Diablo

Widening of SR-4 (Balfour to Marsh Creek) and Vasco Rd (Marsh Creek to new Byron-Vasco Connector) to 4 lanes with interchanges at Balfour, Marsh Creek, Walnut, and Camino Diablo

Limits: Between Balfour and Camino Diablo

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$348,000,000.00 in 2030 dollars

Interchange

0001 - I-680/SR-4 Interchange Improvements: HOV Connector

Construct HOV connection between SR-4 HOV and I-680 HOV lanes. Westbound SR-4 to southbound I-680 and northbound I-680 to eastbound SR-4. Project includes ramps to/from SR-4 to I-680.

Limits: SR-4 to I-680

Project Status : Design and ROW

RTP Ref. No. : TRANSPAC

Project Cost : \$121,000,000.00 in 2037 dollars

0002a - I-680/SR-4 Interchange Improvements: Phase 1

Construct two-lane direct connector ramps for the northbound I-680 to westbound SR-4 movement.

Limits: I-680 at SR-4

Project Status : Active

RTP Ref. No. : TRANSPAC

Project Cost : \$149,689,000.00 in 2027 dollars

0002b - I-680/SR-4 Interchange Improvements: Phase 2

Construct eastbound State Route 4 to southbound I-680 connector and improvements to the State Route 4 interchange at Pacheco Boulevard

Limits: at State Route 4

Project Status : Design and ROW

RTP Ref. No. : TRANSPAC

Project Cost : \$93,578,000.00 in 2027 dollars

0002d - I-680/SR-4 Interchange Improvements: Phase 4
Construct southbound I-680 to eastbound State Route 4 connector
Limits: I-680/SR-4 interchange

Project Status : Design and ROW
RTP Ref. No. : TRANSPAC
Project Cost : \$95,049,000.00 in 2027 dollars

0002e - I-680/SR-4 Interchange Improvements: Phase 5
Construct westbound SR-4 to northbound I-680 connector
Limits: At I-680/SR-4 interchange

Project Status : Design and ROW
RTP Ref. No. : TRANSPAC
Project Cost : \$86,348,000.00 in 2032 dollars

0246b - Reconstruct I-80/San Pablo Dam Road Interchange: Phase 2
Phase 2 includes modifications to McBryde and El Portal ramps. Includes provisions for bicyclists on I-80 bikeway and pedestrians on San Pablo Dam Road.
Limits: at San Pablo Dam Road

Project Status : Design and ROW
RTP Ref. No. : WCCTAC
Project Cost : \$87,750,000.00 in 2028 dollars

0969b - I-80/Central Avenue Interchange Modification - Phase 2
Phase 2 of the project will improve signalized intersections spacing along Central Avenue by connecting Pierce Street and San Mateo Street, modifying Pierce Street access at Central Avenue, and relocating the traffic signal at Pierce Street/Central Avenue to the San Mateo Street/Central Avenue intersection.
Limits: I-80/Central Avenue Interchange to San Mateo Street

Project Status : Design and ROW
RTP Ref. No. : WCCTAC
Project Cost : \$15,000,000.00 in 2027 dollars

2968 - Interchange Improvements at 680/Concord Blvd/Contra Costa Blvd
Interchange Improvements at 680/Concord Blvd/Contra Costa Blvd
Limits: At Concord Ave/Contra Costa Blvd

Project Status : Active
RTP Ref. No. : TRANSPAC
Project Cost : \$25,000,000.00 in 2033 dollars

Maintenance

3393 - Caldecott Tunnel Bores 1 & 2 Modernization and Safety Improvements
Modernize bores 1 & 2 by providing better lighting, tiling, and other safety improvements
Limits: Caldecott Tunnel Bores

Project Status :
RTP Ref. No. : SWAT/Lamorinda
Project Cost : \$16,800,000.00 in 2026 dollars

Safe Routes to School

2986 - Implementation of CCTA's Safe Routes to Schools Assessment
Implementation of CCTA's SRTS Assessment
Limits: Contra Costa County

Project Status : Active
RTP Ref. No. : Countywide
Project Cost : \$243,000,000.00 in 2040 dollars

Clayton

Arterial/Roadway

0948 - Marsh Creek Road Upgrade
Development activity between Pine Lane to Russelmann Park Road will trigger the need to improve this segment of Marsh Creek Road in accordance with the Marsh Creek Road Specific Plan (i.e., 2 full-width lanes with bike lanes, shoulders, and walking path). Developer fees will contribute toward this project.
Limits: Marsh Creek Road between Pine Lane and Russelmann Park Road

Project Status :
RTP Ref. No. : TRANSPAC
Project Cost : \$2,500,000.00 in dollars

3424 - Citywide Paving Program

Perform pavement rehabilitation to elevate streets to a Pavement Condition Index (PCI) of 80 or greater.

Limits: City Limits

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$6,000,000.00 in 2028 dollars

Bicycle/Pedestrian**0949 - Pine Hollow Road Upgrade**

This is a joint project with City of Concord (cost shown in for Clayton's segment). Construction of missing segments of sidewalks and bicycle facilities on Pine Hollow Road. Full and continuous sidewalks will increase safety for students using the sidewalks to access Mt. Diablo Elementary School and Pine Hollow Middle School, one block beyond the eastern and western limits, respectively, of the project. Upgrades of roadway, crosswalks, and signage will enhance the City entryway.

Limits: City boundary (west) to Pine Hollow Ct

Project Status : Not Begun

RTP Ref. No. : TRANSPAC

Project Cost : \$262,000.00 in 2027 dollars

0950 - Clayton Citywide Complete Street Facilities

Construct missing bicycle and pedestrian facilities, including those identified in the Countywide Bicycle and Pedestrian Plan. This project may include enhancement of existing bike facilities to lower stress facilities for bicyclists.

Limits: Clayton City Limits

Project Status : Not Begun

RTP Ref. No. : TRANSPAC

Project Cost : \$10,000,000.00 in 2050 dollars

3039 - Clayton Town Center Ped Safety Improvements

The project is comprised of three elements to improve pedestrian safety in the Town Center of Clayton. The first component of the project is a raised and lighted crosswalk system to be located on Oak St. in the east/west direction at Center St. The second improvement is a tabletop or raised intersection at old Marsh Creek Rd and Main St. The last element of the project is an additional raised and lighted crosswalk system to be located on Center St in the north/south direction at Oak St.

Limits: Oak St at Center St and Marsh Creek Rd at Main St

Project Status : Design and ROW

RTP Ref. No. : TRANSPAC

Project Cost : \$415,615.00 in 2024 dollars

3423 - ADA Facilities Improvements (Citywide)

This is an ongoing program which removes barriers in the public right of way by replacing curbs and curb ramps at crosswalks and other public roadway locations and upgrading curb ramps to current standards.

Limits: City Limits

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$285,000.00 in 2028 dollars

Maintenance**3034 - Clayton 2018 Neighborhood Street Rehab**

Pavement rehabilitation of 8 local collector streets totaling 666,000 square feet of pavement. The current PCI of proposed streets vary from 71 to 86 which indicates that they are due for surface treatment work.

Limits: Various streets in Clayton

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$393,000.00 in 2018 dollars

Concord**Arterial/Roadway****0388 - Willow Pass Road Signal Interconnect**

Signal Interconnect on Willow Pass Road between Farm Bureau and Landana

Limits: Farm Bureau to Landana

Project Status : Proposed

RTP Ref. No. : TRANSPAC

Project Cost : \$335,000.00 in dollars

1137 - Bates Avenue/Commercial Circle Traffic Signal

Install new traffic signal.

Limits: at Commercial Circle

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$664,000.00 in 2027 dollars

1409 - Bailey Road Traffic Improvements

Installation of traffic signal improvements at the intersections of Bailey Rd/Myrtle Dr and Bailey Rd/Concord Blvd.

Limits: at Myrtle Dr and Concord Blvd Intersections

Project Status : Proposed

RTP Ref. No. : TRANSPAC

Project Cost : \$2,283,000.00 in 2022 dollars

1592 - Commerce Avenue Complete Streets

Construct pavement and Complete Streets improvements on Commerce Avenue

Limits: Concord Ave to Galaxy Way

Project Status : Active

RTP Ref. No. : TRANSPAC

Project Cost : \$1,940,000.00 in 2021 dollars

2937 - Widen Willow Pass Road, Lynwood Drive to SR-4

Widen Willow Pass Road from Lynwood Drive to State Route 4 from 2 lanes to 4 lanes and implement Complete Streets improvements

Limits: Lynwood Drive to SR-4

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$18,000,000.00 in 2030 dollars

2938 - Concord Boulevard Complete Streets, Kirker Pass Road to Ayers Road

Implement Complete Streets improvements between Kirker Pass Road to Ayers Road.

Limits: Kirker Pass Rd to Ayers Rd

Project Status : Proposed

RTP Ref. No. : TRANSPAC

Project Cost : \$7,000,000.00 in 2030 dollars

2939 - Galindo Corridor Multi-modal Improvements

Widen southbound Galindo Street from Concord Boulevard to Clayton Road to reconfigure travel lanes and signal design/operations from Harrison Street to Laguna Street for more efficient vehicle/pedestrian flows, and install bike lanes from Clayton Road to Laguna Street

Limits: Concord Blvd to Clayton Rd

Project Status : Proposed

RTP Ref. No. : TRANSPAC

Project Cost : \$4,000,000.00 in 2024 dollars

2940 - Farm Bureau Road Complete Streets Phase 3

Widen Farm Bureau Road from Walnut Avenue to Clayton Road and implement Complete Streets improvements

Limits: Walnut Ave to Clayton Rd

Project Status : Proposed

RTP Ref. No. : TRANSPAC

Project Cost : \$4,215,000.00 in 2024 dollars

Bicycle/Pedestrian**1647 - Last-Mile Bike and Pedestrian Access to BART**

Improvements for last-mile bike and pedestrian access to the Downtown Concord BART station including buffered bike lanes (0.7 miles), Class 2 bike lanes (0.6 miles), and Class 3 bike routes (0.1 miles), and improvements at three unsignalized crosswalks.

Limits: Clayton Rd & Concord Blvd (from Sutter Street to Grant Street); Grant St (from Oak St to Salvio St); Oakland Ave (from Clayton Rd to Mt. Diablo St); and Mt. Diablo St (from Oakland Ave to BART bus ent

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,615,000.00 in 2022 dollars

2941 - Downtown Concord Streetscape Improvements on Oak, Grant and Salvio Streets
Complete Streets Upgrades on Oak Street, Grant Street & Salvio Street near downtown
Concord BART station

Limits: Oak St, Grant St, Salvio St

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$5,200,000.00 in 2020 dollars

3013 - East Downtown Concord PDA Access and Safe Routes to Transit

This project provides safe walking and biking routes within the Downtown Concord Priority Development Area by creating a safe, continuous pedestrian network through sidewalk gap closures on Parkside Drive, The Alameda, and 6th Street and provides bicycle routes on the same streets. The improvements will improve pedestrian and bicycle access from the PDA to BART, bus routes, and nearby schools.

Limits: Parkside Drive, The Alameda, 6th Street

Project Status : Active

RTP Ref. No. : TRANSPAC

Project Cost : \$2,816,000.00 in 2021 dollars

3017 - Monument Boulevard Class 1 Path

The project provides multimodal access to the Concord BART Station through installation of a mixed-use path along Monument Boulevard, signalized intersection improvements on Monument Boulevard at Walters Way/Systron Dr and Cowell Road, and providing a connection to bicycle facilities on Walters Way and Detroit Avenue in the City's Monument Corridor. The project creates a safe, continuous pedestrian and bicycle route to the BART station from the Monument Corridor Community of Concern.

Limits: Monument Blvd from Systron Dr to Cowell Road; and Cowell Road from Monument Blvd to Mesa Street

Project Status : Active

RTP Ref. No. : TRANSPAC

Project Cost : \$5,329,000.00 in 2022 dollars

3025 - Willow Pass Road Safe Routes to Transit Improvements

This project closes two sidewalk gaps and enhances an uncontrolled multi-lane pedestrian crossing on Willow Pass Road in eastern Concord. The sidewalk gap closures will provide ADA-compliant access to multi-family housing, bus stops, markets, Wren Elementary School and other amenities. The project includes the replacement and relocation of an outdated pedestrian warning system with a pedestrian hybrid beacon across Willow Pass Road at San Vicente Drive to connect residences to these amenities.

Limits: St. Phillip Ct to Clayton Way, 3690 WP to Granada Dr and at San Vicente Dr

Project Status : Active

RTP Ref. No. : TRANSPAC

Project Cost : \$1,257,000.00 in 2021 dollars

Interchange

0071 - Construct SR-242/Clayton Road on and off-ramps

Construct new northbound on-ramp and associated accelerating/weaving lanes, and new southbound off-ramp at SR-242/Clayton Road interchange.

Limits: At Clayton Road Interchange

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$50,000,000.00 in 2030 dollars

0871 - Clayton Road/SR-242 Interchange: New SB Off-Ramp

Construct a new SB Off-ramp at the Clayton Road/SR 242 interchange

Limits: Clayton Road/SR 242 Interchange: SB Off-Ramp

Project Status : Proposed

RTP Ref. No. : TRANSPAC

Project Cost : \$19,000,000.00 in dollars

0872 - Reconstruct SR-4/Willow Pass Road ramps in Concord

Reconstruct the Willow Pass Road (Concord)/SR 4 interchange to accommodate new trips generated by a Smart Growth project located on land now occupied by the Concord Naval Weapons Station

Limits: at Willow Pass Road (Concord)

Project Status : Proposed

RTP Ref. No. : TRANSPAC

Project Cost : \$50,000,000.00 in 2030 dollars

1396 - SR-4/Port Chicago Highway Interchange Improvements

Reconstruct the SR4/Port Chicago Highway ramps and intersections in Concord to facilitate smart growth development projects on the Concord Naval Weapons Station.

Limits: SR4/Port Chicago Highway Interchange

Project Status : Proposed

RTP Ref. No. : TRANSPAC

Project Cost : \$36,600,000.00 in 2017 dollars

Maintenance

1142 - Clayton Road Pavement / Treat to Ygnacio Valley

Pavement Rehabilitation

Limits: Treat Blvd to Ygnacio Valley Road

Project Status : Proposed

RTP Ref. No. : TRANSPAC

Project Cost : \$3,000,000.00 in dollars

3007 - Willow Pass Road Repaving

The Willow Pass Road Repaving Project will rehabilitate the pavement and repair damaged sidewalk, curb and gutter on Willow Pass Road between Galindo Street and San Vicente Drive. Additionally, existing non-ADA compliant curb ramps will be replaced to meet current ADA standards. Additionally, this project will construct sidewalk gap closure on the west side of Sixth Street from Willow Pass Rd to Concord Blvd

Limits: Galindo Street to San Vicente Drive

Project Status : Active

RTP Ref. No. : TRANSPAC

Project Cost : \$5,260,000.00 in 2021 dollars

Safe Routes to School

3009 - Cambridge Elementary Safe Routes to School Improvements

This project provides safe walking and biking routes to Cambridge Elementary School from the Four Corners Neighborhood and the Monument Boulevard neighborhood, an MTC Community of Concern. The project would improve pedestrian safety through enhancements to the existing uncontrolled crosswalk on Lacey Lane, sidewalk gap closure on Victory Lane, and provide a bicycle boulevard treatment on Victory Lane, for a safe, continuous walking and bicycling route to Cambridge Elementary School.

Limits: Adjacent to Cambridge Elementary

Project Status : Active

RTP Ref. No. : TRANSPAC

Project Cost : \$398,000.00 in 2019 dollars

Contra Costa County

Arterial/Roadway

3513 - Alhambra Valley Road Realignment Near Wanda Way and Millthwait Drive

This project proposes to realign the reversing curves of Alhambra Valley Road to improve drivers' safety and sight distance.

Limits: Wanda Way and Millthwait Drive

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$575,000.00 in dollars

3514 - Alhambra Valley Road Safety Improvements (Various Locations)

This project proposes to construct safety improvements along Alhambra Valley Road.

Limits: Pinole City Limit and Reliez Valley Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$4,500,000.00 in dollars

3515 - Alves Lane Extension - Willow Pass Road to Pacifica Avenue

This project is to construct a new roadway extension and modify the existing traffic signal at Alves Lane and Willow Pass Road.

Limits: Willow Pass Road to Pacifica Avenue

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$4,516,000.00 in dollars

3517 - Appian Way & Argyle Drive Intersection Improvements

This project proposes to construct signal improvements to improve the safety at the intersection of Appian Way and Argyle Drive.

Limits: Intersection of Appian Way and Argyle Drive

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,971,000.00 in dollars

3518 - Appian Way & Manor Road Intersection Improvements

This project proposes to construct intersection improvements at the intersection of Appian Way and Manor Road.

Limits: Intersection of Appian Way and Manor Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$852,000.00 in dollars

3519 - Appian Way and Pebble Drive Intersection Improvements

This project proposes to construct signal improvements to improve safety at the intersection of Appian Way and Pebble Drive.

Limits: Intersection of Appian Way and Pebble Drive.

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,814,000.00 in dollars

3520 - Appian Way and Santa Rita Road Intersection Improvements

This project proposes to construct signal improvements to improve the safety at the intersection of Appian Way and Santa Rita Road.

Limits: Intersection of Appian Way and Santa Rita Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,866,000.00 in dollars

3522 - Appian Way at Valley View Intersection Project

This project proposes to construct complete street safety improvements at the intersection.

Limits: Intersection of Appian Way and Valley View Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$6,779,000.00 in dollars

3523 - Appian Way Complete Streets Project - San Pablo Dam Road to Valley View Road

This 'Complete Streets Project' proposes to improve pedestrian and bicycle safety along Appian Way from San Pablo Dam Road to Valley View Road.

Limits: Along Appian Way from San Pablo Dam Road to Valley View Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$11,297,000.00 in dollars

3524 - Appian Way Complete Streets Project - Valley View Road to Pinole City Limits

This 'Complete Streets Project' proposes to improve pedestrian and bicycle safety along Appian Way from Valley View Road to the Pinole city limit.

Limits: Along Appian Way from Valley View Road to Pinole City Limits

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$10,301,000.00 in dollars

3526 - Arlington Avenue & Amherst Avenue Intersection Safety Improvements

This project proposes to construct safety improvements at the intersection.

Limits: Intersection of Arlington Avenue and Amherst Avenue

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$821,000.00 in dollars

3527 - Arlington Avenue & Coventry Road Intersection Safety Improvements

This project proposes to construct safety improvements at the intersection.

Limits: Intersection of Arlington Avenue and Coventry Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$140,000.00 in dollars

3528 - Arlington Avenue & Rincon Road/Kensington Park Road Intersection Safety Improvements

This project proposes to construct safety improvements at the intersection.

Limits: Intersection of Arlington Avenue and Rincon Road/Kensington Park Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$958,000.00 in dollars

3529 - Arlington Avenue & Sunset Drive Intersection Safety Improvements

This project proposes to construct safety improvements at the intersection.

Limits: Intersection of Arlington Avenue and Sunset Drive

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$905,000.00 in dollars

3531 - Arlington Boulevard & Vine Avenue/Highland Avenue Intersection Safety Improvements

This project proposes to construct safety improvements at the intersection.

Limits: Intersection of Arlington Boulevard and Vine Avenue/Highland Avenue

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$986,000.00 in dollars

3534 - Ayers Road & Concord Boulevard Intersection Improvements

This project proposes to add a southbound right-turn lane and sidewalk at the intersection of Ayers Road and Concord Boulevard.

Limits: Intersection of Ayers Road and Concord Boulevard

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$661,000.00 in dollars

3535 - Ayers Road & Laurel Avenue Intersection Improvements

This project proposes to widen the approaches to the intersection at Ayers Road and Laurel Drive and to install new curb, gutter, sidewalk, and traffic signal. Improvements require coordination with the City of Concord.

Limits: Intersection of Ayers Road and Laurel Avenue

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,471,000.00 in dollars

3537 - Bailey Road & Myrtle Drive Intersection Improvements

This project is to improve safety at the intersection at Bailey Road and Myrtle Drive by widening Bailey Road for a new through-lane and westbound left turn pocket.

Limits: Intersection of Bailey Road & Myrtle Drive

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$638,000.00 in dollars

3541 - Bailey Road Shoulder Improvements

This project is to provide bicycle improvements by constructing a shoulder.

Limits: Bailey Road north and south of Myrtle Drive

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$606,000.00 in dollars

3542 - Balfour Road & Byron Highway Intersection Improvements

This project proposes to install a traffic signal and exclusive left-turn lanes at the intersection of Balfour Road and Byron Highway. Left turn lanes will be installed with Balfour Road Shoulder widening (see also Balfour Road Shoulder Widening - Sellers

Limits: Intersection of Balfour Road and Byron Highway

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,019,000.00 in dollars

3545 - Balfour Road Shoulder Widening - Deer Valley Road to Brentwood City Limits

This project proposes to widen about 1.2 miles of Balfour Road between Deer Valley Road and Brentwood City Limits.

Limits: Along Balfour Road from Deer Valley Road to W. County Club Drive/American Ave

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$13,000,000.00 in dollars

3550 - Bear Creek Road & Happy Valley Road Intersection Improvements

This project proposes to install an all-way stop at the T-intersection of Happy Valley Road and Bear Creek Road.

Limits: Intersection of Bear Creek Road and Happy Valley Road

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$21,000.00 in dollars

3552 - Bear Creek Road Improvements - Camino Pablo to Alhambra Valley Road

This project proposes to construct safety improvements along Bear Creek Road between Alhambra Valley Road and the City of Orinda.

Limits: Alhambra Valley Road to City of Orinda

Project Status :

RTP Ref. No. :

Project Cost : \$850,000.00 in dollars

3553 - Bear Creek Road Safety Improvements

This project proposes to construct safety improvements along Bear Creek Road between Alhambra Valley Road and the City of Orinda.

Limits: Alhambra Valley Road to City of Orinda

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$850,000.00 in dollars

3555 - Bella Vista Infrastructure Improvements

This project is to construct capital improvements in accordance with the Bella Vista Infrastructure Study.

Limits: Roadway improvements to the Bella Vista Area in Bay Point

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$18,300,000.00 in dollars

3559 - Bixler Road Widening and Bicycle Improvements, between SR4 and Byer Road

This project proposes to widen Bixler Road to include shoulders and bike lane from State Route 4 south to Byer Road.

Limits: SR 4 to Byer Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$5,742,000.00 in dollars

3565 - Boulevard Way Sidewalk Project

This project is to construct pedestrian improvements along Boulevard Way. 2021 Central County AOB project description is to construct SW on the east side of the road

Limits: Warren Road to Olympic Boulevard

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$3,827,000.00 in dollars

3567 - Brookside Drive Complete Streets Project -- Central Street to BNSF Railroad

This project proposes to widen Brookside Drive from Central Street to the Union Pacific Railroad and provide complete street improvements.

Limits: Central Street to BNSF Railroad

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$4,892,000.00 in dollars

3568 - Bryon Highway Extension: Delta Road to north of Rock Slough

Extend Byron Highway northward, from its current northern terminus at Delta Road, to the City of Oakley boundary at the north end of Rock Slough. Project requires construction of a bridge over Rock Slough.

Limits: Byron Highway from Delta Road to north of Rock Slough

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$3,500,000.00 in dollars

3569 - Bryon Highway Safety Improvements

This project proposes to improve safety to Byron Highway by improving intersections and by adding shoulder to the road.

Limits: Byron Highway from Delta Road to SR 4

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$18,500,000.00 in dollars

3571 - Buskirk Avenue Improvements - Treat Blvd to Pleasant Hill City Limits

This project proposes to widen the roadway along Buskirk Avenue from Treat Boulevard to the Pleasant Hill City limit to improve the roadway's vehicular capacity.

Limits: Treat Boulevard and Pleasant Hill City Limits

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$2,995,000.00 in dollars

3572 - Byer Road Widening and Bicycle Improvements

This project proposes to widen Byer Road to include shoulder and bike lane from Byron Highway east to Bixler Road.

Limits: Bixler Road to Byron Highway

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$5,477,000.00 in dollars

3573 - Byron Highway & Point of Timber Intersection Improvements

This project is to improve the intersection by adding a signal.

Limits: Intersection of Byron Highway & Point of Timber

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$2,271,000.00 in dollars

3575 - Byron Highway from Clifton Court Road to the California Aqueduct crossing Roadway Improvements

This project is to improve vehicle safety on Byron Highway.

Limits: Byron Highway from Clifton Court Road to California Aqueduct Crossing

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$575,600.00 in dollars

3576 - Byron Highway Safety Improvements - Clifton Court Road to Bruns Road

This project constructs safety improvements on Byron Highway

Limits: Byron Highway from Clifton Court Road to Bruns Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,462,800.00 in dollars

3577 - Byron Highway Safety Improvements (Various Locations)

This project proposes to construct safety improvements at various locations along Byron Highway to include shoulder widening, drainage improvements, and intersection improvements.

Limits: Byron Highway Corridor

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$18,500,000.00 in dollars

3578 - Byron Highway Widening - Camino Diablo to the Alameda County Line

This project proposes to widen 5 miles of roadway shoulders on Byron Highway from Camino Diablo to the Alameda County Line.

Limits: Byron Highway from Camino Diablo to Alameda County Line

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$8,220,000.00 in dollars

3579 - Byron Highway Widening - Chestnut Street to SR 4

This project proposes to widen shoulders for 1.6 miles of Byron Highway from Chestnut Street to State Route 4.

Limits: Byron Highway from Chestnut Street to SR 4

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$11,217,000.00 in dollars

3580 - Byron Highway Widening - Delta Road to Chestnut Street

This project proposes to widen shoulders for 2.5 miles of Byron Highway from Delta Road to Chestnut Street.

Limits: Byron Highway from Delta Road to Chestnut Street

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$11,561,000.00 in dollars

3581 - Byron Highway Widening - SR 4 to Camino Diablo

This project proposes to widen shoulders along Byron Highway from State Route 4 south to Camino Diablo.

Limits: Byron Highway from SR 4 to Camino Diablo

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$8,220,000.00 in dollars

3583 - Camino Diablo Safety Improvements

This project proposes to construct safety improvements on Camino Diablo.

Limits: Camino Diablo between Vasco Road and McCabe Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$989,400.00 in dollars

3584 - Camino Diablo Widening - Vasco Road to Byron Highway

This project proposes to widen the road to county standard including shoulders on Camino Diablo from Vasco Road east to Byron Highway.

Limits: Along Camino Diablo between Vasco Road and Byron Highway

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$10,431,000.00 in dollars

3585 - Camino Tassajara Safety Improvements (Various Locations)

This project proposes to construct various roadway and intersection improvements along Camino Tassajara to include shoulder widening and drainage improvements.

Limits: County line to City of Danville limits

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$30,000,000.00 in dollars

3586 - Camino Tassajara Street Lighting Improvements - Finley Road to Windemere Parkway

This project installs street lighting on Camino Tassajara.

Limits: Camino Tassajara from Finley Road to Windemere Parkway

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$1,357,600.00 in dollars

3596 - Center Avenue Widening

This project is to construction intersection modifications at Pacheco Boulevard and Center Avenue and westerly along Center Avenue.

Limits: Along Center Avenue from Pacheco Boulevard to Blackwood Drive

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$7,911,000.00 in dollars

3597 - Central Street Complete Street - Brookside Drive and Pittsburg Avenue

This project is to construct complete streets improvements along Central Avenue between Brookside Drive and Pittsburg Avenue.

Limits: Brookside Drive to Pittsburg Avenue

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,013,000.00 in dollars

3600 - Chestnut Street Widening - Sellers Avenue to Byron Highway

This project proposes to widen shoulders along Chestnut Street from Sellers Avenue east to Byron Highway.

Limits: Sellers Avenue to Byron Highway

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$11,836,000.00 in dollars

3602 - Clipper Drive Traffic Calming Measures

This project proposes to construct traffic-calming measures along Clipper Drive from Newport Drive east to Discovery Bay Boulevard.

Limits: Newport Drive to Discovery Bay Boulevard

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$224,000.00 in dollars

3603 - Clyde Extensions -- Essex Street and Middlesex Street to Port Chicago Highway
This project proposes to extend both Essex Street and Middlesex Street one block westward to Port Chicago Highway.

Limits: Norman Avenue and Port Chicago Highway

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$4,000,000.00 in dollars

3607 - Concord Avenue Improvements

This project will install speed feedback signs and extend the left turn lane on Concord Avenue

Limits: Concord Avenue from Walnut Creek Channel to I-680

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$559,300.00 in dollars

3608 - Concord Avenue Improvements Project

This project is to construct safety roadway improvement to support Complete Streets along Concord Avenue.

Limits: I-680 Overpass to the west side of the Walnut Creek Bridge

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,500,000.00 in dollars

3613 - Countywide Traffic Calming

This program is to install traffic-calming elements.

Limits: Countywide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$100,000.00 in dollars

3614 - Countywide Traffic Program

This program provides for safety and efficient movement of vehicular and pedestrian traffic while preserving neighborhood character and minimizing disruption to the residents. This includes Safety Investigation, Traffic Operation, Traffic Data & Records,

Limits: Countywide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$4,200,000.00 in 2021 dollars

3623 - Danville Blvd & Hemme Avenue Intersection Improvements

This project is to extend the existing northbound left turn lane on Danville Boulevard at the intersection of Danville Boulevard and Hemme Ave. This is also located near Rancho Romero Elementary School.

Limits: Intersection of Danville Boulevard and Hemme Avenue

Project Status :

RTP Ref. No. : SWAT

Project Cost : \$504,000.00 in dollars

3624 - Danville Boulevard at Hemme Avenue Intersection Safety Improvements

This project is to construct safety improvements at the intersection.

Limits: Intersection of Danville Boulevard & Hemme Avenue

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$504,000.00 in dollars

3634 - Delta De Anza Trail Crossing Project

This project improves the remaining intersection crossings of the Delta De Anza Trail between Port Chicago Highway and Bailey Road.

Limits: Delta De Anza Trail from Port Chicago Highway to Bailey Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,050,000.00 in dollars

3637 - Delta Road Widening - Byron Highway to Holland Tract Road

This project proposes to widen shoulders for about 1.7 miles of Delta Road from Byron Highway to Holland Tract Road.

Limits: Delta Road from Byron Highway to Holland Tract Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$10,079,000.00 in dollars

3638 - Delta Road Widening - Sellers Avenue to Byron Highway

This project proposes to widen shoulders for about 2.0 miles of Delta Road from Sellers Avenue to Byron Highway.

Limits: Delta Road from Sellers Avenue to Byron Highway

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$9,044,000.00 in dollars

3641 - Diablo Road Widening -- Avenida Nueva to Blackhawk Road

Widen approximately 925 feet of Diablo Road to two-lane rural road standard.

Limits: Diablo Road between Avenida Nueva and Blackhawk Road

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$2,500,000.00 in dollars

3642 - Discovery Bay Boulevard & Clipper Drive Intersection Improvements

This project proposes to modify intersection traffic control to improve level of service at the intersection of Discovery Bay Boulevard and Clipper Drive.

Limits: Discovery Bay Blvd and Clipper Drive intersection

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,910,000.00 in dollars

3643 - Driftwood Drive Pedestrian and Bicycle Safety Improvements - Port Chicago Highway to Pacifica Avenue

This project proposes to construct six-foot shoulders and six-and-a-half-foot wide sidewalks on both sides of Driftwood Drive.

Limits: Driftwood Drive between Port Chicago Highway and Pacifica Avenue

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$2,457,000.00 in dollars

3645 - Eden Plains Road Widening -- Sunset Road to Marshall Court

This project proposes to widen Eden Plains Road to two-lane arterial standard design, with two 12-foot lanes and paved shoulders on both sides of the street.

Limits: Eden Plains Road between Sunset Road and Marshall Court

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$325,000.00 in dollars

3646 - El Portal Drive Improvements -- I-80 to San Pablo Dam Road

This project proposes to provide uniformity between the existing roadway and the segment of City of Richmond.

Limits: I-80 to San Pablo Dam Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$528,000.00 in dollars

3647 - Evora Road Extension -- Current western terminus of Evora Road to Port Chicago Highway

This project proposes to extend Evora Road westward to Port Chicago Highway in Concord.

Limits: Current west terminus of Evora Road and Port Chicago Highway

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$5,687,000.00 in dollars

3648 - Evora Road Widening -- Willow Pass Road (Bay Point) to Willow Pass Road (Concord)

This project proposes widening of Evora Road to 4 lanes.

Limits: Willow Pass Road (BP) to Willow Pass Rd (Concord)

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$9,200,000.00 in dollars

3649 - Fish Ranch Road Safety Improvements - SR 24 to Grizzly Peak Road

This project is to enhance vehicle and bicycle safety by widening Fish Ranch Road to provide roadway shoulders between Grizzly Peak Road to State Route 24.

Limits: SR24 to Grizzly Peak Road

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$5,818,000.00 in dollars

3653 - Fred Jackson Way Complete Streets Project - Between Chesley and Parr Boulevard
This project will install complete street improvements on Fred Jackson Way.

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$4,690,000.00 in 2021 dollars

3654 - Fred Jackson Way Complete Streets Project -- Intersection with Chesley Avenue
This project proposes to install traffic calming improvements at the intersection of Fred Jackson Way and Chesley Avenue. This project is intended to meet the County's Complete Street Policy.

Limits: Intersection of Fred Jackson Way and Chesley Avenue

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$655,000.00 in dollars

3656 - Fred Jackson Way/Goodrick Avenue Realignment

This project proposes to realign these streets to form one intersection instead of two offset intersections.

Limits: Intersections of Fred Jackson Way/Parr Boulevard and Parr Boulevard/Goodrick Avenue

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,750,000.00 in dollars

3660 - Gateway Road Bicycle and Pedestrian Improvements -- Bethel Island Road to Piper Road

Project work includes widening Gateway Road to County standards and provide bicycle and pedestrian improvements. Travel lanes will be widened from 10 feet to 12 feet, and 8-foot shoulders will be constructed along both sides of the roadway.

Limits: Bethel Island Rd to Piper Rd

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,690,000.00 in dollars

3662 - Gateway Road Widening - Piper Road to Stone Road

This project proposes to widen travel lanes and provide walkable shoulders along Gateway Road.

Limits: Piper Road to Stone Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,000,000.00 in dollars

3671 - Highland Road Improvements - Camino Tassajara to Alameda County Line

This project proposes to construct safety improvements along Highland Road from Camino Tassajara to the Alameda County Line.

Limits: Camino Tassajara to Alameda County Line

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$25,000,000.00 in dollars

3674 - Hillcrest Road Safety Improvements -- Morrow Drive to Alpine Road

This complete street projects proposes to improve safety.

Limits: Moorow Drive to Alpine

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$4,541,000.00 in dollars

3675 - Hilltop Drive Complete Streets Intersection Improvements -- La Paloma Road to Manor Road

This project proposes to implement complete street and intersection improvements.

Limits: La Paloma Road to Manor Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$4,957,000.00 in dollars

3683 - Kirker Pass Road Northbound Runaway Truck Ramp

This project is to construct a northbound trunk runaway truck ramp along Kirker Pass Road prior to the City of Pittsburg.

Limits: North end of Northbound Kirker Pass Road before the City of Pittsburg

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$2,000,000.00 in dollars

3684 - Kirker Pass Road Safety Improvements

This project is to construct safety improvements at various locations along Kirker Pass Road.

Limits: Along Kirker Pass Road from the City of Concord to the City of Pittsburg

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$2,000,000.00 in dollars

3685 - Kirker Pass Road Southbound Truck Lanes

This project is to construct a southbound truck-climbing lane along Kirker Pass Road.

Limits: 1200 feet south of Nortonville Road to the City of Concord

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$35,000,000.00 in dollars

3686 - Knightsen Avenue & Delta Road Intersection Improvements

This project proposes to install a new traffic signal and exclusive left turn lanes at the intersection of Knightsen Avenue and Delta Road.

Limits: Intersection of Knightsen Avenue & Delta Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,594,000.00 in dollars

3687 - Knightsen Avenue and Eden Plains Road Widening -- Delta Road to Chestnut Street

This project is to widen Knightsen Avenue and Eden Plains Road.

Limits: Knightsen Avenue and Eden Plans Road from Delta Road to Chestnut Street

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$11,650,000.00 in dollars

3688 - Knightsen Avenue Widening - East Cypress Road to Delta Road

This project proposes to widen shoulders on Knightsen Avenue for about 1.6 miles from East Cypress Road to Delta Road.

Limits: Knightsen Avenue from East Cypress Road to Delta Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$6,037,000.00 in dollars

3689 - La Paloma Road Pedestrian and Roadway Improvements

This project proposes to install traffic safety and pedestrian improvements along La Paloma Road.

Limits: Along La Paloma Road from Hilltop Drive to Appian Way

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,121,000.00 in dollars

3690 - Las Juntas Way & Coggins Drive Intersection Improvements

This project is to improve the intersection level of service through intersection modifications at Las Juntas Way and Coggins Drive near the Pleasant Hill Bart Station.

Limits: Intersection of Coggins Drive and Las Juntas Way

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$858,000.00 in dollars

3692 - Livorna Road Bikeway

Widen Road to create space for Bike Lanes on Livorna Road from Douglas Court to Acacia Lane.

Limits: Douglas Court to Acacia Lane

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$1,500,000.00 in dollars

3698 - Market Avenue Complete Streets -- Fred Jackson Way to AOB Boundary

This project proposes to install pedestrian improvements and traffic calming improvements along Market Avenue between Fred Jackson and 7th Street.

Limits: Fred Jackson Way to AOB Boundary

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$6,544,000.00 in dollars

3701 - Marsh Creek Road & Camino Diablo Intersection Improvements

This project proposes to construct safety improvements at the intersection of Marsh Creek Road and Camino Diablo.

Limits: Intersection of Marsh Creek Road and Camino Diablo

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$600,000.00 in dollars

3702 - Marsh Creek Road & Deer Valley Road Intersection Improvements

This project proposes to widen the roadway and construct turn pockets at the intersection of Marsh Creek Road and Deer Valley Road.

Limits: Intersection of Marsh Creek Road and Deer Valley Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,000,000.00 in dollars

3703 - Marsh Creek Road and Morgan Territory Road Intersection Improvements

This project is to improve the intersection.

Limits: Marsh Creek Road and Morgan Territory Road intersection

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,800,000.00 in dollars

3706 - Marsh Creek Road Improvements -- Clayton City Limits to Brentwood City Limits

This project will construct various roadway and intersection improvements along Marsh Creek Road, including shoulder for bicycle use.

Limits:

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$56,819,000.00 in dollars

3708 - Marsh Creek Road Safety Enhancements

This project will install curve warning signs, rumble strips, speed feedback signs, and other roadway improvements.

Limits: From Deer Valley Road to Clayton city limits.

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$919,300.00 in dollars

3718 - McEwan Road Safety Improvements

This project will construct safety improvements on McEwan Road

Limits: McEwan Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$895,600.00 in dollars

3721 - Mitchell Canyon Road Bike Lanes

This project is to improve safety along Mitchell Canyon Road near the Mitchell Canyon Visitor Center.

Limits: Along Mitchell Canyon Road from Diablo Downs Drive to Park Entrance

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$700,000.00 in dollars

3724 - Morgan Territory Road Safety Improvements

This project proposes to construct safety improvements at various locations along Morgan Territory Road.

Limits: Marsh Creek Road to Alameda County Line

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,000,000.00 in dollars

3730 - Norris Canyon Road Safety Improvements

This project will construct safety improvements such as improving pavement friction and installing guardrails.

Limits: Norris Canyon Road - Between 0.2 miles west of Ashbourne Drive to 0.9 miles east of Ashbourne Drive

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$1,218,000.00 in dollars

3731 - North Richmond Area Infrastructure Improvements

This project is to construct Various Infrastructure Improvements for motorists and bike/pedestrian throughout North Richmond.

Limits: Throughout North Richmond

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$5,000,000.00 in dollars

3735 - North Richmond Truck Route - Parr Boulevard to Market Avenue

This project proposes to reduce truck traffic in the residential area of North Richmond by upgrading existing roadways or constructing new roads to accommodate truck traffic from Parr Boulevard to Market Avenue.

Limits: Parr Boulevard to Market Avenue

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$28,453,000.00 in dollars

3741 - Olympic Boulevard and Boulevard Way/Tice Valley Boulevard Intersection Improvements

This project is to provide intersection and capacity improvements.

Limits: Intersection of Olympic Boulevard & Bridgefield Road

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$854,000.00 in dollars

3746 - Pacheco Boulevard & Center Avenue Intersection Improvements

This project is to construct modifications to the intersection of Pacheco Boulevard and Center Avenue.

Limits: Intersection of Pacheco Boulevard and Center Avenue

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$7,911,000.00 in dollars

3747 - Pacheco Boulevard & Muir Road Intersection Improvements

This project is to construct an intersection modification at Pacheco Boulevard and Muir Road.

Limits: Intersection of Pacheco Boulevard and Muir Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$851,000.00 in dollars

3748 - Pacheco Boulevard & North Buchanan Circle Intersection Improvements

This project is to signalize the intersection at Pacheco Boulevard and Carlos Drive/North Buchanan Circle.

Limits: Intersection of North Buchanan Circle and Pacheco Boulevard

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,094,000.00 in dollars

3752 - Pacheco Boulevard Grade Crossing Improvements at BNSF Railroad

This project is to realign Pacheco Boulevard and reconstruct the railroad overcrossing.

Limits: Intersection of Pacheco Boulevard and the BNSF Railroad

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$17,000,000.00 in dollars

3753 - Pacheco Boulevard Improvements -- Arnold Drive to Muir Road

This project is to construct complete streets improvements in accordance with the Pacheco Planning Study and Pacheco AOB.

Limits: Along Pacheco Boulevard from Arnold Drive to Muir Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,770,000.00 in dollars

3754 - Pacheco Boulevard Improvements -- Arthur Road to BNSF Railroad

This project is to construct complete streets improvements in accordance with the planning study.

Limits: Along Pacheco Boulevard from Arthur Road to BNSF Railroad

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$9,494,400.00 in dollars

3755 - Pacheco Boulevard Improvements -- BNSF Railroad to Arnold Drive

This project is to construct complete streets improvements in accordance with the Pacheco Planning Study and in coordination with the City of Martinez.

Limits: Along Pacheco Boulevard from BNSF Railroad to Arnold Drive

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$10,100,000.00 in dollars

3756 - Pacheco Boulevard Improvements -- Morello Avenue to Arthur Road

This project is to construct complete street improvements and roadway widening according to the Pacheco Planning Study.

