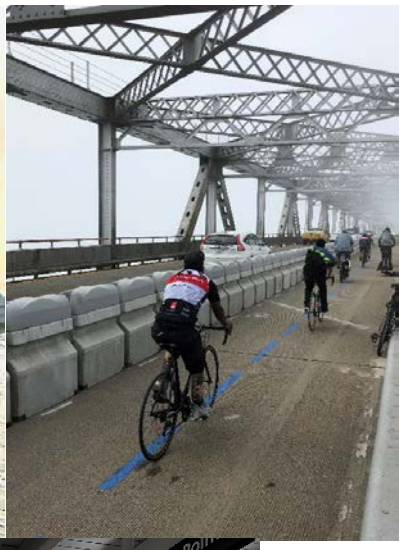

2019

Update of the Contra Costa Congestion Management Program

CONTRA COSTA
transportation
authority

Final Report - Adopted December 18, 2019

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2019 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 2019 Contra Costa CMP — comprises the fourteenth 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 2017. The 2019 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 2017 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.

- **Performance Element** – Updated service frequencies, standards, and performance measures from the five Contra Costa transit service providers have been incorporated to reflect current policies.
- **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.
- **Appendix H (Travel Demand Forecasting Model Development)** has been updated to reflect recent updates made to the Countywide Model, as well as policy decisions about the future direction of the model.

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 2019 completed an update of the model with the adopted Plan Bay Area 2040 land use forecasts (*Projections 2017*) for use in the development of the TEP, the Action Plans for Routes of Regional Significance, and other planning efforts. The status of the travel demand model is discussed further in Chapter 7 and Appendix H. Appendix H also describes the approach taken for the current CMP model update, including consistency of the Authority's CMP model to the modeling guidelines of the Metropolitan Transportation Commission (MTC) and to the new modeling requirements of SB 375.

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 2019 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 2017 CMP

CHAPTER ONE: INTRODUCTION AND OVERVIEW

Chapter 1 describes the adopted Regional Transportation Plan, Plan Bay Area (PBA) 2040, which was adopted by MTC in July 2017. Pursuant to SB 375, the 2017 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 2019 CMP update documents consistency with the adopted 2017 RTP.

Changes from the 2017 CMP – The chapter has been updated to discuss the relationship between the CMP and the July 2017-adopted Plan Bay Area 2040 RTP.

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. LOS and its use in CEQA documents is currently being re-examined by the California Office of Planning and Research due to passage of SB 743 in September 2013, and is discussed further in this chapter.

Changes from the 2017 CMP – The 2019 CMP Update discusses the changes to LOS 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 2017 have been incorporated.

Changes from the 2017 CMP – The 2019 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.

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 Improve-

ment 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 2017 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 2017 CMP CIP outlined in this chapter and in Appendix E are derived from the projects included in the CTPL database, which has been updated through early 2017 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, MTC's OBAG, RM3 and MAP-21-based programs, TFCA bicycle 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 new 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.

In total, the CMP CIP has a total estimated cost of $17.2 billion. Of this, the actual total is greater since some projects are in early stages of planning and design and sponsors have not yet estimated the full project concept. The project types are summarized below under the following more general categories: freeways (including projects in the freeway and interchange categories, plus operations, goods movement, and new technology "innovation" transportation investments); the arterial and roadway category; transit (including bus, rail and rapid transit, and ferry); bicycle and pedestrian (including Transportation for Livable Communities, and Safe Routes to Schools projects); and intermodal/park & ride projects.

Project Type	*Total Cost*	*Share of Total*
Arterial/Roadway	$2,952,456,171	17.1%
Bike/Pedestrian/Safe Routes to School/TLC	$1,309,920,643	7.6%
Transit	$8,496,984,310	49.3%
Freeway/Interchanges/Innovation/Operations/ Goods Movement	$4,235,738,112	24.6%
Intermodal & Park-and-Ride	$236,408,000	1.4%
Total	$17,231,507,236	100.0%

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 2017 CMP – No substantial changes have been made to this chapter.

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 2017 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 2017 CMP – This chapter has been updated to reflect changes made to the Countywide Model since 2017, including the decision to migrate to an activity-based modeling platform during the 2020 Decennial Model Update process, and recent updates to the land use and transportation networks.

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 2017 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 2017 CMP – No changes to this chapter were made.

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Chapter 1

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.

The Authority adopted its first CMP in 1991, and has updated it thirteen times since then. This document is the fourteenth update. The 2019 CMP responds primarily to key changes that have happened since the 2017 CMP was adopted.

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 West County High Capacity Transit Study, the San Pablo Avenue Multimodal Corridor Study, and the I-680 Transit Improvement and Congestion Relief study, have helped refine programming and policy decisions. The Authority has also participated in major projects in the county, including the eBART extension to Pittsburg Center and Hillcrest Avenue (Antioch) stations in East County and the new interchanges on State Route 4 at Balfour Road. Other large projects such as improvements to the SR-4/I-680 interchange and the San Pablo Dam Road and Central Ave interchanges on I-80 are also underway. Local governments receive street maintenance and improvement funds — from Measure J, gas taxes, and SB1 — 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 2040" — on July 20, 2017, 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 principles chosen are principles of sustainability, and reflect transportation planning agencies' responsibility to balance potentially competing interests, while reducing greenhouse gas emissions over the short (2020) and long (2040) terms. 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 2040 Performance Targets

Goal/Outcome	*Target #*	*Adopted Target*
Climate Protection	1	Reduce per-capita CO2 emissions from cars and light-duty trucks by 15 percent

Table 1.2.1 MTC Plan Bay Area 2040 Performance Targets

Goal/Outcome	*Target #*	*Adopted Target*
Adequate Housing	2	House 100 percent of the region's projected growth without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing by 10%
Equitable Access	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%
Equitable Access	7	Do not increase the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at risk of displacement
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions
Economic Vitality	9	Increase by 35%** the number of jobs in predominantly middle-wage industries
Economic Vitality	10	Reduce per-capita delay on the Regional Freight Network by 20%
Transportation System Effectiveness	11	Increase non-auto mode share by 10%
Transportation System Effectiveness	12	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%
Transportation System Effectiveness	13	Reduce per-rider transit delay due to aged infrastructure by 100%

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. These plans, developed and adopted by the four Regional Transportation Planning Committees (RTPCs), set MTSOs, adopt actions to achieve them, and outline a process for sharing information on the impacts of larger projects and General Plan amendments. While the focus of the Action Plans is on the operation of the Regional Routes (which include the entire CMP network), some of the MTSOs apply more generally throughout the subarea. For example, among the many MTSOs it establishes, the West County Action Plan includes an MTSO for I-80 of "Maintain a Delay Index of 3.0 or less on I-80 during weekday 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 MTSOs including increasing HOV lane usage by 10% over 2013 levels. All of the Action Plans have a similar mix of regional and route-specific MTSOs for all modes of travel.

The 2019 CMP uses the updated MTSOs from the 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 "manag[ing] 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.

1.4 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 June 2010, 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 recently updated their Action Plans as part of the 2017 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.

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.

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 and its various sub-committees provided the first level of review of the CMP. 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 2019 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 2017 CMP

The 2019 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 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.