Limits: Along Pacheco Boulevard from Morello Avenue to Arthur Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$13,509,400.00 in dollars

3760 - Pacifica Avenue Extension - Port Chicago Highway to Alves Lane

This project proposes to construct a new roadway and to modify the existing traffic signal at Pacifica Avenue and Port Chicago Highway.

Limits: Pacifica Avenue between Port Chicago Highway and Alves Avenue Extension

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$4,772,720.00 in dollars

3762 - Parr Boulevard Complete Streets Project -- Richmond Parkway to BNSF Railroad

The project will enhance vehicle bicycle and pedestrian safety by widening the roadway to the standard width and providing bike lanes and sidewalks.

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$5,527,000.00 in dollars

3763 - Peach Street Closure Project

This project proposes to barricade Peach Street to prevent traffic from cutting through from Shell Avenue to Pacheco Boulevard.

Limits: Peach Street from Pacheco Boulevard to Shell Avenue.

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$350,000.00 in dollars

3765 - Pedestrian Improvements near Rodeo Hills Elementary School

This project will enhance vehicle bicycle and pedestrian safety by widening the roadway to the standard width and providing bike lanes and sidewalks.

Limits: County maintained roads around Rodeo Hills Elementary School

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$500,000.00 in dollars

3767 - Pinole Valley Road Safety Improvements -- Pinole City Limits to AOB boundary

This project proposes safety improvements on Pinole Valley Road between the Pinole City Limits and the AOB Boundary.

Limits: Pinole City Limits to West County AOB Boundary

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$2,656,000.00 in dollars

3768 - Piper Road Improvements - Gateway Road to Willow Road

This project proposes to widen the travel lanes from 10 feet to 12 feet and to construct 5-foot shoulders and 2-foot shoulder backing along Piper Road.

Limits: Gateway Road to Willow Road

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$1,293,000.00 in dollars

3770 - Pitt Way Roadway Improvements

This project proposes to construct a new collector roadway along Pitt Way from San Pablo Dam Road to Hillcrest Road in the future town square area of El Sobrante.

Limits: New Roadway near the Intersection of San Pablo Dam Road and Hillcrest Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$3,966,000.00 in dollars

3771 - Pittsburg Avenue at Richmond Parkway Intersection Improvements

This project aims to construct intersection improvements at the Pittsburg Avenue and Richmond Parkway intersections.

Limits: Pittsburg Avenue at Richmond Parkway

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,183,000.00 in dollars

3772 - Pittsburg Avenue Complete Streets Project -- Richmond Parkway to Fred Jackson Way

This project will enhance vehicle bicycle and pedestrian safety by widening the roadway to the standard width and providing bike lanes and sidewalks.

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$2,208,000.00 in dollars

3774 - Pleasant Hill Road Pedestrian and Bicycle Improvements

This project proposes to construct curb, gutter and sidewalk and prohibit curbside parking to create buffered bicycle lanes along Pleasant Hill Road.

Limits: Geary Road to Taylor Boulevard

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$2,754,000.00 in dollars

3782 - Pomona Street/Winslow Avenue/Carquinez Scenic Drive Safety Alignment Study

This project is to conduct a safety alignment study along Pomona Street, Winslow Avenue, and Carquinez Scenic Drive.

Limits: Pomona Street, Winslow Avenue, and Carquinez Scenic Drive

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$50,000.00 in dollars

3785 - Port Chicago Highway Improvements

This project proposes to construct safety, pedestrian and bicycle improvements along Port Chicago Highway.

Limits: Nichols Road and Willow Pass Road

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$1,000,000.00 in dollars

3787 - Port Chicago Highway Realignment Project - McAvoy Road to Pacifica Avenue

This project will realign the sharp horizontal curve on Port Chicago Highway, add an eastbound left turn pocket at McAvoy Road, and add sidewalks along both sides of Port Chicago Highway.

Limits: McAvoy Road to Pacifica Avenue

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$2,267,000.00 in dollars

3790 - Reliez Valley Road Bicycle Improvements.

This project proposes to construct bicycle lanes by widening the shoulders along Reliez Valley Road. There are drainage modifications and parking considerations to be resolved.

Limits: North of Grayson Road to Withers Avenue

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$7,284,000.00 in dollars

3791 - Reliez Valley Road Complete Streets -- Alhambra Valley Road to Grayson Road

This project will widen the roadway to two lanes and add left turn pockets/lanes to Reliez Valley Road between Alhambra Valley Road to Grayson Road.

Limits: Alhambra Valley Road to Grayson Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$2,030,000.00 in dollars

3792 - Reliez Valley Road Improvements and Multi-Use Path -- Alhambra Valley Road to 0.25 Miles North of Carter Acres Lane

This project is to widen Reliez Valley Road to construct a pedestrian/bicycle path and a left turn pocket/lane to match the County's precise alignment plan.

Limits: Alhambra Valley Road to 0.25 miles North of Carter Acres Lane

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$2,700,000.00 in dollars

3798 - Rincon Road Widening and Pedestrian Improvements Project -- Arlington Avenue to Arlington Avenue

This project proposes to widen Rincon Road and construct pedestrian improvements between the two Arlington Avenue intersections.

Limits: Rincon Road between Arlington Avenue and Arlington Avenue

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$2,500,000.00 in dollars

3800 - Rudgear Road & San Miguel Drive Intersection Improvements

This project would install a mini-roundabout at the intersection of Rudgear Road and San Miguel Drive.

Limits: Intersection of Rudgear Road and San Miguel Drive

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$3,588,000.00 in dollars

3801 - Rudgear Road/San Miguel/Walnut Boulevard/Mountain View Boulevard Safety Improvements

This project will construct safety improvements on the listed roads.

Limits: Along Rudgear Road, San Miguel Drive, Walnut Boulevard, and Mountain View Boulevard

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$5,000,000.00 in dollars

3814 - San Pablo Avenue Transit Corridor Improvements -- Various Locations

This project will improve various sections of the San Pablo Avenue corridor. This project includes costs in the cities.

Limits: Various locations along San Pablo Avenue

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$192,150,000.00 in dollars

3818 - San Pablo Dam Rd & Greenridge Drive Signal Improvements

This project proposes to install a new traffic signal at the intersection of San Pablo Dam Road and Greenridge Drive.

Limits: San Pablo Dam Road and Greenridge Drive Intersection

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$400,000.00 in dollars

3819 - San Pablo Dam Road Bicycle and Pedestrian Improvements - Tri Lane to Appian Way

This project proposes to install pedestrian and bicycle improvements along San Pablo Dam Road from Tri Lane to Appian Way. This project will be built with other San Pablo Dam Road projects.

Limits: Along San Pablo Dam Road from Tri Lane to Appian Way

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$7,300,000.00 in dollars

3824 - San Pablo Dam Road Downtown Improvements -- El Portal Drive to Castro Ranch Road

This project proposes complete street improvements on San Pablo Dam Road.

Limits: El Portal Drive to Castro Ranch Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$10,422,000.00 in dollars

3826 - San Pablo Dam Road Improvements - May Road to Kennedy Grove Entrance

This project will construct multiple improvements along San Pablo Dam Rd.

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$72,900.00 in dollars

3827 - San Pablo Dam Road Improvements (Various Locations)

This project proposes to construct safety improvements and bicycle improvements along San Pablo Dam Road.

Limits: Along San Pablo Dam Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,000,000.00 in dollars

3828 - San Pablo Dam Road Intersection Improvements (Various Locations)

This project proposes to construct intersection improvements along San Pablo Dam Road.

Limits: Along San Pablo Dam Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$4,000,000.00 in dollars

3829 - San Pablo Dam Road Multimodal and Safety Improvements -- Appian Way to AOB Boundary

This project proposes to construct safety improvements and bicycle improvements along San Pablo Dam Road and within the West County AOB limit.

Limits: Appian Way to AOB Boundary

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$19,601,000.00 in dollars

3831 - San Pablo Dam Road Roadway Safety Improvements -- City of Orinda Limit to Northerly AOB Boundary

This project proposes Roadway improvements along San Pablo Dam Road.

Limits: City of Orinda Limit to Northerly AOB Boundary

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$3,036,000.00 in dollars

3832 - San Pablo Dam Road Safety Improvements -- San Pablo Reservoir to AOB Boundary

Install safety improvements along road.

Limits: San Pablo Reservoir to AOB Boundary

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$8,620,000.00 in dollars

3833 - Sandmound Boulevard Bicycle and Pedestrian Improvements -- Mariner Road to Cypress Road

Widen road with shoulders, stripe bike lanes, and construct sidewalks on both sides of road within project limits.

Limits: Mariner Road to Cypress Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$2,629,000.00 in dollars

3834 - Sandmound Boulevard Bicycle and Pedestrian Improvements -- Oakley City Limits to Mariner Road

This project proposes to widen travel lanes and improve shoulders for about 0.3 miles of Sandmound Boulevard from the Oakley City Limits to Mariner Road.

Limits: Oakley City Limits to Mariner Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$772,000.00 in dollars

3835 - Santa Rita Road Pedestrian Safety Improvements -- Appian Way to Richmond City Limit

This project proposes to implement complete streets principles and improve pedestrian safety.

Limits: Appian Way to Richmond City Limit

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$2,585,000.00 in dollars

3836 - Sellers Ave & Balfour Road Intersection Improvements

This project proposes to install a new traffic signal and exclusive left-turn lanes at the intersection of Sellers Avenue and Balfour Road.

Limits: Intersection of Sellers Avenue and Balfour Road (3 of 4 legs of intersection is the City of Brentwood)

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$980,000.00 in dollars

3837 - Sellers Avenue & Chestnut Avenue Intersection Improvements

This project proposes to install a new traffic signal and exclusive left-turn lane at the intersection of Sellers Avenue and Chestnut Avenue.

Limits: Intersection of Sellers Avenue and Chestnut Avenue

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,180,000.00 in dollars

3838 - Sellers Avenue & Marsh Creek Road Intersection Improvements

Signalize the intersection, restripe, and install C.3 facilities.

Limits: Intersection of Sellers Avenue and Marsh Creek Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$657,000.00 in dollars

3839 - Sellers Avenue & Sunset Road Intersection Improvements

Signalize the intersection, restripe, and install C.3 facilities.

Limits: Intersection of Sellers Avenue and Sunset Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,146,000.00 in dollars

3841 - Sellers Avenue Intersection Improvements (Various Locations)

This project is to improve various intersections.

Limits: Sellers Avenue (various locations)

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,500,000.00 in dollars

3842 - Sellers Avenue Widening - Brentwood City Limits to Marsh Creek Road

Widen road to ultimate width including class 2 bike lanes (possibly buffered). Road log calls for 80-foot paved within 100-foot R/W.

Limits: ECCID canal to Marsh Creek Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$5,390,000.00 in dollars

3843 - Sellers Avenue Widening - Delta Road to Chestnut Street

Widen road to ultimate width including class 2 bike lanes (possibly buffered). Road log calls for 80-foot paved within 100-foot R/W.

Limits: Delta Road to Chestnut Street

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$8,890,000.00 in dollars

3844 - Sellers Avenue Widening -- Main Canal to Marsh Creek Road

This project is to widen Sellers Avenue.

Limits: Sellers Avenue from Main Canal to Marsh Creek Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$5,390,000.00 in dollars

3848 - SR 4 & Discovery Bay Blvd Intersection Improvements

This project is to improve the intersection.

Limits: Intersection of SR 4 and Discovery Bay Boulevard

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$752,000.00 in dollars

3849 - SR 4 & Byron Highway Intersection Improvements South

This project is to improve the intersection.

Limits: Intersection of SR 4 and Byron Highway

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$2,325,000.00 in dollars

3854 - SR 4 Widening - Bixler Road to Discovery Bay Boulevard

This project proposes to widen about 1.2 miles of State Route 4, from Bixler Road to Discovery Bay Boulevard, to construct four 12-ft travel lanes and 8-ft shoulders/bike lanes.

Limits: Bixler Road to Discovery Bay Boulevard

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$13,177,000.00 in dollars

3855 - SR 4 Widening -- Byron Highway and Regatta Drive

Project will widen SR 4 to provide four 12-foot travel lanes between Byron Highway and Regatta Drive.

Limits: Byron Highway and Regatta Drive

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$4,096,000.00 in dollars

3856 - SR 4 Widening Project -- Marsh Creek Road to San Joaquin County

This project will widen State Route 4 from a 2-lane roadway to a 4-lane arterial from Marsh Creek Road to the San Joaquin County line.

Limits: Marsh Creek Road and San Joaquin County line

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$18,000,000.00 in 2030 dollars

3857 - SR239 - Preconstruction Activities

This project includes preconstruction activities that includes full environmental approval, design and ROW protection. No construction costs and excludes all activities associated with the Vasco Road-Byron Highway Connector segment.

Limits: SR4/Vasco Road intersection to County line

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$101,000,000.00 in dollars

3858 - SR239: Vasco Road – Byron Highway Connector Segment

This project is to construct a new 2-lane roadway between Vasco Road and Byron Highway and associated local improvements.

Limits: Vasco Road to Byron Highway

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$161,000,000.00 in 2025 dollars

3859 - Stone Valley Road & Roundhill Road Intersection Improvements

This project proposes to construct crosswalk improvements at the Roundhill Road intersection.

Limits: Stone Valley Road and Roundhill Road Intersection

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$500,000.00 in dollars

3860 - Stone Valley Road & Smith Road Intersection Improvements

This project proposes to install a left turn lane at Smith Road.

Limits: Stone Valley and Smith Road Intersection

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$133,000.00 in dollars

3865 - Tara Hills Drive Pedestrian Safety Improvements and Traffic Calming -- San Pablo Avenue to City of Pinole

This project proposes to install vehicle and pedestrian improvements along Tara Hills Drive in the Tara Hills area.

Limits: San Pablo Avenue to Cornelius Drive

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$2,939,000.00 in dollars

3866 - Tice Valley Boulevard Bicycle and Pedestrian Improvements

This project is to construct complete streets improvements along Tice Valley Boulevard.

Limits: Tice Valley Boulevard from Tice Valley Lane to 200' east of Tice Hollow Court

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$5,804,000.00 in dollars

3868 - Treat Boulevard & Jones Road Intersection Improvements

This project modifies the intersection of Treat Boulevard and Jones Road to improve its level of service. The project will construct an additional left turn bay to the southbound approach of Jones Road, as well as a new right turn lane to northbound Jones

Limits: Treat Boulevard and Jones Road intersection

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,442,000.00 in dollars

3872 - Valley View Road Improvements - Appian Way to City of Richmond

This project proposes to improve Valley View Road from Appian Way to the City of Richmond.

Limits: Valley View Road between Appian Way and City of Richmond

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$2,500,000.00 in dollars

3873 - Valley View Road Improvements - City of Richmond to San Pablo Dam Road

This project proposes to widen Valley View Road from City of Richmond to San Pablo Dam Road.

Limits: Valley View Road from City of Richmond to San Pablo Dam Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,000,000.00 in dollars

3874 - Vasco Road / Camino Diablo Intersection Improvements

This project will construct additional features to improve the safety of the Vasco Road/Camino Diablo intersection, including Active Dilemma Detection Zone cameras, deceleration and acceleration lanes.

Limits: Vasco Road and Camino Diablo Intersection

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,000,000.00 in dollars

3875 - Vasco Road Safety Improvements - Walnut Boulevard to Camino Diablo

This project will install a no-passing lane and centerline rumble strips to improve safety at the intersection.

Limits: Walnut Boulevard to Camino Diablo

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$794,500.00 in dollars

3876 - Vasco Road Safety Improvements (Phase 2)

This project proposes to widen the roadway and to construct a median barrier for about 1.5 miles of Vasco Road. Work also includes widening a single span bridge, constructing wildlife crossings, and constructing mechanically stabilized earth (MSE) retaini

Limits: 3.3 miles to 4.2 miles north of the Alameda/Contra Costa County line

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$26,860,000.00 in 2025 dollars

3877 - Vasco Road Safety Improvements (Various Locations)

This project will construct multiple safety improvements along Vasco Road.

Limits: Marsh Creek Road to Contra Costa/Alameda County Line

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$25,000,000.00 in dollars

3878 - Vasco Road Widening

This project widens Vasco Road to 4 lanes from Marsh Creek Road to the County line.

Limits: Marsh Creek Road to Contra Costa/Alameda County Line

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$275,874,000.00 in dollars

3883 - Walnut Boulevard Road Widening Project -- City of Brentwood to Marsh Creek Road

This project is to widen Walnut Boulevard between Marsh Creek Road and the City of Brentwood line to 4 lanes.

Limits: City of Brentwood limit to Marsh Creek Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$12,000,000.00 in dollars

3893 - Willow Pass Road & Evora Road Intersection Improvements

This project proposes intersection improvements including signal modifications and the addition of second left turn lanes at westbound Evora Road and northbound Willow Pass Road, and a right turn lane at eastbound Evora Road.

Limits: Intersection of Willow Pass Road and Evora Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$3,000,000.00 in dollars

3894 - Willow Pass Road (West) & SR 4 Interchange Improvements

This project is to install new traffic signals at the interchange of Willow Pass Road (West) and SR 4 westbound and eastbound off ramps.

Limits: Willow Pass Road and SR4 Interchange

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,088,000.00 in dollars

3899 - Willow Pass Road Improvements - Evora Road to SR 4

This project is to widen Willow Pass Road to add a second right turn on southbound Evora Rd onto the westbound SR 4 on-ramp and two left turn pockets onto the SR 4 eastbound on-ramp.

Limits: SR 4 ramps and Evora Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$803,000.00 in dollars

3901 - Willow Pass Road Road Diet

This project will construct a road diet along Willow Pass Road between Port Chicago Highway and N Broadway Avenue and install protected bike lanes; Restripe all crosswalks to be high visibility; Implement uncontrolled crossing improvements at Clearland Dr

Limits: From Port Chicago Highway to Crivello Ave.

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$2,437,500.00 in dollars

Bicycle/Pedestrian

3505 - 6th Street Rodeo Sidewalk Project - Parker Avenue to Garretson

This project proposes to provide sidewalk along one side of 6th Street between Parker Avenue and Garretson Avenue.

Limits: Parker Avenue and Garretson Avenue

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$375,000.00 in dollars

3509 - 7th Street Sidewalk Project - Parker Avenue to Garretson

This project proposes to provide sidewalk along one side of 7th Street between Parker Avenue and Garretson Avenue.

Limits: Parker Avenue and Garretson Avenue

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$480,000.00 in dollars

3510 - Alamo Area Pedestrian and Bicycle Improvements

This project proposes to construct pedestrian and bicycle improvements in the Alamo area.

Limits: Alamo area

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$3,000,000.00 in dollars

3538 - Bailey Road Bicycle and Pedestrian Improvements -- Canal Road to BART

This project is to construct bicycle and pedestrian improvements along the Bailey corridor to service the Bay Point BART station.

Limits: Bailey Road between Canal Road and the BART access road.

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$500,000.00 in dollars

3546 - Bay Point Bicycle and Pedestrian Improvements

This project proposes to improve bicycle and pedestrian safety in Bay Point area.

Limits: Bay Point area including Driftwood Drive between Steffa Street and Tradewinds Court, beside Contra Costa Canal from Mota Drive to Willow Pass Road, and beside creek between Pacifica Avenue and Riverside Drive.

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$2,600,000.00 in dollars

3547 - Bay Trail Gap Closure (Various Locations)

This project proposes to assist and close gaps in the Bay Trail.

Limits: Bay Trail

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$12,276,000.00 in dollars

3556 - Bethel Island Road Bicycle and Pedestrian Improvements -- Taylor Road to Sandmound Blvd

This project proposes to add bicycle and pedestrian improvements along Bethel Island Road between Sandmound Boulevard and Taylor Road.

Limits: Taylor Road to Sandmound Blvd

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$544,000.00 in dollars

3561 - Boulevard Way Bicycle and Pedestrian Project

This project is to construct bicycle and pedestrian improvements along Boulevard Way.

Limits: Along Boulevard Way

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$500,000.00 in dollars

3589 - Canal Road Sidewalk Project

This project proposes to construct sidewalk along a segment of Canal Road between Chadwick Lane and 420 feet south of Winterbrook drive.

Limits: Chadwick Lane to 420 feet south of Winterbrook Drive

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$850,000.00 in dollars

3591 - Castro Ranch Road Pedestrian Safety Improvements -- San Pablo Dam Road to Hillside Drive

This project proposes to install complete streets improvements and safety improvements.

Limits: San Pablo Dam Road to Hillside Drive

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$407,000.00 in dollars

3595 - Center Avenue Complete Streets Improvements

This project is to construct bike lanes, widen the roadway by reducing the existing sidewalk, and construct new sidewalk to provide a continuous path of travel along Center Avenue.

Limits: Along Center Avenue from Pacheco Boulevard to Marsh Drive

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,367,000.00 in dollars

3604 - Colusa Avenue Complete Streets Project

This 'Complete Streets Project' proposes to improve pedestrian and bicycle safety along a 0.5 mile stretch of Colusa Avenue.

Limits: El Cerrito City Limit to Cerrito Creek

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$500,000.00 in dollars

3605 - Concord Avenue Bicycle Improvements - I-680 off-ramp to Iron Horse Trail
This project is to construct a 10' wide Class 1 shared use path on the south side of Concord Avenue from Contra Costa Boulevard to the Iron Horse Trail.

Limits: Along Concord Avenue from I-680 to the Iron Horse Trail

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$5,346,000.00 in dollars

3619 - Crockett Downtown Upgrade Project

This project will upgrade the pedestrian facilities in the Downtown Crockett Area.

Limits: Crockett Downtown Area (Various Locations)

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,500,000.00 in dollars

3626 - Danville Boulevard Improvements

This project will construct bicycle and pedestrian improvements along Danville Boulevard.

Limits: City of Walnut Creek and City of Danville limits

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$1,000,000.00 in dollars

3629 - Deer Valley Road Rumble Strips and Balfour Road Intersection Lighting

This project is to install rumble strips on Deer Valley Road and install lighting at the intersection of Deer Valley Road and Balfour Road.

Limits: Deer Valley Road from Marsh Creek Road to Sand Creek Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$840,600.00 in dollars

3630 - Deer Valley Road Safety Improvements (Various Locations)

This project will install dynamic speed feedback signs, guardrails, and curve shoulder widening.

Limits: From Deer Hill Lane to Marsh Creek Road.

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,250,900.00 in dollars

3631 - Deer Valley Road Widening Project

This project proposes to widen Deer Valley Road

Limits: Along Deer Valley Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$8,000,000.00 in dollars

3635 - Delta De Anza Trail Gap Closure (Various Locations)

This project is to provide gap closures to the Delta De Anza Trail.

Limits: Delta De Anza Trail from Iron Horse Trail to Bailey Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,200,000.00 in dollars

3639 - Dewing Lane Pedestrian Bridge over Las Trampas Creek

This project is to construct a pedestrian bridge over Las Trampas Creek in the vicinity of Dewing Lane (unincorporated Walnut Creek).

Limits: Bridge crossing Las Trampas Creek between Dewing Lane and South Villa Way

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$7,502,000.00 in dollars

3651 - Franklin Canyon Undercrossing -- Sobrante Ridge to Carquinez Strait Trail

This project proposes to construct a Franklin Canyon undercrossing to facilitate regional trail access.

Limits: Sobrante Ridge to Carquinez Strait Trail

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$5,000,000.00 in dollars

3655 - Fred Jackson Way Improvements

This project is to install pedestrian and bicycle improvements along Fred Jackson Way between Chesley and Parr Boulevard. This project is to meet the County's Complete Street Policy.

Limits: Chesley Avenue to Parr Boulevard

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$500,000.00 in dollars

3664 - Gloria Terrace Sidewalk Project -- Taylor Boulevard to Reliez Valley Road

This project proposes to provide a sidewalk or walkable shoulders on Gloria Terrace.

Limits: Taylor Boulevard to Reliez Valley Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,800,000.00 in dollars

3665 - Goodrick Avenue Safety Improvements -- Parr Boulevard to AOB Boundary (550' South of Richmond Parkway)

This project would enhance vehicle, bicycle, and pedestrian safety by providing bike lanes and sidewalks along Goodrick Avenue.

Limits: Parr Boulevard to AOB Boundary

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,695,000.00 in dollars

3670 - Hemme Avenue Sidewalk Improvements

This project proposes to extend the existing sidewalk on the north side of Hemme Avenue from Barbee Lane to La Sonoma Way, just west of Rancho Romero Elementary School.

Limits: Hemme Avenue between Barbee Lane to La Sonoma

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$566,000.00 in dollars

3677 - Holway Drive Safety Improvements -- Main Street to Camino Diablo Road

This project proposes to connect sidewalks, curb ramps, and crosswalks along Holway Drive.

Limits: Main Street to Camino Diablo Road

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$390,000.00 in dollars

3680 - Iron Horse Trail Flashers and Signage

This project proposes to install flashers and signage at select locations along the full length of the Iron Horse Trail.

Limits: Iron Horse Trail road crossings in unincorporated County area

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$1,000,000.00 in dollars

3681 - Jones Road Bikeway

This project proposes to provide a Class III bike route along Jones Road.

Limits: Oak Road to Contra Costa Canal Trail

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$100,000.00 in dollars

3682 - Kirker Pass Road Bikeway

This project is to construct a bikeway between the City of Concord and the City of Pittsburg.

Limits: City of Concord to the City of Pittsburg.

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$5,000,000.00 in dollars

3693 - Loftus Road Bicycle and Pedestrian Improvements -- Willow Pass Road To Canal Road

This project is to provide pedestrian and bicycle facilities close to the Willow Cove Elementary School.

Limits: Along Loftus Road from Willow Pass Road to Canal Road

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$1,873,000.00 in dollars

3694 - Lone Tree Way (Anderson Lane) Bike Lane Gap Closure -- Anderson Lane to Virginia Drive

This project is to provide bike lanes for the last County-maintained portion of Lone Tree Way for a quarter-of-a-mile stretch of roadway. Coordination with the City of Brentwood may be required.

Limits: Along Lone Tree Way from Anderson Lane to Virginia Drive

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,300,000.00 in dollars

3697 - Manor Road Pedestrian Safety Improvements -- Hilltop Drive to Appian Way

This project will construct pedestrian safety improvements on Manor Road from Hilltop Drive to Appian Way.

Limits: Hilltop Drive to Appian Way

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$4,130,000.00 in dollars

3710 - Marsh Creek Trail

This project is to close the 15-mile bike and pedestrian gap along Marsh Creek Road between Clayton and Brentwood. This project is to construct a bicycle and pedestrian facility from the City of Clayton to East Bay Regional Park District's Round Hill Par

Limits: From City of Clayton to City of Brentwood

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$52,000,000.00 in dollars

3711 - Marsh Drive Bicycle and Safety Improvements -- Center Avenue to Walnut Creek Channel Bridge

This project is to provide bicycle and pedestrian improvements.

Limits: Marsh Drive from Center Avenue to Walnut Creek Channel Bridge / Iron Horse Trail

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$4,879,000.00 in dollars

3713 - Marshall Drive Sidewalk -- Indian Valley Elementary School/City of Walnut Creek line to El Verano Drive

This project proposes to construct sidewalk on both sides of Marshall Drive. This is about a one-mile segment of roadway.

Limits: Walnut Creek City Limit to El Verano Drive

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$380,000.00 in dollars

3716 - Mayhew Way Pedestrian Improvements -- West of Bancroft Road

This project will construct pedestrian safety improvements along Mayhew Way.

Limits: Along Mayhew Way from 200 feet west of Oberon Drive to Bancroft Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$667,000.00 in dollars

3720 - Miranda Avenue Natural Pathway

This project proposes to construct a path along Miranda Avenue from Stone Valley Middle School to Stone Valley Road and install bike lanes.

Limits: Miranda Avenue between Stone Valley Road and Stone Valley Middle School

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$922,000.00 in dollars

3726 - Mountain View Boulevard Complete Streets Improvements -- San Miguel Drive to Walnut Boulevard

This project proposes to construct pedestrian and bicycle facilities along Mountain View Boulevard from San Miguel Drive to Walnut Boulevard.

Limits: San Miguel Drive to Walnut Boulevard

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$2,959,000.00 in dollars

3732 - North Richmond Circulation and Safety Improvements for Verde Elementary School

This project is to construct Pedestrian improvements for the Verde Elementary School.

Limits: Verde Elementary School and along Giaramita St

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$2,597,000.00 in dollars

3733 - North Richmond Improvements -- Pittsburg Avenue Extension 3rd Street to the proposed 7th Street extension

This project proposes to extend Pittsburg Avenue from Fred Jackson Way to the projection of 7th Street.

Limits: Fred Jackson Way to the projection of 7th Street

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,700,000.00 in dollars

3734 - North Richmond Sidewalk Replacement

This project is to construct sidewalk/curb improvements in North Richmond.

Limits: North Richmond area

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,000,000.00 in dollars

3740 - Olinda Road Pedestrian Improvements - Valley View Road to 850 ft south of Valley View Road

The project proposes to close a gap of sidewalk along Olinda Road in order to provide pedestrian facilities to De Anza High School and Olinda Elementary School.

Limits: Valley View Road to 850 feet south of Valley View Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$522,000.00 in dollars

3743 - Olympic Corridor Pedestrian and Bicycle Improvements - Long Term

This project is to construct long-term pedestrian and bicycle improvements along the Olympic Boulevard Corridor to connect South Walnut Creek to the Iron Horse Trail.

Limits: Olympic Boulevard from Lafayette/Morgan Trail to Iron Horse Trail Corridor

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$3,094,000.00 in dollars

3744 - Olympic Corridor Pedestrian and Bicycle Improvements - Short Term

This project is to construct pedestrian and bicycle improvements along the Olympic Boulevard Corridor to connect South Walnut Creek to the Iron Horse Trail.

Limits: Olympic Boulevard from Lafayette/Morgan Trail to Iron Horse Trail Corridor

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$800,000.00 in dollars

3764 - Pedestrian and Bicycle Improvements on Livorna Road, Stone Valley Road, and Danville Boulevard

This project is to construct pedestrian and bicycle improvements along Livorna Road, Stone Valley Road, and Danville Boulevard.

Limits: Alamo Area

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$2,319,000.00 in dollars

3766 - Pinehurst Road Bicycle Improvements

This project is to construct bicycle turnouts/rest stops every half-mile along Pinehurst Road and Canyon Road.

Limits: Along Pinehurst Road between Canyon Road to the Alameda County Line

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$1,974,000.00 in dollars

3775 - Pleasant Hill Road Sidewalk Project -- 1700 Block to Diablo View Road west side

This project proposes to construct a sidewalk on the west side of Pleasant Hill Road.

Limits: 1700 Block to Diablo View Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$150,000.00 in dollars

3780 - Pomona Street Sidewalk Project -- 3rd Avenue to Rolph Park Drive (south side of road)

This project is to construct sidewalk on the south side of Pomona Street.

Limits: Pomona Street from 3rd Avenue to Rolph Park Drive

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$450,000.00 in dollars

3783 - Port Chicago Highway Bicycle and Pedestrian Improvements - Driftwood Drive to McAvoy Road

This project will install bicycle and pedestrian improvements along Port Chicago Highway.

Limits:

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$2,830,000.00 in dollars

3803 - San Miguel Drive Bicycle and Pedestrian Improvements

This project is to construct a pedestrian path along the west side of San Miguel Drive from Blackwood Drive to Rudgear Road.

Limits: Along San Miguel Drive between Blackwood Drive to Rudgear Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$9,079,000.00 in dollars

3806 - San Pablo Avenue / Parker Avenue Sidewalk

This project adds 800 feet of sidewalk at the border between the City of Hercules and Rodeo.

Limits: Rodeo to Hercules

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,500,000.00 in dollars

3809 - San Pablo Avenue Bicycle Improvements -- Kay Road to City of Pinole

This project would complete gaps in the bike lane network along San Pablo Ave. From Kay Road to Crestwood Dr, the project would narrow the median to provide a bike lane on the eastbound approach to Crestwood Drive. From Shamrock Drive to Tara Hills Drive,

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$988,000.00 in dollars

3810 - San Pablo Avenue Complete Streets Project - Rodeo to Crockett

This project will reconfigure roadway to install pedestrian and bicycle improvements as well as construct staging areas and pedestrian connections to the Bay Trail. The project will also consider potential lane reduction for vehicles to provide space for

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$19,422,000.00 in dollars

3812 - San Pablo Avenue Pedestrian Safety Improvements -- Eire Drive to Pinole City Limits

This project is to construct pedestrian improvements on San Pablo Avenue from Eire Drive to City of Pinole.

Limits: Eire Drive to City of Pinole

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$383,000.00 in dollars

3813 - San Pablo Avenue Road Diet

This project will reduce travel lanes to provide bike and ped improvements.

Limits: From California Street to Merchant Street.

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$9,777,800.00 in dollars

3815 - San Pablo Creek Trail -- Richmond City Limit (East of El Portal) to Appian Way

This project proposes the construction of a shared use path.

Limits: Richmond City Limit to Appian way

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$14,456,000.00 in dollars

3820 - San Pablo Dam Road Bicycle Improvements -- Orinda City Limit to Northerly AOB Boundary

This project proposes bicycle improvements along San Pablo Dam Road.

Limits: Orinda City Limit to Northerly AOB Boundary

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$3,036,000.00 in dollars

3830 - San Pablo Dam Road Pedestrian Crossing Safety Improvements -- El Portal Drive to Hillcrest Road/Appian Way

This project proposes complete streets improvements by providing additional pedestrian crossing.

Limits: El Portal Drive to Hillcrest Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$725,000.00 in dollars

3847 - Springbrook Road Bicycle and Pedestrian Improvements

This project is to construct sidewalk improvements and stripe shoulder along Springbrook Road starting near Gilmore Court to about Regency Court.

Limits: Henri Hill Lane to Camino Diablo Blvd, 170' East of Gilmore Ct to 460' East of Regency Ct

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$5,976,000.00 in dollars

3850 - SR 4 & Newport Drive Intersection Improvements

Signalize the intersection, restripe, and install curb ramps.

Limits: Intersection of SR 4 and Newport Drive

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$731,000.00 in dollars

3853 - SR 4 West Bikeway

The project will construct a bicycle path parallel to State Route 4 West.

Limits: I-680 and City of Martinez

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$2,000,000.00 in dollars

3863 - Sunset Road Widening - Sellers Avenue to Byron Highway

Widen shoulders and restripe with bike lanes.

Limits: Sellers Avenue to Byron Highway

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$12,150,000.00 in dollars

3869 - Treat Boulevard Bicycle Improvements - Jones Road to Walnut Creek City Limits

This project will construct 5-ft bike lanes to improve bicycle accessibility and safety along Treat Boulevard east of Jones Road.

Limits: Jones Road and Walnut Creek Bridge

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$3,376,000.00 in dollars

3879 - Via Verde -- San Pablo Creek Bridge to downtown San Pablo Dam Road

Construct a pedestrian bridge over San Pablo Creek between Via Verdi and Appian Way.

Limits: Bridge crossing over San Pablo Creek between Via Verdi and Appian Way

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$14,456,000.00 in dollars

3881 - Walnut Boulevard Bicycle and Pedestrian Improvements

This project is to provide bicycle and pedestrian improvements to Walnut Boulevard.

Limits: Walnut Boulevard from SR4 to City of Brentwood

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$21,600,000.00 in dollars

3884 - Walnut Boulevard Shoulder Widening - Marsh Creek Road to Vasco Road
This project is to install bike lanes by widening and restriping the roadway and install a centerline rumble strip.

Limits: Walnut Boulevard between Marsh Creek Road and Vasco Road

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$1,150,000.00 in dollars

3885 - Walnut Boulevard Pedestrian Improvements
Construct sidewalks on both sides of road within project limits.

Limits: View Lane to 250' NW of Walnut Court

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$4,001,000.00 in dollars

3890 - West County Striped Intersection with Beacons -- Various Schools
This project is to improve pedestrian crossing at two schools in the Tara Hills area.

Limits: Crossings at Tara Hills Elementary and Shannon Elementary Schools

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$312,500.00 in dollars

3891 - Whyte Park Avenue Sidewalk Project -- Boulevard Way to Bridge Road
This project proposes to construct sidewalk between Boulevard Way and Bridge Road.

Limits: Whyte Park Avenue between Boulevard Way and Bridge Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$500,000.00 in dollars

Freeway

3622 - Cummings Skyway Truck Lane Extension
This project is to extend the existing eastbound truck climbing lane on Cummings Skyway.

Limits: From West of Crockett Boulevard past the summit east of Crockett Blvd.

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$16,900,000.00 in dollars

Interchange

3620 - Cummings Skyway -- Widen Interchange at I-80
This project is to improve the Cummings Skyway interchange at I-80 to provide bicycle lanes and turn pockets.

Limits: Cummings Skyway Interchange with I-80

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$10,000,000.00 in dollars

Intermodal/Park-and-Ride

3736 - Northern Waterfront Goods Movement Infrastructure
This project is to construct and improve intermodal and arterial connections between economic development centers along the Northern Waterfront area of Contra Costa County.

Limits: Along San Pablo Bay and Carquinez Strait from Hercules to Oakley

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$50,000,000.00 in dollars

Maintenance

3540 - Bailey Road Overlay Project -- SR4 to Keller Canyon Landfill Entrance
This project is to overlay Bailey Road.

Limits: Bailey Road from SR 4 to Keller Canyon Landfill entrance

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$810,000.00 in dollars

3562 - Boulevard Way Bridge Repair at Las Trampas Creek
This project is to repair degraded creek invert and armor the banks.
Limits: At Boulevard Way

Project Status :
RTP Ref. No. : SWAT/Lamorinda
Project Cost : \$444,000.00 in dollars

3601 - Clifton Court Road Bridge Repair (Bridge No. 28C0403)
This project proposes to repair and maintain the bridge on Clifton Court Road.
Limits: Byron Highway and Italian Slough

Project Status :
RTP Ref. No. : TRANSPLAN
Project Cost : \$500,000.00 in dollars

3611 - Countywide Surface Treatments
This is a program to maintain streets with a surface treatment throughout the County.
Limits: Countywide

Project Status :
RTP Ref. No. : Countywide
Project Cost : \$10,000,000.00 in dollars

3612 - Countywide Traffic Betterment -- New Sign and Striping Program
This is a program to maintain signing and striping.
Limits: Countywide

Project Status :
RTP Ref. No. : Countywide
Project Cost : \$1,190,000.00 in 2021 dollars

3632 - Del Monte Drive Bridge Replacement (Bridge No. 28C0207)
This project is to replace the bridge.
Limits: Del Monte Drive Bridge over Contra Costa Canal

Project Status :
RTP Ref. No. : WCCTAC
Project Cost : \$1,500,000.00 in dollars

3723 - Monterey Street Safety Improvements -- Veale Avenue to Palm Avenue
This project proposes to pipe an existing ditch, conduct drainage improvements and provide walkable shoulders.
Limits: Monterey Street between Veale Avenue and Palm Avenue

Project Status :
RTP Ref. No. : TRANSPAC
Project Cost : \$500,000.00 in dollars

3758 - Pacific Avenue Bridge Replacement (Bridge No. 28C0379)
This project is to replace the Pacific Avenue Bridge over the Union Pacific Railroad (UPRR) right-of-way.
Limits: Pacifica Avenue over UPRR right of way.

Project Status :
RTP Ref. No. : WCCTAC
Project Cost : \$9,000,000.00 in dollars

3852 - SR 4 Bridge Widening at Bixler Road and Discovery Bay Boulevard
This project is to widen the bridges on SR 4.
Limits: SR 4 at Bixler Road and Discovery Bay Boulevard

Project Status :
RTP Ref. No. : TRANSPLAN
Project Cost : \$8,201,000.00 in dollars

3889 - Waterfront Road Grade Change Project
This project is to raise the roadway in anticipation of global sea level rise. A portion of the roadway is bordered by McNabney Marsh and other wetlands that occasionally spill onto the roadway.
Limits: Along Waterfront Road - Unincorporated Portions

Project Status :
RTP Ref. No. : TRANSPAC
Project Cost : \$21,000,000.00 in dollars

3898 - Willow Pass Road Improvements - Bailey Road to Pittsburg City Limits
This project proposes to widen Willow Pass Road to provide four travel lanes and an application of slurry.

Limits: Willow Pass Road between Bailey Road and Pittsburg city limits.

Project Status :

RTP Ref. No. : TRANSPPLAN

Project Cost : \$2,890,000.00 in dollars

3900 - Willow Pass Road Restriping - Bailey Road to Pittsburg City Limit
This project proposes to restripe Willow Pass Road to provide four travel lanes and an application of slurry.

Limits: Willow Pass Road between Bailey Road and Pittsburg city limits.

Project Status :

RTP Ref. No. : TRANSPPLAN

Project Cost : \$214,000.00 in dollars

Safe Routes to School

3610 - Countywide Safe Routes to Schools Program (County)
This is a program to study Safe Routes to Schools in the County.

Limits: Countywide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$700,000.00 in dollars

County Connection

Bus

1244 - Increased Service on Monument Corridor
Increase weekday and weekend service span and frequency on routes serving the Monument Corridor. Project cost includes capital and O&M over 20 years.

Limits: Concord

Project Status : Proposed

RTP Ref. No. : TRANSPAC

Project Cost : \$72,000,000.00 in 2030 dollars

1246 - Restoration and Expansion of Fixed-route Bus Service
Restore service to pre-2009 levels, increase frequency, and expand evening and weekend bus service. Project cost includes O&M over 20 years.

Limits: County Connection Service Area

Project Status : Proposed

RTP Ref. No. : TRANSPAC

Project Cost : \$242,000,000.00 in 2030 dollars

1247 - Facility Rehabilitation and Expansion
Rehabilitation and expansion of County Connection's administrative, operations, and maintenance facility.

Limits: 2477 Arnold Industrial Way

Project Status : Design and ROW

RTP Ref. No. : TRANSPAC

Project Cost : \$10,000,000.00 in 2030 dollars

2838 - Transit Priority Improvements
Transit priority improvements along congested, high-ridership corridors such as Clayton Road, Treat Blvd, Ygnacio Valley Road, Contra Costa Blvd, Monument Blvd, and I-680 Corridor south of Walnut Creek.

Limits: County Connection Service Area

Project Status : Proposed

RTP Ref. No. : TRANSPAC

Project Cost : \$90,000,000.00 in 2035 dollars

2842 - Bus Replacements and Zero-Emission Infrastructure
Replace fixed-route buses and paratransit vehicles that have reached the end of their useful life over the next 25 years. Includes transition to a zero-emission fleet and required infrastructure.