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

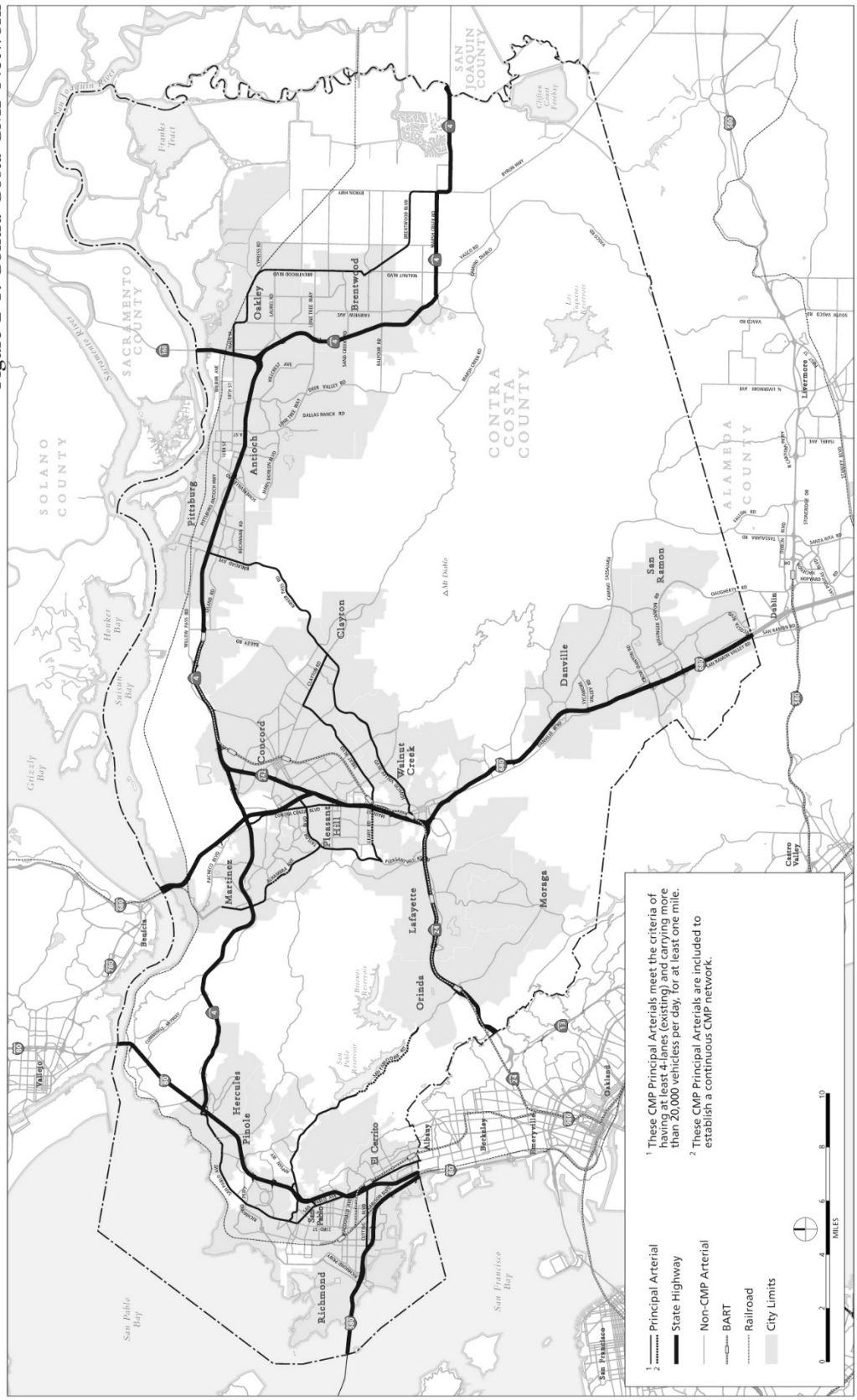
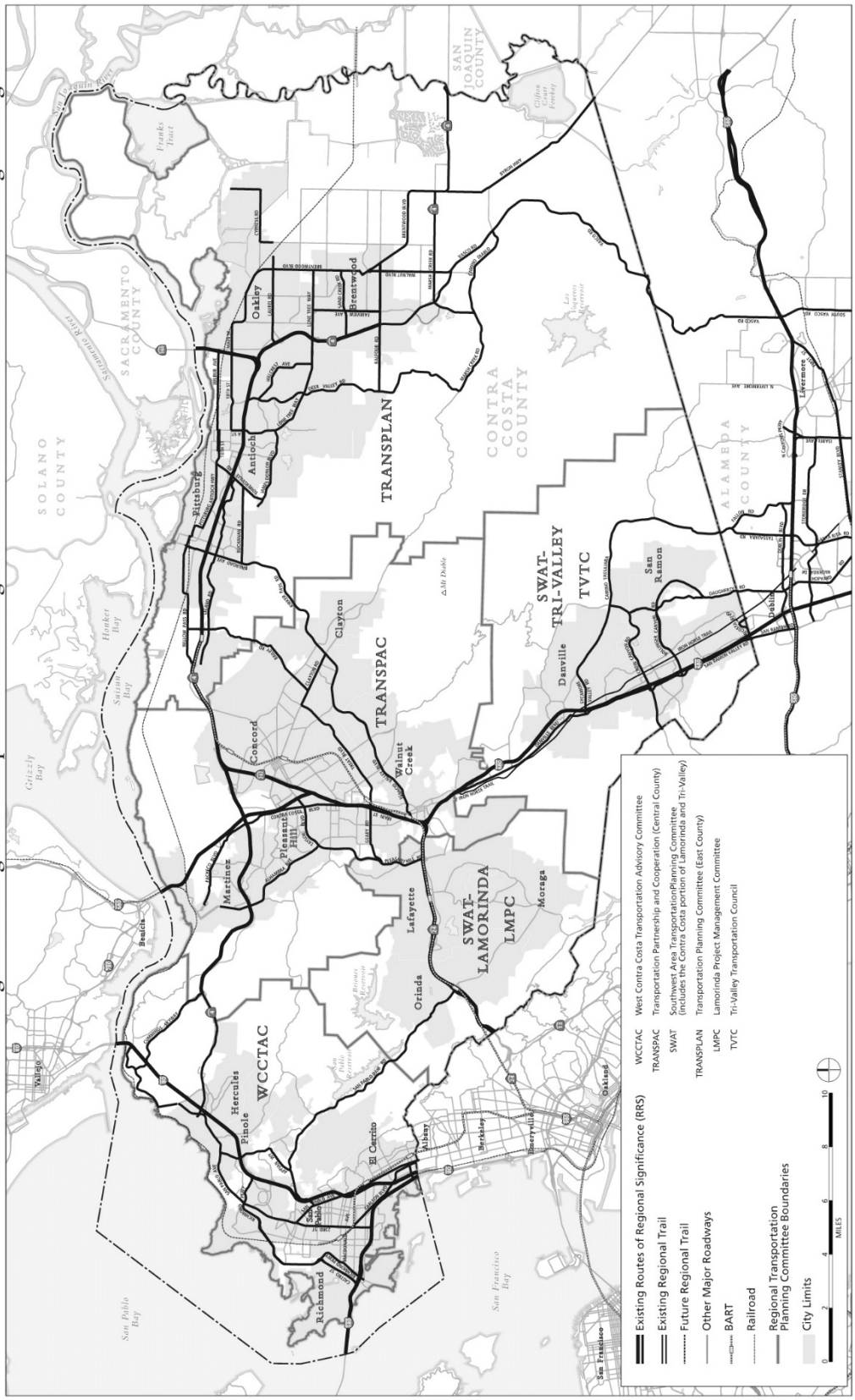


Figure 2-2: Regional Transportation Planning Committee Boundaries and Routes of Regional Significance



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.

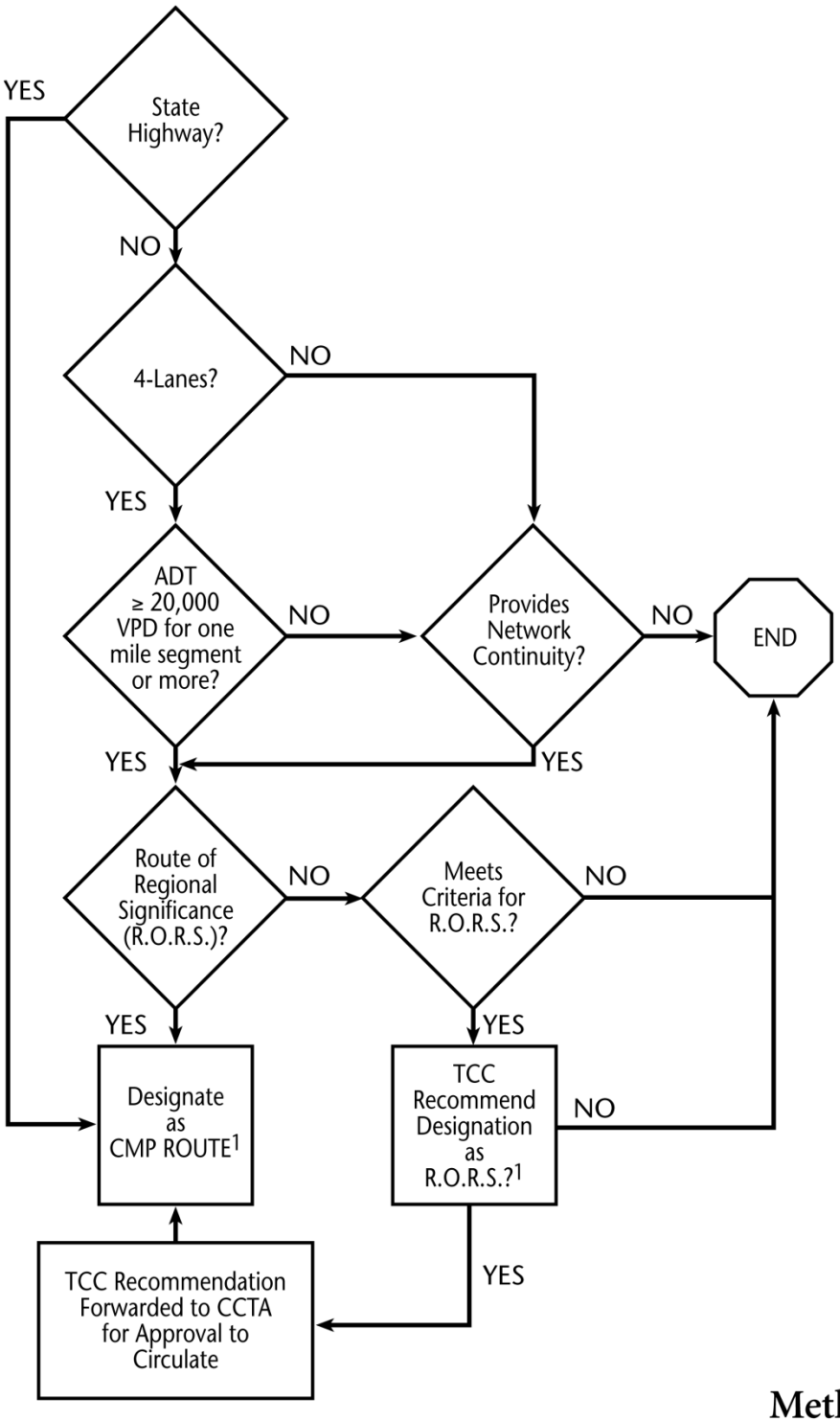
After reviewing the network of roadways that met these criteria, additional roads were added because they provide CMP network continuity. The CMP network was reviewed by the TCC and the RTPCs. Subsequent to the "State Route 4 Bypass" being adopted into the State Highway System, the Authority began biennial monitoring of the 4-6 lane freeway segment between SR-160 and Sand Creek Road starting in 2015, and will expand monitoring to the south as the freeway segments are constructed and completed.

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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- The intersection of two CMP routes, including signalized freeway ramp locations; or
- 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 2017 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.

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 will be subject to the adoption of changes to the CEQA guidelines' transportation metric under SB743. At that time, LOS will no longer constitute a "finding of significance", and it is expected that CMP legislation will be amended to address the new metric, presumed to be Vehicle Miles Traveled (VMT). See discussion below.

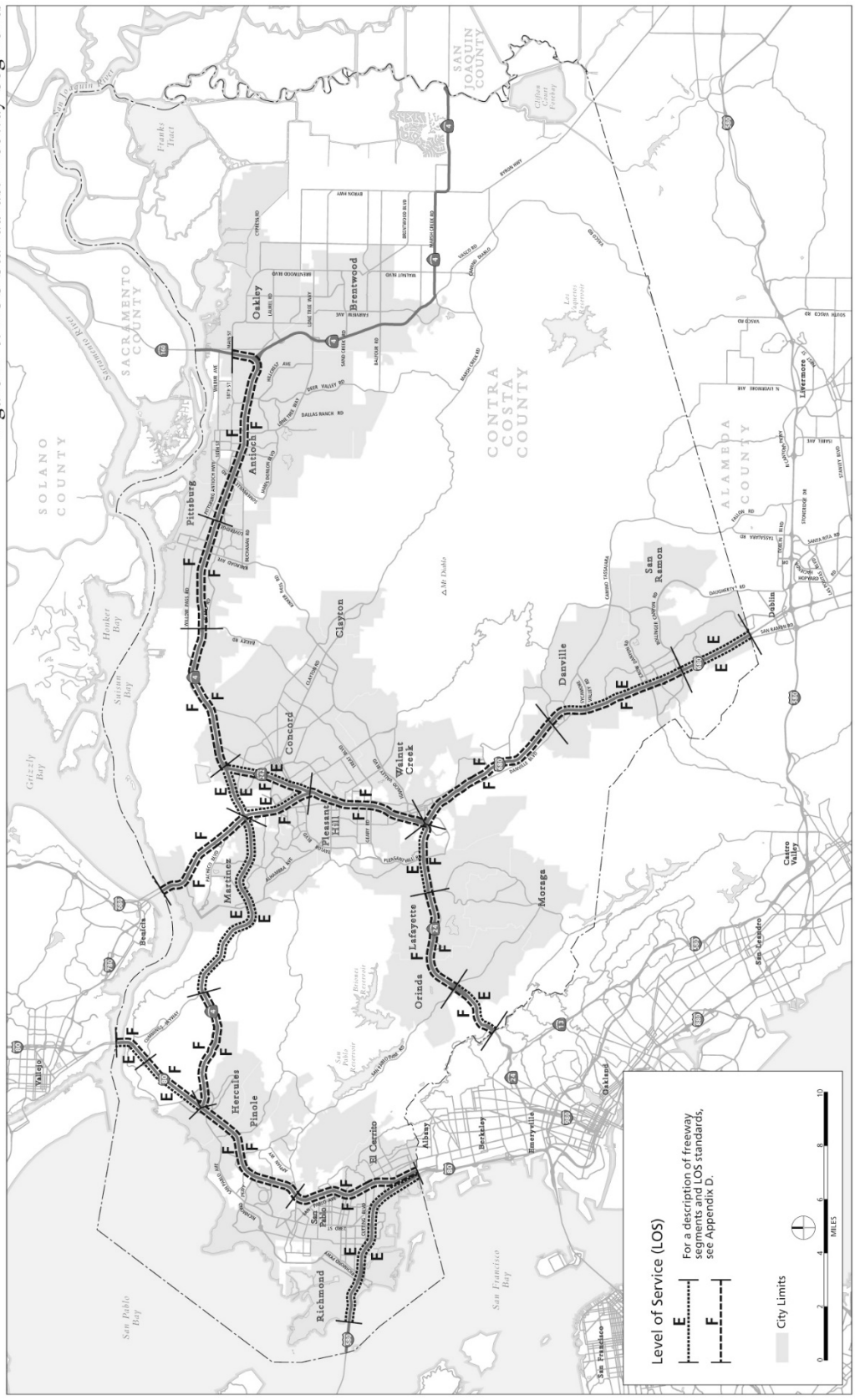
SB 743 IMPACT ON USE OF INTERSECTION LEVEL OF SERVICE

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.

Implementation of the new measure would initially take place in Transit Priority Areas (TPAs), which are locations currently served by frequent, "quality" transit. Many of the TPAs in Contra Costa are around BART stations and already established Priority Development Areas (PDAs). 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 by 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 have been adopted.