Limits: County Connection Service Area

Project Status : Active

RTP Ref. No. : TRANSPAC

Project Cost : \$450,000,000.00 in 2050 dollars

2965 - Increase bus service frequency to BART stations

Increase bus service frequency to BART stations. Project cost includes capital and O&M over 20 years.

Limits: County Connection Service Area

Project Status : Proposed

RTP Ref. No. : TRANSPAC

Project Cost : \$117,000,000.00 in 2030 dollars

3438 - Bus Stop Access, Signage, and Wayfinding

Bus stop improvements including amenities, ADA access improvements, passenger information, and signage/wayfinding.

Limits: County Connection Service Area

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$5,000,000.00 in 2030 dollars

3440 - Expanded Service to Priority Development Areas

Expand bus service to Priority Development Areas including the Concord Naval Weapons Station and Bishop Ranch to accommodate future growth and address rising congestion. Project cost includes capital and O&M over 10 years.

Limits: PDAs in County Connection Service Area

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$103,000,000.00 in 2040 dollars

Maintenance

2837 - Bus Facility Rehabilitation

Rehabilitation of equipment at 28-year old operations and maintenance facility. Will replace the in-ground fuel storage systems and fuel dispensing systems, in-ground hoists, bus was reclamation system and resurface the parking lot.

Limits:

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$7,000,000.00 in 2020 dollars

Paratransit

3439 - Expansion of Accessible Services

Improve and expand transportation options for seniors and people with disabilities such as elimination of transfer trips, same-day service, and/or extended service area for paratransit, as well as other special services or programs. Project cost includes implementation and O&M over 25 years.

Limits: Countywide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$15,000,000.00 in 2025 dollars

Danville

Arterial/Roadway

0867 - Blackhawk Rd/Hidden Oak Dr/Magee Ranch Rd Traffic Signal

Construction of a traffic signal and loop detectors at the main entrance to the Magee Ranch development.

Limits: Blackhawk Rd/Hidden Oak Dr/Magee Ranch Rd Intersection

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$193,370.00 in dollars

2840 - Traffic Signal Controller Upgrade

Replacement of aging traffic signal controller equipment with advanced traffic controllers and communication hardware at 60 signalized intersections. Phases I and II completed in 2022. Phase III to be completed in 2024.

Limits: Various

Project Status : Active

RTP Ref. No. : SWAT/TVTC

Project Cost : \$550,000.00 in 2024 dollars

2934 - San Ramon Valley Blvd Improvements

This project scope consists of slurry seal and restriping the segment of San Ramon Valley Boulevard between the southern Town limits to Sycamore Valley Road and pavement overlay from Sycamore Valley Road to Hartz Avenue. Lane configuration for both segments remain unchanged. The slurry seal segment retains single northbound and southbound travel lanes, a continuous center left turn lane, northbound and southbound bicycle lanes including bicycle buffer zone treatments, and residential on street parking along the west side of the roadway. Both segments include high-visibility bike lane and crosswalk striping treatments, and traffic signal video detection and pedestrian signal upgrades.

Limits: San Ramon Valley Blvd from Southern Town Limit to Hartz Ave

Project Status : Active

RTP Ref. No. : SWAT/TVTC

Project Cost : \$3,125,000.00 in 2025 dollars

3061 - Camino Ramon Improvements

The project includes a conventional asphalt concrete overlay, pavement repair and patch paving, the installation of new access ramps and the replacement of existing ramps to meet current ADA standards, improving access to existing bus stops, the installation of curb, gutter, sidewalk, bus landing pads, bus stop benches and trash receptacles, and the installation of bike sharrows in both directions of traffic on Camino Ramon between Kelly Lane and Fostoria Way.

Limits: Kelly Lane to Fostoria Way

Project Status : Active

RTP Ref. No. : SWAT/TVTC

Project Cost : \$2,684,880.00 in 2024 dollars

3107 - Traffic Management Program

Arterial and Neighborhood Traffic Calming includes installation of high-visibility signing and striping, pedestrian and bicycle improvements such as illuminated crosswalk enhancement projects.

Limits: Danville

Project Status : Active

RTP Ref. No. : SWAT

Project Cost : \$250,000.00 in 2030 dollars

3405 - Sycamore Valley Road Improvements

Provide a new pavement surface on Sycamore Valley Road from Camino Ramon to Camino Tassajara. Project includes: digout repairs and overlay, replacement of green bike lane striping and ADA curb ramps.

Limits: Sycamore Valley Road from Camino Ramon to Camino Tassajara

Project Status :

RTP Ref. No. :

Project Cost : \$1,600,000.00 in dollars

3437 - Sycamore Valley Road Improvements

Provide a new pavement surface on Sycamore Valley Road from Camino Ramon to Camino Tassajara. Project includes: digout repairs and overlay, replacement of green bike lane striping and ADA curb ramps.

Limits: Sycamore Valley Road from Camino Ramon to Camino Tassajara

Project Status :

RTP Ref. No. :

Project Cost : \$3,000,000.00 in 2025 dollars

Bicycle/Pedestrian

0719 - Diablo Road Improvements - Green Valley Road to Diablo Scenic

Construct a multi-use path from Calle Arroyo to 1,200 linear feet west of Mt. Diablo Scenic (Tank Access Road). Project contingent upon ROW dedication.

Limits: Green Valley Road to Mt. Diablo Scenic Boulevard

Project Status : Active

RTP Ref. No. : SWAT/TVTC

Project Cost : \$2,073,691.00 in dollars

1535 - Iron Horse Trail Pedestrian Overcrossing at Sycamore Valley Road

The project would construct a pedestrian overcrossing for the Iron Horse Trail over Sycamore Valley Road.

Limits: At Sycamore Valley Road

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$7,500,000.00 in 2036 dollars

3108 - West El Pintado Sidewalk Improvements

Completion of sidewalk improvements on West El Pintado Road between Weller Lane and El Cerro Boulevard. (Requires ROW acquisition; cost TBD)

Limits: Weller Lane to El Cerro Boulevard

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$485,397.00 in dollars

3109 - Town-wide Bicycle Parking Project

Three-phased project to add bicycle parking infrastructure at public facilities and local businesses throughout Danville, and with a focus on the Downtown area.

Limits: Town-wide

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$37,000.00 in dollars

3111 - La Gonda Way Bridge Improvements

Replacement of bridge structure that will expand cross section to provide improved pedestrian and bicycle access.

Limits: Diablo Road to Front Street

Project Status : Active

RTP Ref. No. : SWAT/TVTC

Project Cost : \$6,036,157.00 in dollars

3112 - Iron Horse Trail Raised Crosswalks/Flashing Beacons

Replacement of aging illuminated crosswalk systems and construction of raised crosswalks at three crossing locations along the Iron Horse Trail

Limits: Greenbrook Dr., El Capitan Dr., Paraiso Dr.

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$286,000.00 in dollars

3113 - Town-wide Bicycle Facilities Improvements

Bicycle infrastructure improvements include signing and striping of bicycle lanes and routes, bicycle detection hardware, and maintenance of existing bicycle infrastructure

Limits: Greenbrook Dr., El Capitan Dr., Paraiso Dr.

Project Status : Active

RTP Ref. No. : SWAT/TVTC

Project Cost : \$1,540,000.00 in 2028 dollars

Intermodal/Park-and-Ride**3032 - Sycamore Valley Road Park and Ride Expansion**

The Sycamore Valley Park & Ride Lot Expansion will expand the existing facility to meet current and future demands. The existing facility is approximately 2.0 acres and provides 230 parking spaces. The proposed project will expand the facility within the existing right-of-way increasing the facility size by 0.7 acres adding approximately 116 parking spaces for a total of 346 spaces. The project includes bicycle parking improvements and new connection to the Iron Horse Trail.

Limits: Existing Park and Ride lot

Project Status : Active

RTP Ref. No. : SWAT/TVTC

Project Cost : \$2,000,000.00 in 2019 dollars

3106 - Sycamore Park and Ride Expansion Project

Expansion to include 116 additional parking spaces, bicycle parking improvements (racks and e-lockers), Iron Horse Trail access improvements, sidewalk and transit loading access improvements, and green infrastructure

Limits: Sycamore Park and Ride Lot

Project Status : Active

RTP Ref. No. : SWAT

Project Cost : \$2,025,000.00 in dollars

Maintenance**0722 - El Pintado Road Overlay**

AC Dig-out repairs, shoulder backing, overlay with reinforcing fabric

Limits: El Cerro Boulevard to I-680

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$457,958.00 in dollars

1790 - Danville Various Streets and Road Preservation

Pavement rehabilitation including pedestrian and bicycle facility improvements.

Limits: El Cerro Blvd – La Gonda Way to El Pintado Road Sycamore Valley Road and Camino Ramon to San Ramon Valley Boulevard Sycamore Valley Rd - San Ramon Valley Blvd to Camino Ramon

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$2,164,763.00 in 2014 dollars

Safe Routes to School

1558 - San Ramon Valley Street Smarts SR2S Program

Deliver education and encouragement programs at 21 elementary, 8 middle and 4 high schools in the San Ramon Valley communities of Alamo, Blackhawk, Camino Tassajara, Danville, Diablo and San Ramon. Programs include: after-school bike rodeos, traffic safety assemblies, Walk/Bike Challenge encouragement program, walking school buses, Storybook Poster Contest for grades K-5, Video Contest for grades 6-8 and „It Happens“ program for grades 9-12. Partners include the Town of Danville, City of San Ramon, County of Contra Costa, San Ramon Valley Unified School District, San Ramon Valley Council of PTAs, and local law enforcement agencies.

Limits: San Ramon Valley School District

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$413,000.00 in 2015 dollars

Dublin

Arterial/Roadway

0092 - Dougherty Road: Widen, Contra Costa line to I-580

Widen from 4 to 8 lanes from I-580 to Dublin Blvd. and from 2 to 6 lanes north of Dublin Blvd. to Contra Costa County. Project divided into 3 segments: 580 to Houston (\$5.9M), Houston to Amador Valley (\$4.6M), and Amador Valley to Contra Costa (\$374M).

Limits: Contra Costa county line to I-580

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$14,240,000.00 in dollars

Interchange

0143 - El Charro Road Interchange

Modify interchange

Limits: El Charro Road at I-580

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$8,400,000.00 in dollars

East Bay Regional Park District

Bicycle/Pedestrian

0295 - Extend Iron Horse Trail to Benicia-Martinez Bridge along Walnut Creek Channel

Construct approx. 6 mile extension of Iron Horse Regional Trail (Class 1 bike facility) along the Walnut Creek Channel from Marsh Drive in Concord to Benicia-Martinez Bridge

Limits: Marsh Drive, Concord to Benicia Bridge

Project Status : Proposed

RTP Ref. No. : TRANSPAC

Project Cost : \$30,000,000.00 in 2030 dollars

0806 - Regional Trail Maintenance

Repave and overlay pavement on Contra Costa Canal, Lafayette-Moraga, Iron Horse, Delta-de Anza, and Marsh Creek Trails

Limits: EBRPD Trails Countywide

Project Status : Active

RTP Ref. No. : Countywide

Project Cost : \$6,000,000.00 in 2030 dollars

0818 - Delta De Anza Trail - Walnut Creek Channel to Bay Point

This multi-use trail will start at the terminus of the Iron Horse Trail on Marsh Dr. in Concord and pass through Hillcrest Community Park, under Highway 4 along the EBMUD ROW north, continue east and connect with the Delta De Anza Trailhead on Willow Pass Rd. in Concord.

Limits: Grant St., Concord to Willow Pass Rd. @ Hwy 4 in Contra Costa County

Project Status : Proposed

RTP Ref. No. : TRANSPAC

Project Cost : \$6,000,000.00 in 2032 dollars

0836 - Wildcat Creek Regional Trail: Construct Bridge over Railroads

Construct a bridge for the Wildcat Creek Regional Trail across the South Pacific and Atchison Topeka and Santa Fe railroad tracks.

Limits: at SPRR and AT&SF Railroads

Project Status : Proposed

RTP Ref. No. : WCCTAC

Project Cost : \$12,600,000.00 in 2035 dollars

1324 - SF Bay Trail, Pt. Pinole to Pt. Wilson

Extend the Bay Trail from the Pt. Pinole Regional Park to Pt. Wilson in the San Pablo Bay Regional Park. EBRPD completed a feasibility and preliminary engineering study on SF Trail between Pt. Pinole Shoreline and Pt. Wilson adjacent to the Railroad tracks in 2005.

Limits: Pt. Pinole Regional Shoreline to Pt. Wilson

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$10,000,000.00 in 2026 dollars

1325 - Wildcat Creek Trail Crossing of Richmond Parkway

Project will entail a safe multi-use crossing of Wildcat Creek Trail at Richmond Parkway

Limits: Wildcat Creek Trail on east side of Richmond Parkway to Wildcat Creek Trail and Staging

Project Status : Proposed

RTP Ref. No. : WCCTAC

Project Cost : \$9,000,000.00 in 2028 dollars

1331 - California Delta Trail

California Delta Trail is new 22-mile multi-use trail project proposed for east-west trail in the communities of Antioch, Pittsburg, and Oakley under the Delta Protection Commission. EBRPD lead agency for East Contra Costa County.

Limits: Benicia-Martinez Bridge to Antioch Bridge

Project Status : Proposed

RTP Ref. No. : TRANSPAN

Project Cost : \$35,000,000.00 in 2035 dollars

1332 - Mokelumne Trail

Proposed seven mile multi-use trail on EBMUD Mokelumne Aqueduct right of way in Antioch, Brentwood, Oakley, and Contra Costa County, from Marsh Creek Trail to the Delta.

Limits: Antioch to East Contra Costa County Delta Access

Project Status : Proposed

RTP Ref. No. : TRANSPAN

Project Cost : \$14,400,000.00 in 2030 dollars

2882 - SF Bay Trail: Point Molate Spur

Construct 2.5 mile portion of SF Bay Trail on Point Molate

Limits: Point Molate north of Richmond-San Rafael Bridge

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$10,300,000.00 in 2025 dollars

2883 - Iron Horse Trail: Marsh Road to Waterfront Road

Construct 2.5 mile segment of Iron Horse Trail from Marsh Rd to Waterfront Rd

Limits: Marsh Road to Waterfront Road

Project Status : Active

RTP Ref. No. : TRANSPAC

Project Cost : \$8,000,000.00 in 2028 dollars

2884 - Contra Costa Canal Trail: Willow Pass Road to Delta de Anza Trail

Construct 2.5 mile segment of Contra Costa Canal Trail from Willow Pass Rd to the Delta de Anza Trail

Limits: Willow Pass Road to Delta de Anza Trail

Project Status : Proposed

RTP Ref. No. : TRANSPAC

Project Cost : \$6,640,000.00 in 2028 dollars

2885 - Delta de Anza Trail: Willow Pass/Evora Road to North Concord BART

Construct 1 mile segment of Delta de Anza Trail from Willow Pass/Evora Rd to North Concord BART Station

Limits: Willow Pass/Evora Road to North Concord BART Station

Project Status : Proposed

RTP Ref. No. : TRANSPAC

Project Cost : \$4,000,000.00 in 2028 dollars

2886 - Delta de Anza Trail: Marsh Creek Trail to Rock Slough

Construct 6 mile segment of Delta de Anza Trail from the Marsh Creek Trail to Rock Slough

Limits: Marsh Creek Trail to Rock Slough

Project Status : Proposed

RTP Ref. No. : TRANSPAN

Project Cost : \$14,500,000.00 in 2030 dollars

2887 - Marsh Creek Trail: Vineyards Prkwy to Round Valley Staging Area
Construct 3 mile segment of Marsh Creek Trail from Vineyards Pkwy through Marsh Creek Historic State Park to Round Valley Regional Preserve

Limits: Vineyards Pkwy to Round Valley Staging

Project Status : Active

RTP Ref. No. : TRANSPLAN

Project Cost : \$6,000,000.00 in 2027 dollars

2927 - Countywide Crossing Safety Improvements
Improve safety at trail/street crossings countywide.

Limits: at Arterial Crossings

Project Status : Proposed

RTP Ref. No. : Countywide

Project Cost : \$10,000,000.00 in 2030 dollars

3080 - Bay Trail: Nejedly Staging to Berrellessa St
Construct a new .5 mi. paved Class I trail from Nejedly Staging Area and Carquinez Scenic Dr along UPRR to Berrellessa St. Connects to the Martinez Intermodal Transit Center.

Limits: Nejedly Staging to Berrellessa St

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$4,400,000.00 in 2025 dollars

3082 - Bay Trail: Pt. Molate Property to Terminal 4
Construct a .7 mile segment of paved Class I trail from the Winehaven Historic District to the tip of Point San Pablo and the former Terminal 4 property. The proposed trail alignment runs along the shoreline over the former Richmond Bellline Railroad right-of-way with easements encumbered by Union Pacific and Burlington Northern and Santa Fe railroads, with Chevron as the underlying fee owner."

Limits: Pt. Molate Property to Terminal 4

Project Status : Proposed

RTP Ref. No. : WCCTAC

Project Cost : \$6,000,000.00 in 2028 dollars

3086 - Great CA Delta Trail: Baypoint to Pittsburg
Construct a 3.8-mile paved segment of the Great California Delta Trail along the north Contra Costa Sacramento River shoreline from Bay Point to Marina Park in Pittsburg. This project will serve the diverse and underserved commutes of east Contra Costa County.

Limits: Bay Point to Marina Park in Pittsburg

Project Status : Proposed

RTP Ref. No. : TRANSPLAN

Project Cost : \$8,000,000.00 in 2029 dollars

Maintenance

1591 - Repair and Rehabilitate Delta-de Anza and Marsh Creek Trails in East County
Rehabilitate approximately 21,436 linear feet of the Delta De Anza Regional Trail and the Marsh Creek Regional Trail in Eastern Contra Costa County. Project includes full removal and replacement of some sections of the asphalt pavement. Some section will be crack sealed and slurry sealed. The rehabilitation projects will extend the life of the trail and aid in their maintenance.

Limits:

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$500,300.00 in 2019 dollars

El Cerrito

Arterial/Roadway

1501 - El Cerrito del Norte Area Transit-Oriented Development (TOD) Complete Streets Improvements
Access, safety and circulation improvements for bicyclists, pedestrians, buses, and automobiles to support the El Cerrito del Norte BART Station and transit-oriented development. Improvements include new signalized crossings for pedestrians, new bicycle lanes, conversion of one-way to two-way streets and corresponding reduction in turning lanes for improved vehicle flow, signalization changes on San Pablo Avenue at the intersections of Hill Street and Cutting Boulevard, and signing, landscaping and lighting enhancements. Green infrastructure will also be incorporated.

Limits: Surrounding El Cerrito del Norte BART station area

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$9,130,000.00 in 2023 dollars

1818 - El Cerrito Traffic Safety and Management Program

Improves safety for motorist, pedestrians and bicyclists traveling on city streets and implements various improvements under the Neighborhood Traffic Management Program consisting of educational, engineering and enforcement measures to address speeding, high traffic volumes, pedestrian and bicycle access, and livability on residential streets

Limits: Various

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$2,500,000.00 in 2025 dollars

3386 - Richmond Street Street Improvements

Rehabilitate pavement and sidewalks; improve curb ramps, curb bulb-outs, crosswalks, traffic signing, pavement markings; tree removal and replanting; install bikeway, landscaping and lighting; modify storm drain structures; implement green infrastructure if feasible.

Limits: Blake Street to Fairmount Ave

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$9,000,000.00 in 2025 dollars

Bicycle/Pedestrian**0873 - Cerrito Creek Bay Trail Connector Master Plan / BART to Bay Trail Connection**

Connect El Cerrito Plaza BART Station and the existing Bay Trail access point at Rydin Road/Central Avenue. The project would designate crossing, accessibility, and wayfinding improvements on Fairmount Ave, Lassen St, and Belmont Ave, connecting to the existing Cerrito Creek Trail, which would be extended to Pierce St on the south side of the Pacific East Mall. A two-way cycle track is proposed on Pierce, connecting to a proposed shared-use path on the south side of Central Avenue to Jacuzzi Street, and the existing bicycle lanes on Central Avenue would be improved. Additional alignment on San Diego Street would provide more direct access from the El Cerrito Plaza, Ohlone Greenway, and Plaza BART.

Limits: BART and Ohlone Greenway to SF Bay Trail

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$6,600,000.00 in 2025 dollars

1320 - El Cerrito Citywide Bikeways

Install Class I, II, III, and IV bikeways on various city streets as shown in adopted El Cerrito Active Transportation Plan (2016). Streets include Central Ave, Cutting Bl, Hill St, Carlson Bl, Potrero Ave, Eastshore Bl, Elm St, Richmond St, Key Bl, Fairmont Ave, Arlington Bl, Avis Dr, Barrett Ave, Bates Ave, Carmel Ave, Colusa Ave, Ganges Ave, Hagen Bl, Manila Ave, Lincoln Ave, Kearney St, Behrens St, Norvell St, Moeser Ln, Schmidt Ln, Blake St, Wilson Wy, Waldo Ave, Terrace Dr, Stockton Ave, Roberta Dr, Rifle Range Dr, Portola Dr, Navellier, Mira Vista Dr, and Knott Ave. Work will include curb and gutter, paving, pavement striping and delineators, wayfinding signage, and bicycle detection loops.

Limits: City of El Cerrito

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$4,500,000.00 in 2035 dollars

1321 - Ohlone Greenway Improvements

Construct path connectors, intersection curb bulb-outs, flashing crosswalks, lighting, surveillance, amenities, and landscaping along Ohlone Greenway.

Limits: North city limits to South city limits

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$4,500,000.00 in 2030 dollars

1573 - San Pablo Avenue Complete Streets Improvements - Downtown

Install Complete Streets Improvements within and around the San Pablo Avenue Priority Development Area, which includes all of San Pablo Avenue and crossing arterials leading to BART Stations. Improvements include new signalized mid-block crosswalks, sidewalk widening & replacement, pedestrian level lighting, crosswalks improvements (curb bulb-outs, pedestrian refuge islands, and enhanced signing & striping), bike route signing & striping, street trees, landscaping, bike racks and other street furniture. Also, include green infrastructure if feasible.

Limits: Within San Pablo Avenue PDA including El Cerrito Plaza Station

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$7,500,000.00 in 2025 dollars

1807 - Ohlone Greenway Station Access, Safety and Place making Improvements

Ohlone Greenway widening, surveillance, crosswalk and landscaping improvements within the City's PDA and adjacent to two BART Stations to improve livability in these transit-rich neighborhoods and address pedestrian and bicycle access and safety concerns.

Limits: Ohlone Greenway at the El Cerrito Del Norte and El Cerrito Plaza BART stations; Hill St, Cutting Blvd, Central Ave, Fairmount Ave at the Ohlone Greenway; and three key nodes between the two stations.

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$4,900,000.00 in 2019 dollars

1823 - El Cerrito Citywide Path/Stairway/Boardwalk Rehabilitation and Improvement Plan
Evaluate and plan for rehabilitation and development of city paths, stairways and boardwalks throughout the City. The first phase will include a study to evaluation costs and priorities

Limits: Various locations in El Cerrito

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$250,000.00 in 2021 dollars

2959 - San Pablo Avenue Complete Streets Improvements - Midtown

Implement Complete Streets improvements including buffered bike lane or cycletrack, bus islands, crosswalk improvements and other related bicycle, pedestrian and transit improvements on San Pablo Avenue from Potrero Avenue to Lincoln Avenue, and Potrero Avenue from San Pablo Avenue to Ohlone Greenway. Also implement green infrastructure if feasible.

Limits: in El Cerrito

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$7,500,000.00 in 2025 dollars

2978 - Active Transportation Plan Improvements

Active Transportation Plan Improvements - Pedestrian Facilities

Limits: in El Cerrito

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$18,000,000.00 in 2035 dollars

2979 - El Cerrito Citywide Accessibility Improvements

Implement street accessibility improvements citywide as indicated in the City's ADA Transition Plan.

Limits: in El Cerrito

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$5,700,000.00 in 2035 dollars

3008 - Arlington Blvd Pedestrian Safety Improvements, Phase 1

The Arlington Blvd Safety Improvements Project will provide a continuous safe routes to school & transit walking route through pedestrian sidewalk gap closure and crosswalk enhancements. The project includes new and reconstructed sidewalk, new and enhanced high-visibility crosswalks, new Rapid Rectangular Flashing Beacons, and new and retrofitted curb ramps. The project is Phase 1 - SRTS of a larger project identified as a focus area in the City's recently adopted Active Transportation Plan.

Limits: Brewster Drive to Moeser Lane

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$1,700,000.00 in 2022 dollars

Maintenance

1502 - Carlson Blvd and Central Ave Pavement Rehabilitation

Pavement rehabilitation of segments of Carlson Blvd (Central to north limit) and Central Ave (San Clara to San Pablo)

Limits: City of El Cerrito

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$1,000,000.00 in 2021 dollars

1819 - El Cerrito Wildcat Drive Repair

Restore Wildcat Drive to its original condition prior to a series of landslides that caused a 100x10 foot section of the road and abutting valley gutter and embankment to fail

Limits: 100 Feet of Wildcat Drive

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$3,600,000.00 in 2025 dollars

1820 - Balra Drive Retaining Wall Repair

Repair or replace the retaining wall in front of 779 Balra Drive, and repair street and sidewalk damage above wall

Limits: Near 779 Balra Drive

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$500,000.00 in 2022 dollars

Safe Routes to School

1822 - El Cerrito Safe Routes to School Improvements

Implements educational, engineering and enforcement measures for schools throughout El Cerrito

Limits: Various locations near El Cerrito schools

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$2,000,000.00 in 2025 dollars

Hercules

Bicycle/Pedestrian

1512 - Hercules Creekside Trail and Boardwalk

The Creekside Trail Gap Closure Project will facilitate a connection of pedestrian and biking uses via the Bay Area Ridge Trail through a planned public / private waterfront development in the City of Hercules, CA along the edge of Refugio Creek. The Creekside Trail Gap Closure Project will connect the current terminus of the trail across a drainage that feeds into Refugio Creek called North Channel via a culvert bridge. The Trail will connect to the San Francisco Bay Trail, Creekside Park, and the Hercules Intermodal Transit Center and close a gap in the Bay Area bicycle / pedestrian trail network.

Limits: Creekside Trail from Bay Trail to John Muir Pkwy and San Pablo Avenue from John Muir to Sycamore

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$2,065,000.00 in 2015 dollars

1571 - Bay Trail Gap Closure: Hercules ITC

The Project will facilitate a connection of pedestrian and biking uses via the San Francisco Bay Trail through a planned public/private waterfront development in the City of Hercules, CA. The Project will provide the final connection of the San Francisco Bay Trail over Refugio Creek to the Hercules Intermodal Transit Center. The Project will connect Bayfront Boulevard over Refugio Creek via Bayfront Bridge to provide direct access to the Hercules Intermodal Transit Center and several public spaces. The Project will include bike lanes and pedestrian walks and allow for the extension of Bayfront Boulevard to John Muir Parkway.

Limits: Hercules Intermodal Transit Center to Bayfront Boulevard

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$11,270,000.00 in 2015 dollars

2964 - Willow/Palm Avenue Pedestrian Walkway

Install Pedestrian Sidewalk on Willow Avenue from Palm Avenue to the Hercules Transit Center and on Palm Under the UPRR rail line to Palm/Sycamore intersection

Limits: Willow Ave from Palm Ave to Hercules Transit Center and Palm Ave from Willow Ave to Sycamore Ave

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,200,000.00 in 2020 dollars

2993 - Sidewalk Installations at Miscellaneous Locations in Hercules

Install Sidewalk on Sycamore Ave from Creekside Center Drive to Willow Avenue, San Pablo Avenue from John Muir Parkway to Sycamore Avenue

Limits: in Hercules

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$500,000.00 in 2018 dollars

3022 - Sycamore/San Pablo Pedestrian Walkway

The Project consists of approximately 2400 lineal feet of critically needed pedestrian improvements proposed to be constructed on the east side of Sycamore Avenue extending north from existing sidewalk on Sycamore under the Union Pacific rail line and I-80. From there the Project will extend further north on Sycamore Avenue, from where it will connect to the proposed "boardwalk" style pedestrian improvements being proposed as part of this Project on the west side of San Pablo Avenue.

Limits: Sycamore Ave from current sidewalk terminus and Palm Ave from Willow Ave to Sycamore Ave

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,196,000.00 in 2019 dollars

Ferry

2954 - Regional Ferry Service in Hercules - Landside improvements

Construct landside infrastructure improvements including wharf, docking facility, terminal building and expanding waterside of rail station building

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$35,000,000.00 in 2021 dollars

Interchange

0022a - I-80/SR-4 Interchange: WB to EB Direct Connectors

Construct direct connectors between westbound Interstate 80 and eastbound State Route 4

Limits: I-80/State Route 4 Interchange

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$5,900,000.00 in 2017 dollars

0022b - I-80/SR-4 Interchange: Remaining Components

Construct remaining grade-separated freeway-to-freeway connectors (WB I-80 to EB SR-4 is described in ID022b)

Limits: At interchange with SR-4 in Hercules

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$5,900,000.00 in 2017 dollars

1327 - I-80/SR-4 Interchange Improvements - New Eastbound Willow Avenue Ramps

Construct new SR-4 eastbound on and off ramps at Willow north of Palm Avenue to eliminate hook ramps to willow on I-80 interchange to SR-4 for safety enhancement and better service to the Hercules Transit Center

Limits: at SR-4 Interchange and Local Access Ramps to Willow OC

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$20,000,000.00 in 2022 dollars

2976 - I-80/SR-4: Replace SR-4 WB to I-80 WB ramp

I-80/SR-4 Ramp Improvements including SR-4 WB to I-80 WB ramp replacement

Limits: at SR-4

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$23,000,000.00 in 2022 dollars

3376 - Addition Westbound I-80 On-Ramp Lane at John Muir Parkway

Add an additional vehicular lane to the existing I-80 Westbound On-Ramp from San Pablo Avenue on John Muir Parkway

Limits: San Pablo Boulevard to I-80 on John Muir Parkway

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$12,000,000.00 in 2022 dollars

Intermodal/Park-and-Ride

1330 - Construct Transit Parking for Capitol Corridor and Water Transit Authority

Construct transit parking at Hercules Waterfront to serve Capitol Corridor and Water Transit Authority

Limits: Hercules Waterfront District

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$16,000,000.00 in dollars

Maintenance

3011 - Sycamore/Willow Pavement Rehabilitation

The proposed Project consists of approximately 5200 lineal feet of resurfacing of Sycamore Avenue combined with resurfacing 960 lineal feet of Willow Avenue.

Limits: Sycamore Ave from Civic Dr to Willow/Palm / Willow Ave from SR-4 offramp to 960 feet north of ramp

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$640,000.00 in 2017 dollars

Rail/Rapid Transit

1546 - Regional Rail Station in Hercules - Phase 7: Parking Structure

Add 300 space parking structure to serve the Hercules Rail Station and the Ferry Terminal

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$30,000,000.00 in 2021 dollars

2951 - Regional Rail Station in Hercules - Phase 4: Fuel oil and fiber optic line relocations

Relocate fuel and fiber optic lines out of the UPRR right of way to make room for the 3rd track.

Limits: Hercules ITC Area

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$22,800,000.00 in 2021 dollars

2952 - Regional Rail Station in Hercules - Phase 5: Track/signal work

Track/signal work including railroad bridge and station retaining walls, rail station

Limits: Hercules ITC Station Area

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$24,800,000.00 in 2021 dollars

2953 - Regional Rail Station in Hercules - Phase 6: transit loop, promenade and civic plaza

Transit loop, promenade and civic plaza

Limits: Station area

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$9,500,000.00 in 2018 dollars

Lafayette

Arterial/Roadway

1166 - Citywide Neighborhood Traffic Calming Program

Study and implement various neighborhood traffic calming plans and programs that address cut through traffic and speeding as a result of congestion on arterial and collector streets.

Limits: City of Lafayette

Project Status : Active

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$100,000.00 in dollars

1772 - Deer Hill Road Corridor Operation Improvement

Install traffic signals on Deer Hill Rd. corridor, at intersections with Happy Valley Rd and Oak Hill Rd, and coordinate signals between Happy Valley Rd and First St.

Limits: Happy Valley Rd to First St

Project Status : Proposed

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$2,000,000.00 in 2023 dollars

1774 - Traffic Control at Deer Hill Road and Brown Ave.

Install traffic control, either a traffic signal or a roundabout, at the intersection.

Limits: at Brown Ave

Project Status : Proposed

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$2,000,000.00 in 2024 dollars

1789 - Moraga Rd. and Mt. Diablo Corridor Adaptive Traffic Signal Implementation

Implement adaptive traffic signal coordination on the Moraga Rd. and Mt. Diablo Blvd. downtown corridors.

Limits: Mtn. View Dr.-Brown Ave.; Mt. Diablo Blvd. to St. Mary's Rd.

Project Status : Proposed

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$2,000,000.00 in dollars

2933 - Intersection improvements and traffic management along Mt. Diablo Blvd PDA Corridor

Combination of lane configuration and intersection improvements along Mt. Diablo Blvd from Acalanes Road to Dolores Drive, including improvements to multimodal mobility.

Limits: Acalanes Road to Dolores Drive

Project Status : Proposed

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$5,000,000.00 in 2021 dollars

Bicycle/Pedestrian**0414 - Mt. Diablo Far East End Corridor Improvements**

Non-motorized, transit and vehicle safety, streetscape improvements

Limits: Pleasant Hill Road to Carol Lane

Project Status : Active

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$2,000,000.00 in dollars

0418 - Regional bicycle-pedestrian trail on EBMUD aqueduct/Caltrans ROW

Construct regional Class I bicycle-pedestrian trail on EBMUD aqueduct: Walter Costa Trail to Brown Avenue. May require two grade separations (First Street and Oak Hill Road). Construct regional Class I trail on Aqueduct and Caltrans ROW from Brown Avenue to Briones Regional Trail in Walnut Creek.

Limits: Walter Costa Trail to Brown Avenue to Pleasant Hill Road to Briones Regional Trail

Project Status : Active

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$2,700,000.00 in dollars

0419 - Lafayette-Moraga trail safety improvements

Various pedestrian crossing protection improvements at crossings: Bicycle-pedestrian protection at crossings (such as raised crosswalks and intersection realignments)

Limits: Along Lafayette Moraga trail in cities of Lafayette and Moraga

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$352,000.00 in dollars

0583 - Burton Ridge Regional Trail, Olympic Blvd. to Michael Lane

Burton Ridge Regional Trail: Olympic Blvd. to Michael Lane

Limits: Olympic Blvd. to Michael Lane

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$1,000,000.00 in 2022 dollars

0861 - Deer Hill Road Walkway, Brown to Pleasant Hill Road

New pedestrian walkway to connect the Class I facility on the EBMUD aqueduct (project 418) to Pleasant Hill Road.

Limits: Brown Avenue to Pleasant Hill Road

Project Status : Proposed

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$2,000,000.00 in dollars

1169 - Deer Hill Rd. Walkway Gap Closure

Construct walkway on the north side.

Limits: Sierra Vista Way to Brown Ave

Project Status : Proposed

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$250,000.00 in dollars

1172 - Master Walkways Plan Implementation

Install various walkways as recommended in the City of Lafayette's Master Walkways Plan.

Limits: City of Lafayette

Project Status : Proposed

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$100,000.00 in dollars

1340 - Citywide Striping, Stenciling & Designation & Directional Signing of Planned High Priority Bikeways

Designate by signing, striping and stenciling, the high priority bikeways identified in the City of Lafayette Bikeways Master Plan.

Limits: City of Lafayette

Project Status : Proposed

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$2,053,000.00 in dollars

1344 - Lafayette Bikeways Master Plan Implementation

Install various bikeways improvements and implement programs as identified in the Lafayette Bikeways Master Plan.

Limits: City of Lafayette

Project Status : Active

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$12,656,000.00 in dollars

1520 - Downtown Multipurpose Pathway - Bike/Ped path along EBMUD and Caltrans ROW between Risa Rd and Brown

Construct a multi-purpose pathway along the EBMUD Aqueduct and Caltrans right of way from Village Center to Brown Ave.

Limits: Village Center to Brown Ave

Project Status : Proposed

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$6,600,000.00 in 2026 dollars

1768 - Mt. Diablo Blvd. East End Ped., Bike & Streetscape Improvements, Ph. 2

Non-motorized, transit and vehicle safety, streetscape improvements

Limits: Brown Ave. to Pleasant Hill Rd.

Project Status : Active

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$3,000,000.00 in dollars

1771 - Pleasant Hill Rd. North Ped-Bike Improvements

Construct pedestrian, bicycle and streetscape improvements to improve access and safety along the corridor for walking and biking.

Limits: Mt. Diablo Blvd. to Reliez Valley Road

Project Status : Active

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$4,000,000.00 in dollars

1786 - Downtown Video Bike Detection

Install video bike detection at key intersections on the bikeways network

Limits: 12 intersections in Lafayette

Project Status : Proposed

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$600,000.00 in dollars

3101 - Lafayette-Moraga Trail Connection to BART/Downtown

Improve bicycle and pedestrian facilities and wayfinding between the Lafayette-Moraga Regional Trail and Downtown/BART. This would include School Street, Brook Street, Hough Avenue, and Lafayette Circle.

Limits: Mt. Diablo Blvd. to Lafayette-Moraga Trail

Project Status : Proposed

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$100,000.00 in dollars

3459 - Pleasant Hill Road Center Median Pathway Project

Construct Class I pathway in center of Pleasant Hill Road to eliminate conflicts between active transportation users and drivers at the interchange with SR-24.

Limits: Mt. Diablo Boulevard to Deer Hill Road

Project Status :

RTP Ref. No. :

Project Cost : \$10,000,000.00 in 2028 dollars

3460 - Lafayette Schools Safety Projects

Design and construct the remainder of the engineering projects that were identified as part of an effort in 2021 to identify safety issues for students on foot and on bike around Lafayette's schools, as articulated in the Rapid Implementation School Safety Plans that were adopted by our City Council in 2022.

Limits: Various

Project Status :

RTP Ref. No. :

Project Cost : \$5,000,000.00 in 2028 dollars

Maintenance

3010 - Pleasant Hill Rd Pavement Rehabilitation and Maintenance

The project will inlay the existing pavement on Pleasant Hill Rd from Mt Diablo Blvd to Stanley Blvd, covering about 0.5 miles. The project will also include spot pavement repairs and crack fill from Stanley Blvd north to Taylor Blvd covering about 1.5 miles. Work will include ADA-compliant ramp upgrades and curb, gutter, and sidewalk repairs where needed along Pleasant Hill Rd where inlay is proposed. All work to be within existing road cross-section and right-of-way.

Limits: Mt. Diablo Blvd to Stanley Blvd

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$900,000.00 in 2020 dollars

Safe Routes to School

1787 - School Street Multi-Purpose Pathway

Construct a multi-purpose pathway on School Street to provide safety improvements for pedestrians and bicyclists coming to and from the two nearby schools and the East Bay Parks regional Trail. Includes undergrounding utilities.

Limits: Moraga Road to Topper Lane/Lafayette-Moraga Trail

Project Status : Active

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$4,500,000.00 in 2024 dollars

3098 - Additional School Pick-up & Drop-off Zones

Designated satellite loading zones on Golden Gate Way and St. Mary's Road to drop-off and pick-up students from local Downtown schools.

Limits: Golden Gate Way/First St intersection; St. Mary's Rd/Stanley Middle School field

Project Status : Active

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$400,000.00 in dollars

Lamorinda Program Management Committee

Bus

0781 - Satellite BART Parking and Shuttle Service, Lamorinda

Construct satellite parking lots for BART commuters and institute shuttle bus service from them to the Lafayette and Orinda BART stations.

Limits:

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$1,000,000.00 in dollars

Local Jurisdictions

Bicycle/Pedestrian

1683 - Olympic Boulevard Trail Connection - Short-Term Improvements

Add buffered bike lanes on Olympic Blvd. from Reliez Station Rd. to Tice Valley Rd. and continuous bike lanes from Tice Valley Rd. to California Blvd. Add sharrows on California Blvd. from Olympic to Newell and east on Newell from California. Add bike lanes on Newell between California and I-680 and wayfinding signage on Newell between Olympic and I-680. Provide wayfinding signage from the Olympic/Newell Connector to southern bicycle routes via Lilac, S. Main, Lancaster and Creekside.

Limits: Lafayette-Moraga Trail to Iron Horse Trail

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$2,592,000.00 in dollars

1685 - Olympic Boulevard Trail Connection - Long-Term Improvements

Widen or extend side path along north side of Olympic from Pleasant Hill Road to I-680 and along the south side from I-680 to California Blvd. Add bike path on east side of California Blvd. between Olympic and Newell and pedestrian/bicycle bridge over creek. Add side path or bike path on Newell Ave. between California and Iron Horse Trail; ultimate facility design TBD. Update wayfinding signage.

Limits: Lafayette-Moraga Trail to Iron Horse Trail

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$9,348,000.00 in dollars

Martinez

Arterial/Roadway

0221 - Pacheco Boulevard traffic signal interconnect, Arnold to Second

Traffic control system interconnect, Arnold Drive to Second Avenue, including new signals at Arnold and Second Avenue in cooperation with Contra Costa County and Pleasant Hill

Limits: Arnold Drive to Second Avenue

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$350,000.00 in dollars

0342 - Alhambra Avenue/SR-4 Intersection Improvements

Add a second southbound Alhambra Avenue lane from Walnut Avenue to the south side of SR-4, including signal modifications.

Limits: At eastbound SR 4 on-ramps

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$12,000,000.00 in 2022 dollars

0430 - Pacheco Boulevard Operational Improvements and Traffic Coordination Project
Interconnect and coordinate five existing signals with two new signals; add protected turn lanes and arrow signals

Limits: Bush Street and Arreba Street on Pacheco Blvd.

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$555,000.00 in dollars

1393 - Alhambra Avenue Safety Improvements, Walnut Avenue to Franklin Canyon Rd
Construct a second southbound lane on Alhambra Ave from Walnut Ave to Franklin Canyon Rd with other necessary signal, ramp, and median modifications.

Limits: Walnut Avenue to Franklin Canyon Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,750,000.00 in dollars

Bicycle/Pedestrian

0233a - Bay Trail in Martinez: Close gaps, Phase 1

Close gaps on the Bay Trail in the City of Martinez: construct trail from existing staging area east along the south edge of the Martinez Regional Shoreline to existing Shoreline Trail near Ferry Street. Relocate and repave parking lot.

Limits: In City of Martinez

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$460,000.00 in 2006 dollars

0233c - Bay Trail in Martinez: Close gap, Phase 3

Construct new bicycle and pedestrian bridge over the UPRR tracks at North Court Street from the existing trail in the Martinez Regional Shoreline Park to the Escobar-Court Street intersection in downtown Martinez

Limits:

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$3,000,000.00 in dollars

0589 - Pacheco Blvd. Bike Lanes, Arnold Dr. to Muir Rd.

Pacheco Blvd. Bike Lanes between Arnold Dr. and Muir Rd.

Limits: Arnold Dr. to Muir Rd.

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$75,000.00 in dollars

0843 - Vine Hill Way Walkway, Morello Ave. to Alhambra Ave.

Provide a separated 5-foot wide asphalt concrete path approximately 2,200 feet in length along the north side of Vine Hill Way, connecting a path being built east from Alhambra Avenue and an existing path ended to the west of Morello. The existing roadway will be widened by 6 feet to provide a total of 28- to 30-feet of pavement to provide 2 11-12-foot travel lanes and a 6-foot shoulder. A 6-inch asphalt concrete berm will be placed between the shoulder and adjoining travel lane.

Limits: Morello Ave. to Alhambra Ave.

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$322,000.00 in dollars

0865 - Vine Hill Walkway

Construct a separated pedestrian/bicycle path on a street currently without pedestrian or bicycle improvements, improving safety and providing better access to schools, parks, and other destinations on connecting streets. The project will provide a separated 5' wide asphalt concrete path approximately 2200' in length along the north side of Vine Hill Way. The path will connect to a 600' section of path being built by a developer extending east from Alhambra Avenue and an existing 600' section of path extending west from Morello Avenue.

Limits: Morello Avenue to Alhambra Avenue

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$385,000.00 in dollars

Ferry**0174 - Martinez Intermodal Project: Ferry Service**

Ferry service from Martinez to San Francisco.

Limits: Martinez to San Francisco

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$70,400,000.00 in dollars

Maintenance**3041 - Downtown Streets Rehab Project**

Perform Rubberized Cap Seal or equivalent treatment to various streets in the Downtown Core Area (in or adjacent to the Downtown PDA)

Limits: Segments of Ward, Castro, Estudillo, Las Juntas and Court Streets in Downtown Martinez

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,112,000.00 in 2018 dollars

Rail/Rapid Transit**0173c - Martinez Intermodal Project: Phase 3**

Construct pedestrian bridge over railroad tracks and vehicle bridge over creek, construct 425 parking spaces and complete connections along Bay Trail.

Limits: Downtown Martinez

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$16,458,000.00 in 2019 dollars

Moraga**Arterial/Roadway****1775 - Canyon Road Bridge Replacement**

Replace existing structurally deficient, 104' long multi-span bridge with new single span bridge.

Limits: Constance Place to 200-ft south of existing bridge over West Branch San Leandro Creek.

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$3,235,000.00 in dollars

1778 - 2015 Moraga Road Resurfacing Project

Mill and place 2-inches AC, pavement and base failure repairs, adjust utility frames to grade, install shoulder backing, replace striping and pavement markings, replace traffic signal loops.

Limits: St. Mary's Road to Draeger Drive

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$800,000.00 in dollars

1781 - Rheem Boulevard Landslide Repair and Repave
Repair landslide below Rheem Boulevard roadway and repave the roadway.
Limits: Moraga Road to St. Mary's Road

Project Status :
RTP Ref. No. : SWAT/Lamorinda
Project Cost : \$2,100,000.00 in dollars

1783 - Bollinger Canyon Road Hillside Stabilization
Complete assessment of Bollinger Canyon Road hillside and implement stabilization of the hillside.
Limits:

Project Status :
RTP Ref. No. : SWAT/Lamorinda
Project Cost : \$520,000.00 in dollars

2948 - St. Mary's Road Intersection Improvements and Roundabouts
Improve intersections of St. Mary's Road with Rheem Blvd and Bollinger Canyon Road by installing single lane roundabouts and improved ped/bike facilities
Limits: at Rheem Blvd and at Bollinger Canyon Road

Project Status :
RTP Ref. No. : SWAT/Lamorinda
Project Cost : \$6,500,000.00 in 2018 dollars

Bicycle/Pedestrian

0586 - St. Mary's College Bicycle Improvement Project
St. Mary's College Bicycle Improvement Project
Limits: Town of Moraga

Project Status :
RTP Ref. No. : SWAT/Lamorinda
Project Cost : \$12,000.00 in dollars

1785 - Canyon Road Pedestrian and Bicycle Improvements
Gap closure between the Joaquin Moraga Intermediate School and the Lafayette/Moraga Trail.
Limits: Lafayette/Moraga Trail to Joaquin Moraga Intermediate School

Project Status :
RTP Ref. No. : SWAT/Lamorinda
Project Cost : \$300,000.00 in dollars

Maintenance

0436 - Rheem Boulevard Overlay #1
Rheem Blvd. #1: 50mm A.C. overlay, pavement repair and restriping from Scofield Drive to Moraga Road
Limits: Scofield Drive to Moraga Road

Project Status :
RTP Ref. No. : SWAT/Lamorinda
Project Cost : \$780,000.00 in dollars

0437 - Saint Mary's Road Overlay
Saint Mary's Road: 50mm A.C. overlay, pavement repair and restriping of Saint Mary's Road from Moraga Road to Lafayette City Limit.
Limits: Moraga Road to Lafayette City Limit

Project Status :
RTP Ref. No. : SWAT/Lamorinda
Project Cost : \$981,200.00 in dollars

0438 - Rheem Boulevard Overlay #2
Rheem Blvd. #2: 50mm A.C. overlay, pavement repair and restriping of Rheem Boulevard from Orinda City Limit to Scofield Drive.
Limits: Orinda City Limits to Scofield Drive

Project Status :
RTP Ref. No. : SWAT/Lamorinda
Project Cost : \$780,000.00 in dollars

Safe Routes to School

1799 - Safe Routes to Rheem and Los Perales Elementary Schools

Close a significant sidewalk gap along a segment of Moraga Road, between Corliss Drive and Donald Drive by constructing pedestrian facility on the west side of Moraga Road, extending south from the terminus of an existing sidewalk at Devin Drive to approximately Draeger Drive.

Limits: between Corliss Drive and Donald Drive

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$113,000.00 in dollars

3033 - Strategic Bicycle, Pedestrian and Safe Routes to School Improvements

The Town of Moraga proposes to complete strategic improvements that enhance pedestrian and bicycle safety along arterial corridors, which are key routes to Miramonte High School, Joaquin Moraga Middle School, and the Saklan School as well as the Moraga Center Planned Development Area. In general, the project closes gaps in sidewalks, improves accessibility, calms traffic, and adds buffered class II bicycle lanes.

Limits: Moraga Way from Canyon Rd to Ivy Dr and at Alta Mesa, Canyon Rd from Del La Cruz to Canyon Rd bridge and at Sanders Dr,

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$2,628,000.00 in 2018 dollars

MTC

Arterial/Roadway

2903 - I-680 and SR-24 Arterial and Interchange Improvements

Widen and extend major streets, and improve interchanges and intersections in southwest Contra Costa County

Limits: I-680 and SR-24 Interchanges and parallel arterials in Southwest County

Project Status :

RTP Ref. No. : SWAT

Project Cost : \$22,400,000.00 in 2040 dollars

2904 - East County Arterial and Interchange Improvements

Widen and extend major streets, and improve interchanges in east Contra Costa County

Limits: In East County

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$31,500,000.00 in 2040 dollars

2905 - Central County Arterial and Interchange Improvements

Widen and extend major streets, and improve interchanges in central Contra Costa County

Limits: In Central County

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$27,300,000.00 in 2040 dollars

2906 - West County Arterial and Interchange Improvements

Widen and, extend and improve major streets and bridges, grade separations/crossings, and interchanges in west Contra Costa County.

Limits: In West County

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$31,500,000.00 in 2040 dollars

2925 - SR-4 Interchange and Arterial Improvements

Improve interchanges and parallel arterials to SR-4 in Contra Costa County.

Limits: SR-4 Interchanges and Arterials

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$22,400,000.00 in 2040 dollars

Bus

0320 - TravInfo Enhancements

TravInfo Enhancements

Limits:

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$750,000.00 in 2005 dollars

0739 - I-80: New Express Buses (Capital Costs)

Purchase new buses (capital costs only) to provide increased express bus service within the I-80 corridor. Contra Costa portion only.

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$16,900,000.00 in dollars

2907 - Bus Transit Preferential Measures

Enhanced Operating Programs (More Service)

Limits: Various

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$13,300,000.00 in 2040 dollars

2908 - West County Low-Income School Bus Program

West County low-income student bus pass program

Limits: in West County

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$22,400,000.00 in 2040 dollars

2918 - Contra Costa County Bus Rapid Transit Program

Provide rolling stock, infrastructure and information-technology for Bus Rapid Transit (BRT) in Contra Costa County.

Limits: Countywide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$11,200,000.00 in 2040 dollars

2922 - Contra Costa County Bus Rehabilitation Program

Rehabilitate bus transit vehicles in Contra Costa County.

Limits: Countywide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$30,100,000.00 in 2040 dollars

Freeway

2916 - I-80 Express Lane Conversion (Bay Bridge to SR-4)

Convert I-80 HOV Lanes to Express Lanes from SR-4 to Bay Bridge bypass lane in each direction.

Limits: Alameda County Line SR-4

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$37,100,000.00 in 2022 dollars

2917 - I-80 Express Lane Conversion (SR-4 to Carquinez Bridge)

Convert I-80 HOV Lanes to Express Lanes from SR-4 to Carquinez Bridge in each direction.

Limits: SR-4 to Carquinez Bridge

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$6,300,000.00 in 2025 dollars

Rail/Rapid Transit

2923 - Martinez Rail Corridor Improvements

Improve the Martinez railroad corridor.

Limits: Martinez Corridor

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$25,200,000.00 in 2040 dollars

2924 - East County Track Improvements

Double the existing rail track between Port Chicago and Oakley.

Limits: Between Port Chicago and Oakley

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$14,700,000.00 in 2025 dollars

3419 - Means Based Fare Discount Program - Contra Costa County Share

Implement a Means Based Fare Program and assume revenue fare loss. As participant in MTC's Regional Means-Based Fare Discount Pilot Program, BART will offer a new benefit for low-income riders. Adult riders with incomes at or below 200% of the federal poverty level eligible for 20% discount. After MTC contribution, the estimated annual BART revenue loss is \$4.0 million (\$2.0 million in FY20)

Limits: Systemwide

Project Status :

RTP Ref. No. : Countywide

Project Cost : \$38,038,303.00 in dollars

Oakley

Arterial/Roadway

0764 - Main Street Bypass

Construct Main Street Downtown Bypass road between Vintage Parkway and 2nd Street.

Limits: Vintage Parkway to 2nd Street

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$25,900,000.00 in dollars

1388 - Widen Main St , SR-160 to Big Break Rd

Widen Main Street in Oakley from 4 to 6 lanes, including widening shoulders, constructing median islands with left turn pockets, and constructing curbs, gutters and sidewalks on both sides of the roadway.

Limits: SR-160 to Big Break Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$12,100,000.00 in 2032 dollars

3118 - Widen O'Hara Avenue, Brownstone Road to Laurel Road

Add a lane in the NB direction to O'Hara Avenue, construct sidewalks, medians with landscaping and street lights

Limits: Brownstone Road to Laurel Road

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$13,000,000.00 in 2032 dollars

3391 - Laurel Road Widening from Mellowood to Main St

Widen Laurel Rd from 2 to 4 lanes, including roadway reconstruction, new curbs, gutters, sidewalks and bike lanes

Limits: Mellowood to Main

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$4,000,000.00 in 2022 dollars

Interchange

0127 - SR-160/East 18th St.: Modify Interchange

Interchange modification

Limits: State Route 160 at E. 18th St.

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$45,000,000.00 in dollars

Intermodal/Park-and-Ride

3018 - Oakley Multimodal Parking Lots Project

The project consists of construction of 300 surface parking spaces, to be distributed in two parking lots, to support multi-modal park, ride, and transit activities. The parking lots will also serve train riders when a future train platform is constructed. The parking lots will be connected via a pedestrian greenway. The project includes electrical and communications infrastructure which, in addition to serving lighting at the parking lots, will also serve a future train platform.

Limits: Near Downtown Oakley

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$4,913,000.00 in 2023 dollars

Rail/Rapid Transit

3390 - Oakley Amtrak Train Platform

New train platform including kiss-and-ride loop, bus drop off area, park-and-ride lot, and new intersection

Limits: O'Hara Ave at Main Street

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$7,000,000.00 in 2023 dollars

Safe Routes to School

3020 - Safe Routes to Orchard Park Elementary School

The project consists of curb, gutter, sidewalk, curb ramps, drainage, bike lanes, and roadway widening along the east side of Live Oak Avenue and north side of Oakley Road leading to Orchard Park Elementary School. To connect to Orchard Park Elementary School, the sidewalk, curb, and gutter will be extended approximately 500 ft. along the east side of Live Oak Avenue between the intersection at Oakley Road to the school property boundary. Oakley Road will also be widened approximately 620 ft.

Limits: Oakley Rd from east of Live Oak to Live Oak and Live Oak Ave from Oakley Rd to Orchard Park Elementary

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,901,000.00 in 2025 dollars

Orinda

Arterial/Roadway

0441 - Rheem Boulevard and Glorietta Way: Construct New Signal

New signal at Rheem and Glorietta Way; may be dependent on Moraga's Rancho Palos Colorados housing project (123 unit development)

Limits: At Glorietta Way

Project Status : Not Begun

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$400,000.00 in 2030 dollars

0821 - Orinda Way Streetscape Improvement Project

Streetscape Master Plan which includes roadway modifications and pedestrian improvements. Roadway modifications include removal of two-way left turn lane, modification of parking from parallel to angled, driveway closures, enhanced intersections, and medians and bulb-outs.

Limits: Orinda Way from Hwy 24 to Camino Pablo, including Santa Maria and Camino

Project Status : Not Begun

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$806,000.00 in 2030 dollars

0826 - Hall Drive / Moraga Way Intersection Improvements

Modify the intersection with possible signal installation.

Limits: at Hall Drive

Project Status : Not Begun

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$500,000.00 in 2028 dollars

3184 - Miner Rd. Bridge Seismic Retrofit

Seismic Retrofit

Limits: Bridge over San Pablo Creek

Project Status :

RTP Ref. No. :

Project Cost : \$1,500,000.00 in 2023 dollars

3188 - Bear Creek Rd. Bridge Seismic Retrofit
Seismic Retrofit bridge

Limits: Bridge over San Pablo Creek

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$1,800,000.00 in 2023 dollars

3422 - Happy Valley Rd. Guardrail/Embankment Stabilization
Stabilize roadway with CIDH piers, construct guardrails as needed, primarily in the vicinity of Sundown Terrace

Limits: Orinda Vview Rd. to south city limits

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$1,500,000.00 in 2030 dollars

Bicycle/Pedestrian

0822 - San Pablo Creek Pedestrian Way
Provide improved pedestrian access to the section of San Pablo Creek running parallel to Camino Pablo from Orinda Way to Camino Sobrante. Will include paths and trails along the creek.

Limits: Orinda Way westerly to San Pablo Creek

Project Status : Not Begun

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$739,000.00 in 2030 dollars

0824 - Orinda Way Pedestrian Bridge
Upgrade pedestrian bridge over San Pablo Creek on Orinda Way at Camino Pablo.

Limits: Bridge traversing San Pablo Creek at the north terminus of Orinda Way

Project Status : Not Begun

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$1,000,000.00 in 2030 dollars

0827 - Miner Road Pathway
Construct pathway along Miner Road from the Sleepy Hollow Gate to Camino Pablo.

Limits: Miner Road from Camino Pablo east to Sleepy Hollow Gate

Project Status : Not Begun

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$2,500,000.00 in 2030 dollars

0828 - Crossroads Area Streetscape Improvements
Streetscape improvements which may include roadway modifications, enhanced pedestrian improvements, and soundwall.

Limits: Crossroads area south of Hwy 24

Project Status : Not Begun

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$250,000.00 in 2028 dollars

0829 - Miner Road Pedestrian Bridge
Provide pedestrian bridge over San Pablo Creek on Miner Road at Camino Pablo.

Limits: at Miner Road and Camino Pablo to link Miner Road Path

Project Status : Not Begun

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$2,000,000.00 in 2028 dollars

3189 - Camino Pablo Pathway Rehabilitation
Replace existing deteriorated asphalt walkway to meet current accessibility standards

Limits: Wagner Ranch Elementary School to Orinda Way

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$500,000.00 in 2021 dollars

3190 - East Altarinda Walkway/gap closure

Construct sidewalk to connect St. Stephens sidewalk to Orindawoods walkway

Limits: St. Stephens Dr. to Orindawoods Dr.

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$400,000.00 in 2022 dollars

3191 - S. Glorietta Blvd. Shoulder Widening and Striping

Install stormdrain pipe and green infrastructure, construct road shoulder and stripe to allow bike and pedestrian pathway on northeast bound direction (where no shoulder currently exists).

Limits: Moraga Way to Martha Rd.

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$2,000,000.00 in 2023 dollars

3192 - Brookwood Rd. Walkway

Construct walkable shoulder on north side of Brookwood Rd.

Limits: Moraga Way to Spring Rd.

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$1,200,000.00 in 2024 dollars

3193 - Camino Sorbrante Walkway

Construct walkway - widen and pave shoulder on southwest bound side, restripe road

Limits: Orinda Way to Lake Cascade

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$800,000.00 in 2022 dollars

3194 - Ivy Dr. Walkway

Construct walkway on one side of Ivy Dr. Consider replacing one side of on-street parking with the walkway. Consider using asphalt dikes to separate the walkway

Limits: Ivy Dr/Moraga Way north and south intersections

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$600,000.00 in 2024 dollars

3397 - Camino Pablo pathway rehab (city CIP #'s 3066 & 4076)

Rehab asphalt pathway /regrade for ADA/Accessibility

Limits: Orinda

Project Status : Not Begun

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$750,000.00 in 2024 dollars

3398 - East Altarinda Walkway Gap Closure

Build new raised sidewalk on south side of road

Limits: Orinda

Project Status : Not Begun

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$350,000.00 in 2028 dollars

3399 - Brookwood Rd. Walkway

Provide walkway

Limits: Orinda

Project Status : Not Begun

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$500,000.00 in 2028 dollars

3401 - Pedestrian pathway Moraga Way south, City CIP #4168

Provide walkway on southbound side using concrete dike

Limits: Orinda

Project Status : Design and ROW

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$250,000.00 in 2022 dollars

Freeway

2946 - Eastbound SR-24: Construct Auxiliary Lane, Wilder Road to Camino Pablo
Construct auxiliary lane along eastbound SR-4 from on-ramp at Wilder Road to downtown Orinda off-ramp at Moraga Way/Camino Pablo/Brookwood Road

Limits: Wilder Road to Camino Pablo

Project Status : Not Begun

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$10,000,000.00 in 2030 dollars

Interchange

2974 - SR-24/Brookwood Ramp Modifications
Orinda Downtown Intersection Operational Improvements at Hwy 24 on/offramps at Camino Pablo/Brookwood Road/Moraga Way.

Limits: at Camino Pablo/Brookwood Road/Moraga Way ramps

Project Status : Not Begun

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$37,500,000.00 in 2030 dollars

Maintenance

0830 - Orinda Way / Camino Pablo Bridge Rehabilitation
Rehabilitate the historic bridge over San Pablo Creek at Orinda Way and Camino Pablo.

Limits: at Camino Pablo

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$4,500,000.00 in 2020 dollars

3195 - Happy Valley Rd. Guardrail/Embankment Stabilization
Repair landslide in embankment with soldier pile retaining wall and replace guardrail

Limits: south of intersection of Sundown Terrace at border of Lafayette

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$1,500,000.00 in 2023 dollars

3400 - Happy Valley Guardrail/Embankment Stabilization
Stabilize embankment, build guardrail to current standards

Limits: Orinda

Project Status : Not Begun

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$12,500,000.00 in 2028 dollars

Pinole

Arterial/Roadway

0791 - Fitzgerald Drive Improvements
Repair damaged roadway, subgrade, curb, gutter and sidewalk and resurface roadway.

Limits: Appian Way to Richmond Parkway/I-80 Intersections

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,000,000.00 in 2007 dollars

1400 - San Pablo Avenue/Appian Way Traffic Signal Replacement
As part of the Integrated Corridor Management Project, replace traffic signals at the intersection of San Pablo Avenue and Appian Way

Limits: at Appian Way

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$350,000.00 in 2020 dollars

1544 - Multimodal Streetscape Improvements, San Pablo Ave, Pinole Valley Rd., Appian Way
Multimodal Streetscape Improvements, San Pablo Ave, Pinole Valley Rd., Appian Way

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$4,700,000.00 in 2022 dollars

Bicycle/Pedestrian

3015 - High Intensity Activated Crosswalk Beacon

Installation of a High-Intensity Activated Crosswalk Beacon (HAWK) at the intersection of Appian Way and Marlesta Road. The HAWK will be modified to rest in green. Curb ramps need modification to meet current ADA standards.

Limits: at Marlesta Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$125,000.00 in 2018 dollars

3021 - Shale Hill Project

The proposed project will construct a retaining wall, sidewalk and a new curb gutter along northern edge of the San Pablo Avenue right of way in the vicinity of Alvarez Avenue. There is an existing sidewalk gap that will be eliminated with this project.

Limits: Alvarez Ave to Oak Ridge Rd

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,034,800.00 in 2021 dollars

3093 - Appian Way Complete Street

Complete street features on Appian Way from Fitzgerald Dr. to City limit.

Limits: Fitzgerald Dr. to Pinole City Limits

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$800,000.00 in dollars

3094 - Bay Trail Railroad Avenue Gap

Provide bike/ped connection for missing Bay Trail segment near Railroad Ave

Limits: Railroad Avenue in Pinole

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$200,000.00 in dollars

3095 - Downtown Pinole Bike/Ped Improvements

Close sidewalk gaps, add ADA ramps / pads provide bicycle facilities, etc.

Limits: Various streets in downtown Pinole

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,000,000.00 in dollars

3096 - Pinole Creek Path Rehabilitation

Improve and rehabilitate Pinole Creek Bike path from PVHS to Old Town Pinole.

Limits: Pinole Valley High School to Old Town Pinole

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,000,000.00 in dollars

3097 - Bicycle Sharrows & Signage on Pinole Valley Road

Add bicycle sharrows and signage along Pinole Valley Road

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$15,000.00 in dollars

Freeway

1399 - Widen Pinole Valley Road ramps at I-80

Widen Pinole Valley Road ramps at I-80 to provide dedicated right turn lane on eastbound onramp and bus turnout/shelter on westbound onramp

Limits: At Pinole Valley Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$787,000.00 in 2025 dollars

Maintenance

3016 - San Pablo Ave Rehabilitation

Cold mill 2 1/2 inches of asphalt concrete pavement and replace with new HMA, reconstruct curb ramps that are not ADA compliant (estimated number of ramps =13), replace damaged concrete sidewalks and curbs, close sidewalk gap with new sidewalk.

Limits: City limits to Pinole Shores Dr

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$622,000.00 in 2018 dollars

Pittsburg

Arterial/Roadway

0033 - Willow Pass Road Widening and Bridge Reconstruction

Widen existing 2-lane arterial to 4 lanes, including bicycle lanes and parking. North side of SR-4. Reconstruct roadway grade separation at Willow Pass Rd./North Parkside Dr./Range Rd. interchange.

Limits: Loftus Rd. to Range Rd./N. Parkside Dr.

Project Status : Proposed

RTP Ref. No. : TRANSPLAN

Project Cost : \$5,800,000.00 in dollars

0055 - W. Leland Road: Traffic Signal Interconnect

Install hard-wire SIC in roadway and upgrade controller communications software. Includes developing coordinated signal timing plans.

Limits: Bailey Rd. to Crestview Dr.

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$390,000.00 in dollars

1412 - Harbor St / Central Ave - Traffic Signal

Add traffic signal at intersection

Limits: at Central Ave

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$340,000.00 in dollars

1413 - Bailey Rd Traffic Signal Interconnect

Interconnect signals at 4 intersections

Limits: in Pittsburg

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$285,000.00 in dollars

1414 - Leland Rd Traffic Signal Interconnect

Interconnect signals at 13 intersections

Limits: in Pittsburg

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$425,000.00 in dollars

1415 - Loveridge Rd Traffic Signal Interconnect

Interconnect signals at 10 intersections

Limits: in Pittsburg

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$142,000.00 in dollars

1416 - Buchanan Rd Traffic Signal Interconnect

Interconnect signals at 6 intersections

Limits: East city limits to Railroad Ave

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$335,000.00 in dollars

1447 - James Donlon Extension (Buchanan Rd Bypass)

This project will cover design of an additional east-west connection between East and Central County by extending James Donlon Blvd from its future terminus on Sky Ranch to Kirker Pass Rd.

Limits: Future terminus in Sky Ranch to Kirker Pass Rd

Project Status : Not Begun

RTP Ref. No. : TRANSPLAN

Project Cost : \$331,980,000.00 in 2028 dollars

1448 - W. Leland Road Extensions Phase II

Extend West Leland Road from Santa Teresa Dr to Avila Rd

Limits: Santa Teresa Dr to Avila Rd

Project Status : Not Begun

RTP Ref. No. : TRANSPLAN

Project Cost : \$3,000,000.00 in 2028 dollars

1449 - San Marco Blvd Extension

Extend San Marcos Blvd. from its current terminus to Bailey Rd.

Limits:

Project Status : Proposed

RTP Ref. No. : TRANSPLAN

Project Cost : \$19,146,000.00 in dollars

1451 - Construct New Range Road Overcrossing of SR4

Construct new overcrossing of State Route 4 for the extension of Range Road

Limits: At State Route 4

Project Status : Proposed

RTP Ref. No. : TRANSPLAN

Project Cost : \$32,704,000.00 in dollars

1455 - Pittsburg-Antioch Highway Widening - Loveridge to East City Limits.

Limits: Pittsburg-Antioch Highway from Loveridge Rd to East city limits.

Project Status : Proposed

RTP Ref. No. : TRANSPLAN

Project Cost : \$24,746,000.00 in dollars

1467 - Linscheid Drive Traffic Calming

This project will realign the intersection and its approaches to meet current standards as a neighborhood traffic calming measure that will follow the City's adopted Traffic Calming Policy.

Limits: Intersections of Linscheid Dr, Ramora St, and Madoline St

Project Status : Not Begun

RTP Ref. No. : TRANSPLAN

Project Cost : \$162,374.00 in 2024 dollars

2880 - Install Traffic Signal at San Marco Blvd/Santa Teresa Drive

Install new traffic signal at intersection of San Marco Blvd and Santa Teresa Drive

Limits: at Santa Teresa Drive

Project Status : Proposed

RTP Ref. No. : TRANSPLAN

Project Cost : \$283,000.00 in 2028 dollars

3141 - Bailey Road Interim Repairs

Pavement rehabilitation on Bailey Road (Approx. 1,600' south of West Leland Road).

Limits: West Leland Road to City Limit

Project Status :

RTP Ref. No. :

Project Cost : \$630,000.00 in dollars

3143 - San Marcos Intersection Geometric Improvements

Add auxiliary lane to connect free right-turn lane from westbound West Leland Road to eastbound freeway on-ramp at SR-4.

Limits: Along northbound San Marco Blvd between West Leland Road and SR-4 westbound on-ramp

Project Status :

RTP Ref. No. :

Project Cost : \$128,000.00 in dollars

3144 - El Pueblo Area Reconstruction/ADA Improvements

Reconstruction of roadways to include ADA and other pedestrian safety improvements.

Limits: Treatro Street, Del Tren Avenue, and Hermosa Ave

Project Status :

RTP Ref. No. :

Project Cost : \$307,500.00 in dollars

3145 - San Marco Blvd Widening

Widen San Marco Blvd 12' to the east.

Limits: West Leland Road to SR-4 eastbound on-ramp

Project Status :

RTP Ref. No. :

Project Cost : \$128,000.00 in dollars

3146 - Willow Pass Road Seismic Retrofit Bridge No. 28C-0165

Retrofit existing bridge that extends over Range Road/Willow Pass Road.

Limits: Willow Pass Road over Range Road connecting North Parkside Drive

Project Status :

RTP Ref. No. :

Project Cost : \$922,500.00 in dollars

3148 - SB1 West Leland Road Pavement Management

Pavement maintenance on West Leland Road from Railroad Avenue to Woodhill Drive. Slurry seal, patch paving, pavement overlay, pavement inlay, pavement restoration, and crack sealing.

Limits: West Leland Road from Railroad Avenue to Oak Hills Drive

Project Status :

RTP Ref. No. :

Project Cost : \$1,000,000.00 in dollars

3151 - Railroad Avenue/Leland Road Geometric Improvements

Add additional southbound left-turn lane on Railroad Avenue and eastbound right-turn lane on East Leland Road.

Limits: Railroad Avenue and West Leland Road Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$540,000.00 in dollars

3152 - Bailey Road/SR-4 Ramp Turn Lane Modifications

Construct geometric improvements including median modifications to improve storage for left turns from northbound Bailey Road onto SR-4 westbound ramp.

Limits: Bailey Road and SR-4 westbound intersection

Project Status :

RTP Ref. No. :

Project Cost : \$108,000.00 in dollars

3153 - Left Turn Lane Bailey Road/Willow Avenue

Construct left turn pocket on southbound Bailey Road and intersection of Willow Avenue.

Limits: Bailey Road at the intersection of Willow Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$205,000.00 in dollars

3154 - SB1 2020/21 Pavement Management

Reconstruct/improve pavement on Loveridge Road from Buchanan Road to SR-4. Slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, and crack sealing.

Limits: Loveridge Road from Buchanan Road to SR-4

Project Status :

RTP Ref. No. :

Project Cost : \$1,036,160.00 in dollars

3155 - Rebuild Range Road/Willow Pass Road Interchange

Construct 4 lane arterial roadway facility with turning lanes to replace the Willow Pass Road/Range Road/North Parkside Drive interchange structure.

Limits: Intersection of Range Road/Willow Pass Road

Project Status :

RTP Ref. No. :

Project Cost : \$4,305,000.00 in dollars

3158 - Westbound SR-4 off-ramp at Railroad Avenue

Plan, design, and construction of a westbound off-ramp on SR-4 at Railroad Avenue.

Limits: Railroad Avenue at SR-4, California Avenue between Harbor Street and Railroad Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$12,402,500.00 in dollars

3160 - SB1 2021/22 Pavement Management

Reconstruct/improve the pavement on Pittsburg-Antioch Highway. Slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, and crack sealing.

Limits: Pittsburg-Antioch Highway from Columbia Street to Loveridge Road

Project Status :

RTP Ref. No. :

Project Cost : \$1,060,675.00 in dollars

3161 - West Leland Road Safety Improvements

Construct concrete barrier along south side of West Leland Road (Approx. 300'). Relocate existing sidewalk, install curve warning signage with beacons, and re-stripe center median markings with Detail 23 and Detail 21.

Limits: West Leland Road from John Henry Johnson Parkway to Range Road

Project Status :

RTP Ref. No. :

Project Cost : \$153,750.00 in dollars

3162 - West Leland Road Pavement Markers/Markings and Speed Signage Improvements

Install reflective thermoplastic double yellow centerline strips with rumble stripes between Pamela Way and Montevideo Drive. Install six (6) driver speed feedback signage at locations prior to horizontal curve.

Limits: West Leland Road from Railroad Avenue to Montevideo Drive

Project Status :

RTP Ref. No. :

Project Cost : \$386,220.00 in dollars

3165 - West Leland Road High Friction Surface Treatment

Install high friction surface treatment at intersection approach to West Leland Road/Bailey Road, intersection approach to West Leland Road/Railroad Avenue, Horizontal curve between Marsh Avenue/Crestview Avenue, Horizontal curve west of West Leland Road/Range Road intersection, and Horizontal curve west of West Leland Road/Dover Way.

Limits: West Leland Road from Railroad Avenue to Montevideo Drive

Project Status :

RTP Ref. No. :

Project Cost : \$625,000.00 in dollars

3166 - West Leland Road Pavement Delineation, Warning Signage, Crosswalk, and Traffic Signal Modification

Install raised pavement markers and reflectors through intersections. Install warning signage and reflectors at horizontal curves. Replace crosswalks.

Limits: West Leland Road from Railroad Avenue to Bailey Road

Project Status :

RTP Ref. No. :

Project Cost : \$272,500.00 in dollars

3167 - Marina Blvd Improvements (Marina Master Plan Phase III)

Reduce the number of travel lanes from 4 to 2.

Limits: Marina Blvd from East 3rd Street (North)

Project Status :

RTP Ref. No. :

Project Cost : \$1,333,000.00 in dollars

3168 - Railroad Avenue Northbound Right-turn Lane at SR-4

Widen northbound Railroad Avenue approach to SR-4.

Limits: Railroad Avenue (northbound only) from Bliss Avenue to SR-4

Project Status :

RTP Ref. No. :

Project Cost : \$307,500.00 in dollars

3170 - West Leland Road Extension (Phase II)

Extend West Leland Road from San Marco Blvd to Avila Road. New road will be 4 lanes with raised median and sidewalks.

Limits: San Marco Blvd to Avila Road

Project Status :

RTP Ref. No. :

Project Cost : \$6,003,425.00 in dollars

3171 - San Marco Blvd (SR-4 to Bailey Road)

Extend San Marco Blvd to Bailey Road.

Limits: Southwest area of Pittsburg

Project Status :

RTP Ref. No. :

Project Cost : \$14,389,000.00 in dollars

3172 - Pittsburg-Antioch Highway (Two-way left turn lanes)

Construct a two-way left turn lane for businesses along Pittsburg-Antioch Highway.

Limits: Pittsburg-Antioch Highway between Loveridge Road and Arcy Lane

Project Status :

RTP Ref. No. :

Project Cost : \$307,500.00 in dollars

3173 - SB1 2022-2023 Pavement Management

Reconstruct/improve the pavement on West Leland Road from Railroad Avenue to Jacqueline Drive. Slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, crack sealing.

Limits: West Leland Road from Railroad Avenue to Jacqueline Drive

Project Status :

RTP Ref. No. :

Project Cost : \$1,097,000.00 in dollars

3174 - California Avenue Widening Phase III

Obtain right-of-way, drainage improvements, and widening California Avenue.

Limits: California Avenue from Harbor Street to Railroad Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$10,286,000.00 in dollars

3175 - Marina Blvd, Black Diamond Street, East 5th Street Intersection Improvements

Realign the intersection and it's approaches.

Limits: Intersection of Marina Blvd/Black Diamond/East 5th Street, and its approaches

Project Status :

RTP Ref. No. :

Project Cost : \$97,500.00 in dollars

3176 - Linscheid Drive Traffic Calming

Realign the intersection and it's approaches.

Limits: Intersection of Linscheid Drive, Ramona Street, Madoline Street, and it's approaches

Project Status :

RTP Ref. No. :

Project Cost : \$102,500.00 in dollars

3179 - Bailey Road and West Leland Road Intersection Geometric Improvements

Geometric improvements on the eastbound approach to the intersection Bailey Road and West Leland Road. Widening, adding second left turn-lane and exclusive right turn lane on the eastbound approach. Install retaining walls along north and south sides of West Leland Road between Bailey Road and Oak Hills Drive.

Limits: West Leland Road between Bailey Road and Oak Hills Drive

Project Status :

RTP Ref. No. :

Project Cost : \$3,075,000.00 in dollars

3180 - SB1 2019/20 Pavement Management

Reconstruct/improve pavement on West Leland Road from Bailey Road to Jacqueline Drive. Slurry seal, patch paving, pavement overlay, pavement reconstruction, and crack sealing.

Limits: West Leland Road from Bailey Road to Jacqueline Drive

Project Status :

RTP Ref. No. :

Project Cost : \$1,012,000.00 in dollars

3181 - Signal at Harbor Street and Stoneman Avenue

Design and construct a fully actuated traffic signal at the intersection of Harbor Street and Stoneman Avenue.

Limits: Harbor Street intersection at Stoneman Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$307,500.00 in dollars

3182 - Traffic Signal Modification at Kirker Pass Road and Pheasant Drive

Relocate existing north-south marked crosswalk, relocate 1-B traffic signal pole, and remove two raised "porkchop" islands on the eastern corners. Modify raise median on Pheasant Drive to allow ADA pedestrian crossing.

Limits: Kirker Pass Road at Pheasant Drive

Project Status :

RTP Ref. No. :

Project Cost : \$51,250.00 in dollars

3183 - Buchanan Road Signal Interconnect

Provide for interconnection and re-timing of five existing signalized intersections along Buchanan Road.

Limits: Buchanan Road from Meadows Drive to Harbor Street

Project Status :

RTP Ref. No. :

Project Cost : \$540,000.00 in dollars

3427 - HSIP 10 Crestview Drive Safety Improvements

The project is a state-only funded California of Transportation (CALTRANS) project. It encompasses six intersections along Crestview Drive with the primary goal of improving pedestrian safety and preventing vehicular speeding. The project locations are Crestview Lande, William Way, Atherton Ave, Kingsberry Place, Sunnyhill Way, and Nina Place. The scope of work includes, but not limited to, upgrading pavement markings, installing raised medians, upgrading pedestrian crossings with enhanced safety features.

Limits: Six (6) intersections along Crestview Drive

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$771,100.00 in 2024 dollars

3428 - Citywide Roadway Improvements

This project will consist of the installation and /or upgrade of signs with new fluorescent sheeting, completion of a Citywide roadway safety signing audit and modifications to edge-line and centerline striping. Project improvement locations are focused on various arterial roads.

Limits: Citywide

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$2,965,700.00 in 2025 dollars

3432 - (OBAG II) Pavement Improvement

This project will use a variety of pavement management techniques as appropriated to extend the useful life of the roadway.

Limits: West Leland Rd from Bailey Rd to John Henry Johnson Parkway, West Leland Rd from Crestview Drive to Railroad Ave, and Loveridge from Highway 4 to Pittsburg- Antioch Highway

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$4,350,000.00 in 2024 dollars

3433 - East Leland Rd Pavement Maintenance

This project will extend the useful life of the asphalt pavement on East Leland Rd. Pavement treatments will include mill, overlay, and micro-surfacing. This pavement project triggers ADA curb ramp replacement. Thermoplastic striping will be replaced as is.

Limits: E. Leland Rd from Railroad Ave to Eastern City Limits

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,900,000.00 in 2024 dollars

3434 - Kirker Pass Road Rehabilitation

This project will apply surfacing to Kirker Pass Road to extend the useful life of the street. Existing striping will be replaced as is.

Limits: Kirker Pass Rd between Buchanan Rd and Nortonville Rd

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$610,000.00 in 2024 dollars

Bicycle/Pedestrian**3149 - 2018/19 CDBG Curb Ramp Project**

Design and construction of ADA compliant curb ramps at Gloria Avenue/Jenson Avenue, Gloria Avenue/San Miguel Circle, Jenson Avenue/Rochelle Avenue, Jenson Avenue/Palo Verde Drive, Palo Verde Drive/Sandlewood Court, Palo Verde Drive/Alpine Drive, Rochelle Avenue/Jewett Avenue, Jewett Avenue/McFaul Drive, McFaul Drive/Metten Avenue, McDermott Drive/Metten Avenue, McDermott Drive/Jewett Avenue, and Metten Drive/Coad Court

Limits: Multiple Locations

Project Status :

RTP Ref. No. :

Project Cost : \$232,000.00 in dollars

3150 - San Marco Blvd Class I Trail

Construct Class I trail (Approx. 900'). Project included prefabricated bridge over small drainage watercourse.

Limits: San Marco Blvd between El Cajon Court to West Leland Road

Project Status :

RTP Ref. No. :

Project Cost : \$272,000.00 in dollars

3159 - Century Blvd Class II Bicycle Lanes

Widen Century Blvd to accommodate Class II bikes lanes in both directions from SR-4 freeway undercrossing to North Park Blvd.

Limits: Century Blvd from SR-4 undercrossing to North Park Blvd

Project Status :

RTP Ref. No. :

Project Cost : \$77,000.00 in dollars

3163 - State Route 4 ADA Pathway Improvements

Construct a 6' wide, 970' long, pave pathway that is accessible for the disabled.

Limits: South side of SR-4 from Railroad Avenue to Bliss Avenue Park-n-ride Parking Lot

Project Status :

RTP Ref. No. :

Project Cost : \$410,000.00 in dollars

3169 - Stoneman Avenue Pedestrian Improvements

Upgrade intersection pavement markings/signage and install pedestrian HAWK signals for existing crosswalks at three intersections.

Limits: Three intersections at Stoneman Avenue (Briarcliff Drive, Meadowbrook Circle, and Meadowbrook Avenue)

Project Status :

RTP Ref. No. :

Project Cost : \$902,000.00 in dollars

3177 - Presidio Lane Pedestrian Safety Improvements

Enhance pedestrian safety at crosswalk across Presidio Lane between Senior Center and Stoneman Village senior housing.

Limits: Presidio Lane crosswalk between Senior Center and Stoneman Village senior housing

Project Status :

RTP Ref. No. :

Project Cost : \$26,000.00 in dollars

3178 - Willow Pass Road Class III Bicycle Facility

Widening, signing, and striping Willow Pass Road to provide a Class III bicycle facility from West 10th Street to the Union Pacific Railroad crossing.

Limits: Willow Pass Road from West 10th Street to Union Pacific Railroad Crossing

Project Status :

RTP Ref. No. :

Project Cost : \$205,000.00 in dollars

3196 - Delta De Anza Trail

Install pedestrian lighting, blue light phones, cameras, landscaping, and trail amenities. Explore opportunities to convert Delta De Anza Trail into a linear park. Construct staging areas with parking and wayfinding.

Limits: Western City Limit to Eastern City Limit

Project Status :

RTP Ref. No. :

Project Cost : \$18,272,000.00 in dollars

3197 - Delta De Anza Canal Road Extension (in Bay Point)

Pave existing unpaved trail. Enhance trail crossings at Emerald Cove Drive to connect the EBMUD Utility Trail and Canal Road.