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

LOS Standard	*LOS in Most Recent Monitoring Report*	*Period of Monitoring*
E	LOS A–D (≤v/c 0.9)	Biennial
E	LOS E (> v/c 0.9)	Annual
E	LOS F (≥ 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

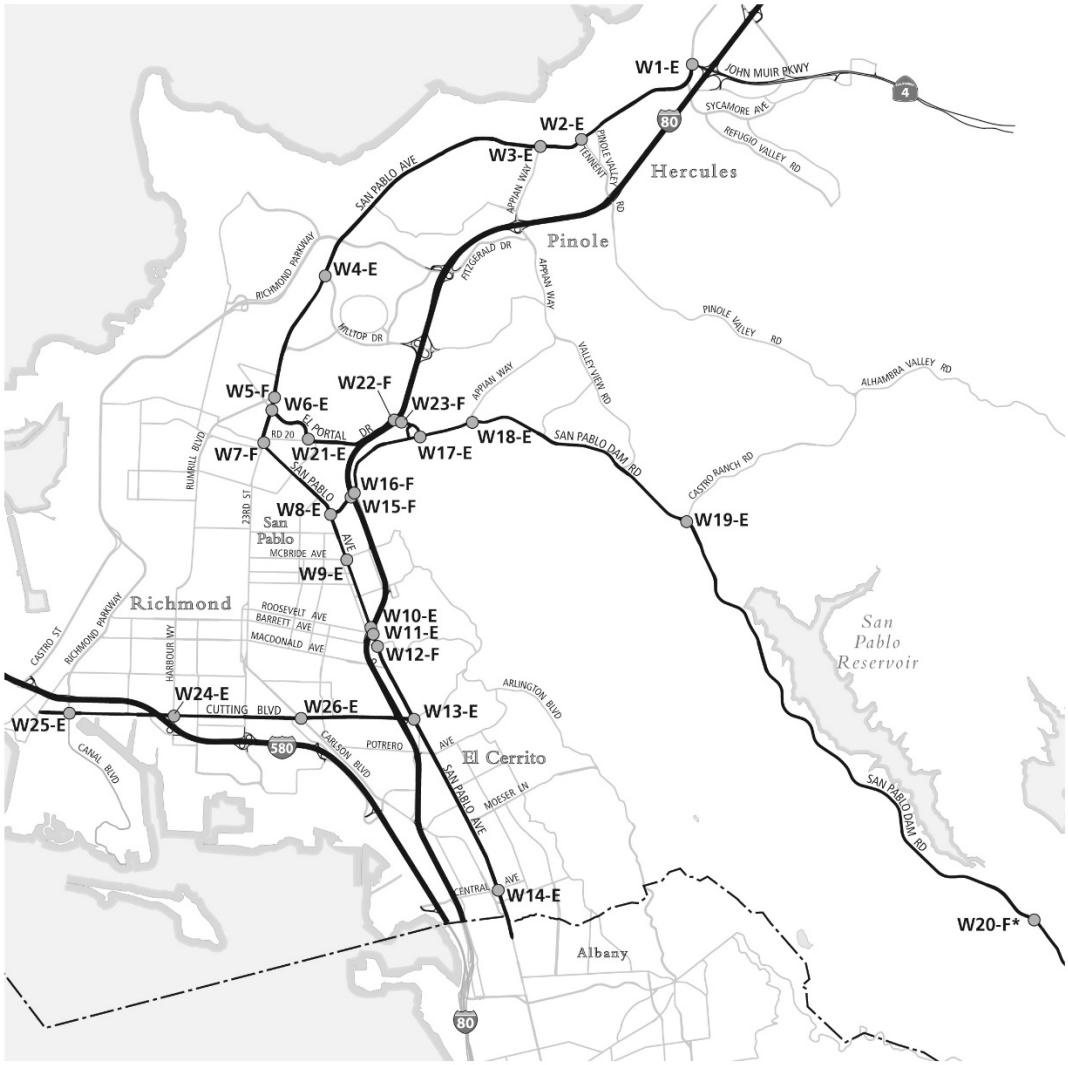


Figure 2.6 – LOS standards: CMP Monitoring Intersections, Central County

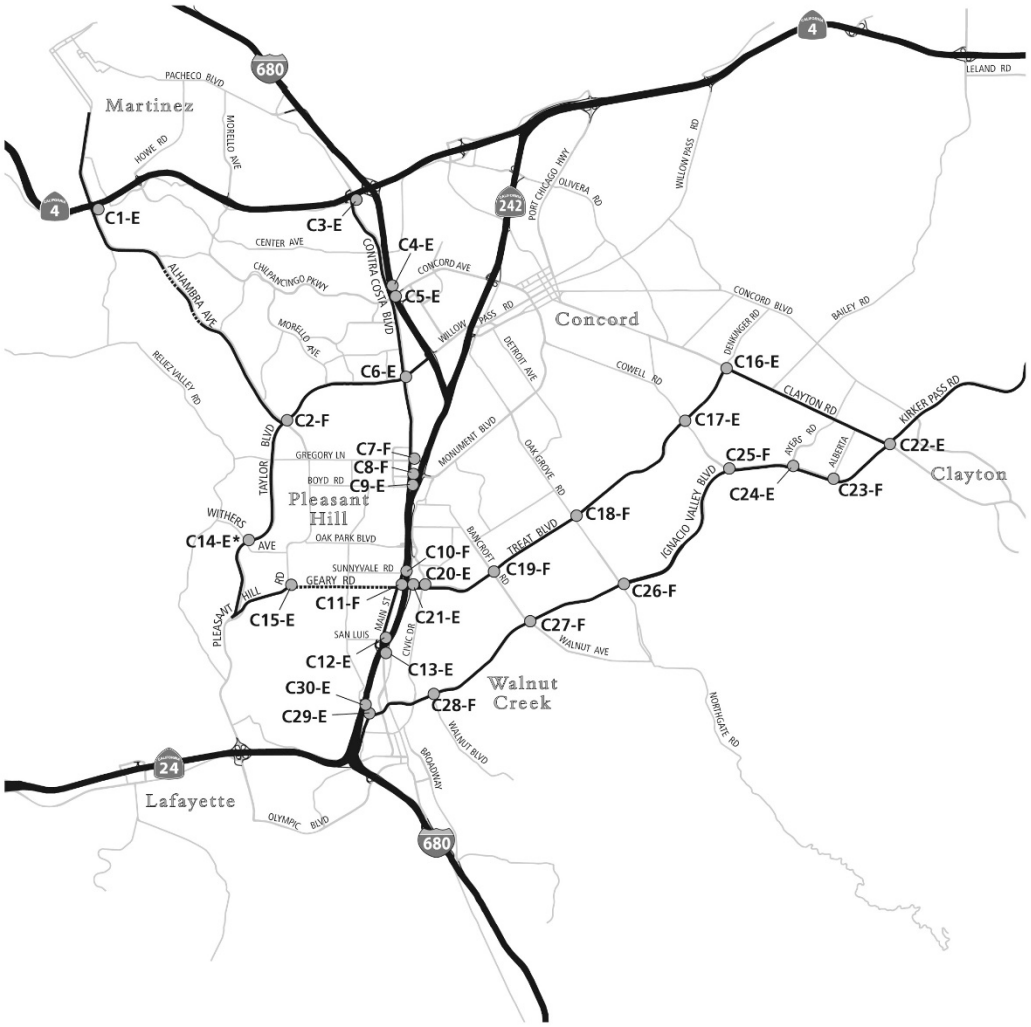
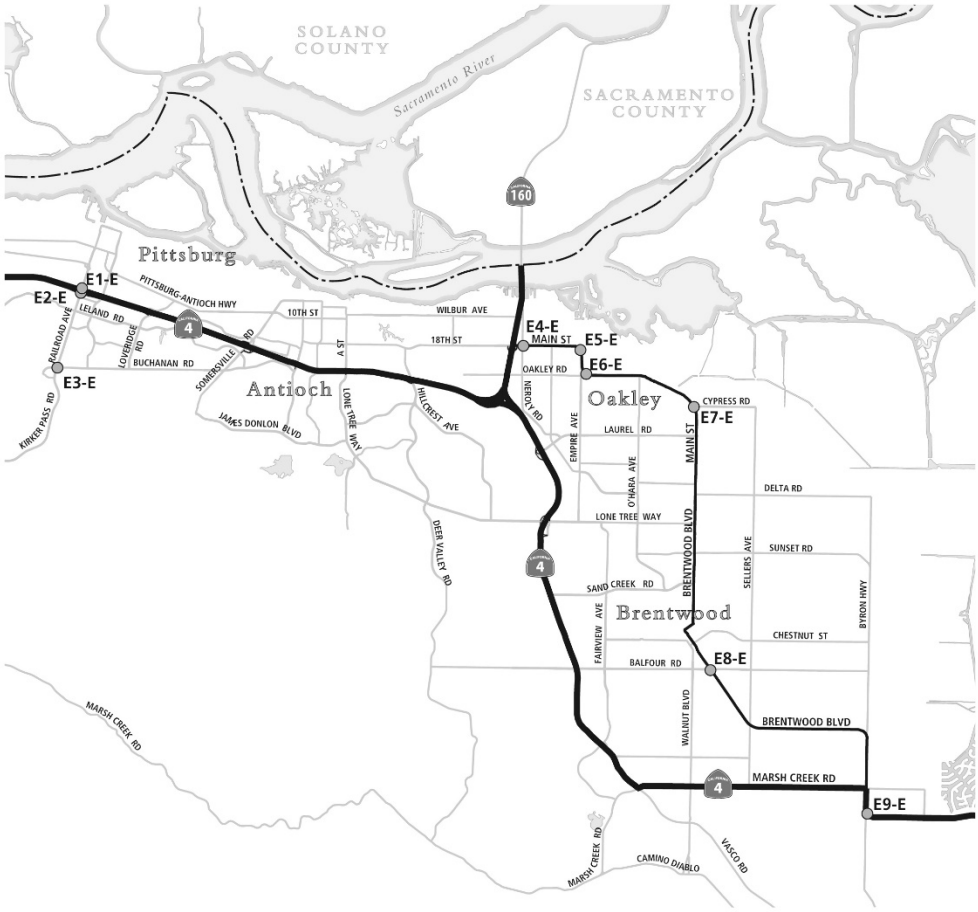