Limits: Franklin Avenue to Canal Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$2,237,000.00 in dollars

3198 - Delta De Anza Trail

Upgrade crossings at Atherton Avenue, Crestview Drive, Presidio Lane, and Gladstone Drive to include rectangular rapid flashing beacons, wayfinding signs, high visibility crosswalk markings, curb extensions, ADA curb ramps, trail crossing striping, and advanced yield markings.

Limits: Delta De Anza Trail at uncontrolled intersections with Atherton Avenue, Crestview Drive, Presidio Lane, and Gladstone Drive

Project Status :

RTP Ref. No. :

Project Cost : \$831,000.00 in dollars

3199 - Delta De Anza Trail

Install Pedestrian Hybrid Beacon where trail meets West Leland Road. Re-purpose Class II bike lanes, sidewalk, and excess roadway width into a Class I path on west side of Range Road and south side of West Leland Road. Install wayfinding, curb ramps, and crosswalk striping at the intersection of West Leland Road and Golf Club Road.

Limits: Delta De Anza Trail at West Leland Road and Range Road Intersections

Project Status :

RTP Ref. No. :

Project Cost : \$1,135,000.00 in dollars

3200 - Harbor Street Signalized Intersection Improvements

Stripe north crosswalk as a trail crossing. At intersection of Delta De Anza Trail install trail wayfinding, turning yield to bikes/pedestrian signs, and median refuge. Upgrade push buttons, countdown signals, and ADA curb ramps.

Limits: Harbor Street and Atlantic Avenue Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$673,000.00 in dollars

3201 - Delta De Anza Trail

Straighten west and south crosswalks, install direction ramps, install bike ramp from southbound separated bikeway to new curb extensions to provide access to trail, install bike box, and investigate countdown signals.

Limits: Delta De Anza Trail at Railroad Avenue Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$673,000.00 in dollars

3202 - Delta De Anza Trail

Install new trail crossing signal. Signal will coordinate with adjacent signal at Atlantic Avenue. Install median refuge, trail crossing striping, and trail way-finding signage.

Limits: Delta De Anza Trail at Harbor Street Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$682,000.00 in dollars

3203 - Delta De Anza Trail

Pave remaining 5' section between the trail and the sidewalk (East side of Harbor Street).

Limits: Delta De Anza Trail at Harbor Street

Project Status :

RTP Ref. No. :

Project Cost : \$186,000.00 in dollars

3204 - Delta De Anza Trail

Re-stripe crosswalk to trail crossing. Install trail way-finding signs and widen curb ramps.

Limits: Delta De Anza Trail and Loveridge Road Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$56,000.00 in dollars

3205 - California Delta Trail

Install Class I path through Pittsburg Wetlands.

Limits: Western City Limit to 8th Street Greenbelt

Project Status :

RTP Ref. No. :

Project Cost : \$11,187,000.00 in dollars

3206 - California Delta Trail Spur

Explore the feasibility of adding Class I facility spur connection between Willow Pass Road and the California Delta Trail to provide another access point.

Limits: Willow Pass Road to California Delta Trail

Project Status :

RTP Ref. No. :

Project Cost : \$746,000.00 in dollars

3207 - 8th Street Greenbelt

Mark crosswalks at each intersection with trail crossing striping and enhancements per Pittsburg Moves Design Guidelines and Crosswalk Policy.

Limits: West Street to Harbor Street

Project Status :

RTP Ref. No. :

Project Cost : \$306,000.00 in dollars

3208 - Harbor Street

Install Class I facility on the west side of the street consistent with Making Waves Academy development proposal. Facility will run parallel to the Class IV facility proposed in the right-of-way.

Limits: East 3rd Street to East 8th Street

Project Status :

RTP Ref. No. :

Project Cost : \$1,119,000.00 in dollars

3209 - Harbor Street

Install Class I facility on east side of Harbor Street. Widen existing sidewalk, install new retaining wall, install connection between bike path north of East Santa Fe Avenue to Harbor Street and Pittsburg-Antioch Highway bike path, Install trail crossing at 8th Street per Uncontrolled Crosswalk Upgrades list, and connect new Class I path along west side of Harbor Street through the sports field and existing 8th Street Greenway.

Limits: East 8th Street to Pittsburg-Antioch Highway

Project Status :

RTP Ref. No. :

Project Cost : \$933,000.00 in dollars

3210 - Harbor Street

Stripe the east crosswalk as a trail crossing and install a speed table across the slip lane or remove if necessary truck access can be maintained.

Limits: Harbor Street and Pittsburg-Antioch Highway Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$354,000.00 in dollars

3211 - Central Park Path

Add lighting in Central Park paths.

Limits: n/a

Project Status :

RTP Ref. No. :

Project Cost : \$499,000.00 in dollars

3212 - Los Medanos to Pittsburg Center BART Trail

Add a Class I facility using abandoned land south of freeway to connect existing Class I facilities.

Limits: Frontage Road from Crestview Lane to Burton Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$1,492,000.00 in dollars

3213 - Los Medanos to Pittsburg Center BART Trail

Add a Class I facility using abandoned land south of freeway.

Limits: Frontage Road from Chelsea Way to Dover Way

Project Status :

RTP Ref. No. :

Project Cost : \$1,119,000.00 in dollars

3214 - PG&E Corridor

Coordinate with PG&E to conduct feasibility study for a Class I path as designated in General Plan.

Limits: PG&E Corridor from Dover Way to West Leland Road

Project Status :

RTP Ref. No. :

Project Cost : \$746,000.00 in dollars

3215 - PG&E Corridor

Coordinate with PG&E to conduct a feasibility study to add a Class I path as designated in General Plan.

Limits: PG&E Corridor from West Leland Road to Delta De Anza Trail to proposed Contra Costa Canal Trail Extension

Project Status :

RTP Ref. No. :

Project Cost : \$1,864,000.00 in dollars

3216 - PG&E Corridor

Coordinate with PG&E to conduct a feasibility study for a Class I facility between North Parkside Avenue.

Limits: PG&E Corridor from North Parkside Drive to Power Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$1,864,000.00 in dollars

3217 - PG&E Corridor

Create a trail that connects Bodega Drive to Rancho Medanos Junior High School and the planned utility corridor trail.

Limits: Rancho Medanos Junior High School from Bodega Drive

Project Status :

RTP Ref. No. :

Project Cost : \$746,000.00 in dollars

3218 - Delta Waterfront Access Trail

Install a Class I path that connects East 3rd Street to the waterfront Delta Access Trail.

Limits: Delta Waterfront Access Trail from East 3rd Street to Delta Access Trail

Project Status :

RTP Ref. No. :

Project Cost : \$2,237,000.00 in dollars

3219 - Delta Waterfront Access Trail

Install a bicycle/pedestrian path along the shoreline that connects the western subdivision to the industrial property east of downtown.

Limits: Delta Waterfront Access Trail from Western subdivision to Koch Carbon Inc (Close to Eastern End Point)

Project Status :

RTP Ref. No. :

Project Cost : \$1,864,000.00 in dollars

3220 - Railroad Avenue Greenway

Install a Class I shared-use path on the west side of Railroad Avenue. Includes lighting, landscape buffer from street, and trail cross striping.

Limits: Railroad Avenue from California Avenue to Delta De Anza Trail

Project Status :

RTP Ref. No. :

Project Cost : \$1,864,000.00 in dollars

3221 - Railroad Avenue Greenway

Widen existing sidewalk to provide Class I shared-use path with minimum 5' landscape buffer from Railroad Avenue. Provide crossing intersection improvements and trail crossing striping.

Limits: Railroad Avenue from California Avenue to City Park

Project Status :

RTP Ref. No. :

Project Cost : \$1,290,000.00 in dollars

3222 - Contra Costa Canal Trail Extension

Coordinate with Contra Costa County Water District to conduct feasibility study of Class I path to extend the Contra Costa Canal Trail into Pittsburg.

Limits: Contra Costa Canal Trail Extension

Project Status :

RTP Ref. No. :

Project Cost : \$18,272,000.00 in dollars

3223 - Bay to Black Diamond Trail

Coordinate with EBRPD to conduct a feasibility study for a new "Bay to Black Diamond Trail" to connect the waterfront with the Black Diamond Mines Regional Preserve.

Limits: Bay to Black Diamond - Citywide

Project Status :

RTP Ref. No. :

Project Cost : \$100,000.00 in dollars

3224 - Utility Easement East of Los Medanos College

Coordinate with property owners and Antioch to secure easement for Class I shared-use path with lighting, amenities, and connection points to the Delta De Anza Trail and East Leland Road.

Limits: Utility Eastment East of Los Medanos College from Buchanan Road to Pittsburg Antioch Highway

Project Status :

RTP Ref. No. :

Project Cost : \$4,102,000.00 in dollars

3225 - Delta View Golf Course

Conduct a feasibility study for a Class I perimeter loop path around the Delta View Golf course.

Limits: n/a

Project Status :

RTP Ref. No. :

Project Cost : \$100,000.00 in dollars

3226 - Pittsburg Bay Point BART Station Site

Install pedestrian improvements on the BART site per the North Concord to Antioch BART Access Study. Includes ADA ramps, marked crosswalks, and pedestrian access stairway/ramp from West Leland Road.

Limits: Bay Point BART Station

Project Status :

RTP Ref. No. :

Project Cost : \$333,600.00 in dollars

3227 - Pittsburg Bay Point BART Station Site

Stripe Class II bike lanes through narrow travel lanes to 10-11'.

Limits: Bay Point BART Station

Project Status :

RTP Ref. No. :

Project Cost : \$203,000.00 in dollars

3228 - BART Stations

Install additional lighting on streets adjacent to BART Stations and pedestrian scale lighting from the public right-of-way to BART Stations.

Limits: BART Stations

Project Status :

RTP Ref. No. :

Project Cost : \$332,600.00 in dollars

3229 - San Marcos Blvd Bike Facility

Install a Class I facility on the west side of the roadway that ties into the West Leland Road intersection. Explore extending the facility through the SR-4 interchange into Contra Costa County to connect with the Delta De Anza Trail.

Limits: San Marcos Blvd from Evora Road to Rio Verde Circle

Project Status :

RTP Ref. No. :

Project Cost : \$4,798,000.00 in dollars

3230 - Tomales Bay Drive Bike Lanes

Re-stripe bike lanes with two white stripes with 10' travel lanes, 6' bike lanes, and 8' parking lanes. Add traffic calming treatments.

Limits: Alves Ranch Road from West Leland Road to end of the road

Project Status :

RTP Ref. No. :

Project Cost : \$103,000.00 in dollars

3231 - Alves Ranch Road Safety Improvements

Install crosswalk enhancements, high-visibility crosswalk markings, parking restriction on crosswalk approach, lighting, advance yield here signs, pedestrian refuge island on north crosswalk, and curb extensions.

Limits: Alves Ranch Road from Kapalua Bay Circle Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$5,364,000.00 in dollars

3232 - Bailey Road Bikeway (Outside City Limits)

Narrow lanes to 10-11' to provide a Class IV separated bikeway with 7' bikeway and 4' buffer. Install bicycle and pedestrian wayfinding and signage on Bailey Road to connect routes and destinations, such as the BART Station.

Limits: Bailey Road from Willow Pass Road to Canal Road

Project Status :

RTP Ref. No. :

Project Cost : \$102,000.00 in dollars

3233 - Bailey Road Bike Facility

Widen existing sidewalk to provide a minimum 10' Class I path with 5' landscape buffer on the west side of the street. In near term, upgrade bike lanes to Class IV separated bikeway through narrowing travel lanes to 11' and creating a 5' bike lane with 2' buffer and posts. Install bicycle and pedestrian wayfinding signage on Bailey Road to connect routes and destinations, such as the BART Station.

Limits: Bailey Road from Canal Road to BART Access Road

Project Status :

RTP Ref. No. :

Project Cost : \$430,000.00 in dollars

3234 - Bailey Road Trail Crossing Safety Improvements

Stripe trail crossing markings on the west and south crosswalks, stripe east crosswalk as high-visibility, stripe advanced stop bars on all approaches, and provide pedestrian intervals and consider protecting right turns to remove pedestrian-auto conflicts.

Limits: Bailey Road and SR-4 Eastbound Off-ramps/Bart Access Road Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$323,000.00 in dollars

3235 - Bailey Road and West Leland Intersection

Strip high-visibility crosswalk markings with advance stop bars, install missing crosswalk on south leg, formalize median refuge with nose and pedestrian push button on north crosswalk, and install LPI on north crosswalk.

Limits: Bailey Road and West Leland Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$323,000.00 in dollars

3236 - Bailey Road Sidewalk Gap

Coordinate with homeowners to close sidewalk gap on east side of the street.

Limits: Bailey Road and West Leland Road to 250' south of Leland Road

Project Status :

RTP Ref. No. :

Project Cost : \$129,000.00 in dollars

3237 - Range Road Extension/SR-4 Grade Separation

Study the feasibility of extending Range Road with grade separation at SR-4, either as a roadway or pedestrian/bicycle only access.

Limits: Existing terminus of Range Road north of SR-4 to Wedgewood Drive

Project Status :

RTP Ref. No. :

Project Cost : \$100,000.00 in dollars

3238 - Range Road Bike Improvements

Upgrade existing Class II bike lanes to Class IV separated bikeways with a lane reduction between Ackerman Drive and West Leland Road. Stripe trail crossings on west and south crosswalks at Leland Road and provide space for bikes and people to queue on each corner. Consider a LPI to support crossings at Leland Road per Pittsburgh Moves Crosswalk Policy.

Limits: Range Road from Wedgewood Drive to West Leland Road

Project Status :

RTP Ref. No. :

Project Cost : \$135,000.00 in dollars

3239 - Crestview Drive Bike Improvements

Upgrade existing Class II bike lanes to Class II buffered bike lanes.

Limits: Crestview Drive from Frontage Road to Castlewood Drive

Project Status :

RTP Ref. No. :

Project Cost : \$215,000.00 in dollars

3240 - Crestview Drive Trail Connection

Formalize the trail connection adjacent to Mt. Zion Baptist Church that connects Crestview Drive to Crowley Avenue.

Limits: Crestview Drive to Crowley Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$149,000.00 in dollars

3241 - Marina Boulevard and Cutter Street Improvements

Install crosswalk approach, high-visibility crosswalk markings, parking restriction on crosswalk approach, lighting, advance yield here to pedestrian signs and yield lines, curb extensions, and upgraded curb ramps.

Limits: Marina Blvd and Cutter Street

Project Status :

RTP Ref. No. :

Project Cost : \$2,904,000.00 in dollars

3242 - Marina Blvd and East 5th Street Improvements

Install crosswalks, high-visibility crosswalk markings, parking restriction on crosswalk approach, lighting, advance yield here to pedestrian signs and yield lines, curb extensions, and upgraded curb ramps.

Limits: Marina Blvd and East 5th Street Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$258,000.00 in dollars

3243 - Marina Blvd and West Street Improvements

Install crosswalks, high-visibility crosswalk markings, parking restriction on crosswalk approach, lighting, advance yield here to pedestrian signs and yield lines, curb extensions, pedestrian refuge, and upgraded curb ramps.

Limits: Marina Blvd and West Street Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$11,477,215.00 in dollars

3244 - Marina Blvd and York Street Improvements

Install crosswalks, high-visibility crosswalk markings, parking restriction on crosswalk approach, lighting, advance yield here to pedestrian signs and yield lines, curb extensions, and upgraded curb ramps.

Limits: Marina Blvd and York Street Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$620,000.00 in dollars

3245 - Railroad Avenue Safety Improvements

Install new north leg marked crosswalk. Install curb extensions at northeast and southeast corners. Relocate bus stop to far side of intersection or south of 5th Street.

Limits: Railroad Avenue and 5th Street

Project Status :

RTP Ref. No. :

Project Cost : \$258,000.00 in dollars

3246 - Railroad Avenue and Central Avenue Intersection

Conduct study to reassess access and circulation at Cornwall Street and Railroad Lane to narrow intersection and remove additional legs to improve safety. Consider moving the angled parking from the east to west sides of Railroad lane. Tighten curb radii, re-stripe crosswalks, consider adding LPI, add protected left turns, and upgrade to push buttons and countdown signals.

Limits: Railroad Avenue and Central Avenue Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$673,000.00 in dollars

3248 - Railroad Avenue and Parkside Drive Improvement

Remove "pork chop" island on east crosswalk and tighten corner, stripe high visibility crosswalks with advance bars, upgrade curb ramps, and bring the SB on-ramp in at closer to 90 degree alignment with Railroad Avenue.

Limits: Railroad Avenue and Parkside Drive Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$292,000.00 in dollars

3249 - Railroad Avenue and Civic Avenue Improvements

Mark south crosswalk at Civic Avenue, add LPI on north and south crosswalks, install high-visibility crosswalk markings, and lighting.

Limits: Railroad Avenue and Civic Avenue Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$673,000.00 in dollars

3250 - Railroad Avenue Sidewalk

Improve Railroad Avenue sidewalk with lighting, traffic barrier, and pedestrian amenities per the North Concord to Antioch BART Access Study.

Limits: Railroad Avenue from Center Drive to Bliss Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$138,000.00 in dollars

3251 - Railroad Avenue and Bliss Avenue Improvements

Close sidewalk gap at west intersection approach, mark the north crosswalk, add pedestrian refuge on north and south crosswalks, upgrade curb ramps and investigate accessibility upgrades needed to push buttons and countdown signals.

Limits: Railroad Avenue and Bliss Avenue Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$323,000.00 in dollars

3252 - Railroad Avenue Safety Improvements at SR-4

Add bulb out to provide pedestrian visibility at southeast corner of Railroad Avenue and California Avenue. Install green paint for 2-step trail crossing Railroad Avenue at California Avenue (north and east legs). Add new south crosswalk, install LPI, install BART way finding, and explore signaling the southbound right turn lane from Railroad Avenue to the SR-4 westbound on-ramp.

Limits: SR-4 Westbound On-Ramp/California Avenue Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$673,000.00 in dollars

3253 - Railroad Avenue and SR-4 Eastbound Ramps

Install green paint for 2-step trail crossing across Railroad Avenue at the SR-4 eastbound off-ramp (south and east legs). Install trail crossing striping on south crosswalk, add north crosswalk, widen pedestrian refuge on south crosswalk to 10', upgrade curb ramps, install BART wayfinding, and investigate accessibility upgrades needed to push buttons and countdown signals.

Limits: SR-4 Eastbound Ramps Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$673,000.00 in dollars

3254 - SR-4 Ramps to Delta De Anza Trail

Install a Class IV bicycle facility (7' bike lane and 4' buffer) by reducing travel lane widths to 10' and 11' in each direction.

Limits: Railroad Avenue from SR-4 Ramps to Delta De Anza Trail

Project Status :

RTP Ref. No. :

Project Cost : \$169,000.00 in dollars

3255 - Railroad Avenue and Yosemite Drive Improvements

Install south leg marked crosswalk with protected left turns, add new directional curb ramps, install "Bikes Use Ped Signal" sign, and investigate need for countdown signals.

Limits: Railroad Avenue and Yosemite Drive Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$323,000.00 in dollars

3256 - Railroad Avenue Bikeway

Install Class IV separated bikeways by narrowing travel lanes to 10' inside and 11' outside lanes. Reduce the long right turn pocket on the northbound approach of Buchanan Road and mark Class IV separated bike ways up to the intersection.

Limits: Delta De Anza Trail to Pheasant Drive

Project Status :

RTP Ref. No. :

Project Cost : \$440,000.00 in dollars

3257 - Railroad Avenue and Buchanan Road Improvements

Install high visibility crosswalk markings, lighting, advance stop lines, and new south leg marked crosswalk. Consider adding a pedestrian refuge with widened north and south medians. Close sidewalk gap on northeast corner and close bike lane gaps.

Limits: Railroad Avenue and Buchanan Road Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$673,000.00 in dollars

3258 - Railroad Avenue and 4th Street Improvements

Install crosswalk enhancements, high visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting, curb extensions, and upgrade curb ramps.

Limits: Railroad Avenue and 4th Street

Project Status :

RTP Ref. No. :

Project Cost : \$20,288,240.00 in dollars

3259 - Railroad Avenue and 7th Street Improvements

Install crosswalk enhancements per Pittsburg Moves Crosswalk Policy. Install high visibility markings and lighting.

Limits: Railroad Avenue and 7th Street Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$2,931,200.00 in dollars

3260 - Railroad Avenue and 8th Street Improvements

Install crosswalk enhancements per Pittsburg Moves Crosswalk Policy. Install high visibility markings, lighting, and relocate decorative flagpoles or RRFB.

Limits: Railroad Avenue and 8th Street Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$2,904,000.00 in dollars

3261 - Railroad Avenue and 4th Street Improvements

Install crosswalk enhancements per Pittsburg Moves Crosswalk Policy. Install high visibility crosswalk markings, parking restriction on crosswalk approach, lighting, raised crosswalk, and curb extensions. Upgrade curb ramps.

Limits: Railroad Avenue and 4th Street Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$21,805,215.00 in dollars

3262 - Railroad Avenue and 6th Street Improvements

Install high visibility crosswalk markings, parking restriction on crosswalk approach, and lighting.

Limits: Railroad Avenue and 6th Street Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$756,000.00 in dollars

3263 - Kirker Pass Road Bikeway

Convert shoulder to Class IV separated bikeway.

Limits: Kirker Pass Road from Pheasant Drive to Southern City Limit

Project Status :

RTP Ref. No. :

Project Cost : \$102,000.00 in dollars

3264 - Kirker Pass Road and Pheasant Drive Improvements

Remove the northeast and southeast slip lanes and straighten east crosswalk. Install pedestrian refuge on east crosswalk and upgrade curb ramps.

Limits: Kirker Pass Road and Pheasant Drive Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$323,000.00 in dollars

3265 - Kirker Pass Road Safety Improvements

Install rumbling strips, flashing beacons, and speed feedback sign.

Limits: Kirker Pass Road at City boundary to Buchanan Road

Project Status :

RTP Ref. No. :

Project Cost : \$208,000.00 in dollars

3266 - Civic Avenue Bike Facility

Make this roadway a designated bicycle blvd by adding way finding, sharrows, and traffic calming per the Railroad Avenue Specific Plan.

Limits: Civic Avenue from Cassia Street to Davi Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$168,000.00 in dollars

3267 - School Street Bike Facility

Make this roadway to a designated bicycle blvd by adding way finding, sharrows, and traffic calming.

Limits: School Street from Railroad Avenue to Harbor Street

Project Status :

RTP Ref. No. :

Project Cost : \$168,000.00 in dollars

3268 - School Street, Treatro Street, El Pueblo Avenue, and Diane Avenue Improvements

Change roadway to a designated bicycle blvd by adding way finding, sharrows, and traffic calming.

Limits: Harbor Street to Treatro Street to El Pueblo Avenue to Diane Avenue to California Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$336,000.00 in dollars

3269 - Polaris Drive and Schooner Way Improvements

Add Class II bike lanes.

Limits: Schooner Way (City Limits to Polaris Drive) and Polaris Drive (Schooner Way to Range Road)

Project Status :

RTP Ref. No. :

Project Cost : \$101,000.00 in dollars

3270 - Polaris Drive/Power Avenue Improvements

Install Class II buffered bike lanes (6' bike lane and 2' buffer) by narrowing travel lanes to 11'. On Power Avenue, remove parking on the south side.

Limits: Range Road to Andrew Blvd

Project Status :

RTP Ref. No. :

Project Cost : \$136,000.00 in dollars

3271 - Power Avenue Bikeway

Install a 16' two way Class IV separated bikeway (12' bike lanes, 4' buffer) on the south side of the street.

Limits: Andrew Blvd to Davi Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$115,000.00 in dollars

3272 - Polaris Drive and Schooner Street Improvements

Install new east leg crosswalk, tighten northeast and northwest curb radii, install pedestrian refuge on east and west leg crosswalks, and upgrade curb ramps.

Limits: Polaris Drive at Schooner Street

Project Status :

RTP Ref. No. :

Project Cost : \$164,000.00 in dollars

3273 - Power Avenue/Polaris Drive Improvement

Install high visibility crosswalk markings, parking restriction on crosswalk approach, lighting, advance yield here to pedestrian signs and yield lines, and pedestrian refuge. Upgrade curb ramps and consider RRFBs.

Limits: Jorgensen Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$5,476,000.00 in dollars

3274 - Power Avenue and Mid-block Improvements

Install high visibility crosswalk markings, lighting, pedestrian refuge, and raised crosswalk.

Limits: Power Avenue and Mid-block location

Project Status :

RTP Ref. No. :

Project Cost : \$117,000.00 in dollars

3275 - Harbor Street Bike Facility

Install a Class IV bicycle facility through either (1) a 4-3 lane reduction (7' bike lane, 3-4' buffer) or (2) between Pittsburg-Antioch Highway and Hawthorne Street, and remove parking on one side of the street.

Limits: Harbor Street from East 3rd Street to Army Street

Project Status :

RTP Ref. No. :

Project Cost : \$373,000.00 in dollars

3276 - Harbor Street Bike Lanes

Upgrade the existing Class II bike lanes to a Class IV bicycle facility (7' bike lane, 4' buffer) by narrowing the travel lanes to 10' and 11'.

Limits: Harbor Street from Bliss Avenue to Stoneman Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$271,000.00 in dollars

3277 - Harbor Street and Stoneman Drive Improvements

Install single-lane roundabout or narrow intersection through median refuge and bulbouts. Mark south crosswalk.

Limits: Harbor Street and Stoneman Drive Roundabout

Project Status :

RTP Ref. No. :

Project Cost : \$448,000.00 in dollars

3278 - Harbor Street and Yosemite Drive Improvements

Align the intersection to 90 degrees. Install curb extensions on the southwest and northwest corner and east side of the street. Add LPI on north and south crosswalks. Investigate if accessibility upgrades are needed to push buttons and countdown signals.

Limits: Harbor Street and Yosemite Drive Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$547,000.00 in dollars

3279 - Harbor Street and Yosemite Intersection Safety Improvements

Install new high visibility crosswalk and RRFB across Harbor Street at the Highlands Elementary School driveway. Install a crosswalk ahead warning sign on the southbound approach and curb extensions.

Limits: Harbor Street at Highlands Elementary/Buchanan Park Driveway

Project Status :

RTP Ref. No. :

Project Cost : \$200,000.00 in dollars

3280 - Harbor Street Safety Improvements

Install new high visibility with pedestrian refuge, advanced yield markings and signage, curb extensions, and enhance with RRFBs. Coordinate with Parks Department to install path between new crosswalk and Buchanan Park pool.

Limits: Harbor Street (Mid-block crossing approx. 250' north of the Buchanan Road Intersection)

Project Status :

RTP Ref. No. :

Project Cost : \$200,000.00 in dollars

3281 - Loveridge Road Bikeway

Reduce travel lanes to 11' and install 7' separated bike ways (5' bike lanes, 2' buffer).

Limits: Loveridge Road from North Terminus of Roadway to California Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$305,000.00 in dollars

3282 - Loveridge Road Bike Lanes

Upgrade the existing Class II bike lanes to a Class IV bicycle facility (7' bike lane, 2' buffer) by narrowing travel lanes to 10' and 11'.

Limits: Loveridge Road from SR-4 Eastbound Ramps to Buchanan Road

Project Status :

RTP Ref. No. :

Project Cost : \$373,000.00 in dollars

3283 - Loveridge Road and Buchanan Street Improvements

Install "Turning Vehicles Yield to Pedestrians" sign for southbound right traffic. Install median refuge with pedestrian push button on Buchanan Street at the western crosswalk. Tighten curb radii on the northwest and northeast corners to slow the speed of turning traffic. Install school zone 25 mph sign. Modify signal timing to add an LPI and consider prohibiting right turns on red.

Limits: Loveridge Road and Buchanan Street Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$323,000.00 in dollars

3284 - Loveridge Road and California Avenue Improvements

Install pork chop islands with raised crosswalks at all corners of the intersection. Restripe the crosswalks and install median refuges with push buttons if they still enable left turns.

Limits: Loveridge Road and California Avenue Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$673,000.00 in dollars

3285 - Stoneman Avenue/Gladstone Drive Bike Facility

Designate the following road to be a bicycle blvd by adding way finding and sharrows. Explore additional traffic calming methods.

Limits: Loveridge Road to East Leland Road

Project Status :

RTP Ref. No. :

Project Cost : \$294,000.00 in dollars

3286 - Roundhill Drive/Norine Drive Bike Facility

Designate the following roadway to a bicycle blvd by adding way finding and sharrows. Explore additional traffic calming methods.

Limits: Ventura Drive to Roundhill Drive to Delta De Anza Trail

Project Status :

RTP Ref. No. :

Project Cost : \$168,000.00 in dollars

3287 - North Park Blvd Improvements

Close the sidewalk gap on the north side of North Park Blvd.

Limits: North Park Blvd from Loveridge Road to Pace Blvd

Project Status :

RTP Ref. No. :

Project Cost : \$1,549,000.00 in dollars

3288 - Somersville Road Bike Facility

Install a Class I facility by widening the existing sidewalk.

Limits: Delta De Anza Trail to James Donlon Blvd

Project Status :

RTP Ref. No. :

Project Cost : \$3,356,000.00 in dollars

3289 - East 3rd Street and Cardinale Court Improvement

Install high visibility crosswalk markings, parking restriction on crosswalk approach, advance yield here to pedestrian signs and yield lines, pedestrian refuge island, and curb extensions. Upgrade existing curb ramps and consider RRFBs. Perform road diet and reduce 4 to 3 lanes.

Limits: East 3rd Street and Cardinale Court Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$5,739,000.00 in dollars

3290 - East 3rd Street and Cumberland Avenue Improvements

Install high visibility crosswalk markings, parking restriction on crosswalk approach, lighting, yield here to pedestrian signs, yield lines, pedestrian refuge island, and curb extensions. Upgrade existing curb ramps, consider RRFBs, and perform road diet from 4 to 3 lanes.

Limits: East 3rd Street and Cumberland Avenue Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$310,000.00 in dollars

3291 - Willow Pass Road Shared-Use Path

Install a Class I facility (10' shared-use path with 5' buffer). Conduct a right-of-way assessment to determine path or shoulder widening opportunities. Study additional options for providing bicycle/pedestrian access at pinch points underneath railroad bridges.

Limits: Willow Pass Road from Parkside Drive to Enterprise Circle

Project Status :

RTP Ref. No. :

Project Cost : \$4,475,000.00 in dollars

3292 - Willow Pass Road and Nantucket Drive Improvement

Mark east leg crosswalk. Upgrade curb ramps and investigate if accessibility upgrades are needed to push buttons and countdown signals.

Limits: Willow Pass Road and Nantucket Drive Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$323,000.00 in dollars

3297 - Willow Pass Road and 10th Street Improvements

Install high visibility crosswalk markings, parking restriction on crosswalk approach, lighting, advance yield here to pedestrian signs and yield lines, pedestrian refuge island, curb extensions, and PHB. Reduce lane to remove eastbound right turn lane and extend bikeway and upgrade curb ramps.

Limits: Willow Pass Road and 10th Street Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$10,213,000.00 in dollars

3298 - West 10th Street and Enterprise Circle Improvement

Install high visibility crosswalk markings, parking restriction on crosswalk approach, lighting, advance yield here to pedestrians signs and yield lines, pedestrian refuge island, curb extensions, and PHB. Upgrade curb ramps and move bus stop to far side of street.

Limits: West 10th Street and Enterprise Circle Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$10,213,000.00 in dollars

3299 - West 10th Street and Cutter Street Improvement

Install high visibility markings, parking restriction on crosswalk approach, lighting, advanced yield here to pedestrians signs, and yield lines.

Limits: West 10th Street and Cutter Street Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$5,166,000.00 in dollars

3300 - West 10th Street and West Street Improvements

Install high visibility markings, parking restriction on crosswalk approach, lighting, advance yield to pedestrian signs and yield lines. Evaluate and consider RRFBs.

Limits: West 10th Street and West Street Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$448,000.00 in dollars

3301 - East 10th Street and Solari Drive Improvement

Install high visibility crosswalk markings, parking restriction on crosswalk approach, lighting, advance yield here to pedestrians signs and yield lines, and curb extension on southwest corner. Relocate east crosswalk to west side of street to make crosswalk accessible.

Limits: East 10th Street and Solari Drive Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$180,000.00 in dollars

3302 - East 10th Street at Railroad

Remove slip lane on southeast corner. Install pedestrian refuge on south crosswalk, LPI on east and west crosswalks, and high visibility crosswalk marking.

Limits: East 10th Street and Railroad Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$673,000.00 in dollars

3303 - Central Avenue Traffic Calming

Provide traffic calming improvements along Central Avenue, such as speed tables at major intersection and/or speed humps to enhance existing Class III bicycle route.

Limits: Central Avenue from Harbor Street to Pittsburg-Antioch Highway

Project Status :

RTP Ref. No. :

Project Cost : \$208,000.00 in dollars

3305 - East 14th Street Multi-use Path

Install Class I multi-use path on East 14th Street. This will require using the unpaved shoulder on the south side of the roadway and/or removing parking.

Limits: East 14th Street from Harbor Street to Pittsburg-Antioch Highway

Project Status :

RTP Ref. No. :

Project Cost : \$1,492,000.00 in dollars

3307 - East 14th to Harbor Bike Blvd Connector

Install Pedestrian Hybrid Beacon (PHB) to connect the bike facility on the west side of Harbor Street to the driveway/bike connection on the east side of the street.

Limits: Harbor Street and Hawthorne Street/Driveway Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$187,000.00 in dollars

3308 - Pittsburg-Antioch Highway Bike Facility

Install a Class IV bicycle facility (7' bike lane, 3' buffer) by utilizing existing shoulders and narrowing travel lanes to 11'.

Limits: Harbor Street to East 14th Street

Project Status :

RTP Ref. No. :

Project Cost : \$576,000.00 in dollars

3309 - Pittsburg-Antioch Highway Multi-use Path

Install Class I Multi-use path on Pittsburg-Antioch Highway by narrowing the travel lanes to 11', turn lanes to 10', and utilizing the unpaved shoulders.

Limits: Pittsburg- Antioch Highway from East 14th Street to Arcy Lane

Project Status :

RTP Ref. No. :

Project Cost : \$6,339,000.00 in dollars

3310 - North Parkside Drive Bikeway - Railroad to Amberhill

Install a Class IV bicycle facility by re-purposing space for existing 5-6' Class II facility, narrowing travel and turn lanes to 11', and eliminating parking.

Limits: North Parkside Drive from Railroad Avenue to Amberhill Court

Project Status :

RTP Ref. No. :

Project Cost : \$339,000.00 in dollars

3311 - North Parkside Drive Bikeway - Amberhill to Parkview

Install a Class IV bicycle facility by narrowing travel lanes to 10'.

Limits: North Parkside Drive from Amberhill Court to Parkview Drive

Project Status :

RTP Ref. No. :

Project Cost : \$102,000.00 in dollars

3312 - North Parkside Drive Bikeway - Parkview to Range

Install a Class IV bicycle facility (7' bike lane plus buffer) by narrowing travel lanes and using space from existing 6' Class II facility. Over the bridge at Range Road, install Class II bike lanes (5') with 11' travel lanes.

Limits: North Parkside Drive from Parkview Drive to Range Road

Project Status :

RTP Ref. No. :

Project Cost : \$169,000.00 in dollars

3313 - North Parkside Drive/Willow Pass Road Bikeway - Range to Commodore

Install a Class IV bicycle facility (7' bike lane plus buffer) by narrowing travel lanes and using space from existing 6' Class II facility. Over the bridge at Range Road, install Class II bike lanes (5') with 11' travel lanes.

Limits: North Parkside Drive/ Willow Pass Road from Range Road to Commodore Court

Project Status :

RTP Ref. No. :

Project Cost : \$135,000.00 in dollars

3314 - Willow Pass Road and Balclutha Way Improvements

Mark west leg crosswalk and investigate if accessibility upgrades are needed to push buttons and countdown signals.

Limits: Willow Pass Road and Balclutha Way Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$323,000.00 in dollars

3315 - California Avenue Path Feasibility Study

Assess the feasibility of installing a Class I path on the south side of California Avenue (widen the proposed 8' path to 14') and add a minimum 5' landscape buffer between the parking area and the path, narrowing the 15' proposed travel lanes and proposed pull out lanes.

Limits: California Avenue from Railroad Avenue to Harbor Street

Project Status :

RTP Ref. No. :

Project Cost : \$1,492,000.00 in dollars

3316 - California Avenue Bike Facility

If the path option is infeasible, install a two-way Class IV bike facility on the north side of California Avenue from Harbor Street to Loveridge Road. Implement a lane reduction to gain the necessary right-of-way.

Limits: California Avenue from Harbor Street to Loveridge Road

Project Status :

RTP Ref. No. :

Project Cost : \$305,000.00 in dollars

3317 - California Avenue and Harbor Street Intersection Improvements

Tighten curb radii at corners where feasible to reduce crossing distances. Install south leg marked crosswalk. Stripe two-stage turn boxes to support bicyclist traveling from Harbor Street to BART via California Avenue.

Limits: California Avenue and Harbor Street Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$323,000.00 in dollars

3318 - Bliss Avenue Trail

Install a bicycle trail south of and parallel to SR-4.

Limits: Railroad Avenue to Harbor Street

Project Status :

RTP Ref. No. :

Project Cost : \$1,119,000.00 in dollars

3319 - Bliss Avenue Safety Improvement

Close all sidewalk gaps with minimum 8' sidewalk with street trees.

Limits: Bliss Avenue from Railroad Avenue to Harbor Street

Project Status :

RTP Ref. No. :

Project Cost : \$775,000.00 in dollars

3320 - West Leland Road Bike Facility - Villa to Tomales Bay
Install Class I multi-use path on the south side of West Leland Road.
Limits: Villa Drive to Tomales Bay Drive

Project Status :
RTP Ref. No. :
Project Cost : \$2,237,000.00 in dollars

3321 - West Leland Road and Valente Drive Improvement
Install Pedestrian Hybrid Beacon (PHB) on West Leland Road at Valente Drive.
Limits: West Leland Road and Valente Drive Intersection

Project Status :
RTP Ref. No. :
Project Cost : \$187,000.00 in dollars

3322 - West Leland Road Bike Facility - Tomales Bay to BART Access Road
Install Class I multi-use path on the north side of West Leland Road.
Limits: Tomales Bay Drive to BART access road

Project Status :
RTP Ref. No. :
Project Cost : \$2,983,000.00 in dollars

3323 - West Leland Road and Woodhill Drive Improvement
Install east and west leg crosswalks, close sidewalk gap, upgrade southeast curb ramp, and investigate if accessibility upgrades are needed to push buttons and countdown signals.
Limits: West Leland Road and Woodhill Drive Intersection

Project Status :
RTP Ref. No. :
Project Cost : \$673,000.00 in dollars

3324 - West Leland Road Bike Facility - BART Access Road to Woodhill
Close sidewalk gap on the north side of West Leland Road.
Limits: West Leland Road from Woodhill Drive to BART access road

Project Status :
RTP Ref. No. :
Project Cost : \$516,000.00 in dollars

3325 - West Leland Road and Southwood Drive
Install east and west leg crosswalks. Upgrade curb ramps and investigate if accessibility upgrades needed to push buttons and countdown signals.
Limits: West Leland Road and Southwood Drive Intersection

Project Status :
RTP Ref. No. :
Project Cost : \$673,000.00 in dollars

3326 - West Leland Road and BART Driveway Improvement
Install west leg marked crosswalk, high visibility crosswalk marking, BART way finding, and LPI. Investigate if accessibility upgrades needed to push buttons and countdown signals.
Limits: West Leland Road and BART Driveway Intersection

Project Status :
RTP Ref. No. :
Project Cost : \$673,000.00 in dollars

3327 - West Leland Road and Oak Hills Drive Improvement
Install West leg marked crosswalk.
Limits: West Leland Road and Oak Hills Drive Intersection

Project Status :
RTP Ref. No. :
Project Cost : \$323,000.00 in dollars

3328 - West Leland Road and Montevideo Drive Improvement
Install west leg marked crosswalk. Upgrade curb ramp on the southwest corner. Investigate if accessibility upgrades needed to push buttons and countdown signals.
Limits: West Leland Road and Montevideo Drive Intersection

Project Status :
RTP Ref. No. :
Project Cost : \$323,000.00 in dollars

3329 - West Leland Road at John Henry Johnson Pkwy Safety Improvements

Install new high visibility crosswalk with Pedestrian Hybrid Beacon (PHB). Consider locating crosswalk on east leg or keeping on west leg and moving busy stops from nearside to far side. If crosswalk is on west leg, install median refuge that maintains fire access.

Limits: West Leland Road at John Henry Johnson Parkway

Project Status :

RTP Ref. No. :

Project Cost : \$187,000.00 in dollars

3330 - West Leland Road at Henry Johnson Park Safety Improvements

Consider marking new high visibility crosswalk with Pedestrian Hybrid Beacon (PHB) and median refuge. Locate crosswalk on east leg with median refuge.

Limits: West Leland Road at John Henry Johnson Park parking lot driveway

Project Status :

RTP Ref. No. :

Project Cost : \$187,000.00 in dollars

3331 - West Leland Road Bike Facility - Range to Dover

Coordinate with adjacent landowners to widen sidewalk on south side of the street to 10'.

Limits: West Leland Road from Range Road to Dover Way

Project Status :

RTP Ref. No. :

Project Cost : \$1,033,000.00 in dollars

3332 - Atherton Avenue/Sherman Street/Alvarado Street

Designate roadway to be bicycle blvd by adding way finding, sharrows, and traffic calming. Remove parking on Alvarado Street and potentially Dover Way.

Limits: Dover Way to Railroad Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$420,000.00 in dollars

3333 - West Leland Road at Railroad Safety Improvements

Close sidewalk gap between Pittsburg Funeral Chapel and Pittsburg Ace Hardware. Install temporary treatment such as an asphalt path.

Limits: 100' east of Railroad Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$258,000.00 in dollars

3334 - Dover Way Bike Facility - Atherton to Leland

Designate road to be bicycle blvd by adding way finding, sharrows, and traffic calming. Explore removing parking.

Limits: Frontage Road to Atherton Avenue to West Leland Road

Project Status :

RTP Ref. No. :

Project Cost : \$336,000.00 in dollars

3335 - West Leland Road and Burton Avenue West Leland Road Safety Improvements

Install east leg marked crosswalk, countdown signals, and LPI on east and west crosswalks.

Limits: West Leland Road and Burton Avenue Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$323,000.00 in dollars

3336 - East Leland Road Bikeway

Upgrade the existing Class II bike lanes to Class IV separated bike ways by narrowing the 12' travel lanes to 10' and 11' respectively and turn lanes to 10'.

Limits: East Leland Road from Railroad Avenue to City Limits

Project Status :

RTP Ref. No. :

Project Cost : \$677,000.00 in dollars

3337 - East Leland Road and Los Medanos College

Create gateway to Los Medanos College through squaring-up intersection, widen median with refuge on the south crosswalk, mark crosswalks at each approach, upgrade curb ramps at each approach, and install bike boxes on northbound and southbound approaches to support turning movements into/out of the college.

Limits: East Leland Road and Los Medanos College Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$897,000.00 in dollars

3338 - Yosemite Drive and San Juan Drive Improvement

Install high visibility crosswalk markings, parking restriction on crosswalk approach, lighting, and curb extensions with directional curb ramps.

Limits: Yosemite Drive and San Juan Drive Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$360,000.00 in dollars

3339 - Ventura Drive Bike Improvements

Designate roadway as a bicycle blvd by adding way finding and sharrows. Provides an interim option for the future Contra Costa Canal Trail.

Limits: Ventura Drive from Harbor Street to Norine Drive

Project Status :

RTP Ref. No. :

Project Cost : \$462,000.00 in dollars

3340 - Ventura Drive and Norine Drive Improvements

Install high visibility crosswalk markings, parking restriction on crosswalk approach, lighting, raise crosswalk, curb extensions on northeast and southeast corners to narrow large intersection and reduce speeds, and pedestrian refuge island. Upgrade curb ramps.

Limits: Ventura Drive and Norine Drive Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$177,000.00 in dollars

3341 - Delta Fair Blvd Bikeway

Coordinate with Antioch and extend Class IV separated bike ways into Antioch to provide access to the County Employment & Human Services offices and beyond. Mark crosswalks at Century Blvd intersection.

Limits: Century Blvd/East Leland Road to Somersville Road

Project Status :

RTP Ref. No. :

Project Cost : \$373,000.00 in dollars

3342 - Stoneman Avenue and Meadowbrook Avenue

Relocate crosswalk to west side of the street to provide pedestrian refuge island. Install yellow school zone markings, high visibility crosswalk markings, parking restriction on crosswalk approach, light, advanced yield here to pedestrian signs, yield lines, and curb extensions. Replace in-pavement flashers with PHB or RRFB.

Limits: Stoneman Avenue and Meadowbrook Avenue Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$3,125,000.00 in dollars

3343 - Buchanan Road Sidewalk

Close sidewalk gap and create roadway edge on southeast corner or intersection.

Limits: Buchanan Road and Railroad Avenue Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$258,000.00 in dollars

3344 - Buchanan Road Bicycle Facility

Install Class IV bicycle facility (6' bike lane, 3' buffer) using existing right-of-way. Will include 11' travel lanes and a 10' two-way left turn lane. This may require removing on-street parking between Railroad Avenue and Brookside Drive.

Limits: Buchanan Road from Castlewood Drive to Loveridge Road

Project Status :

RTP Ref. No. :

Project Cost : \$508,000.00 in dollars

3345 - Buchanan Road and Heights Avenue

Enhance existing crosswalk with RRFBs and advance yield markings to access the park. Reduce curb radii on southwest corner and straighten crosswalk across side street.

Limits: Buchanan Road and Heights Avenue Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$200,000.00 in dollars

3346 - Buchanan Road Sidewalk

Construct a sidewalk on the south side of Buchanan Road.

Limits: Buchanan Road from Kirker Pass Road to Heights Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$1,033,000.00 in dollars

3347 - Buchanan Road Bikeway

Upgrade existing Class II bike lanes to Class IV separated bike ways by narrowing travel lanes to 11' (6' bike lanes with 4' buffer).

Limits: Buchanan Road from Loveridge Road to City Limits

Project Status :

RTP Ref. No. :

Project Cost : \$542,000.00 in dollars

3348 - Buchanan Road and Ventura Drive Improvements

Install east crosswalk with protected northbound and southbound left turns, advanced stop bars on each approach, and bike boxes on northbound and southbound approaches to support turning movement on to/off Buchanan Road.

Limits: Buchanan Road and Ventura Drive Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$1,813,000.00 in dollars

3349 - Buchanan Road and Santa Ana

Re-stripe yellow high visibility crosswalk for school zone. Install parking restriction on crosswalk approach, light, school crosswalk signage, advance yield here to pedestrians signs, yield lines, pedestrian refuge, and PHBs.

Limits: Buchanan Road and Santa Ana Drive Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$420,000.00 in dollars

3350 - Yosemite Drive Bike Blvd

Designate this roadway to be a bicycle blvd by adding way finding, sharrows, and traffic calming.

Limits: Yosemite Drive from Railroad to Harbor Street

Project Status :

RTP Ref. No. :

Project Cost : \$210,000.00 in dollars

3351 - Yosemite Drive and Brookside Drive Improvement

Install high visibility crosswalk marking, parking restrictions on crosswalk approach, lighting, raised crosswalk, and curb extensions. Upgrade existing curb ramps.

Limits: Yosemite Drive and Brookside Drive Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$5,575,000.00 in dollars

3352 - Yosemite Drive Safety Improvements

Install high visibility crosswalk markings, parking restriction on crosswalk approach, and lighting. Consider raised crosswalks.

Limits: Yosemite Drive (Mid-block at Hillview Junior High)

Project Status :

RTP Ref. No. :

Project Cost : \$242,000.00 in dollars

3353 - Ventura Drive and Suzanne Drive Improvements

Install high visibility crosswalk markings, parking restriction on crosswalk approaches, and lighting. Install new east leg marked crosswalk with directional curb ramps.

Limits: Ventura Drive and Suzanne Drive Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$136,000.00 in dollars

3354 - SR-4 Crossing

Study feasibility of grade-separated crossings for bicyclists and pedestrians across SR-4 between Parkside and Los Medanos Elementary schools, near the Pittsburg Center BART Station, at Range Road, and Pittsburg Bay Point BART STATION (in County).

Limits: SR-4 Crossing

Project Status :

RTP Ref. No. :

Project Cost : \$100,000.00 in dollars

3355 - West 4th Street and Odessa Avenue

Install high visibility crosswalk markings, parking restriction on crosswalk approach, and lighting. Consider raised crosswalk and reduce curb radii.

Limits: West 4th Street and Odessa Avenue Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$146,000.00 in dollars

3356 - 6th Street and Cutter Street

Install high visibility crosswalk markings, parking restriction on crosswalk approach, and lighting. Consider raised intersection (near Marina Walk Park) and upgrade curb ramps.

Limits: 6th Street and Cutter Street Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$227,000.00 in dollars

3357 - Bay Side Drive and River View Park Drive

Install high visibility crosswalk markings, parking restriction on crosswalk approach, and lighting. Consider curb extensions on northeast and southeast corners and upgrade existing curb ramps.

Limits: Bay Side Drive and River View Park Drive Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$146,000.00 in dollars

3358 - Bay Side Drive and 2nd Street

Install high visibility crosswalk markings, parking restriction on crosswalk approach, and lighting. Consider curb extensions on northeast and southeast corners and upgrade existing curb ramps.

Limits: Bay Side Drive and 2nd Street Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$146,000.00 in dollars

3359 - Cutter Avenue and Pelican Court

Straighten north crosswalk, upgrade curb ramps, and remove pork chop island.

Limits: Cutter Avenue and Pelican Court Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$146,000.00 in dollars

3360 - Pelican Court Safety Improvements

Install curb extensions on northeast corner to narrow intersection and high visibility crosswalks on all approaches with advanced stop bars/yield signs. Straighten north crosswalk and upgrade curb ramps.

Limits: Pelican Loop Intersections

Project Status :

RTP Ref. No. :

Project Cost : \$146,000.00 in dollars

3361 - Burton Avenue and Crowley Avenue

Square-up intersection by T-ing Riverview Drive and Marks Blvd into Pacini Avenue. Remove stop control on Pacini Avenue to make two distinct side-street stop controlled intersections. Reduce curb radii on southeast corner and straighten west crosswalk.

Limits: Burton Avenue and Crowley Avenue Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$146,000.00 in dollars

3362 - Pacini Avenue Safety Improvements

Square-up intersection by T-ing Riverview Drive and Marks Blvd into Pacini Avenue. Remove stop control on Pacini Avenue to make two distinct side-street stop controlled intersections. Install high visibility ladder striped crosswalks on all approaches and upgrade curb ramps.

Limits: Riverview Drive/Marks Blvd Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$482,000.00 in dollars

3363 - Seeno Avenue and Tiffany Drive

Refresh high visibility crosswalk striping. Install parking restriction on crosswalk approach, lighting, and raised crosswalk (near Heights Elementary School). Consider curb extensions.

Limits: Seeno Avenue and Tiffany Drive Intersection

Project Status :

RTP Ref. No. :

Project Cost : \$221,000.00 in dollars

3429 - Marina Boulevard Buffered Bicycle Lanes

This project is located on Marina Boulevard from Herb White Way to East 5th Street. This project involves thermoplastic striping on Marina Blvd. Buffered bike lanes will be added to improve safety for cyclist.

Limits: Marina Blvd from Herb White Way to East 5th Street

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$56,100.00 in 2024 dollars

3430 - Delta De Anza Multimodal Trail Safety Improvements

This project proposes a series of critical safety and operational enhancements to the Delta De Anza Trail. These improvements include wayfinding signage, green bike lanes, rectangular flashing beacons, raised/high visibility crosswalks, bulb-outs, and upgrades to the trailer's existing pavement.

Limits: Delta De Anza Trail

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$4,935,000.00 in 2027 dollars

3431 - Trail Crossing Improvements

This project is located at the Atherton Avenue, Crestview Drive, Gladstone Drive, and Presidio Lane of Delta De Anza trail. This project will install Rectangular Flashing Beacons, and the sidewalk at Crestview will be widened.

Limits: Atherton Ave, Crestview Drive, Gladstone Dr, and Presidio Ln crossings of Delta De Anza Trail

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$150,000.00 in 2024 dollars

Green Programs

3147 - East 3rd Street Streetscape Improvements

Design and construct streetscape improvements along East 3rd Street. Portions of roadway will be widened, reduction of lanes, bus pull-outs, add parking lanes, Class II bicycle lanes, widen and install sidewalks.

Limits: East 3rd Street from Marina Blvd to Harbor Street

Project Status :

RTP Ref. No. :

Project Cost : \$1,025,000.00 in dollars

Intermodal/Park-and-Ride

3164 - Vehicular Parking Improvements for Bart Center Station

Construct paved and marked parking stalls along the south side of California Avenue from Avon Street to Navy Street (Approx. 180').

Limits: North side of Sr-4 from Avon Street to Navy Street

Project Status :

RTP Ref. No. :

Project Cost : \$369,000.00 in dollars

Maintenance

3019 - Pittsburg Pavement Improvements

Rehabilitate pavement on West Leland Road, from Woodhill Road to Railroad Avenue. Additional pavement rehabilitation on Loveridge Road, from Buchanan Road to Pittsburg-Antioch Highway.

Limits: W. Leland from Woodhill Rd to Railroad Ave and Loveridge Road from Buchanan Rd to Pittsburg-Antioch Hwy

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$1,645,000.00 in 2018 dollars

3156 - Bailey Road Operational Safety Improvements

Pavement rehabilitation, restriping, and shoulder improvements (Southern portion of Bailey Road between Concord and Keller Canyon Landfill).

Limits: City owned section of Bailey Road South of Willow Avenue

Project Status :

RTP Ref. No. :

Project Cost : \$307,500.00 in dollars

Safe Routes to School

1804 - Safe Routes to School

This project will install Rectangular Flashing Beacons (RRFB's) at school crossings across Pittsburg. The crosswalks are uncontrolled intersections at this time, and RRFB's will improve safety of students walking to school.

Limits: Five (5) school pedestrian crossings

Project Status : Active

RTP Ref. No. : TRANSPAN

Project Cost : \$105,000.00 in 2024 dollars

3142 - Range Road Sidewalk Improvements

Widen existing sidewalk approx. 5' along north side of Range Road (Approx. 400' from Rancho Medanos Jr. High to south side of West Leland Road).

Limits: Ackerman Drive to south side of West Leland Road

Project Status :

RTP Ref. No. :

Project Cost : \$123,000.00 in dollars

Pleasant Hill

Arterial/Roadway

0462 - Taylor Boulevard Improvements (Civic Dr to Ruth Dr)

New traffic signal at Taylor/Civic intersection with preemption, ADA ramps, sidewalks

Limits: Civic Drive to Ruth Drive

Project Status : Active

RTP Ref. No. : TRANSPAC

Project Cost : \$2,300,000.00 in 2024 dollars

0888 - Hookston Avenue Improvements

Overlay and widen Hookston Road to three lanes (two thru lanes and left turn pockets). Also includes the addition of sidewalk, curb and gutter.

Limits: City Limit to Elmira

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$650,000.00 in 2024 dollars

0890 - Pleasant Hill Road Improvement Project - Phases III, IV, V

Project includes gateway improvements, pedestrian bridge replacement, bicycle improvements, parking and roadway repairs

Limits: Boyd Road to Gregory, Diablo View Rd. to Lucinda Lane

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$7,000,000.00 in 2024 dollars

0891 - Paso Nogal Improvements

Widen travel lanes to 14 feet in order to provide additional shoulder

Limits: Alhambra Avenue to Morello Avenue

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$15,000,000.00 in 2024 dollars

0893 - Taylor Slide Repair

Repair of existing pavement due to land slide, and installation/reconstruction of retaining wall

Limits: Taylor Boulevard at Pleasant Hill Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$487,000.00 in 2024 dollars

0894 - Cleaveland Road widening and sidewalk improvements

Widen roadway and provide for new sidewalk, curb and gutter

Limits: Astrid Drive to Babette Court

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$800,000.00 in 2024 dollars

0895 - Grayson Road Improvements

Install sidewalks, curb, gutter and left turn pockets

Limits: Buttner Road to Pleasant Hill Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$800,000.00 in 2024 dollars

0896 - Grayson Road/Gregory Lane Bike Route

The project will widen the roadway as necessary to accommodate a bike lane along both sides of Grayson Road and Gregory Lane between Reliez Valley Road and the Contra Costa Canal Trail.

Limits: Along Grayson Road and Gregory Lane, between Reliez Valley Road and Contra Costa Canal Trail

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$3,500,000.00 in 2024 dollars

0902 - Taylor Boulevard/ Pleasant Hill Road intersection - Phase II

Remove free right turn lane and replace with conventional right turn lane

Limits: Taylor Blvd. at P.H. Rd.

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,320,000.00 in 2024 dollars

1259 - Taylor Boulevard Landscape Medians

Replace existing deteriorated landscaping at medians along Taylor Boulevard between Grayson Road and south city limits. The project will replace existing concrete in median strip with ornamental concrete, replace landscape in wider median sections, and widen median areas to provide traffic calming along Taylor Boulevard.

Limits: Taylor Boulevard (between Grayson Road and south city limits)

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$589,000.00 in 2024 dollars

1260 - Monument Boulevard Landscape Project

Install landscape improvements between the sidewalk and soundwall along Monument Boulevard (north side) between Ramona Drive and the eastern city limit. Project will install new irrigation system and water meter, shrubs, and vines along the face of the soundwall.

Limits: Monument Boulevard (between Ramona Drive to east city limits)

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$330,000.00 in 2024 dollars

1261 - Pleasant Hill Road Improvements (Phase 2)

Project will install traffic calming improvements and potential intersection modifications at Boyd Road and Pleasant Hill Road. Other improvements include the enhancing of the bridge crossing north of Fawn Creek Court. The project will provide a continuous bike route along the corridor.

Limits: Cumberland Drive to Boyd Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$5,000,000.00 in 2024 dollars

1265 - Monument Boulevard Widening

Project will include roadway widening to provide additional turn lanes and through lanes with the city limit.

Limits: Buskirk Avenue to eastern city limit

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$15,000,000.00 in 2024 dollars

1314 - Contra Costa Blvd Complete Streets Project (Viking to Harriet)

Complete street enhancements along Contra Costa Boulevard (CCB), between Harriet Drive and Viking Drive. Key project elements include installation of new buffered sidewalks, bike lanes, ADA curb ramps, traffic signal replacement at CCB/Traylor Boulevard intersection, new traffic signal at CCB/Alan Drive, median lighting, and landscaping enhancements.

Limits: Harriet Drive to Viking Drive

Project Status : Active

RTP Ref. No. : TRANSPAC

Project Cost : \$7,500,000.00 in 2024 dollars

2966 - Gregory Lane Complete Street

Gregory Lane Complete Street Enhancements between Pleasant Hill Road and Contra Costa Boulevard. New bike lanes, traffic signals, pavement rehabilitation, street lighting.

Limits: Pleasant Hill Rd to Contra Costa Blvd

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$13,000,000.00 in 2024 dollars

3445 - Taylor Boulevard Multi-use Paths Project

Complete Streets enhancements including narrowed travel lanes, multi-use paths, Class IV facilities, and pavement rehabilitation.

Limits: Morello Avenue to south City Limits

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$8,800,000.00 in 2026 dollars

Bicycle/Pedestrian

0224 - Pleasant Hill Road Pedestrian Improvements

Resurface roadway, repair pedestrian bridges, add bike lanes and sidewalks

Limits: Boyd Road to Geary Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$10,000,000.00 in 2024 dollars

0608 - Morello Avenue Bike Lanes

Morello Avenue Bike Lanes

Limits: Taylor Boulevard to Paso Nogal/Netherby

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$150,000.00 in 2024 dollars

0898 - Bicycle Route Program

Rehabilitate and enhance bicycle route network. repair existing trails, add striping and signage. Gap closures

Limits: City of Pleasant Hill

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$170,000.00 in dollars

1119 - City of Pleasant Hill Sidewalk Installation Program

Install sidewalks in three locations adjacent to schools where gaps in existing sidewalks require students to walk in the street. These locations are: 1) Rose Lane from Gladys Drive to Maureen Lane to serve the Strandwood Elementary School; 2) Lucille Lane from Kathleen Drive to Maureen Lane to serve Valley View Middle School, College Park High School, and Diablo Valley College; and 3) Pleasant Valley Drive from Oak Park Blvd. to Astrid Dr. to serve Pleasant Hill Middle School. All sidewalks would be 4.5-foot in width with necessary ADA-compatible features.

Limits: Various locations within Pleasant Hill

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$3,157,000.00 in 2024 dollars

1275 - Boyd Road Bicycle and Pedestrian Improvement Project

Widen roadway to accommodate 5-foot bike lane and 5 foot concrete sidewalk along both sides of Boyd Road.

Limits: Boyd Road (between Pleasant Hill Road and Cleveland Road)

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$8,000,000.00 in 2024 dollars

3371 - Oak Park Boulevard Complete Street Project

New Sidewalk, Class II bike lanes, new traffic signals, and pavement rehabilitation.

Limits: Pleasant Hill Road to Buskirk Avenue

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$10,000,000.00 in dollars

3372 - Coggins Drive Complete Street Project

Road diet along Coggins Drive to incorporate Class II bike lane.

Limits: Buskirk Avenue to east City Limit

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,000,000.00 in dollars

3373 - Morello Avenue Complete Street Project

Road diet along Morello Avenue to incorporate Class II bike lanes and parking shoulder.

Limits: Taylor Boulevard to north City limit

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,000,000.00 in dollars

3374 - Taylor Boulevard Sidewalk Project (Ruth Drive to Civic Drive)

Install new sidewalk, new traffic signal at Taylor Boulevard/Civic Drive intersection.

Limits: Ruth Drive to Civic Drive

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,100,000.00 in 2022 dollars

3441 - Coggins Drive Complete Streets

This project would provide a separated bikeway (Class IV) from Hook Ave to the Iron Horse Trail by reducing Coggins Drive and the Oak Park Blvd overpass to one lane in each direction. The project would also enhance bus stops and crosswalks across Coggins Drive. The new bicycle facilities would tie into the Iron Horse Trail where Coggins Drive becomes a north-south road and is already a single lane in each direction. The project would provide an east-west low-stress bicycle connection to the Iron Horse Trail and to the Contra Costa Centre Bart Station. The Oak Park Blvd/Coggins Drive/Buskirk Avenue intersection would be reconfigured to be a protected intersection, reducing vehicle speeds and enhancing bicycle and pedestrian connectivity and comfort. A first phase quick-build version of the project may be completed first.

Limits: Oak Park Blvd/Hook Ave to Iron Horse Trail

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$300,000.00 in 2025 dollars

3443 - Oak Park Blvd Sidewalk Gap Closure

Adds new sidewalk to close gaps in the existing pedestrian network, connecting neighborhoods to the EBMUD Trail, new Pleasant Hill Library, Pleasant Hill Middle School and to destination east including the Iron Horse Trail and BART. Also improves pedestrian crossings across Oak Park Boulevard with Rectangular Rapid Flashing Beacons.

Limits: EBMUD Trail to Hook Avenue

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$750,000.00 in 2023 dollars

3444 - Pleasant Hill Road Improvements (Gregory Lane to Oak Park Blvd)

Complete Streets enhancements including Class II bike lanes, Class IV protected bikeway, sidewalks, ADA curb ramps, and new traffic signals at the Pleasant Hill Rd/Oak Park Blvd and Pleasant Hill Rd/Boyd Rd intersections.

Limits: Gregory Lane to Oak Park Boulevard

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$8,700,000.00 in 2026 dollars

Maintenance

3442 - Monument Boulevard Bridge Rehabilitation

Repairs to concrete abutments and deck, asphalt approaches, and joints.

Limits: Walnut Creek Flood Control Channel

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$4,000,000.00 in 2027 dollars

Richmond

Arterial/Roadway

0741 - May Road: Improvements

Street improvement: rebuild roadway, improve configuration which may include bicycle lanes and new curbs and sidewalks

Limits: Painted Pony Road to San Pablo Dam Road

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,500,000.00 in dollars

0742 - Richmond: Improve Signals at 8 Intersections

Upgrade traffic controllers at eight intersections in Richmond: Barrett at 6th; Barrett at 13th; Barrett at 19th; Barrett at 27th; Barrett at 36th; MacDonald at 8th; MacDonald at 13th; and MacDonald at 27th.

Limits: City of Richmond

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$2,200,000.00 in dollars

1545 - Cutting/Carlson grade crossing improvements at UPRR grade crossing

Cutting/Carlson grade crossing improvements at UPRR grade crossing

Limits: At Carlson/UPRR

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$19,800,000.00 in 2022 dollars

2888 - Richmond Parkway Upgrades: Castro Street

Pavement, signal and vehicle detection upgrades on Castro Street

Limits: Richmond Parkway to I-80

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$2,150,000.00 in 2020 dollars

2889 - Richmond Parkway Upgrades: I-80 Interchange

Pavement, signal and vehicle detection upgrades on Richmond Parkway at the I-80 Interchange

Limits: at I-80

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,950,000.00 in 2020 dollars

2890 - Richmond Parkway Upgrades: Vehicle Detection

Upgrade signals, interconnects and controllers, add video detection at all intersections on Richmond Pkwy

Limits: at all signalized intersections

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$750,000.00 in 2020 dollars

2898 - South Shoreline Connectivity Improvements

Design and construct projects identified in the South Shoreline Connectivity Plan

Limits: Various South Shoreline routes

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,000,000.00 in 2020 dollars

2980 - Multimodal Intelligent Transportation System/Signal Improvements

System and signal improvements including but not limited to, signal interconnects, adaptive signal timing, addition of signal phases, and transit signal priority, in support of Richmond's complete streets policy.

Limits: in Richmond

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$7,500,000.00 in 2030 dollars

3395 - Richmond Parkway Rehabilitation Phase 1

Update the structural, pavement, signage and striping, traffic signals, pedestrian crossings, Bay Trail improvements, and other misc improvements

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$50,000,000.00 in 2025 dollars

Bicycle/Pedestrian**0296 - Richmond Bike Trail**

Construction of a 1 mile Class 1 bikeway

Limits: In Richmond at Miller-Knox Regional Park

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,355,000.00 in dollars

0400 - Harbour Way Bicycle and Pedestrian Improvements

Bicycle and pedestrian improvements as depicted in the Pedestrian Plan, Bicycle Master Plan, and South Shoreline Connectivity Plan.

Limits: Pennsylvania Avenue to southerly terminus

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$600,000.00 in dollars

0403 - Richmond Greenway Project

Link Ohlone Greenway and Bay Trail in the City of Richmond. Constructs a trail and greenway on 2.5 miles of abandoned Santa Fe Railroad right-of-way.

Limits: Garrard Blvd. to I-80 (City of Richmond)

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,900,000.00 in dollars

0404 - Richmond Parkway Bike Lanes

Add bike lanes from Giant Road to I-80 pursuant to Richmond Bicycle Master Plan

Limits: Collins Avenue to I-80

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$800,000.00 in dollars

1537 - 23rd Street Streetscape

Provide street enhancements and streetscape improvements to encourage bicycle and pedestrian use, including potential conversion of 22nd and 23rd Streets from one way to two-way operations.

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$15,000,000.00 in 2022 dollars

1538 - Macdonald Ave Streetscape - Richmond

Provide street enhancements and streetscape to encourage bicycle and pedestrian use

Limits: Harbour Way to Garrard, 19th to 35th

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$16,700,000.00 in 2022 dollars

1542 - Richmond Bicycle and Pedestrian Projects

Richmond Bicycle and Pedestrian Projects throughout the City of Richmond.

Limits: City of Richmond

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$16,700,000.00 in 2022 dollars

2892 - High Priority Pedestrian Improvements

Design and construct pedestrian improvements identified as "Tier 1 Projects" in the Richmond Pedestrian Plan.

Limits: Various locations in Richmond

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$18,700,000.00 in 2020 dollars

2893 - High Priority Bicycle Improvements

Design and construct bicycle improvements identified as "Near Term" project

Limits: Various locations in Richmond

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$15,450,000.00 in 2020 dollars

2894 - Richmond Greenway: Unity Connection

Design and construct a set of pedestrian and bicycle circulation improvements on the Richmond Greenway at Carlson Blvd/23rd St grade separation

Limits: at Carlson Blvd/23rd Street

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,600,000.00 in 2020 dollars

2895 - Richmond Greenway: 16th Street Transit Connector

Design and construct streetscape improvements along 16th Street from the Richmond Greenway north to the Richmond Intermodal transit station.

Limits: Richmond Greenway to Richmond Intermodal Station

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$2,500,000.00 in 2020 dollars

2897 - North Shore Bay Trail Gap Closure

Design and construct SF Bay Trail along Goodrick Avenue north to connect with the EBRPD Bay Trail.

Limits: Richmond Parkway to SF Bay Trail/Dotson Family Marsh Staging Area

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,106,000.00 in 2020 dollars

2982 - The Yellow Brick Road in Richmond's Iron Triangle

Final design and construction of a comprehensive set of pedestrian and bicycle improvements as shown in the community-driven "Yellow Brick Road" plan.

Limits: in Iron Triangle Area

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$17,000,000.00 in 2025 dollars

2996 - Complete Bay Trail in Richmond

Complete Bay Trail portion in Richmond

Limits: in Richmond

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$5,000,000.00 in 2022 dollars

3026 - 13th Street Complete Streets

The 13th Street Complete Streets project transforms a 4-lane arterial street from Harbour Way to Costa Avenue into multi-modal complete streets. Eliminating one vehicular travel lane in each direction and using the space to create continuous directional cycle tracks along the length of the corridor will be a key element of the complete streets transformation. Sidewalks will be widened (as feasible) and bus stop and crosswalk improvements will be made throughout the corridor. The project will close a gap between the ATP funded Rumrill Boulevard Complete Streets project in San Pablo and the ATP funded Yellow Brick Road project in Richmond.

Limits: Harbour Way to Costa Ave

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$3,852,000.00 in 2017 dollars

3030 - ADA Improvements on 7th St, Central, Cutting, Giant Hwy

This project includes pavement rehabilitation, ADA improvements, bicycle facility improvements, pedestrian safety improvements, and vehicular efficiency improvements to six Arterial and Collector street segments, on portions of 7th Street, Central Avenue, Cutting Boulevard, Giant Highway, Marina Way, and South 55th Street, in the City of Richmond.

Limits: Portions of 7th Street, Central Ave, Cutting Blvd, and Giant Hwy in Richmond

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$2,560,000.00 in 2018 dollars

3036 - Bike Route Network on Barrett Avenue

This project will improve conditions for walking and bicycling in and around one of Richmond's busiest commercial districts and transportation hubs, with three components: improving pedestrian safety at freeway ramps and an adjacent path; closing a critical gap in the City's bike route network on Barrett Ave; and making intersection improvements along Key Blvd, the southernmost section of the regional I-80 Bikeway that connects to the Ohlone Greenway and the El Cerrito Del Norte BART Station.

Limits: Barrett Ave from San Pablo to Dimm, Key Blvd from Roosevelt to Conlon, and San Pablo Ave at I-80

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,074,000.00 in 2019 dollars

3045 - Harbour Way and 16th Street Complete Streets Project

This project will integrate environmentally sustainable multi-modal transportation improvements within the City of Richmond by connecting several of the Bay Area's most disadvantaged neighborhoods with the region's most significant Employment opportunities. The Project will create jobs and pave the way for business, particularly small and disadvantaged communities (work); provide Americans with safe, reliable and affordable connections to employment, education, healthcare, and other areas.

Limits: Harbour Way from Pennsylvania Ave to Ford Pt and 16th Street from Macdonald Ave to Richmond Greenway

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$4,445,000.00 in 2019 dollars

3091 - Cutting & South Garrard Blvds. Complete Streets

Provide Class IV protected bikeways and sidewalks on these Bay Trail sections linking the Richmond-San Francisco Ferry Terminal with BATA's Bay Trail across the RSR Bridge and the Richmond Greenway. This includes Cutting Blvd. between Hoffman & S. Garrard Blvds. and S. Garrard Blvd. between Cutting Blvd. and the Richmond Parkway at the Richmond Greenway's western end.

Limits: Hoffman to Richmond Parkway

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$4,000,000.00 in dollars

3092 - Point Richmond Bikeway

Provide a Class I bikeway linking the Point Molate and RSR Bridge trailhead on Castro St. with Richmond Ave. near the hub of Richmond's Bay Trail at Garrard and Cutting Blvds.

Limits: RSR Bridge trailhead to Richmond Avenue

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,500,000.00 in dollars

3105 - The Yellow Brick Road in Richmond's Iron Triangle

On Pennsylvania Ave at 2nd and Harbour Way; 7th St at Pennsylvania St and Ripley St; Elm St at 7th and 8th; 8th St between Lincoln St and Ohio Ave; and the crossings at the Richmond Greenway at 2nd, 4th, 6th, 8th, Harbour Way and 22nd St: Implement bike/ped improvements per the Yellow Brick Road Plan

Limits: Iron Triangle Area

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$6,452,000.00 in dollars

Bus**2891 - Bus Shelter Improvements**

In partnership with AC Transit, add and upgrade bus shelters at key locations throughout Richmond, including real-time transit information and other amenities.

Limits: Bus stops in Richmond

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$250,000.00 in 2020 dollars

2981 - Bus shelters and transit stop improvements

Design and construct bus shelters and other transit stop safety and comfort improvements, including lighting and landscaping improvements

Limits: in Richmond

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$3,300,000.00 in 2022 dollars

Ferry**0522 - Richmond-San Francisco Ferry Service**

Richmond-San Francisco ferry service

Limits: Ford Peninsula

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$46,000,000.00 in 2018 dollars

Interchange**3396 - I-580 Flyover at Stenmark Dr**

Provide flyover from I-580 east to Stenmark Drive

Limits: at Stenmark

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$150,000,000.00 in 2031 dollars

Rail/Rapid Transit**1547 - Richmond CyberTran**

Construct Richmond CyberTran

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$33,800,000.00 in 2035 dollars

Safe Routes to School**3050 - Lincoln Elementary Safe Routes to School Ped Enhancements**

Chanslor Ave., 4th Street, and 6th Street all serve as important safe routes to school for Lincoln Elementary School. Improvements are proposed to provide pedestrian enhancements to improve the safety for school children using these routes. Improvements in this area would narrow the distances across Chanslor Ave. by adding median refuges and curb extensions. A raised intersection at Chanslor Ave. and 4th Street would emphasize the priority of pedestrians and reduce vehicle speeds.

Limits: Chaslor Ave at 4th, 5th and 6th Streets and Ohio Ave at 6th Street

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$433,000.00 in 2018 dollars

San Pablo**Arterial/Roadway****1131 - Reconfigure El Portal/Road 20 Intersection**

Redesign and reconfigure intersection

Limits:

Project Status : Proposed

RTP Ref. No. : WCCTAC

Project Cost : \$400,000.00 in 2023 dollars

1282 - Giant Avenue Railroad Revitalization

Improvements to enhance safety including: medians, turn pockets, repaving, striping, new traffic signal with interconnect to railroad crossing, landscaping, and quiet zone modifications

Limits: Brookside Drive to Miner Avenue

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$2,500,000.00 in 2018 dollars

1288 - Traffic Sign Upgrades

Upgrades to traffic signs as required by MUTCD

Limits: City of San Pablo**Project Status :****RTP Ref. No. :** WCCTAC**Project Cost :** \$50,000.00 in 2021 dollars

2990 - San Pablo Avenue Intersection Realignment at 23rd Street and Road 20

San Pablo Avenue Intersection Realignment at 23rd Street and Road 20

Limits: 23rd St to Road 20**Project Status :****RTP Ref. No. :** WCCTAC**Project Cost :** \$15,000,000.00 in dollars

2991 - Replace San Pablo Avenue Bridge over San Pablo Creek

Replace San Pablo Avenue Bridge over San Pablo Creek

Limits: at San Pablo Creek**Project Status :****RTP Ref. No. :** WCCTAC**Project Cost :** \$9,450,000.00 in dollars

3369 - Annual Retrofit of City Street Lights to LED

Upgrade various city street lights to LED.

Limits: Various city streets in San Pablo**Project Status :** Proposed**RTP Ref. No. :** WCCTAC**Project Cost :** \$1,800,000.00 in 2023 dollars

Bicycle/Pedestrian**1287 - School Zone Traffic Safety Improvements**

Traffic calming measures, sidewalk repairs, curb ramp installations, crosswalk lights, enhanced signage, etc. Project based on recommendations from the Citywide Safe Routes to School Master Plan currently underway.

Limits: K-12 schools in the City of San Pablo**Project Status :****RTP Ref. No. :** WCCTAC**Project Cost :** \$700,000.00 in 2025 dollars

1293 - ADA Improvements

Traffic signal upgrades, crosswalk modifications and curb ramps to enhance mobility

Limits: City of San Pablo**Project Status :** Active**RTP Ref. No. :** WCCTAC**Project Cost :** \$100,000.00 in 2018 dollars

1294 - Citywide Sidewalk Repair Project

Repairs to eliminate tripping hazards

Limits: City of San Pablo**Project Status :** Active**RTP Ref. No. :** WCCTAC**Project Cost :** \$100,000.00 in 2021 dollars

1603 - San Pablo Avenue Complete Streets

In partnership with the City of Richmond, San Pablo has begun construction on auto, pedestrian, bicycle, transit, and landscape improvements on San Pablo Avenue from Rumrill Boulevard in San Pablo to Hilltop Drive in Richmond. This project will include 1.3 miles of buffered Class II bicycle lanes which will provide a critical bicycle and pedestrian connection for residents and workers who need access to Hilltop Mall.

Limits: Rivers Street in San Pablo to La Puerta Road**Project Status :** Active**RTP Ref. No. :** WCCTAC**Project Cost :** \$7,358,000.00 in 2019 dollars

3052 - Plaza San Pablo Greenway Trail

The San Pablo Bay Greenway Trail Project will create over 2,200 linear feet Class I bike and pedestrian trail extending the entire length between Church Lane and Vale Road adjacent to Wildcat Creek. This project creates multi-modal transit options to provide a safe, walkable neighborhood that connects residents to transit stops, and health services. This project continues the local and regional plans to connect the Wildcat Creek Trail from Wildcat Canyon, filling in a Bay Trail gap.

Limits: Church Lane to Vale Road

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$6,148,000.00 in 2020 dollars

3088 - Rumrill Boulevard Complete Streets

Rumrill Boulevard Complete Streets Phase II improvements along Rumrill Boulevard in the City of San Pablo includes completion of landscaping, pedestrian sidewalk and crossing improvements, street lighting enhancements and bus shelters along the corridor. This project will calm traffic, improve safety and the appeal of walking and bicycling, and enhance the appearance of the corridor for businesses, residents, and everyday travelers.

Limits: Costa Avenue to San Pablo Avenue

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$19,400,000.00 in 2021 dollars

3089 - El Portal Drive Urban Greening

The El Portal Drive Urban Greening Project will capture and treat runoff, expand the City's bikeway network by creating new bike lanes, and educate the community about bike lanes and bioretention facilities by installing interpretive educational signage along the corridor. The South side of the street will have Class IV bike lanes separated by the bioretention facilities and the North side of the street will have a buffered Class II bike lane.

Limits: Church Lane to Fordham Street

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$770,000.00 in 2019 dollars

3364 - Church & Willow / El Portal & Mission Bell Intersection Improvements

Install pedestrian crossing enhancements and illumination.

Limits: Church Lane and Willow Road and El Portal Drive and Mission Bell Road

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$1,015,600.00 in 2021 dollars

3365 - Wildcat Creek Trail Crossing Improvements

Install pedestrian and bicycle crossing enhancements to safely access the Wildcat Creek Trail.

Limits: Church Lane and Chattleton Lane and Vale Road

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$359,000.00 in 2021 dollars

Maintenance**1289 - Annual Pavement Maintenance Project**

Annual pavement maintenance treatments consisting primarily of base failure repairs, crack sealing and slurry seal, and restriping

Limits: San Pablo streets identified per Pavement Management System

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$500,000.00 in dollars

2992 - Giant Highway Bridge Rehab at San Pablo Creek

Giant Highway Bridge Rehab at San Pablo Creek

Limits: at San Pablo Creek

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$440,000.00 in 2021 dollars

3055 - Market Street Pavement Rehabilitation Project

This project includes annual pavement rehabilitation and preventive maintenance of a section of Market Street located between Church Lane and 23rd Street. The Pavement Condition Index (PCI) for this arterial section of pavement is 63. Pavement in this area is significantly distressed due to high traffic volumes and transit use. A slurry seal, hot mix asphalt overlay and additional rehabilitation treatments will be applied along this arterial segment.

Limits: Church Lane to 23rd Street

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$1,411,000.00 in 2019 dollars

3366 - Dover Avenue/Tyler Street Pavement Rehabilitation

Rehabilitate street pavement. upgrade curb ramps to current ADA standards, eliminate sidewalk hazards.

Limits: Dover Avenue and Tyler Street

Project Status : Proposed

RTP Ref. No. : WCCTAC

Project Cost : \$1,123,000.00 in 2021 dollars

3367 - Giant Road Pavement Rehabilitation

Rehabilitate street pavement in conjunction with bridge repair project. Upgrade curb ramps to current ADA standards, and eliminate sidewalk hazards.

Limits: Giant Road (Brookside Dr. to Trenton Blvd.)

Project Status : Proposed

RTP Ref. No. : WCCTAC

Project Cost : \$708,000.00 in 2021 dollars

3368 - Citywide Slurry Seal Project

Rehabilitate street pavement based on PCI (Pavement Index Condition) as reported in Streetsaver. Upgrade curb ramps to current ADA standards and eliminate sidewalk hazards.

Limits: Various city streets in San Pablo

Project Status : Proposed

RTP Ref. No. : WCCTAC

Project Cost : \$1,260,000.00 in 2022 dollars

Safe Routes to School

3038 - Citywide Safe Routes to School Master Plan

This project will leverage the existing assessment completed for Downer Elementary School, as part of CCTA's SR2S Technical Assistance Program, by extending SR2S planning efforts to the remaining six City school sites. Development of the Citywide SR2S plan will coordinate with each school site, conduct traffic safety field assessments, collect data, prepare an existing conditions summary and identify recommendations for safety improvements.

Limits: Various school locations in San Pablo

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$225,000.00 in 2021 dollars

San Ramon

Arterial/Roadway

0181 - Crow Canyon Road Widening from 4 to 6 lanes (West Branch to Dougherty)

Construct 2 additional lanes on Crow Canyon Road from the westerly boundary of the West Branch Subdivision to Dougherty Road. CIP# 905327

Limits: West Branch to Dougherty Road

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$8,245,325.00 in 2030 dollars

0273 - Crow Canyon Road / I-680 Southbound Off-ramp Improvements

Widen and re-strip the existing right turn lane to provide a shared right/left turn lane for the southbound off-ramp. CIP# 7117

Limits: at I-680 southbound off-ramp

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$470,640.00 in 2030 dollars

0995 - Crow Canyon Road/Dougherty Road Intersection Improvements

Widen eastbound Crow Canyon Road to accommodate right turn traffic at Dougherty. CIP#905329

Limits: at Dougherty Road

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$722,925.00 in 2030 dollars

2844 - Crow Canyon Road Widening 4-6 Lanes (Alcosta to West Branch)

Construct an additional travel lane in each direction on Crow Canyon Road from Alcosta Blvd to the westerly boundary of the West Branch Subdivision. Project to be completed in two phases, Alcosta Boulevard to St. George Road is Phase 1. CIP# 905328

Limits: Alcosta Blvd to West Branch

Project Status : Active

RTP Ref. No. : SWAT/TVTC

Project Cost : \$20,790,150.00 in 2030 dollars

2846 - Bollinger Canyon Road/Crow Canyon Road Intersection Improvements

Modify the intersection to accommodate a right turn lane from southbound Bollinger Canyon to westbound Crow Canyon. CIP# 5311

Limits: at Crow Canyon Road

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$763,500.00 in 2030 dollars

2848 - Crow Canyon Road/Barbados Drive Intersection Improvements

Widen the south side of Crow Canyon Rd west of Barbados to provide additional width to accommodate right turn traffic (CIP 905312).

Limits: at Barbados Drive

Project Status : Active

RTP Ref. No. : SWAT/TVTC

Project Cost : \$175,000.00 in 2024 dollars

2849 - Crow Canyon Road/Dougherty Road Advance Warning Sign

Construct an advance warning (Prepare to Stop) sign on Crow Canyon Rd west of Dougherty Road for eastbound traffic (CIP 5336).