Figure 2.7 – LOS standards: CMP Monitoring Intersections, East County



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-May 2019 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 J[1]).

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.

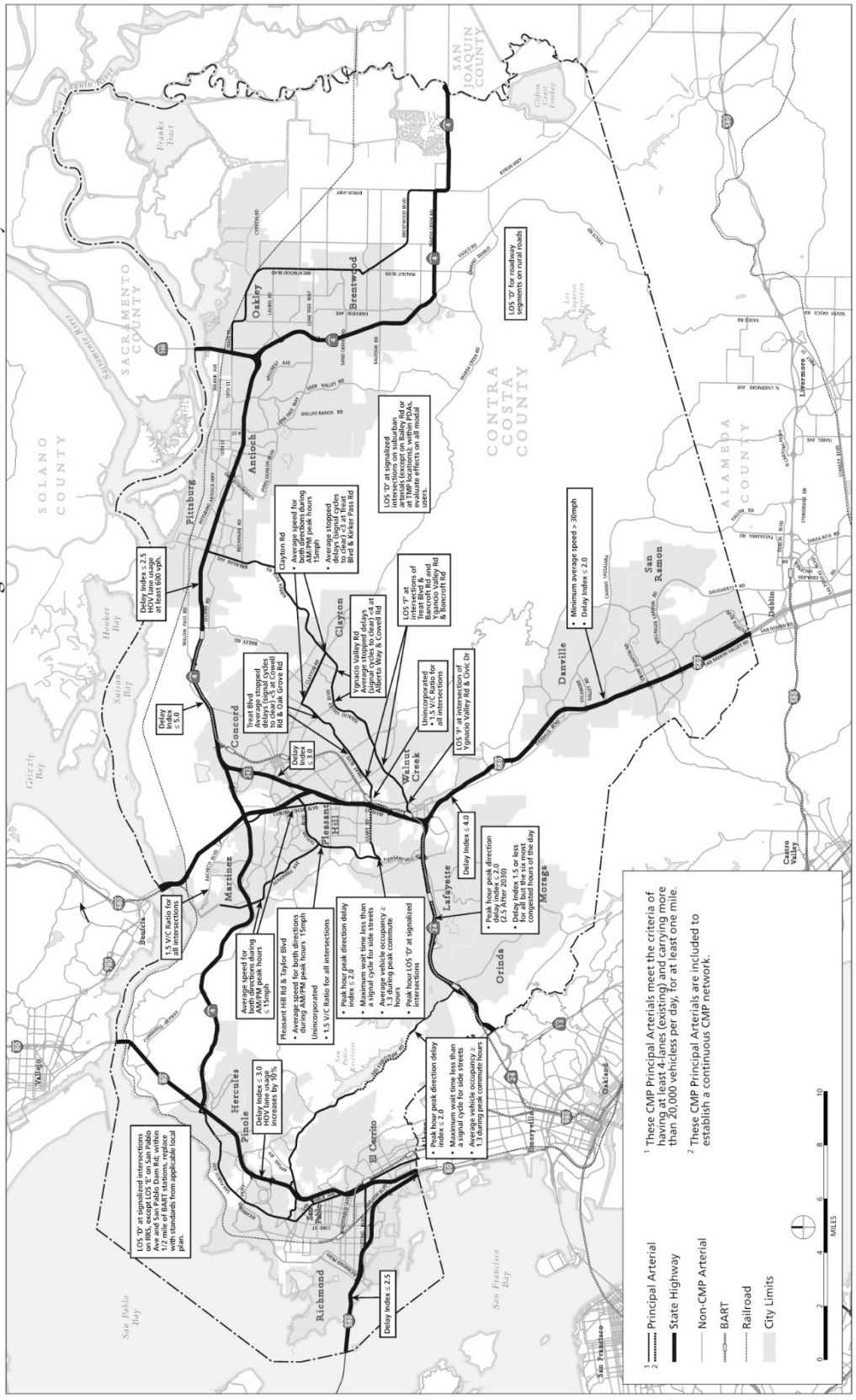
ROADWAY COMPONENT

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.

AC Transit operates 67 local routes, 31 Transbay lines to San Francisco and the peninsula, six overnight routes (generally between midnight and 5am), 46 supplemental school-day routes, and two contracted services (downtown Oakland shuttles).

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.

12 stations are sited in Contra Costa, including Richmond, El Cerrito del Norte and El Cerrito Plaza in West County; Orinda an d 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 Stastions as part of the eBART project, linking the legacy BART system with the eBART Diesel Mulitple 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 of this lot is currently being planned by BART, and partially funded by Measure J savings on the SR-4 East project.

County Connection County Connection provides bus service within central Contra Costa County from Martinez to San Ramon and from Orinda to Clayton. Most of its 25 weekday and 10 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.

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 20 fixed routes, including 15 weekday-only routes (a few limited to peak hour service) and five 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 newly-opened Antioch BART station from points to the south and east. 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. It operates thirteen local 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, which has added double-decker buses over the past year.

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 Richmond and Point Molate, and on development of the Mokelumne Coast-to-Crest Trail, including a trail overcrossing at SR-4, between Lone Tree Way and Sand Creek Road in Brentwood, which would serve a future intermodal station.

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. A study is currently examining use of automated shuttles in the trail corridor, as well as a separate facility for higher speed bicyclists.

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. On a regional level, MTC and Caltrans are continuing to plan for improvements to the network bicycle routes and facilities, including a new facility on the Richmond-San Rafael Bridge, due to open in 2020.

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. Possible options for the RTPCs include the addition on non-motorized facilities as Routes of Regional Significance and developing MTSOs and associated actions. 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 Capac-

ity 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.

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.

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

Performance Measures	*Facility*
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

Table 3.2-1 Action Plan Performance Measures

Performance Measures	*Facility*

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.

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.

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.

Table 3.3-1 AC Transit Service Span and Frequency

Route Type	*Span of Service*	*Frequency*
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

Route Type	*Description of Service*
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 Crosstowns 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.

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)

	Transbay Routes				*CBD Line Segment*		
	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 19th 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 31 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 is currently finalizing the implementation of the Clipper Card, a universal, stored-value ticket, throughout the Bay Area transit network. Currently, Clipper has been fully implemented on AC Transit, BART, Caltrain, County Connection, MUNI, SamTrans, Tri-Delta Transit, VTA, WestCAT, San Francisco Bay Ferries and Golden Gate Transit and Ferry.

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.

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 Lifeline 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 2017 CMP

In 2019, 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 2019 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 proposed for inclusion 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 2040, the most recent RTP for the Bay Area, estimates that, during the 23 years from 2017 to 2040, about $303 billion will be available for maintaining, operating, and expanding transportation system. Almost half of these funds — about $168 billion, or 55 percent — will come from local sources, primarily transit fares, dedicated sales tax programs, state gas tax and county sales tax subventions to local streets and roads. The remaining funds are divided among regional ($44 billion or 15 percent), State ($48 billion or 16 percent), federal ($29 billion or 10 percent) and other anticipated but as yet unidentified dollars ($14 billion or five percent). As compared to Plan Bay Area (2013 RTP) revenues, the share of local contributions to Plan Bay Area 2040 increases by $14 billion over the life of the Plan. Plan Bay Area 2040 assumes an average tax growth rate of 3.83%, and also assumes that Measure J would be supplemented by a sales tax renewal after its expiration in 2034 (at least through 2040).

Of the estimated $303 billion in revenues, Plan Bay Area 2040 recommends putting 88 percent ($268 billion) into maintaining and operating the existing system. Most of those funds, $173 billion or 57 percent of all estimated funding, would go to maintain the region's transit systems. The remaining funding for maintenance ($66 billion) would be split between local streets, freeways, and bridges. Even with $268 billion set aside for system maintenance and operations, Plan Bay Area 2040 estimates that significant shortfalls will occur, both for transit and roadway maintenance. A total of $5 billion (2%) has been identified for use as contingency funds and for debt servicing.

Under Plan Bay Area, only 10 percent ($31 billion) would go towards expanding the transportation system. Most of these funds would go to expand the transit system with lesser amounts going towards new highways and local streets. The Plan includes several important expansion projects that would address growing demands on the transportation system in Contra Costa. On the transit side, they include the

completion of eBART to Hillcrest Avenue in Antioch (completed), the Hercules intermodal rail station, new ferry service between the Richmond waterfront and San Francisco (completed), and Bus Rapid Transit along San Pablo Avenue. On the highway side, it includes funding for improved interchanges on I-80 at Central Ave and San Pablo Dam Road, a reconstructed I-680/SR-4 interchange, and operational improvements on SR-4 between SR-242 and Bailey Road. The plan also proposes to close gaps in the system of HOV lanes on I-680 through the SR-24 interchange (northbound and southbound), and includes conversions of HOV lanes to tolled Express Lanes on I-80 and I-680. Most of the roadway projects specifically listed in the plan are new or improved local roads. Projects include the widening of Pacheco Blvd in Martinez, Truck Climbing Lanes on Kirker Pass Road, and safety improvements on Vasco Road. Many roadway improvements incorporate the Complete Streets treatment, providing infrastructure for users of all modes. Completion of the study of a new or improved route connecting East Contra Costa with San Joaquin County, known as the Tri-Link Study, is also included.

Of the $303 million in revenue identified under Plan Bay Area 2040, 76% is considered "committed", which means the project is either 1) under construction with a full funding plan (or a program that is under contract), or 2) funded with monies designated by statute for a specific purpose, or funded with locally generated and administered dollars (such as Measure J and local developer-funded projects). The majority of committed dollars are planned to be expended on system maintenance, with 10% going towards system expansion.

The remaining 24% of revenue under Plan Bay Area 2040 is considered "discretionary", and is assigned to projects and programs that will support Plan Bay Area's land use and investment strategies.

Plan Bay Area 2040 relies on the key three strategies (and sub-strategies) of Operate and Maintain, Modernize, and Expand to address key issues identified during the 2017 RTP update process, as described below:

- **Operate and Maintain**– directs the vast majority of funding to maintain the assets and infrastructure of the existing transportation system;
- **Modernize** – directs 16% of total revenue to cost-effective project like freeway operations, congestion pricing projects and bus rapid transit lines;
    - **Transit Modernization and Efficiency** – funds replacement of transit infrastructure through modernization projects that replaces existing assets with infrastructure that supports additional or more reliable service. Also includes strategic investments in trasit efficiency;
    - **Roadway Performance** – Invests $24 billion to support projects and programs that will boost system efficiency through technology and bottleneck relief;

- **Expand** – directs the remaining 10% of funding toward a set of transit extensions and roadway expansions.

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 2040 (with the 2021 RTP looking out to 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. In addition, several of the projects listed in the "strategic expansion" category in Plan Bay Area 2040 were funded by developers. Finally, considerable funding for expansion projects in Contra Costa, primarily but not exclusively for the expansion of roadway capacity, will come from the locally imposed fee programs called for in Measure J.

Many of the projects in the CMP CIP are listed explicitly in Plan Bay Area 2040, 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 countywide, 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 2019, as part of the RTP and CMP call-for-projects process, using the CTPL as the vehicle for compiling the project listing.

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 2019 CMP Update has incorporated new information on projects that has become available since 2017; 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 13 project types:

Project Type	*Total Cost*	*Share of Total*
Arterial/Roadway	$2,952,456,171	17.1%
Bicycle/Pedestrian	$946,364,568	5.5%
Bus	$2,304,346,310	13.4%
Ferry	$332,580,000	1.9%
Freeway	$1,473,287,000	8.5%
Goods Movement	$175,100,000	1.0%
Innovation	$197,000,000	1.1%
Interchange	$1,427,511,956	8.3%
Intermodal/Park-and-Ride	$236,408,000	1.4%
Operations	$962,839,156	5.6%
Paratransit	$5,000,000	0.0%
Rail/Rapid Transit	$5,855,058,000	34.0%
Safe Routes to School	$261,556,075	1.5%
TLC	$102,000,000	0.6%
TOTAL COST:	$17,231,507,236	100.0%

Altogether, the estimated cost for the projects listed in the seven-year CMP CIP total over $17.2 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 $5.9 billion with arterial projects the second largest category at $2.9 billion.

Bus-related projects (including Bus Rapid Transit) make up the third largest category at just over $2.3 billion, or about twelve percent of the total. Combined with Rail and Ferry, the transit categories comprise approximately 50% of all projects in the CIP. Bicycle, pedestrian, Safe Routes to School, and TLC projects comprise nearly 8% 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) 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 is working with BART to fund an additional 800 spaces for commuters.

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, are being improved, with a full interchange at Sand Creek Road completed in late 2014, and construction of the Balfour Road interchange completed in 2018. Ultimately, the project will provide a full four-lane freeway running from SR 4 southwest to Vasco Road, with a potential connection to Byron Hwy south of the Byron community, also known as the 'Airport Connector'.

The CMP CIP includes several HOV lane and HOV ramp projects. HOV lanes are planned on I-680 between Treat Blvd and SR 242 in the northbound direction and between Treat Blvd and Rudgear Road in the southbound direction. MTC in October 2017, just completed a project to convert existing HOV lanes to Express Lanes – lanes HOVs can access at no charge, and single-occupant vehicles can access for a fee, using Fastrak transponders – between Alcosta Blvd and Livorna Road, opened to the public in October 2017. CCTA is leading the effort to convert the existing HOV lanes to Express Lanes on I-680 between SR-242 and Marina Vista (northbound) and between N. Main and Marina Vista (southbound), which should commence in 2018. 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 project have been proposed to provide benefits to the 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 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 new 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 the following purchase schedule for Revenue Vehicles:

Buses to be acquired in FY21 are planned to be battery electric buses to be put into limited, local route service as a demonstration project for Zero Emission Buses (ZEB). In addition to the vehicle replacements, 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.

	Fixed-Route Buses		*Dial-a-Ride Buses*	
Fiscal Year	*Replacement*	*Expansion*	*Replacement*	*Expansion*
2019-2020	–	–	–	–
2020-2021	–	–	–	–
2021-2022	8	–	–	–
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 has implemented a Rapid Bus program on San Pablo Avenue, with riders experiencing an average 20 percent reduction in travel time. Recently, the San Pablo Rapid Bus has extended its service hours to Saturdays and Sundays.