Limits: at Dougherty Road

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$79,000.00 in 2030 dollars

2851 - Crow Canyon Road/Shoreline Drive Intersection Improvements

Widen the south side of Crow Canyon Road west of Shoreline Drive for an eastbound right turn lane. CIP#905412

Limits: at Shoreline Drive

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$262,654.00 in 2030 dollars

2852 - Fostoria Way Widening

Construct a widened roadway complete with curb, gutter, sidewalk, and streetlights from Camino Ramon east to the City Limits past the Iron Horse Trail. CIP 5313

Limits: Camino Ramon to east City Limit

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$3,685,500.00 in 2030 dollars

2854 - Old Crow Canyon Road Corridor Improvements

Construct or widen the roadway to provide 70-foot right of way with curb, gutter, and sidewalk. CIP#5506

Limits: Crow Canyon Road to Hooper Drive

Project Status : Active

RTP Ref. No. : SWAT/TVTC

Project Cost : \$6,739,200.00 in 2035 dollars

2857 - Radar Speed Display Signs

Provide for the installation of speed display signs. CIP# 975481

Limits: Various San Ramon Locations

Project Status : Active

RTP Ref. No. : SWAT/TVTC

Project Cost : \$205,614.00 in 2022 dollars

2858 - San Ramon Valley Blvd East Side Curb Installation

Install concrete curb and gutter along the east side of SRVB in the section currently lacking curb and gutter. CIP# 5363

Limits: Norris Canyon Road to Montevideo Drive

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$340,000.00 in 2035 dollars

2861 - Traffic Calming Program

Installation of traffic calming devices at various locations as requested, evaluated, and deemed as appropriate by engineering judgment. CIP 905381

Limits: Various San Ramon Locations

Project Status : Active

RTP Ref. No. : SWAT/TVTC

Project Cost : \$241,484.00 in 2030 dollars

2863 - Alcosta Blvd/Old Ranch Road Traffic Signal Installation

Construct a traffic signal at the intersection of Alcosta Boulevard and Old Ranch Road. CIP#5340

Limits: at Old Ranch Road

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$557,100.00 in 2030 dollars

2864 - Bollinger Canyon Road/Norris Canyon Road Traffic Signal Installation

Construct a traffic signal at the intersection of Bollinger Canyon Road and Norris Canyon Road. CIP#5335

Limits: at Norris Canyon Road

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$578,400.00 in 2035 dollars

2865 - Crow Canyon Road/Service Center Traffic Signal Installation

Construct a traffic signal at the intersection of Crow Canyon Road and the Service Center. CIP# 5337

Limits: at Service Center

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$557,100.00 in 2030 dollars

2866 - Deerwood Road/Old Crow Canyon/Omega Road Traffic Signal Installation

Construct a traffic signal at the intersection of Deerwood Road, Old Crow Canyon Road and Omega Road. Installation of an interconnect may be required. CIP# 5458

Limits: at Old Crow Canyon/Omega Road

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$518,100.00 in 2035 dollars

2867 - Montevideo Drive/Broadmoor Drive Traffic Signal Installation

Construct a traffic signal at the intersection of Montevideo Drive and Broadmoor Drive. This project includes the installation of a wireless interconnect system. CIP# 5459

Limits: at Broadmoor Drive

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$543,008.00 in 2035 dollars

2868 - Pine Valley Road/Broadmoor Drive Traffic Signal Installation

Construct a traffic signal at the intersection of Pine Valley Road and Broadmoor Drive. This project includes the installation of a wireless interconnect system. CIP#5460

Limits: at Broadmoor Drive

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$658,200.00 in 2035 dollars

2869 - San Ramon Valley Blvd/Hooper Drive Traffic Signal Installation

Construct a traffic signal at the intersection of San Ramon Valley Blvd and Hooper Drive CIP #2869.

Limits: at Hooper Drive

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$608,700.00 in 2035 dollars

2871 - San Ramon Valley Blvd/Westside Drive Traffic Signal Installation

Construct a traffic signal at the intersection of San Ramon Valley Blvd and Westside Drive. CIP# 5338

Limits: at Westside Drive

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$476,000.00 in 2035 dollars

2873 - Camino Ramon/Commons Office Park Intersection Improvements

Widen the driveway at the intersection of Camino Ramon and the Commons Office Park driveway to provide a single entrance lane, a left/through exit lane, and a right turn only exit lane from the Commons Office Park Center, and the installation of a traffic signal. CIP#5365

Limits: at Commons Office Park driveway

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$625,500.00 in 2035 dollars

3394 - Crow Canyon Road Widening between Alcosta Blvd and West Branch

Widening of Crow Canyon Road between Alcosta and West Branch

Limits: Alcosta to West Branch

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$12,000,000.00 in 2025 dollars

3446 - Camino Ramon/Commons Shopping Center

Widen the driveway from Commons Shopping Center at Camino Ramon to provide an exclusive right turn lane, shared left turn and through lane. Install traffic signal.

Limits: At Commons Shopping Center

Project Status :

RTP Ref. No. : SWAT

Project Cost : \$568,700.00 in 2035 dollars

3447 - Bollinger Canyon Road Widening (Alcosta to Canyon Lakes)

Widen Bollinger Canyon Road to 6 lanes and construct a north bound turn lane on Alcosta and westbound right turn lane on Bollinger Canyon Road, and install a class 3 bike path.

Limits: Alcosta & Canyon Lakes

Project Status :

RTP Ref. No. : SWAT

Project Cost : \$2,681,935.00 in 2035 dollars

3453 - Local Roadway Safety Plan

Prioritize and implement traffic safety countermeasures and improvements in the Local Roadway Safety Plan with a goal of reducing traffic related deaths and injuries. CIP 000011

Limits: Citywide

Project Status :

RTP Ref. No. : SWAT

Project Cost : \$2,086,900.00 in 2030 dollars

3455 - Pedestrian Enhancement Devices

Install devices to enhance uncontrolled crosswalks at marked crosswalks along collector and arterial roadways. CIP 975413

Limits: Citywide

Project Status :

RTP Ref. No. : SWAT

Project Cost : \$1,362,975.00 in 2030 dollars

3456 - Traffic Signal Improvements and Enhancements

Prioritize improvements and update cities traffic signal system including signalized intersections, flashing warning lights, and radar speed display signs as well as Rapid Rectangular Flashing Beacons. CIP #975526

Limits: Citywide

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$5,268,596.00 in 2030 dollars

3457 - Norris Canyon Road/Bishop Drive Intersection Improvements

Modify north bound lane of Bishop Drive to include a left turn, a shared left/through/right turn lane. Replace signal pole with longer mast arm and modify signal phasing.

Limits: At Bishop Drive

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$154,000.00 in 2035 dollars

3458 - Faria Preserve Parkway

Project will extend Faria Parkway (formerly Perdue) through the new Faria Preserve Development and connect to Bollinger Canyon Road. It will include a two-lane roadway and two roundabouts. CIP# 5585

Limits: Between Bollinger and Omega

Project Status :

RTP Ref. No. : SWAT

Project Cost : \$4,500,000.00 in 2024 dollars

Bicycle/Pedestrian

1533 - Iron Horse Trail Bicycle/Pedestrian Overcrossing at Bollinger Canyon Road
Construct a bicycled/pedestrian crossing over Bollinger Canyon Road on the Iron Horse Trail
CIP#905530

Limits: At Iron Horse Trail

Project Status : Active

RTP Ref. No. : SWAT/TVTC

Project Cost : \$29,597,279.00 in 2025 dollars

1536 - Iron Horse Trail Bicycle/Pedestrian Overcrossing at Crow Canyon Road
Construct a bicycled/pedestrian overcrossing for the Iron Horse Trail over Crow Canyon Road
CIP#905531

Limits: At Iron Horse Trail

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$22,975,350.00 in 2030 dollars

1578 - Iron Horse Trail Landscaping and Beautification
Landscape sections of Iron Horse Trail and provide park benches CIP# 5514

Limits: Between the San Ramon-Danville and the San Ramon-Dublin border

Project Status : Active

RTP Ref. No. : SWAT/TVTC

Project Cost : \$1,053,000.00 in 2030 dollars

2859 - Stagecoach Drive Sidewalk Installation
Construct sidewalk along the west side of Stagecoach Dr from Alcosta Blvd to the south City
Limits to connect to the existing sidewalk. CIP#5524

Limits: Alcosta Blvd to south City Limits

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$1,100,000.00 in 2035 dollars

3377 - Citywide Bicycle Network Improvements & Enhancements
On-going Citywide bicycle network improvements and enhancements CIP#905613

Limits: Citywide

Project Status : Active

RTP Ref. No. : SWAT/TVTC

Project Cost : \$51,379,000.00 in 2049 dollars

3451 - Bicycle Master Plan Update
Update Bicycle Master Plan to ensure comprehensive long-range planning to improve bicycle
circulation.

Limits: Citywide

Project Status :

RTP Ref. No. : SWAT

Project Cost : \$176,000.00 in 2030 dollars

Freeway

2850 - Crow Canyon Road/I-680 Northbound Off-ramp Improvements
Construct one additional dedicated right turn lane to the northbound off ramp at the intersection
of Crow Canyon Rd and I-680. CIP# 7116

Limits: at I-680 Northbound Off-ramp

Project Status : Not Begun

RTP Ref. No. : SWAT/TVTC

Project Cost : \$885,480.00 in 2030 dollars

2875 - San Ramon Valley Blvd East Side Soundwall
Installation of a 9-foot soundwall on the east side of San Ramon Valley Blvd between Norris
Canyon Road and the southbound I-680 on-ramp north of Alcosta Boulevard immediately
adjacent to the freeway. CIP#5559

Limits: Norris Canyon Road to I-680 Southbound Ramp (north of Alcosta)

Project Status : Active

RTP Ref. No. : SWAT/TVTC

Project Cost : \$10,931,250.00 in 2035 dollars

Maintenance

0483 - Crow Canyon Road Pavement Rehab (Alcosta/St. George)

Pavement repair including slurry seal, localized repairs, and striping on the entire project limits.

Limits: Alcosta Road to St. George Road

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$1,500,000.00 in 2019 dollars

2860 - Summerwood Loop Paths Replacement/Rehabilitation

Rehabilitate and replace deteriorated asphalt concrete paths with cement concrete or rubberized surfacing.

Limits: Length of Summerwood Loop

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$525,000.00 in 2024 dollars

3056 - Alcosta Blvd Pavement Rehab

Pavement rehabilitation on both southbound and northbound of Alcosta Boulevard from Montevideo Drive to Fircrest Lane

Limits: Montevideo Drive to Fircrest Lane

Project Status :

RTP Ref. No. : SWAT/TVTC

Project Cost : \$2,200,000.00 in 2021 dollars

Solano Transit

Bus

0243 - I-80: Expand Express Bus Service, Solano County to Richmond, Berkeley and Oakland

Express bus service on I-80 from Solano County to Richmond, Berkeley and Oakland

Limits: On I-80 for the length of the County

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$10,000,000.00 in dollars

State Route 4 Bypass Authority

Interchange

0046k - SR-4 Bypass: Segment 3 - Marsh Creek Interchange

Construct a new interchange on the SR-4 Bypass at Marsh Creek Road

Limits: At Marsh Creek Road

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$74,900,000.00 in dollars

0046l - SR-4 Bypass: Segment 3 - Vasco Road/Walnut Blvd Interchange

Construct a full interchange at Vasco Road/Walnut Blvd. Interchange would only include one bridge. A second bridge would be required when 4-lanes are constructed to the south.

Limits: At Walnut Blvd

Project Status :

RTP Ref. No. : TRANSPAN

Project Cost : \$74,900,000.00 in dollars

SWAT

Bicycle/Pedestrian

2935 - Lamorinda Bicycle and Pedestrian Connectivity Program

Lamorinda Bicycle and Pedestrian Connectivity Program (Including sidewalk gap closures, bicycle connection to transit locations)

Limits: Various Locations in Lamorinda

Project Status :

RTP Ref. No. : SWAT/Lamorinda

Project Cost : \$10,500,000.00 in 2021 dollars

TRANSPAC

Rail/Rapid Transit

0758 - North Concord BART Station Safety and Access Improvements
Improve lighting, canopies and access to and from station

Limits: At North Concord BART Station

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$5,000,000.00 in dollars

Tri Delta Transit

Arterial/Roadway

3494 - Freeway BRT BART Connector in SR-4 Median

Build a new 5.1 mile bus-only Bus Rapid Transit lane in the State Route 4 median from the future Brentwood Intermodal Station to the last BART station at Antioch eBART.

Limits: Between Sand Creek Rd and Hillcrest Avenue

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$200,000,000.00 in 2033 dollars

Bus

3484 - FY25 TMR Bus Replacement (8)

Replace (8) 2019 21-ft light-duty Ford cut-aways with vehicles of like kind

Limits: ECCTA Service Area

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$872,000.00 in 2025 dollars

3485 - FY25 Bus Replacement (12)

Replace (12 of 25) 2013 40-ft Gillig diesel buses with 40' Fuel Cell Electric Buses

Limits: ECCTA Service Area

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$15,744,000.00 in 2026 dollars

3486 - FY26 Bus Replacement (13)

Replace (13 of 25) 2013 40-ft Gillig diesel buses with 40' Fuel Cell Electric Buses

Limits: ECCTA Service Area

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$17,381,000.00 in 2027 dollars

3487 - FY28 Bus Replacement (5)

Replace (5 of 20) 2016 40-ft Gillig diesel buses with 40' Fuel Cell Electric Buses

Limits: ECCTA Service Area

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$6,810,000.00 in 2028 dollars

3488 - FY28 Bus Replacement (5)

Replace (5 of 20) 2016 40-ft Gillig diesel buses with 40' Battery Electric Buses

Limits: ECCTA Service Area

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$5,975,000.00 in 2028 dollars

3489 - FY29 Bus Replacement (10)

Replace (10 of 20) 2016 40-ft Gillig diesel buses with 40' Battery Electric Buses

Limits: ECCTA Service Area

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$12,410,000.00 in 2029 dollars

3490 - FY30 Bus Replacement (4)

Replace (4) 2018 40-ft battery electric buses with vehicles of like kind

Limits: ECCTA Service Area**Project Status :****RTP Ref. No. :** TRANSPLAN**Project Cost :** \$5,152,000.00 in 2030 dollars

3491 - FY30 Bus Replacement (5)

Replace (5) 2018 40-ft Gillig diesel buses with 40' Battery Electric Buses

Limits: ECCTA Service Area**Project Status :****RTP Ref. No. :** TRANSPLAN**Project Cost :** \$6,440,000.00 in 2030 dollars

3495 - Brentwood Park and Ride Modernization

Modernization of the Brentwood Park and Ride that is currently owned by BART that is serviced by ECCTA

Limits: Walnut Blvd. and Dainty Ave., Brentwood**Project Status :****RTP Ref. No. :** TRANSPLAN**Project Cost :** \$5,000,000.00 in 2030 dollars

Intermodal/Park-and-Ride**2931 - Antioch Mobility Hub**

Construction Park & Ride facilities in Antioch and Oakley for use by Tri-Delta Transit buses.

Limits: In Antioch and Oakley**Project Status :** Proposed**RTP Ref. No. :** TRANSPLAN**Project Cost :** \$16,000,000.00 in 2026 dollars

3079 - Brentwood Intermodal Center

Construct intermodal park and ride facility adjacent to SR-4 at Mokelumne Trail overcrossing.

Limits: at Mokelumne Trail Overcrossing**Project Status :** Proposed**RTP Ref. No. :** TRANSPLAN**Project Cost :** \$65,000,000.00 in 2030 dollars

Maintenance**0752 - Tri Delta Transit: Repave existing bus parking & maint shop access plus**

Repave existing parking lot at existing facility with concrete as well as other misc. major facility improvements

Limits:**Project Status :****RTP Ref. No. :** TRANSPLAN**Project Cost :** \$1,000,000.00 in 2020 dollars

1305 - Replace Non-revenue Vehicles

Replace shop forklifts and Non-Revenue vehicles

Limits:**Project Status :****RTP Ref. No. :** TRANSPLAN**Project Cost :** \$175,000.00 in 2019 dollars

3138 - Bus Shelter Replacement

Replacement of damaged or missing bus shelters.

Limits: Tri Delta Transit Service Area**Project Status :****RTP Ref. No. :****Project Cost :** \$110,000.00 in 2020 dollars

3480 - Land Purchase

Purchase a plot of land adjacent to the current administration and maintenance facility that will be used for zero emission bus infrastructure

Limits: Apollo Court, Antioch

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$2,000,000.00 in 2024 dollars

3492 - Hydrogen Fueling Station

Construct a Hydrogen Fueling Station at ECCTA's current maintenance facility that has the capacity to support up to 30 Fuel Cell Electric Buses. The project will also incorporate a public-facing dispensing station.

Limits: 801 Wilbur Avenue, Antioch

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$10,000,000.00 in 2026 dollars

3493 - Apollo Court Development/ZEB Infrastructure

Develop the land purchased on Apollo court and build the battery electric bus charging infrastructure that will support the charging of up to 32 battery electric buses

Limits: Apollo Ct, Antioch

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$6,000,000.00 in 2028 dollars

3496 - Maintenance Building at Apollo Court

Construct a bus maintenance facility at the lot on Apollo Court to maintain the battery electric bus fleets

Limits: Apollo Court, Antioch

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$20,000,000.00 in 2035 dollars

Paratransit

3481 - FY24 DR Bus Replacement (15)

Replace (15 of 30) 25-ft light-duty gas Ford cut-aways with vehicles of like kind

Limits: ECCTA Service Area

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$2,175,000.00 in 2024 dollars

3482 - FY25 DR Bus Replacement (15)

Replace (15 of 30) 25-ft light-duty gas Ford cut-aways with vehicles of like kind

Limits: ECCTA Service Area

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$2,284,000.00 in 2025 dollars

3483 - FY25 DR Van Replacement (6)

Replace (6) 2018 Minivans with vehicles of like kind

Limits: ECCTA Service Area

Project Status :

RTP Ref. No. : TRANSPLAN

Project Cost : \$450,000.00 in 2025 dollars

Walnut Creek

Arterial/Roadway

0088 - North Main Street: Widen/restripe, Sunnyvale to Treat/Geary

Widen southbound roadway for 2 left turn lanes between Sunnyvale and Treat/Geary.

Limits: From I-680 off on-ramp/Sunnyvale Rd. to Treat/Geary

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,900,000.00 in dollars

0357 - Geary Road Widening Phase 3

Geary Road Widening Phase 3: Widen to one through lanes in each direction with a two way left turn lane, bike lanes, parking and/or landscaping, and sidewalks

Limits: Pleasant Hill Road to Buena Vista Ave/Putnam Blvd

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$6,854,000.00 in 2009 dollars

1216 - Ygnacio Valley Road @ Walnut Blvd. Left Turn Extension

Lengthen westbound left turn lane at Walnut Blvd from 150 ft. storage to 300 ft.

Limits: At Walnut Blvd

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$400,000.00 in dollars

1217 - Ygnacio Valley Road @ Homestead Ave. Left Turn Extension

Lengthen westbound left lane at Homestead Ave from the current 150 ft. storage lane to 300 ft.

Limits: At Homestead Ave

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$350,000.00 in dollars

1219 - Ygnacio Valley Road @ Marchbanks/Tampico Left Turn Extension

Extend existing 150 ft. left turn lane pocket to 340 ft.

Limits: At Marchbanks/Tampico

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$300,000.00 in dollars

1220 - Ygnacio Valley Road @ San Carlos Left Turn Extension

Extend westbound left turn from 200 ft. to 270 ft. and eastbound left turn lane from 200 feet to 320 feet

Limits: At San Carlos

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$500,000.00 in dollars

1221 - Ygnacio Valley Road @ Bancroft - New Eastbound Right Turn Lane

Add a dedicated right turn lane on Ygnacio Valley Road onto Walnut Ave.

Limits: At Bancroft Rd

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$4,500,000.00 in dollars

1222 - Ygnacio Valley Road @ Oak Grove Road Southbound Left Turn Lane

Add a second left turn lane for southbound Oak Grove Road

Limits: At Oak Grove Rd

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$2,500,000.00 in dollars

1225 - Speed Display Signs on Ygnacio Valley Road

Install speed display signs at various locations along Ygnacio Valley Road

Limits: Oakland Blvd to Oak Grove Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$130,000.00 in dollars

1226 - Incident Detection Video at Various Locations

Install cameras at various locations

Limits: City of Walnut Creek

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$250,000.00 in dollars

1593 - Treat and Arkell Signal Improvements
New Traffic Signal

Limits: at Arkell

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$500,000.00 in dollars

1595 - Mt Diablo Signal Upgrade
Upgrade driveway signalization

Limits: at Bonanza Dr

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$260,000.00 in dollars

1601 - Civic and Arroyo Signal
Traffic signal 2030

Limits: At Arroyo Way

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$250,000.00 in dollars

1602 - Arroyo & Main Signal
Traffic signal 2030

Limits: at Arroyo

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$250,000.00 in dollars

1607 - Parkside/Hillside Signal
Install a traffic signal at intersection of Parkside and Hillside Drive 2030 BART TV

Limits: at Hillside Drive

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$250,000.00 in dollars

1608 - Parkside/Buena Vista Signal
Install new signal at Parkside and Buena Vista intersection 2030 BART TV

Limits: at Buena Vista

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$250,000.00 in dollars

1609 - California/Trinity SB lane
Add SB right lane at California Blvd and Trinity Avenue in SB direction

Limits: at Trinity Ave

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$100,000.00 in dollars

1610 - Olympic/I-680 Signal Modification
Olympic Boulevard and Interstate 680 off ramp signal modification

Limits: at I-680

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$500,000.00 in dollars

1611 - California/Cole Signal
New traffic signal installed at N. California Boulevard and Cole Avenue

Limits: California Blvd and Cole Avenue

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$250,000.00 in dollars

1617 - Treat Boulevard Adaptive Timing

Install adaptive hardware and software upgrades to signal timing on Treat Blvd.

Limits: Treat Boulevard

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$2,500,000.00 in dollars

1793 - N. California/Trinity Intersection

Installation of a SB right turn lane at California Blvd and Trinity Avenue

Limits: At Trinity Avenue

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$100,000.00 in dollars

1795 - Oakland Boulevard Improvements

Reconstruct portions of Oakland Boulevard to include Complete Streets improvements to accommodate bicycle, pedestrian and vehicle modes

Limits: Trinity Avenue to Mt Diablo Blvd

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$5,000,000.00 in dollars

1796 - Wireless Communications to Remote Signals

Install new wireless communications to connect traffic signals to master terminal

Limits: City of Walnut Creek

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$500,000.00 in dollars

2943 - Widen Newell Avenue Bridge

Newell Avenue Bridge widening over San Ramon Creek to add bike lanes and turning lanes

Limits: at San Ramon Creek

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$3,000,000.00 in 2021 dollars

Bicycle/Pedestrian**0756 - Parkside Drive Sidewalk Gap Closure**

The project will complete the sidewalks along Parkside Drive

Limits: Hillside to San Juan

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$200,000.00 in 2004 dollars

1240 - Ped/Bike Overcrossing of Ygnacio Valley Road at Walnut Creek BART

The overcrossing would link the Walnut Creek BART station and its transit-oriented development to the office/ housing south of Ygnacio Valley Road

Limits: I-680 NB off ramp to California Boulevard

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$10,000,000.00 in dollars

1252 - Buena Vista/First St. Pedestrian/Bike Improvements

Relocate trail crossing towards intersection. Improve intersection to reduce speeds on Buena Vista. Widen sidewalks to accommodate pedestrian and bike traffic.

Limits:

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$800,000.00 in dollars

1253 - Walnut Blvd. Pedestrian Pathway

Enclose drainage ditches and add pedestrian pathway to provide safe route to schools.

Limits: Sierra Dr. to Homestead Ave

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$7,200,000.00 in dollars

1256 - Newell Ave Crosswalk

Install neckdown at midblock crosswalk.

Limits: Between Main and California

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$250,000.00 in dollars

1257 - ADA Upgrades

Install ADA upgrades at various high pedestrian locations

Limits: City of Walnut Creek

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$5,000,000.00 in dollars

1508 - Ygnacio Valley Road Sidewalk Gap Closure and Bicycle Improvements

Construct bicycle and pedestrian improvements along Ygnacio Valley Road/Hillside Avenue including: 1) a new or improved sidewalk on the southern side of Hillside/Ygnacio Valley, 2) a new pedestrian path connecting Barkley Avenue to Hillside, 3) adding new pedestrian phases and pedestrian push buttons and new ADA ramps at the I-680 on-ramp, 4) installing new "Share the Road" signs on Hillside and Parkside, and 5) improving the signage and striping at the SR-24 on-ramp.

Limits: Parkside Drive to Oakland Blvd.

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$984,731.00 in dollars

1570 - Northwest Walnut Creek Pedestrian and Bicycle Access

The project is proposing to fill the gap for a bicycle/pedestrian to an existing pedestrian route through 1.5 miles of residential neighborhoods leading towards the I-680 freeway underpass which currently has no pedestrian connection, no protected crossing at the I-680 SB on ramp and no connection to an existing sidewalk to the Walnut Creek BART station. To the east of these proposed improvements is Buena Vista Elementary. The project will provide additional/improved pedestrian connections to the school. The project would provide the means to connect 1.5 mile path with the installation of bicycle sharrows and infill sidewalks where there are gaps to the 680 underpass at Hillside Dr. A protected pedestrian signal would be installed at this 680 underpass which would complete a connection to the WC BART station. The Buena Vista Elementary project close pedestrian gap modify on-street perpendicular parking stalls to 45 degree stalls, provide curb ramps and sidewalk.

Limits: Hillside Avenue, Parkside Drive and Buena Vista Avenue

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,425,000.00 in 2015 dollars

1594 - Ygnacio Valley Road Sidewalk Widening

North side sidewalk widening from San Carlos to Marchbanks

Limits: Sab Carlos to Marchbanks

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$2,200,000.00 in dollars

1596 - Broadway & Duncan Bulbout

Improve pedestrian safety and visibility with new bulbout at Broadway and Duncan Streets (east side)

Limits: at Duncan

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$150,000.00 in dollars

1597 - Mt Diablo & Bont Intersection

Install pedestrian safety improvements

Limits: at Bont Lane

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$400,000.00 in dollars

1598 - Ygnacio Valley Road Sidewalk Improvements

Upgrade and widen existing sidewalk to allow bicycle travel in vehicle direction between Oakland Ave and Iron Horse Trail

Limits: Between Oakland and Iron Horse Trail

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$3,000,000.00 in dollars

1599 - Ygnacio Valley Road Bicycle Facility Improvements

Provide a two-way Class 1 bike/ped facility on north side of YVR between John Muir Dr and San Carlos Drive.

Limits: Iron Horse Trail and Bancroft/Walnut Avenue

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$10,000,000.00 in dollars

1600 - Ygnacio Valley Road Class III Bicycle Facility

Provide an enhanced Class III bicycle facility on YVR between Bancroft and Oak Grove Road

Limits: Bancroft and Oak Grove Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$2,000,000.00 in dollars

1612 - Walnut Blvd Ped Improvements

Fix the reverse super-elevation/sidewalk along Walnut Boulevard

Limits: Walnut Blvd

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$200,000.00 in dollars

1613 - Walker/San Miguel Sidewalk

Widen sidewalks on southbound side of Walker Avenue

Limits: Walker Avenue and San Miguel

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$350,000.00 in dollars

1614 - Maria Lane Bridge Widening

Widen existing bridge at Maria Lane for bicycle/pedestrian improvements

Limits: Newell Avenue and Maria Lane

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$4,000,000.00 in dollars

1616 - California/Cypress Crosswalk

Install a new mid-block pedestrian crosswalk across N California Boulevard at Cypress

Limits: at Cypress

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$300,000.00 in dollars

1618 - Iron Horse Trail/BART Connector South

Install bicycle and pedestrian improvements from Iron Horse Trail to Walnut Creek BART Station

Limits: Iron Horse Trail to Walnut Creek BART Station

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$600,000.00 in dollars

1619 - Iron Horse Trail to Walnut Creek BART North

Install new bicycle and pedestrian improvements from the Iron Horse Trail to the Walnut Creek BART Station from the North

Limits: Iron Horse Trail to Walnut Creek BART Station

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,000,000.00 in dollars

1623 - Civic Drive Bicycle Facility

Install Class II bike facility from Ygnacio Valley north to Walden Road and Class III Sharrows from Ygnacio Valley Road south to California Boulevard.

Limits: Civic Drive from Walden Road to N California Blvd.

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$150,000.00 in dollars

1624 - Lincoln Avenue Bicycle Connector

Install Class III sharrows from Iron Horse Trail to N Broadway Blvd, near Civic Park

Limits: Iron Horse Trail to N. Broadway Blvd

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$50,000.00 in dollars

1625 - Lavender Drive Bicycle Facility

Install Class III bicycle facility on Lavender between Rudgear and Livorna Road.

Limits: Rudgear Road to Livorna Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$75,000.00 in dollars

1627 - Walnut Creek Bicycle Lockers

Install new bicycle lockers at destinations throughout the City, including Larkey Park, Mitchell Park and Ride Lot, Tice Valley Gym, Heather Farm Park/Swim Club, Civic Park and local schools

Limits: City of Walnut Creek

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$100,000.00 in dollars

1628 - Walnut Creek Bike Share

Install new bicycle sharing stations at the Walnut Creek BART Station, Pleasant Hill BART Station, Shadelands Business Park, Broadway Plaza

Limits: City of Walnut Creek

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,500,000.00 in dollars

1629 - Walnut Creek Signage and Wayfinding

Install vehicular, pedestrian and bicycle signage and wayfinding around Walnut Creek and important gateway points entering the City

Limits: City of Walnut Creek

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$300,000.00 in dollars

1794 - Mt. Diablo Boulevard Crosswalk

Install new midblock crosswalk on Mt Diablo Blvd between N. California Blvd and Locust Street

Limits: Between California Blvd and Locust Street

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$350,000.00 in dollars

1797 - Scramble Phase/All Pedestrian Intersections

Scramble Phase Upgrades to Olympic Boulevard, Locust Street, Mt Diablo Boulevard, and Main Street intersections

Limits: Downtown Walnut Creek

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$500,000.00 in dollars

3001 - Olympic Corridor Bike/Ped Improvements

The Olympic Corridor improvements will enhance the bicycle and pedestrian facilities between Paulson Lane and California Boulevard through sidewalk widening, crosswalk improvements, and an addition of a Class I path. It will also restrict through-traffic to and on the northbound I-680 on-ramp via lane re-striping.

Limits: Paulson Lane to California Blvd

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$4,400,000.00 in 2020 dollars

3005 - Walker Avenue Sidewalk Improvements

Pedestrian and bicycle barrier removal and facilities enhancement to connect a large residential area to the Iron Horse Trail, Las Lomas High School, key transit hubs, BART, downtown Walnut Creek, Walnut Creek Library and parks.

Limits: Iron Horse Trail to Sierra Dr and on Sierra Dr south of Walker

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$933,000.00 in 2019 dollars

Bus**3023 - Walnut Creek Bus Stop Access and Safety Improvements**

The City of Walnut Creek, in partnership with the Central Contra Costa Transit Agency, is seeking a grant from the Measure J, Transportation for Livable Communities (TLC) program to make numerous access and safety improvements at bus stops throughout Walnut Creek. The funding would be used to remove or replace existing non-compliant shelters with new accessible, solar-powered bus shelters; improve sidewalk and ADA access; increase site lighting; and add benches and real-time travel information.

Limits: In Walnut Creek PDAs and John Muir Hospital, Shadelands, and Orchard Park

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,022,000.00 in 2018 dollars

Intermodal/Park-and-Ride**0227 - Rudgear Road Park and Ride Lot**

Add approximately 60 spaces

Limits: I-680/Rudgear Road in Walnut Creek

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$480,000.00 in dollars

1528 - Walnut Creek BART Transit-Oriented Development (TOD) Multimodal Improvements

Construct improvements at the Walnut Creek BART Transit-Oriented Development (TOD) such as additional parking, station access, capacity, safety and operational improvements.

Limits:

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$32,200,000.00 in 2023 dollars

Maintenance**0961a - Ygnacio Valley Road Pavement Reconstruction**

Reconstruct pavement section with some median, curb, and sidewalk work. (The section from California Blvd. to Civic Dr. is included in Project 0961b.)

Limits: I-680 to Oak Grove Road

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$24,500,000.00 in dollars

0961b - Ygnacio Valley Road Pavement Reconstruction (Phase 1)

Overlay Ygnacio Valley Road from California Blvd to Civic Drive, including ADA upgrades.

Limits: California Boulevard to Civic Drive

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$2,849,000.00 in dollars

0962 - California Boulevard Pavement Reconstruction

Reconstruct pavement section with some median, curb, and sidewalk work

Limits: N. Main Street to Ygnacio Valley Road and Mt. Diablo Blvd to Newell

Project Status :

RTP Ref. No. : TRANSPAC

Project Cost : \$1,500,000.00 in dollars

0963 - Mt Diablo Boulevard Pavement Reconstruction
Reconstruct pavement section with some curb and sidewalk work
Limits: Bonanza to Main Street

Project Status :
RTP Ref. No. : TRANSPAC
Project Cost : \$800,000.00 in dollars

3004 - Ygnacio Valley and Oak Grove Road Rehabilitation
The project will rehabilitate the asphalt roadway on Ygnacio Valley Rd and Oak Grove Roads. Pavement repairs will be performed at base failure locations. The project will also replace traffic striping and adjust utility covers as part of the pavement rehabilitation process. ADA curb ramp upgrades will be made. Video detection will be installed at select signalized intersections to improve detection.

Limits: Ygnacio Valley Rd from Civic Dr to San Carlos Dr / Oak Grove Rd from Ygnacio Valley Rd to Mitchell Dr

Project Status :
RTP Ref. No. : TRANSPAC
Project Cost : \$3,053,000.00 in 2019 dollars

Safe Routes to School

1622 - Cedro Lane Sharrows
Install Class III Sharrows on Cedro Lane between Wiget Lane and Naranja Drive, linking two elementary schools

Limits: Cedro lane between Wiget and Naranja Drive

Project Status :
RTP Ref. No. : TRANSPAC
Project Cost : \$100,000.00 in dollars

Water Transport Authority

Ferry

1106 - Antioch/Pittsburg to Martinez to SF Ferry
New ferry service from Antioch or Pittsburg to San Francisco with a stop at Martinez. 10-Year Operating Costs.

Limits: Antioch to SF

Project Status :
RTP Ref. No. : TRANSPLAN
Project Cost : \$79,680,000.00 in dollars

1392 - Ferry Capital Improvements in West County
Capital improvements needed to provide ferry service within West County.

Limits: Within West County

Project Status :
RTP Ref. No. : WCCTAC
Project Cost : \$37,100,000.00 in dollars

WCCTAC

Arterial/Roadway

0038 - San Pablo Avenue Smart Corridor Project
Covers Contra Costa portion. Multi-phase project includes: operational improvements, signage, metering, incident management. Phase II of San Pablo Avenue "Smart Corridor" project. TSP installation/implementation remains to be done in WestCAT service area.

Limits: Broadway (downtown Oakland) to SR 4 (Hercules)

Project Status : Active
RTP Ref. No. : WCCTAC
Project Cost : \$3,345,000.00 in 2022 dollars

2956 - Complete Streets in West County
Implement Complete Streets projects in West County

Limits: West County Streets

Project Status : Active
RTP Ref. No. : WCCTAC
Project Cost : \$84,635,000.00 in 2040 dollars

Bicycle/Pedestrian

0612 - Richmond Pkwy Transit Center: Bike Lockers/Racks

Bike Lockers/Racks at Richmond Pkwy Transit Center

Limits: At Richmond Parkway Transit Center

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$62,000.00 in dollars

0780 - Local Pedestrian Improvements

Develop pedestrian improvements around schools and key community destinations, including sidewalks, lighting and landscaping, and signal improvements

Limits: West County

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$10,000,000.00 in 2020 dollars

2877 - San Pablo Avenue Bike Parking

Install bike rack on each side of the street every approximately 1/8 mile - or as needed along 11 miles of roadway.

Limits: Entire length in Contra Costa

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$80,000.00 in 2020 dollars

2988 - Complete SF Bay Trail, Richmond Greenway and Ohlone Greenway

Complete San Francisco Bay Trail, Richmond Greenway and Ohlone Greenway in West Contra Costa

Limits: Various

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$20,000,000.00 in 2025 dollars

3293 - Local Bicycle Improvements

Implement bicycle improvements around schools and key community destinations,

Limits: West County

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$10,000,000.00 in dollars

3295 - West County Safe Routes to School Projects

Construct safe routes to school projects throughout West County consistent with the CCTA's Safe Routes to School Plan

Limits: West County

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$20,340,000.00 in 2040 dollars

3296 - Central Ave. I-80 Undercrossing Ped-Bike Improvements

Construct pedestrian and bicycle improvements under I-80 to link roadway to existing and planned improvements.

Limits: San Joaquin/Jacuzzi St. to San Luis St.

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$4,597,000.00 in 2025 dollars

Bus

3066 - West County High Capacity Transit Study: Express Bus Implementation Phase 1

Increase existing bus frequencies on WESTCAT Express and Transbay routes and provide new service to Berkeley, Oakland and Emeryville. Includes vehicle purchase and transit priority improvements such as signal priority and queue jumps.

Limits: West County

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$11,000,000.00 in 2022 dollars

3067 - West County High Capacity Transit Study: Express Bus Implementation Phase 2
Implement bus stop improvements in Berkeley, Emeryville and Oakland. Expand parking at Richmond Parkway and Hercules Transit Centers, Pinole and Richmond

Limits: West County

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$90,000,000.00 in 2032 dollars

3068 - West County High Capacity Transit Study: Express Bus Implementation Phase 3
Implement freeway ramp improvements at I-80/Macdonald, Richmond Parkway and Hercules Transit Centers. Implement new Express Bus-BRT transit center at I-80/Macdonald Ave.

Limits: West County

Project Status : Proposed

RTP Ref. No. : WCCTAC

Project Cost : \$141,000,000.00 in 2040 dollars

3069 - West County High Capacity Transit Study: Bus Rapid Transit on San Pablo Ave. and Macdonald, Phase 1
Implement priority improvements such as signal priority and queue jumps. Extend Rapid Bus improvements to Richmond Parkway

Limits: West County

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$3,000,000.00 in 2022 dollars

3070 - West County High Capacity Transit Study: Bus Rapid Transit on San Pablo Ave. and Macdonald, Phase 2
Extend Rapid Bus service to Hercules Transit Center. Expand parking at Richmond Parkway and Hercules Transit Centers. Implement San Pablo Ave. bus-only lanes (El Cerrito del Norte to 23rd St.). Implement Macdonald bus-only lanes (San Pablo Ave. to 23rd St.).

Limits: West County

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$180,000,000.00 in 2032 dollars

3071 - West County High Capacity Transit Study: Bus Rapid Transit on San Pablo Ave. and Macdonald, Phase 3
Extend San Pablo Ave. bus-only lanes (23rd St.-Richmond Prkwy.). Implement Express Bus-BRT transit center at Macdonald Ave. and I-80. Extend Rapid Bus to Hercules' RITC

Limits: West County

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$60,000,000.00 in 2040 dollars

3072 - West County High Capacity Transit Study: Bus Rapid Transit on 23rd St., Phase 1
Expand parking at Richmond Parkway and Hercules Transit Centers; implement bus-only lanes on 23rd St. between Macdonald and Rheem Aves.; extend Rapid Bus to Hercules Transit Center; purchas new vehicles and develop BRT stations.

Limits: West County

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$17,000,000.00 in 2022 dollars

3073 - West County High Capacity Transit Study: Bus Rapid Transit on 23rd St., Phase 2
Expand parking at Richmond Parkway and Hercules Transit Centers; implement bus-only lanes on 23rd St. between Macdonald and Rheem Aves.; extend Rapid Bus to Hercules Transit Center; purchas new vehicles and develop BRT stations.

Limits: West County

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$99,000,000.00 in 2032 dollars

3074 - West County High Capacity Transit Study: Bus Rapid Transit on 23rd St., Phase 3
Implement mixed flow and bus-only lanes on 23rd/San Pablo Ave. (Rheem to Hilltop Mall); extend Rapid Bus to Hercules' RITC; and develop BRT stations.

Limits: West County

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$63,000,000.00 in 2040 dollars

Freeway

1549 - I-80 CSMP Improvements

Construct improvements listed in the I-80 CSMP

Limits: SFOBB to Carquinez Bridge

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$34,200,000.00 in 2020 dollars

2878 - I-80 Eastbound Pinole Valley Road On-ramp Improvement

Improve conditions for merging onto the I-80 mainline from the eastbound Pinole Valley Road on-ramp to address vehicles accelerating uphill after stopping at ramp meter.

Limits: Entire ramp

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$11,000,000.00 in 2022 dollars

Intermodal/Park-and-Ride

2985 - New and expanded park-n-ride lots

Develop new and expanded park-n-ride lots at key locations: Richmond Parkway Transit Center; Hercules Transit Center; City of Pinole; San Pablo Dam Rd./I-80/EI Sobrante; I-580/Richmond

Limits: West County

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$33,000,000.00 in 2025 dollars

Rail/Rapid Transit

3075 - West County High Capacity Transit Study: BART Extension North from Richmond Station, Phase 1

Conduct conceptual engineering and program level environmental clearance

Limits: West County

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$56,000,000.00 in 2022 dollars

3076 - West County High Capacity Transit Study: BART Extension North from Richmond Station, Phase 2

Conduct preliminary engineering and project level environmental clearance

Limits: West County

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$74,000,000.00 in 2032 dollars

3077 - West County High Capacity Transit Study: BART Extension North from Richmond Station, Phase 3

Implement BART service to Hercules, acquire vehicles and develop stations and terminal yard.

Limits: West County

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$3,452,000,000.00 in 2040 dollars

3294 - San Pablo Ave. BRT Improvements

Construct bus rapid transit improvements as identified in the West County High Capacity Transit Study and the San Pablo Ave. Multimodal Corridor Project

Limits: West County

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$160,000,000.00 in 2040 dollars

WestCAT

Bus

0973 - Enhanced Express Bus Service on I-80 and Highway 4.

This project continues the operation of Enhanced Express Service on I-80 and Highway 4 beyond 2009. The service provides improved accessibility and more frequent connections at the Richmond Parkway Transit Center, El Cerrito del Norte BART Station, and Martinez.