AC Transit is also constructing a Bus Rapid Transit network 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.

Fiscal Year	*Small Buses/Vans*	*30-Foot Buses*	*35-Foot Buses*	*40-Foot Buses*
2020	-	-	-	-
2021	-	-	-	-
2022	-	-	-	-
2023	-	-	-	-
2024	-	-	-	-

Fiscal Year	*Small Buses/Vans*	*30-Foot Buses*	*35-Foot Buses*	*40-Foot Buses*
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 paratransit vans, are as follows:

Description	*FY 20*	*FY 21*	*FY 22*	*FY 23*	*FY 24*
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:

Vehicle Type	2020	2021	2022	2023	2024	2025	2026	2027	2028
Standard Conversion Van				10					
Heavy Duty Coach, 35'	6						9		
Heavy Duty Coach, 40'							8		
Administration Vehicles		1					1		
Over The Road Coach 45'			2		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. East Contra Costa BART Extension (eBART), Phase 2
2. El Cerrito del Norte Station Modernization
3. Richmond Crossover

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 I-680 Operational Improvements Project 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, to the recent completion of a pair of studies of high-capacity transit investment options in the I-80 Corridor (north of El Cerrito/Richmond BART Stations to Hercules) and the I-680 Corridor (between Walnut Creek and Dublin). 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 Hilltop Mall in Richmond. 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.

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 2017. It is anticipated that subsequent updates of the PDA Strategy may transition to a 2-4 year cycle, pending ongoing discussions by MTC. Also 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.

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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 2019 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 requires lead agencies to change their method of analysis of transportation impacts in CEQA from LOS to a VMT-based measure. The Authority is assisting Contra Costa agencies in the transition through the preparation of VMT maps, guidance on thresholds setting, and changes to the GMP Implementation Documents, among others. Full statewide implementation is required by July 1, 2020.

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 Multimodal 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. 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.

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 programsthe 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 includesd 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;
- Guranteed 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;
- Completion of Phase 3 of the Martinez Intermodal Facility at the AMTRAK station;
- Oakley Multimodal Parking Lots Project; and

- Walnut Creek BART Transit-Oriented Development (TOD) Multimodal Improvements

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 2017 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 intro-duced. 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 is currently preparing an Electric Vehicle (EV) Readiness Plan for Contra Costa, using a grant received in 2018 by the California Energy Commission, scheduled for completion in 2019. The Plan will provide 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.

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

As part of its Regional Transit Expansion Program of Projects set out in Resolution 3434, MTC established a policy on transit-oriented developments (TOD) associated with the development of those transit expansion projects. This policy has three elements:

- Planning for minimum levels of residential development around transit stations in new transit corridors;
- Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other components of transit-friendly design; and
- Corridor working groups of key stakeholders to support the transit project development process

In Contra Costa, the TOD policy applies to eBART and the second phase of the Water Transit Authority's expanded ferry service program. For eBART, which is considered "commuter rail" in the policy, the corridor (including the existing end-of-the-line station) must plan to an average of 2,200 housing units per station. Jurisdictions with proposed new ferry service would need to provide a minimum of 750 housing units near the ferry station. 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 eBART other stakeholders on the development of the station area plans needed in the corridor. In addition, the Authority is using Measure J funds to support both the

station area planning and planning for the project itself. The Authority will be involved in similar processes needed to begin ferry service in the county.

TABLE 6.5.1 Resolution 3434 Transit Extension Projects Subject to Corridor Thresholds

Project	*Sponsor*	*Type*	*Threshold met with current development?*	*Meets TOD Policy (with current + new development as planned)?*
BART East Contra Costa Rail Extension (eBART)	BART/CCTA	Commuter Rail		
a) Phase 1 Pittsburg to Antioch			No	Yes
b) Future Phases			No	No

SAN FRANCISCO BAY AREA REGIONAL GROWTH PROGRAMS

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

Sponsor	*Name*	*Place Type*	*Size (gross acres)*
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
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

Sponsor	*Name*	*Place Type*	*Size (gross acres)*
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 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

Lead Nominating Agency	*Name*	*Acres*
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

Lead Nominating Agency	*Name*	*Acres*
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 2017 CMP

This chapter has been updated to reflect model updates since 2017, and to document current modeling activities and the recently completed Model Evaluation Study.

7.1 The Countywide Model

The Authority recently completed the update of its five-step Countywide Model. The Countywide 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 2018 in order to achieve conformance with ABAG's Plan Bay Area 2040 land use dataset, also known at Projections 2017. The model demographic inputs for traffic zones within Contra Costa consist of the following thirteen variables for the years 2010, 2020, 2030 and 2040, with a special land use dataset for year 2018:

- Number of Households
- Household Population
- Employed Residents
- Household Income
- Retail Employment
- Service Employment
- Manufacturing Employment
- Agricultural Employment
- Wholesale Employment
- Other Employment
- Total Acreage in Each Zone
- High School Enrollment
- College Enrollment

ACHIEVING CONFORMITY WITH THE RTP MODEL

MTC completed the update of its Model for the purposes of analyzing the latest Regional Transportation Plan (RTP) – Plan Bay Area 2040. This update used the land use assumptions in the preferred scenario land use data set from ABAG, with 2010 as the base year and forecasts to year 2040. 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. A tolerance of one percent is permitted within the County.

To remain compliant with MTC's CMP consistency guidelines, CCTA has developed updated the model with P-2017 land use data, based on the adopted SCS and adopted Plan Bay Area 2040 RTP. The model takes MTC's Baycast Model vehicle trip tables and expands them to the detailed Contra Costa zonal system and re-assigns traffic to the CCTA model network.

HIGHWAY AND TRANSIT NETWORK ASSUMPTIONS

The highway and transit networks for the countywide model include freeways, major arterials and selected minor arterials. The network has been refined to provide additional detail for each subarea, including most minor and major arterials and signalized intersections. The network assumptions for the model are as follows:

2010 All existing roadways and transit links as of early 2010

2020 All projects under construction and/or programmed in accordance with the approved Transportation Improvement Program (TIP)

2030 All projects from the year 2020 network plus all projects in the RTP Financially Constrained Element

2040 All projects in the Vision Element of the RTP

COUNTYWIDE MODEL EVALUATION STUDY

Every 10 years, the Authority embarks on a major overhaul of the Countywide Model, known as the *Decennial Model Update*. The next Decennial Update is scheduled to begin in 2020. Ahead of the update, the Authority commenced a study to evaluate the future direction of the Countywide Model. Since the last Decennial Update in 2010, the modeling environment has changed significantly, with MTC and other Bay Area CMAs transitioning to activity-based models (ABM), from the traditional trip-based models. This transition has made maintaining consistency with MTC's model an increasingly difficult task, one that is required by CMP legislation, which was one of the major reasons to undertake this evaluation.

The Authority, working with on-call modeling support consultant, Kittelson and Associates, and through the Technical Modeling Working Group (TMWG), began developing strategies and criteria in 2016 that would help determine whether to transition an ABM, what software platform should be utilized, and whether to add San Joaquin as a permanent tenth county in the model. In June 2017, the TMWG, upon

receiving two detailed presentations from the consultant and staff, recommended a strategy to migrate to the ABM platform, and to use MTC's (under development) Travel Model 2 (TM2), as the basis for the model, with detail to be added to Contra Costa's roadway network and land use zones. MTC expects Travel Model 2 to be ready for use by CMAs in 2019. The hope is that by directly using the MTC model, that consistency will no longer be an issue, and that the model will be able to test some of our operational and technological innovations, including Express Lanes, ramp metering, bus-on-shoulders, transportation network companies (Uber, Lyft and the like), and connected/autonomous vehicles. Staff and consultants will continue to use the four-step Countywide Model until the ABM is developed and validated, and may be retained in the future for "quick-response" model runs. CCTA staff is currently working with MTC modeling staff in order to obtain Travel Model 2, however, the schedule for completion of TM2 has been delayed to late 2019.