Limits: From El Cerrito del Norte BART Station to the Amtrak Station in Martinez

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$5,000,000.00 in dollars

1266 - Implementation of Weekend Service on Selected Routes

This proposal addresses the transit needs of low-income communities in the WCCTA service area and identifies what service improvements are needed to close the existing transit gap. The proposal represents a major overhaul of the WCCTA system by expanding service on the J Express service between Hercules and Del Norte BART to a 20-minute headway, operating routes 11 and 19 at increased frequencies to achieve a doubling of existing headways and implement service of the LYNX Transbay service on weekends.

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$3,000,000.00 in dollars

1267 - Add service to Waterfront neighborhood development on route JX or JPX

The JPX will be enhanced to operate with an additional loop through the central Hercules corridor, thus providing more riders with one seat rides between Del Norte BART and the local neighborhoods within the system. This service will supplement local routes and allow direct access to BART for many riders.

Limits: Waterfront neighborhood of Hercules

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$3,000,000.00 in 2024 dollars

1268 - Increased Evening Service on Selected Routes

This proposal addresses the transit needs of low-income communities in the WCCTA service area and identifies service improvements are needed to close the existing transit gap. The proposal represents a major overhaul of the WCCTA system by expanding service on the local routes until 10pm (with a 1-hour or shorter headway) this will allow people who use the express service to access local neighborhoods using transit from the Hercules Transit Center.

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,000,000.00 in dollars

1269 - Enhanced Service on Transbay Lynx

This proposal looks into increasing services on selected routes throughout the network. The Transbay Lynx service will be run throughout the day to supplement the current peak schedule. (Combined with 4089-1404)

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$5,000,000.00 in dollars

1270 - Install street furniture at key locations in WestCAT service area (Hercules and Pinole)

This proposal addresses the lack of street furniture throughout the WCCTA network. Installation will address safety concerns and comfort issues in waiting at bus stops. Twenty key locations will have bus shelters and benches installed to aid comfort, shelter and security.

Limits: WCCTA Service Area

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$1,700,000.00 in dollars

1271 - Expand WestCAT maintenance facility

Purchase land adjacent to current facility to increase available storage for transit vehicles.

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$5,000,000.00 in dollars

1299 - C3 Expansion Vehicle

This route operates between Rodeo and Contra Costa College. It currently only operates during college, however as it links with the Ac Transit 72 Rapid running the service out of college hours would benefit riders in the Rodeo, Hercules and Pinole areas. Current service operates at a one-hour headway. In order to increase frequency a new vehicle would be needed to operate on the route.

Limits: WCCTA Service Area

Project Status : Active

RTP Ref. No. : WCCTAC

Project Cost : \$735,310.00 in dollars

1300 - Purchase additional vehicles to increase service throughout the service area
This proposal identifies need within the WestCAT service area to expand service on a number of routes to allow the community greater access to mass transit. In order to increase frequency of service on local and express routes additional vehicles will be needed.

Limits: WestCAT service area

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$5,000,000.00 in 2035 dollars

1401 - Express bus service from Pinole to SF

Provide a direct trip from Pinole to SF via the Bay Bridge. Capital for vehicles and ongoing operational support required

Limits: Pinole - San Francisco

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$5,000,000.00 in dollars

1403 - Express bus service to northern Alameda County

Run service from Hercules and surrounding area directly to Emeryville, Berkeley, and/or north Oakland along the I-80 corridor

Limits: Hercules or Pinole to Emeryville, Berkeley and/or Oakland

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$5,000,000.00 in 2024 dollars

1404 - Expand Lynx Transbay Service

Offer additional service during non commute hours on Transbay service between Hercules and San Francisco.

Limits: Hercules to San Francisco

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$2,000,000.00 in dollars

2909 - Expand WestCAT Fleet

Expand WestCAT's bus service through purchase of vehicles.

Limits: Districtwide

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$9,100,000.00 in 2040 dollars

2910 - Lynx Fleet Expansion

Purchase vehicles to expand Transbay service, including double-decker vehicles.

Limits: Pinole and Hercules

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$5,600,000.00 in 2040 dollars

2919 - WestCAT Infrastructure Improvements

Improve infrastructure to support WestCAT services, includes park and ride lots, signal prioritization, queue-jump lanes, and freeway drop-ramps.

Limits: WestCAT Service Area

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$11,900,000.00 in 2040 dollars

2984 - Construct new satellite WestCAT maintenance facility (includes land purchase)

Construct additional facility to house and maintain vehicles within Western Contra Costa County

Limits:

Project Status :

RTP Ref. No. : WCCTAC

Project Cost : \$8,500,000.00 in 2028 dollars

APPENDIX F

RELATIONSHIP BETWEEN THE CMP, OTHER AUTHORITY ACTIVITIES, AND FEDERAL AND STATE TRANSPORTATION CONTROL MEASURES (TCMS)

Background

As part of its statutory responsibility to evaluate consistency between the CMP and the Regional Transportation Plan (RTP), the Metropolitan Transportation Commission (MTC) requires that CMPs comply with the Transportation Control Measures (TCMs) contained in the following documents:

- Federal Ozone Attainment Plan for the 1-Hour National Ozone Standard, adopted Oct. 24, 2001
- 2004 Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for Ten Federal Planning Areas, approved January 30, 2006
- Bay Area 2010 Clean Air Plan

The first two of these plans establish so-called federal TCMs, that is, TCMs that are designed to maintain air quality in the Bay Area within the standards established in federal law. The third of these two plans establishes TCMs that are designed to maintain air quality in the Bay Area within the standards established in California law.

The CMP CIP is required to conform to “transportation-related vehicle emissions air quality mitigation measures” as well as to the RTP. This means that the CMP CIP should promote implementation of the State and federal TCMs that are a part of Bay Area air quality plans and the RTP. The CIP must not conflict with or preclude implementation of these TCMs. Other CMP components corresponding to TCMs are included in the Land Use-Transportation Evaluation Program (Section 5) and the Travel Demand Element (Section 6). In addition, TCMs are being implemented through a number of the Authority’s activities not directly related to the CMP.

Table F-1 lists and describes Federal TCMs, and identified CMP components and related CCTA activities for implementation of the TCMs. Table F-2 provides the same information for the State TCMs. Both tables include a partial listing of TCMs, based on MTC’s evaluation of which TCMs are relevant to CMP implementation (MTC Resolution 3000, June 2005).

Several TCMs will require detailed study before they can be implemented or even included in the CMP. Examples include TCMs that call for improving arterial traffic management and increasing allowable densities near transit stations. Such TCMs have been investigated as part of the Action Plans prepared in all sub-areas of Contra Costa. The policies that result are reflected in the CMP in several ways. The Action Plan policies affect which projects are included in the CIP and will be the primary source of TCMs included in Deficiency Plans. In addition, the lessons learned from preparing the Action Plans may influence the CMP in terms of revising policy or developing a new approach to understanding the land use and transportation relationship.

Table F-1 **Federal TCMs Relevant For CMP Implementation**

TCM Description (from MTC)	CMP Components and Related Authority Activities
FTCM 24 Expand Signal Timing to New Cities	
Establish signal timing programs in cities that do not currently have such programs	The CMP includes, and has included, a number of signal interconnect and arterial management projects throughout the county.
FTCM 25 Maintain Existing Signal Timing Programs for Local Streets	
For cities which currently have programs, secure funds to maintain traffic flow benefits	Cities may choose to use local Street Maintenance and Improvement Funds (Measure C revenues), gas tax subventions, regional fees, or other revenues, to continue signal timing programs.
FTCM 28 Local Transportation Systems Management (TSM) Initiatives	
Accounts for the effects of continuing implementation of TSM programs.	The CCTA Growth Management Program requires local adoption and implementation of TSM ordinances. Changes in State legislation made since the adoption of CMP legislation have required the Authority to modify its model TSM ordinance to eliminate mandatory employer-based TSM programs. The ordinance now calls for proactive and multi-jurisdictional efforts to encourage alternatives to the single-occupant vehicle and reduce trip-making. In addition, Measure J includes a Commute Alternatives program that funds transportation demand management activities.
FTCM A Regional Express Bus Program	
Program includes purchase of about 90 low-emission buses to operate new or enhanced express bus service. MTC will approve \$40 million in funding to various transit operators for bus acquisition.	The Authority funded the Contra Costa Express Bus Study, which identified improvements and expansions to the system of express bus services within Contra Costa, and is considering methods for funding such service as part of the 2004 CTP Update and potential extension of Measure C. In addition, 4.3 percent of the revenues of Measure J are set aside for express bus service and Bus Rapid Transit service for Contra Costa.
FTCM B Bicycle/Pedestrian Program	
Fund \$15 million in high-priority projects in countywide plans consistent with TDA funding availability.	The Authority adopted the first Countywide Bicycle and Pedestrian Plan in 2003 and adopted its first update in October, 2009. MTC and Caltrans have both found that the 2003 CBPP complied with State requirements for a bicycle plan, including the identification of high-priority bicycle and pedestrian projects. The projects recommended in the plan have been incorporated into the CTPL and CMP CIP. In addition, Measure J sets aside 1.54 percent of expected revenues for bicycle and pedestrian programs as well as encouraging local jurisdictions to accommodate bicyclists and pedestrians within most transportation projects.

Table F-1 Federal TCMs Relevant For CMP Implementation

TCM Description (from MTC)	CMP Components and Related Authority Activities
FTCM C Transportation for Livable Communities (TLC)/ Housing Incentive Program	
Provide \$27 million in planning grants, technical assistance and capital grants to help cities and non-profit agencies link transportation projects with community plans.	As the CMA for Contra Costa, the Authority will be responsible for allocating a portion of TLC funds under the policies of the 2009 RTP. In addition, Measure J sets aside 5.4 percent of expected revenues for a Contra Costa TLC program, which is similar, though not identical, to MTC's program.

Table F-2 State TCMS Relevant for CMP Implementation

TCM Description (from MTC)	CMP Components and Related Authority Activities
TCM C-1 Voluntary Employer-Based Trip Reduction Program	
<p>Support voluntary efforts by Bay Area employers to encourage their employees to use alternative commute modes, such as transit, ridesharing, bicycling, walking, telecommuting, etc.</p>	<p>The Authority’s Growth Management Program requires local adoption and implementation of TSM ordinances. The Authority’s previous model TSM ordinance included requirements for employer-based programs. As described in the CMP’s travel demand element in Section 6, the revised model TSM ordinance (included in Appendix G) requires local jurisdictions to adopt a TSM ordinance that outlines “proactive efforts” to encourage the use of alternatives to the single-occupant vehicle and other actions to reduce trip making. The Authority is considering looking again at the model TSM ordinance to see whether it can be strengthened and improved. In addition, Measure J sets aside one percent of expected revenues for support of commute alternatives, including working with employers to encourage the use of transit, carpooling and other alternatives to the single-occupant vehicle.</p>
TCM A-1 Local and Area-wide Bus Service Improvements	
TCM A-2 Local and Regional Rail Service Improvements	
<p>Includes improving bus and rail service by sustaining and expanding existing services, and providing funds for replacement of older transit vehicles, rail cars, and stations.</p>	<p>During the 25-year period 2009–2026, the Authority is estimated that it will allocate an estimated \$197 million and \$96 million of sales tax revenues on transit and paratransit, respectively. Transit funds are to support coordinated service proposals submitted by the transit agencies, focusing on major commute corridors and include support for new or expanded express bus services. Transit services to be funded are to strengthen the linkages between transit service areas and linkages to rail stations in the county. In addition, Measure J will help fund the East Contra Costa Rail Extension project, Capitol Corridor service, and BART parking, access and other improvements.</p>
TCM B-3 Bay Area Express Bus Lane Network	
<p>Seeks to price travel demand on Bay Area highways and implementing a seamless, regionally-managed Express Lane Network throughout the Bay Area and improving regional transit service. This system will offer free-flowing conditions for carpools, buses and toll payers by adjusting tolls based upon the level of congestion.</p>	<p>The CMP CIP (Chapter 4 and Appendix E) includes additional HOV lanes on I-80, I-680, and State Route 4. These projects are consistent with MTC’s HOV Lane Master Plan. Measure J will help fund HOV and express bus lanes on I-80, I-680 and State Route 4. MTC has recently obtained legislative approval to study the conversion of HOV lanes to tolled Express Lanes on I-680 and I-80 in Contra Costa.</p>

Table F-2 State TCMS Relevant for CMP Implementation

TCM Description (from MTC)	CMP Components and Related Authority Activities
TCM D-1 Bicycle Access and Facilities Improvement	
TCM D-2 Pedestrian Access and Facilities Improvements	
<p>Bicycle and pedestrian access improvements are currently funded by TDA Article 3 funds totaling about \$3.5 million per year for the Bay Area and through TFCA funds allocated through the BAAQMD.</p>	<p>Over 25 years, 1.54 percent of Measure J funds, or about \$24 million, in sales tax revenues will go to improve or expand regional bicycle and pedestrian trails. The CMP CIP includes a significant number of bicycle and pedestrian projects that will be funded through this and a variety of other sources. The Contra Costa TLC program, which will get 5.4 percent of Measure J revenues, will also fund pedestrian and bicycle facilities that support transit- and pedestrian-oriented design and affordable housing. The Authority has an adopted Countywide Bicycle and Pedestrian Plan that outlines additional projects and programs for increasing walking and bicycling in Contra Costa.</p>
TCM C-2 Safe Routes to Schools and Safe Routes to Transit	
<p>This TCM is an attempt to reduce air pollution and facilitate safe routes to schools and transit by funding youth discount transit tickets; seeking new funding for school bus services; and encouraging carpooling for high school students with cars, as well as implementation of new bicycle and pedestrian facilities and improving current</p>	<p>To comply with the requirements of the CMP Trip Reduction program, each local jurisdiction may work with local school districts to design trip reduction programs. The Authority is helping fund school buses programs in the Lamorinda area and San Ramon Valley. New Measure J funding will allow expanded services, as well as a “safe transportation for children” program within Central County and the low-income student bus pass program in West County. Safe Routes to Transit is currently funding the installation of electronic bicycle lockers at various BART stations in Contra Costa.</p>
TCM B-1 Freeway and Arterial Operations Strategies	
<p>Signal timing programs, signal preemption, relocation of bus stops, SMART streets, and other strategies will be utilized in an effort to reduce vehicle delay and improve arterials and freeways for bus operation.</p>	<p>The CMP CIP includes a number of signal interconnect and arterial management projects on a number of roadways, including the East County Traffic Management System, and San Pablo Avenue Smart Corridor. Arterial traffic management programs will also be implemented as part of the Gateway/Lamorinda Traffic Program. Additional arterial traffic management strategies addressed during Action Plan preparation will be included in the CMP updates. The I-80 Integrated Corridor Mobility project uses operational improvements to more efficiently manage recurring congestion and non-recurring incidents along I-80 and parallel/crossing arterials, and Innovate 680 will build upon this strategy using the latest technology for corridor traffic management.</p>
TCM B-2 Transit Efficiency & Use Strategies	
<p>Incentives to encourage greater use of transit include improved coordination between transit operators on routes, schedules, transfers and</p>	<p>The CMP establishes standards for coordinating transit routing, schedules and fares. In addition, the Authority encourages local jurisdictions to support transit services within the county. The Authority also funds a portion of the 511 Contra Costa Program,</p>

Table F-2 State TCMS Relevant for CMP Implementation

TCM Description (from MTC)	CMP Components and Related Authority Activities
fares; expanded marketing of transit tickets and passes; and full implementation of the Clipper fare payment system.	which, among other things, markets and provides incentives for vanpool formation and sustainability, and carpool incentives. Measure J sets aside one percent of expected revenues to continue this support for encouraging commute alternatives.
TCM C-3 Rideshare Services and Incentives	
Enhance ridesharing marketing services and provide incentives to vanpool and carpool through the 511 Regional Rideshare Program, as well as local rideshare programs implemented by CMAs.	The Authority funds 511 Contra Costa, which, among other things, markets and provides incentives for increased transit use. Measure J sets aside one percent of expected revenues to continue this support for encouraging commute alternatives.
TCM C-4 Conduct Public Outreach & Education	
Encourage public to reduce motor vehicle use on days of predicted ozone exceedances through “Spare the Air Program”. Continue public education program to inform Bay Area residents about status of regional air quality, health effects of air pollution, sources of pollution, and measures that individuals and communities can take to improve air quality.	The Authority supports 511 Contra Costa which, besides marketing transit and other alternative modes of travel, publicizes the “Spare the Air” campaign and other similar efforts in Contra Costa.
TCM D-3 Local Land Use Strategies	
Planning for higher densities, cluster development with mixed uses, and transit-oriented design along mass transit lines should be pursued to go along with the Bay Area’s regional rail extension program and to support the approved land use strategy developed as part of the SCS under SB375.	The CMP encourages local jurisdictions to consider a variety of land use and site design strategies including increasing densities and encouraging a greater mix of uses at transit stations. This builds on the requirement in the Measure J GMP for local jurisdictions to adopt transit-, bicycle- and pedestrian-supportive standards and guidelines as part of their development review process.

Table F-2 **State TCMS Relevant for CMP Implementation**

TCM Description (from MTC)	CMP Components and Related Authority Activities
TCM C-5 Smart Driving	
<p>Pollutant emission rates vary by vehicle speed, with rates generally lowest in the 30-45 mph range. This measure will reduce emissions of the key ozone precursors, ROG and NOx by reducing high speed driving.</p>	<p>The Authority will support BAAQMD and MTC in their efforts to encouraging smart driving as part of the outreach component of the Transportation Climate Action Campaign.</p>
TCM B-4 Goods Movement Improvements and Emission Reduction Strategies	
<p>By investing in the Bay Area's trade corridors and continuing to offer incentives for diesel engine owners to reduce emissions will address existing air quality issues as well as help the region to prepare for continued growth in this important sector of the Bay Area's economy.</p>	<p>The Authority will continue to support BAAQMD in their implementation of grant programs that fund diesel emission reduction programs, and with MTC to implement TCIF projects, including as the Martinez Subdivision Rail Corridor Improvement in Contra Costa.</p>
TCM E-1 Value Pricing Strategies	
<p>Reduce emissions of the key ozone precursors by managing travel demand during congested conditions and improving regional bus service through value pricing on the Bay bridges and in San Francisco.</p>	<p>The Authority will look for opportunities to partner with MTC to implement value pricing, where applicable.</p>
TCM E-2 Promote Parking Pricing to Reduce Motor Vehicle Travel	
<p>Improve air quality by implementing parking policies that support in-fill and transit-oriented development, and reduce VMT, and vehicle emissions through increased transit use, walking and bicycling.</p>	

APPENDIX G

MODEL TRANSPORTATION DEMAND MANAGEMENT (TDM) ORDINANCE

The model ordinance contained in this appendix was adopted by the Contra Costa Transportation Authority in 1997 to provide local jurisdictions with an example of how both the Authority's Policy Requirements for Transportation Demand Management (TDM) and recent changes in State legislation could be incorporated into local ordinance.

Since preparation of the previous model ordinance, the State legislature, through AB 437, modified CMP requirements to remove the "adoption and implementation of a trip reduction and travel demand ordinance" from the list of items a CMA must monitor for local compliance and to eliminate the TDM requirements established by BAAQMD in their Regulation 13, Rule 1. TDM in the Measure J Growth Management Program is referred to as Transportation Systems Management (TSM).

The Authority has revised the model ordinance contained in the 1995 CMP so that it reflects the State legislature's elimination of any mandatory employer-based trip reduction requirements by emphasizing the promotion of greater efficiency on the existing transportation system and expanding TDM efforts "beyond employer-based trip reduction programs."

REVISED MODEL TSM ORDINANCE

for the Measure C Growth Management Program

[CITY/TOWN/COUNTY OF _____]

ORDINANCE NO. _____ AMENDING ORDINANCE NO. _____, AS
AMENDED BY ORDINANCE NO. ____, REQUIRING TRANSPORTATION SYSTEMS
MANAGEMENT

AN ORDINANCE TO REPEAL TRANSPORTATION DEMAND MANAGEMENT
REQUIREMENTS WITH RESPECT TO MANDATORY EMPLOYER BASED TRIP
REDUCTION PROGRAMS AND TO ADOPT NEW POLICIES, PURPOSES, GOALS
AND OBJECTIVES FOR TRANSPORTATION SYSTEMS MANAGEMENT

WHEREAS, pursuant to the requirements of Contra Costa Measure C on the 1988
General Ballot, each jurisdiction within Contra Costa County was required, as a
condition of receiving Measure C Local Street Maintenance and Improvement funds
from the one half cent sales tax imposed by Measure C, to adopt a Transportation
Systems Management (“TSM”) Ordinance or other mitigations to promote carpools,
vanpools, and park and ride lots; and

WHEREAS, pursuant to the Measure C Ordinance, the Contra Costa Transportation
Authority (the “Authority”) drafted and adopted a model TSM Ordinance for use by
local jurisdictions in developing local ordinances for adoption and implementation;
and

WHEREAS, the model TSM Ordinance drafted by the Authority was [modified and]
adopted [with amendments] by (City/Town/County of _____) as
Ordinance No. ____ on _____, 199_ (the “TSM Ordinance”); and

WHEREAS, in 1989 the California Legislature enacted amendments to the California
Government Code imposing separate requirements under the state congestion
management programs for local jurisdictions to adopt trip reduction and travel
demand ordinances; and

WHEREAS, pursuant to such requirements, the Authority revised its model TSM
Ordinance to incorporate trip reduction and travel demand (“TDM”) requirements;
and

Appendix G - Revised Model TSM Ordinance

WHEREAS, the Authority's revised model TSM ordinance was [modified and] adopted [with amendments] by (City/Town/County of _____) as Ordinance No. _____ on _____, 199_; and

WHEREAS, the California Legislature in 1995 amended congestion management requirements to prohibit local jurisdictions from enforcing mandatory employer trip reduction programs; and

WHEREAS, in order to implement the mandate of the 1995 Legislation, it is necessary and advisable to repeal the TSM Ordinance to eliminate requirements for mandatory employer based trip reduction plans and to approve and adopt new purposes, goals and objectives for transportation systems management;

NOW, THEREFORE, BE IT ORDAINED AS FOLLOWS:

SECTION 1. Findings.

- A. Transportation Systems Management has the potential to reduce vehicle trips and vehicle emissions more efficiently and cost effectively than major roadway improvements;
- B. For many years prior to the passage of Measure C, local jurisdictions developed and implemented a variety of TSM projects and programs, e.g., operation of transit systems, construction of bicycle facilities, land use policy coordination and related improvements.
- C. Since 1992, the Authority has committed both Measure C and Transportation Fund for Clean Air ("TFCA") funds to four subarea programs for the implementation of Measure C and Clean Air Plan goals;
- D. In compliance with the requirements of the TSM Ordinance, large employers are required to develop and implement trip reduction programs at work sites; pursuant to that requirement, implementation of the TSM Ordinance was delegated to _____;
- E. The Countywide Comprehensive Transportation Plan incorporates each Regional Committee's Action Plan for Routes of Regional Significance, which support specific TSM/TDM goals and objectives;

- F. Over the past four years, the subarea TSM programs have been successful in reducing vehicle trips and emissions at the employment sites specified in the TSM Ordinance, as well as in school and residential areas where programs have been implemented;
- G. G. Since the adoption of the TSM Ordinance, TSM efforts have been expanded to include aspects of the transportation system other than employer programs, e.g, enhancement of transit and bicycle facilities, incorporation of new technologies into the system, land use policy coordination and related enhancements;
- H. In adopting this Ordinance No. _____, cooperation and coordination with other local jurisdictions and regions in TSM are acknowledged as having the potential to enhance the efficiency and cost-effectiveness of its efforts; accordingly the Board/Council directs staff to take steps to implement TSM in accordance with the policies, goals and objectives set forth herein.

Section 2. Repeal of TSM Ordinance.

The TSM Ordinance (No. _____) is hereby repealed.

Section 3. Adoption of a new TSM Ordinance.

Section __ is added to read in full as follows:

- A. In light of elimination of mandatory employer-based trip reduction requirements, the following purposes, goals and objectives are adopted in order to assist staff in continuing the implementation of the TSM Ordinance and programs:
- (1) To promote maximum efficiency in the existing transportation system and to further the transportation goals of the Measure C Growth Management Program, Contra Costa's Congestion Management Program and the Bay Area Clean Air Plan by:
 - a. Promoting and encouraging the use of transit, ridesharing, bicycling, walking, flexible work hours and telecommuting as alternatives to solo driving;

Appendix G - Revised Model TSM Ordinance

- b. Incorporating these goals and objectives into the land use review and planning process;
 - c. Developing proactive programs and/or projects either alone or in conjunction with other jurisdictions, or with the [local jurisdiction's regional transportation planning committee] aimed at achieving these goals;
 - d. Considering the incorporation of appropriate technology designed to facilitate traffic flow, provide transit and highway information, provide trip generation alternatives, and related technology into the transportation system;
 - e. Cooperating with other jurisdictions, the private sector, and transit operators in planning and implementing transportation programs.
- (2) To reflect an ongoing commitment to expand TSM efforts beyond employer-based trip reduction programs, in order to achieve traffic congestion management and air quality goals.
- (3) To comply with applicable state and federal laws as well as with Measure C Growth Management Program requirements pertaining to TSM.
- B. The goal of the TSM Ordinance as amended is to ensure the continuation of a proactive TSM program effort aimed at reducing vehicle trips, vehicle emissions and traffic congestion in the most efficient and cost effective manner.
- C. The objective of this section is to establish the following policies:
- (1) To participate, in conjunction with other jurisdictions and [its regional transportation planning committee], in a proactive effort to support and develop projects which will achieve the Measure C TSM/TDM goals as described in the [Regional Transportation Planning Committee's] Action Plan, the Countywide Comprehensive Transportation Plan, the Measure C Strategic Plan, the Congestion Management Plan and/or the Bay Area Clean Air Plan. Such participation may include, but need not be limited to:

- a. Promotion and encouragement of the use of transit, ridesharing, bicycling, walking, flexible work hours, telecommuting or other alternatives to solo driving;
 - b. Projects incorporating appropriate technology designed to facilitate traffic flow, provide transit and highway information and related technology.
- (2) To incorporate these goals into its land use review and planning process.

THIS ORDINANCE SHALL BE ADOPTED BY APPROVAL OF [A MAJORITY OF THE MEMBERS OF] THE BOARD/COUNCIL AT A DULY AND LAWFULLY NOTICED MEETING OF SUCH BODY AND SHALL BECOME EFFECTIVE IN ACCORDANCE WITH APPLICABLE REQUIREMENTS OF LAW AS TO ITS ENACTMENT.

APPENDIX H

TRAVEL DEMAND FORECASTING MODEL DEVELOPMENT IN CONTRA COSTA COUNTY

The Congestion Management Program (CMP) legislation requires that each designated CMP agency develop a computerized travel demand model that is consistent with the analytical methodology and relevant data bases employed by the regional planning agency. The Authority is the designated CMA for Contra Costa County. This appendix documents the Contra Costa County travel demand modeling system and application. The Metropolitan Transportation Commission (MTC) has found this modeling system and application consistent with MTC's approach and procedures and has approved its use in the development of the Contra Costa County CMP and future deficiency plans.

The modeling approach and the relationship of previous travel demand forecasting efforts in the County are described in the following sections. However, the primary focus of this discussion is on modeling methodology embodied in the Contra Costa County model and its relationship and consistency with the regional model.

Decennial Model Update

The last decennial model update was completed in 2012, and the 2020 Update work is currently underway by the Authority to complete the 2020 Decennial update, which involves adapting MTC's activity-based Travel Model (TM) 1.5 for use by the Authority and the Alameda County

Transportation Commission (ACTC). The update will allow the Authority to maintain required consistency with MTC's current modeling platform, while utilizing the power of a tour-based model. CCTA and ACTC partnered on this update effort in 2021, and the resulting Bi-County Model will be available for use by both agencies in early 2024.

The existing Countywide Model uses the MTC 1454 zone system and is disaggregated for higher sensitivity to local land use variations, resulting in a 3,120-zone model. The Authority has routinely updated the land use and transportation network in the Countywide Model in order to remain consistent with ABAG's latest projections and the regional model "Baycast" internal processes. The Decennial update incorporated the latest available land use forecasts at the time, and has since continuously been updated with the latest adopted regional forecasts. In early 2022, the Authority completed the effort of incorporating the land use projections based on the adopted Plan Bay Area 2050 Regional Transportation Plan. This land use dataset has also been carried forward into the Bi-County Model.

Model Background

In 1985, Contra Costa County began development of a countywide travel demand forecasting model using the EMME/2 software. This model was developed to assist in the evaluation of the County's General Plan Update. The final model included 517 traffic analysis zones.

The 517-zone County model was modified for use in two subsequent studies. A model for the Oakley Area in East Contra Costa County was developed for use in specific planning efforts. This model used the 517-zone model as a basis but added additional detail in the Oakley Area. Zones in West Contra Costa County and the Tri-Valley Area were aggregated in the Oakley model. The Oakley model was further enhanced as part of the analysis of the Delta Expressway. The enhancements included expansion of the internal network to include portions of Alameda County east of the I-680/580 interchange. External trips from San Joaquin County were also addressed in the Delta Expressway model.

In the early 1990s, the Authority funded the development of separate travel demand forecasting models in each of four subareas of the County: West County, East County, Central County including the Lamorinda area, and Tri-Valley. The Tri-Valley model was funded jointly by the Authority, Alameda County and the cities of Dublin, Pleasanton and Livermore. The Authority further refined the Central County model to provide sufficient detail throughout the County to permit county-wide model applications and serve as the "County CMP" model.

These models have now been phased out, and the new Countywide Model will be used for major transportation studies, analysis of general plans and, in Contra Costa, analysis required as part of its Growth Management Program. The Countywide Model will also be used in the development of any Deficiency Plans as required under the Congestion Management Program.

The new countywide model uses the same network descriptions and mode split and trip assignment algorithms as MTC's. The model replicates the person trip tables projected by MTC using the BAYCAST regional model. Since MTC used forecasts based on the land use and socioeconomic inputs in *ABAG Projections 2013*, the new Contra Costa model also reflects those inputs.

Model Components

The countywide travel demand model has been designed specifically to be multimodal in form and mathematically consistent with the state-of-the-art in travel demand forecasting. Consistency with the MTC regional model is presented within the framework of the five basic model components as utilized by MTC: Auto Ownership, Trip Generation, Trip Distribution, Mode Choice, and Traffic Assignment.

AUTO OWNERSHIP

The countywide model uses MTC's auto ownership model (i.e., the proportion of households without cars) and replicates MTC's regional model forecasts. Use of this component of the model provides the ability to reflect the dynamic influence of changing auto ownership patterns on mode choice.

TRIP GENERATION

Trip production and attraction models were constructed using MTC's model. County-to-county trip tables were compared with MTC's 1998 "Observed" trip tables based upon available data. The models produce daily average weekday person trip estimates by individual trip purpose.

TRIP DISTRIBUTION

Trip Distribution models, of the gravity form, were developed using MTC's model. The Home-Based Work trip distribution models were calibrated to the 1998 "Observed" trip matrix as constructed by MTC.

With the exception of the Home-Based Work trip purpose, trip attractions from the trip generation model are normalized to productions prior to the trip distribution step. Home-Based Work productions are normalized to attractions, however, in view of the importance of responding to, and understanding clearly, the implications of the regional employment projections as they relate to the estimation of workers to serve those jobs. This analytical method requires the models to represent explicitly the in-commuting of workers from outside the nine-county Bay Area.

MODE CHOICE

Each of MTC's regionally estimated mode choice models were directly implemented as part of the Contra Costa model system. Home-Based Elementary/Secondary (School) person trips were included with the Home-Based Shop/Other trips for mode choice purposes, while the Home-Based University trips were included with the Home-Based Work trips.

TRAFFIC ASSIGNMENT

Vehicle trip tables are created directly from the modal choice model output for the following individual time periods; AM Peak Hour, PM Peak Hour, AM Peak Period, PM Peak Period, and Off-Peak Period. Vehicle occupancies used to calculate vehicle trips by purpose are based directly upon MTC defined occupancies. The conversion of daily vehicle trips to each individual time period are initially based upon actual MTC's 2000 diurnal distribution factors, and subsequently modified based upon comparisons of actual and estimated traffic volumes by link. These factors are modified only in cases where a systematic pattern exists (i.e., peak spreading evident on the Bay Bridge) or where an obvious variation from the time period of analysis exists (i.e., the attraction of trip ends in the A.M. peak hour for major regional shopping centers).

Vehicle trip assignments are made for each time period using the equilibrium assignment algorithm available within the TransCAD software. Following these assignments, a daily traffic volume is calculated by expanding each peak hour volume to a peak period value and adding the off-peak volume. Output transit trips, by purpose, are also assigned to the transit network by time period (i.e., peak and base).

LAND USE DATA BASE

The Countywide model uses a locally-reviewed version of the latest MTC/ABAG land use projections, and is currently based on land use projections from the Plan Bay Area 2050 Regional Transportation Plan.

APPENDIX I

GLOSSARY OF TERMS AND ABBREVIATIONS

AB Assembly Bill.

Action Plan A document prepared by a Regional Transportation Planning Committee that includes: (1) a specific program for each designated Route of Regional Significance, consisting of traffic service objectives and actions and implementing responsibilities; (2) regional actions for reducing congestion such as land use policy changes and demand management strategies; and (3) a process for monitoring and review of activities that might affect performance of the regional transportation system. (Detailed information about Action Plan requirements is included in the Authority's Growth Management Program Implementation Documents.)

ACTC Alameda County Transportation Commission.

APCC, Action Plan Coordinating Committee Refers to the staff persons from each RTPC and the Authority's staff. Group meets quarterly to go over issues affecting Action Plan issues and updates.

APS, Alternative Planning Strategy A strategy to achieve the GHG emissions reduction targets established by CARB if the Sustainable Communities Strategy (SCS) required by SB 375

is unable to reach the targets. The APS may include a mix of development patterns, infrastructure improvements, or additional transportation measures or policies beyond those included in the SCS.

Authority The Contra Costa Transportation Authority.

BAAQMD Bay Area Air Quality Management District. BAAQMD refers to the agency charged with implementation of the Clean Air Act including the establishment and implementation of Transportation Control Measures (TCMs) to which each CMP's CIP must conform.

CAC Citizen's Advisory Committee. CAC is a citizens' advisory committee comprised of 25 members, including one appointee from each of the 19 Contra Costa jurisdictions (including the County) and six at-large members.

CBD Central Business District.

CEQA California Environmental Quality Act. While adoption of a CMP is no longer subject to CEQA review, the approval of many projects in the CIP will require it. In addition, the process established by the Authority for the multijurisdictional review of General Plan amendments was built on the CEQA process.

CIP Capital improvement program.

CMA Congestion Management Agency. The agency designated for a given geographic area, usually a county, to develop and manage the Congestion Management Program. In Contra Costa County, the Contra Costa Transportation Authority is the designated CMA.

CMP Congestion Management Program prepared consistent with §65088 et seq. of the California Government Code.

CSMP Corridor System Management Plan. Developed by Caltrans in order to measure how a given corridor is performing, understand why it is performing that way, and recommend system management strategies that dovetail into a long-range planning vision. Promotes the Department's Smart Mobility Framework and Complete Streets policies into the planning process.

CTC California Transportation Commission.

CV/AV Connected Vehicles/Autonomous Vehicles.

DEIR Draft Environmental Impact Report prepared in accordance with the California Environmental Quality Act.

Express Lane Specially-designated highway lanes that are toll-free for carpools, vanpools, buses and other eligible vehicles. Express lanes also allow solo drivers to choose to pay tolls to use the lanes. Tolls for solo drivers increase as traffic congestion increases and decrease as congestion decreases. MTC has established a proposed network of express lanes in the Bay Area to be built out over time by converting existing HOV lanes and constructing new lanes where appropriate.

GME Growth Management Element. An element of local General Plans required under the Measure C Growth Management Program. The element must contain traffic LOS standards for Non-Regional Routes and performance standards for police, fire, water, parks, sanitary facilities and flood control.

Goal Statement describing in general terms a condition or quality desired by the jurisdiction. Goals may be used as the policy basis for standards and objectives.

GHG, Greenhouse Gas Gases that absorb and emit radiation within the thermal infrared range and are the fundamental cause of the “greenhouse effect,” otherwise known as global warming. The six greenhouse gases regulated in California law are carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

HCM The “Highway Capacity Manual”, prepared by the Transportation Research Board.

HOV Lane High occupancy vehicle lane, reserved for buses, vanpools and carpools.

Headway The scheduled length of time between buses or trains on a transit route.

ISTEA Intermodal Surface Transportation Efficiency Act of 1991. Also known as “federal reauthorization”, a seminal piece of legislation passed by Congress in December of 1991 that provides for major restructuring of the highway program. Key components of this Act include greatly increased flexibility in the programming of projects, a “level playing field” between highway and transit projects with a consistent 80/20 matching ratio, ties to the Federal Clean Air Act and Americans with Disabilities Act, major earmarks for the Bay Area's New Rail Starts Program, with an emphasis on maintenance of the existing system and operation improvements (MTC 1/23/92 Handouts from ISTEA Conference).

Interregional Travel As defined in California Government Code Section 65088.1(g), “any trip that originates outside the boundary of the agency,” i.e. trips to or going through Contra Costa County from another county.

LOS Traffic Level of Service. Level-of-service standards, comparing traffic volumes with intersection or road segment capacity, are the primary measure of effectiveness used in the Growth Management Program for Nonregional Routes. Level of service are often given by letter, with LOS A representing essentially “free-flow” and LOS F representing congested conditions. The Congestion Management Program required LOS standards to be applied to a designated network of State highways and principal arterials.

Micromobility A category of modes of transport that are provided by very light vehicles such as electric scooters, electric skateboards, shared bicycles and electric pedal assisted bicycles.

MTC, The Metropolitan Transportation Commission The metropolitan planning organization charged with preparing the Regional Transportation Plan and the RTIP.

MTS The Metropolitan Transportation System: a system of regionally important streets and roadways that serves a major employment destination or activity center, provides important intra-regional and/or inter-regional connections, serves local trips parallel to a freeway, provides important connections in the MTS street and highway system, serves as a major crosstown arterial for relieving congestion, provides access to regional passenger and freight transfer facilities, or provides access within or through the major CBDs of the region. This system includes freeways, arterials and other streets throughout the Bay Area.

MTSO, Multimodal Transportation Service Objective A flexible, but quantifiable, measure of transportation performance, such as delay index or level of service, established under Measure J. MTSOs replaced TSOs as required Action Plan elements under the Measure C extension.

Non-Regional Routes All local roads not designated as Routes of Regional Significance. Measure C level-of-service standards, which are tied to adjoining land uses, apply to all signalized intersections on Non-Regional Routes.

OBAG, One Bay Area Grants Program established by MTC under Plan Bay Area intended to encourage the development of PDAs by directing federal grant funds, through the CMAs, to PDA-serving transportation and infrastructure projects.

Objective Statement representing a level or quality of performance that the jurisdiction seeks to attain through its programs and policies.

PC Planning Committee. A standing committee of the Authority dealing with growth management and other planning issues.

PCA, Priority Conservation Areas Locally-identified areas that serve to preserve open space, land conservation, and habitat protection, balancing the development in the PDAs.

PDA, Priority Development Areas Locally-identified transit-served locations where future growth may be accommodated in a way that promotes the goals of the SCS.

Plan Holding Capacity Maximum possible development within a stated planning period given existing regulations and policies in the local General Plan and implementing ordinances.

Planning Area Land area identified within a jurisdiction's General Plan for which the jurisdiction has designated land uses.

Probable Plan Buildout Amount of development that can be reasonably expected in a stated time period given General Plan land use policies. In some cities, Probable Plan Buildout will be less than Plan Holding Capacity.

Route of Regional Significance Road designated by the Contra Costa Transportation Authority, consistent with procedures described in the Implementation Guide: Traffic Level of Service Standards and Programs for Routes of Regional Significance. These roads are subject to objectives and programs in adopted Action Plans. Also referred to as “Regional Routes.”

RTIP Regional Transportation Improvement Program. In the Bay Area, the preparation of the RTIP is the responsibility of MTC.

RTPC Regional Transportation Planning Committee. Also referred to as “Regional Committees.” The four Regional Transportation Planning Committees in Contra Costa County are:

- TRANSPAC (Central County)
- TRANSPLAN (East County)
- WCCTAC (West County)
- SWAT (Southwest County)

SB Senate Bill.

SCS, Sustainable Communities Strategy An integrated strategy of transportation improvements, land use changes, and other actions designed to reduce GHG emissions. SB 375 requires MPOs to prepare the SCS and incorporate it into their RTPs. If the SCS cannot achieve GHG reduction targets established by CARB, the MPO must prepare an alternative planning strategy (APS).

Sphere of Influence The probable ultimate physical boundaries and service area of a local agency or government as determined by the Local Agency Formation Commission (LAFCo).

Standard Statement representing a commitment by a public agency to attain a specified level or quality of performance through its programs and policies.

STIP State Transportation Improvement Program.

TM Travel Model. Referring to MTC's modeling platform.

TCC Technical Coordinating Committee of the Contra Costa Transportation Authority. The TCC is comprised of members of the city and county engineers, city and transportation planners, CalTrans and MTC. TRANSPAC designates members of its TAC (one city planner, one city engineer and one transportation planner) to attend TCC meetings.

TSM/TDM Transportation Systems Management, Transportation Demand Management. Programs to increase the efficiency of the transportation system, reduce demand for road capacity during the peak hour and otherwise affect travel behavior to minimize the need for capacity-increasing capital projects.

TSO Traffic Service Objective. A flexible, quantifiable measure of transportation facility performance, such as vehicle occupancy or delay. Used in the Action Plans to establish objectives for achievement.

Traffic Analysis Zone (TAZs) Geographic area delineated for the purpose of organizing land use or travel data to be used in computer modeling of traffic patterns.

Trip assignment Prediction of travel routes. Traffic between specified origins and destinations is assigned to a specific travel route.

Trip distribution Projection of destinations for trips originating in a TAZ.

Trip generation The number of trips associated with a specific type and density of land use, usually estimated based on number of dwelling units, gross square feet of commercial space, or other appropriate independent variable.

Trip tables A matrix generated by travel demand models showing the number of trips forecast to go from each traffic analysis zone to every other traffic zone.

Volume-to-capacity (v/c) ratio The ratio of the observed or forecast volume of vehicles at a roadway intersection or on a roadway segment compared to the capacity of the intersections or segment. A lower number represents better conditions for traffic movement; a ratio of 1.0 indicates that volumes have used all of the intersection or roadway capacity.