7.2 Uses of the Model

State law requires the Authority and other CMAs to develop a computerized countywide 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.

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 will use the updated model in its update of the General Plan for unincorporated County.

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 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 2017 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.

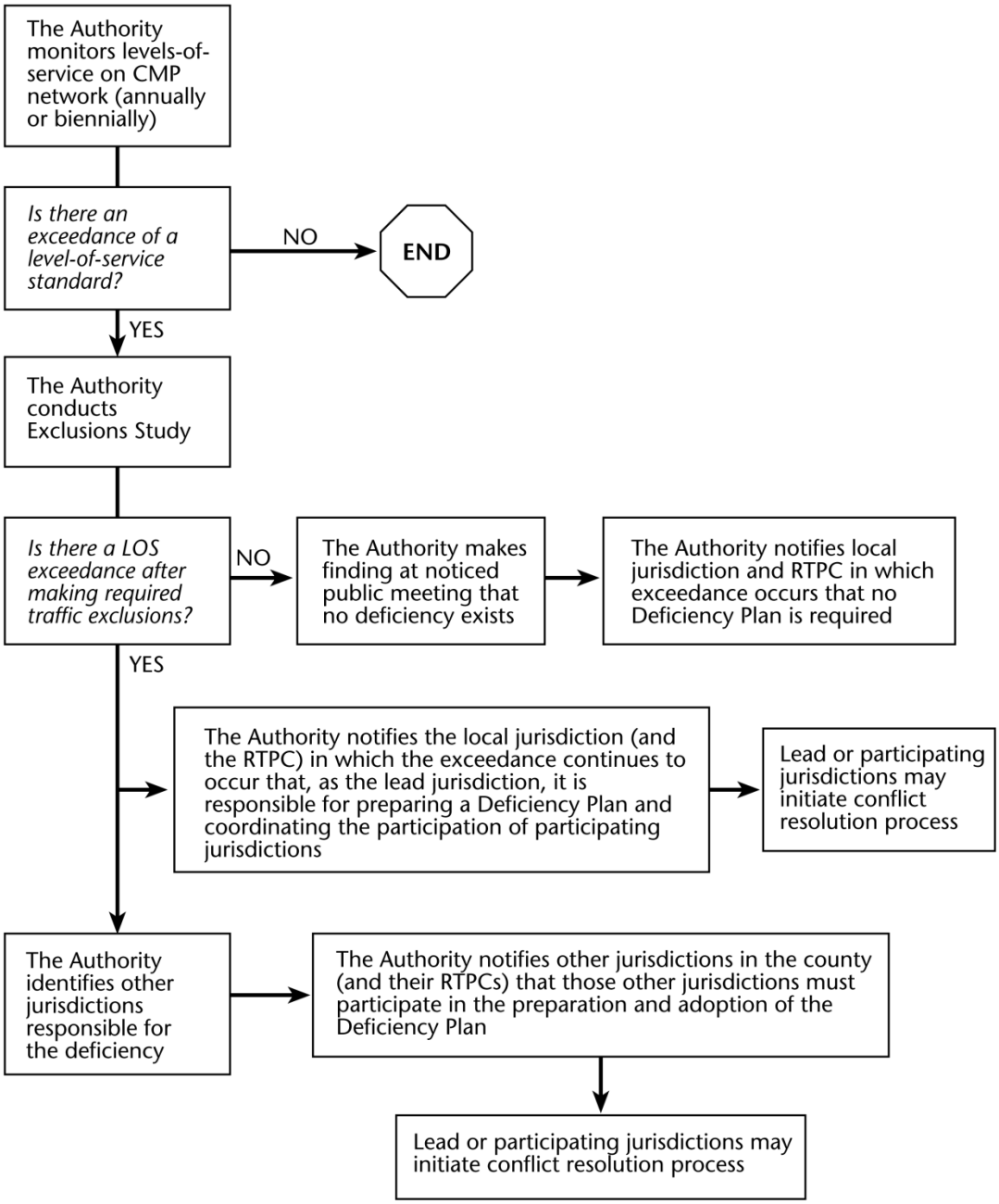

Figure 8.1

Process for Identification of Deficiency and Notification of Deficiency Plan Responsibilities

1997 Contra Costa CMP Update

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

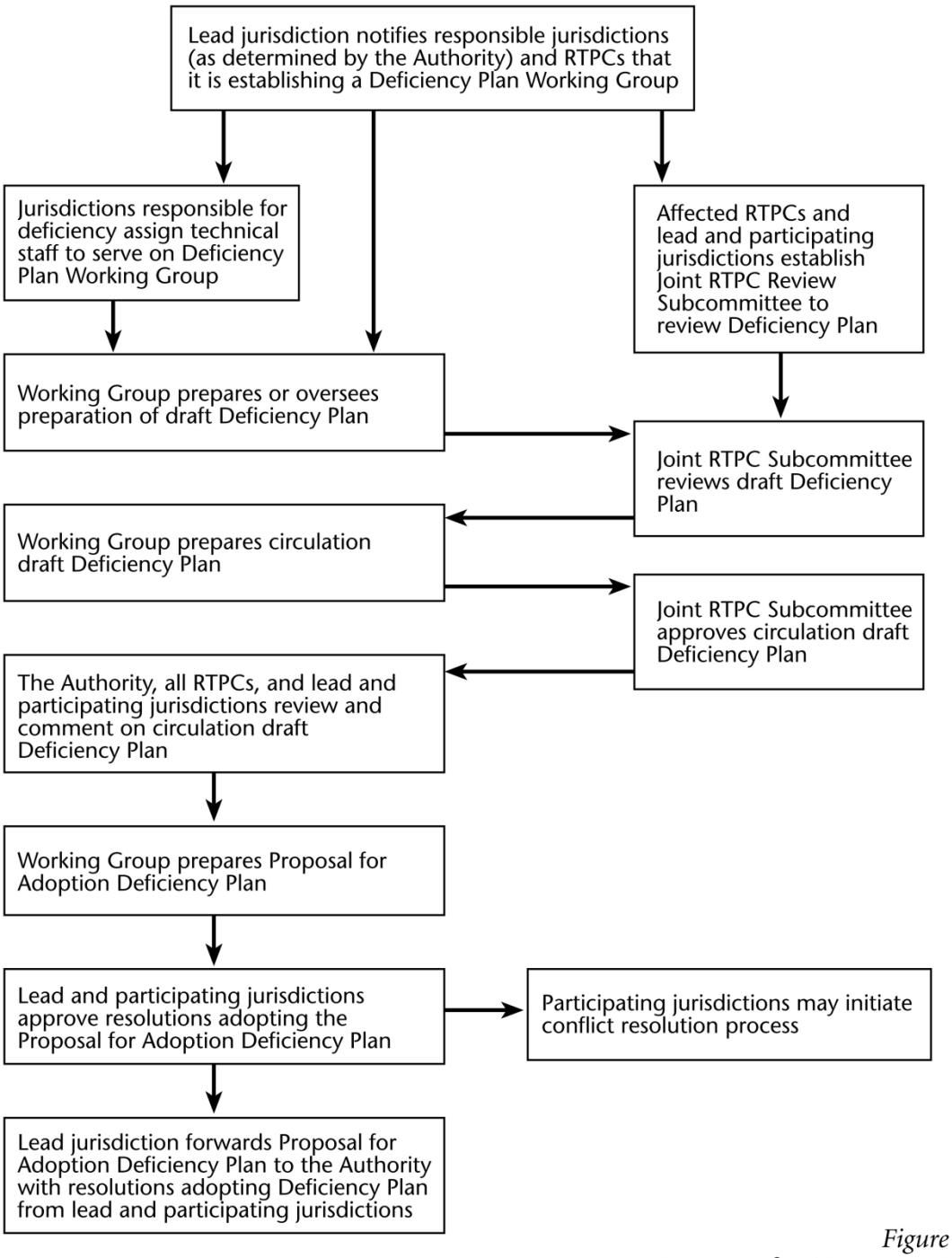

Figure 8.2
Process for Preparation of Deficiency Plan

1997 Contra Costa CMP Update

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.

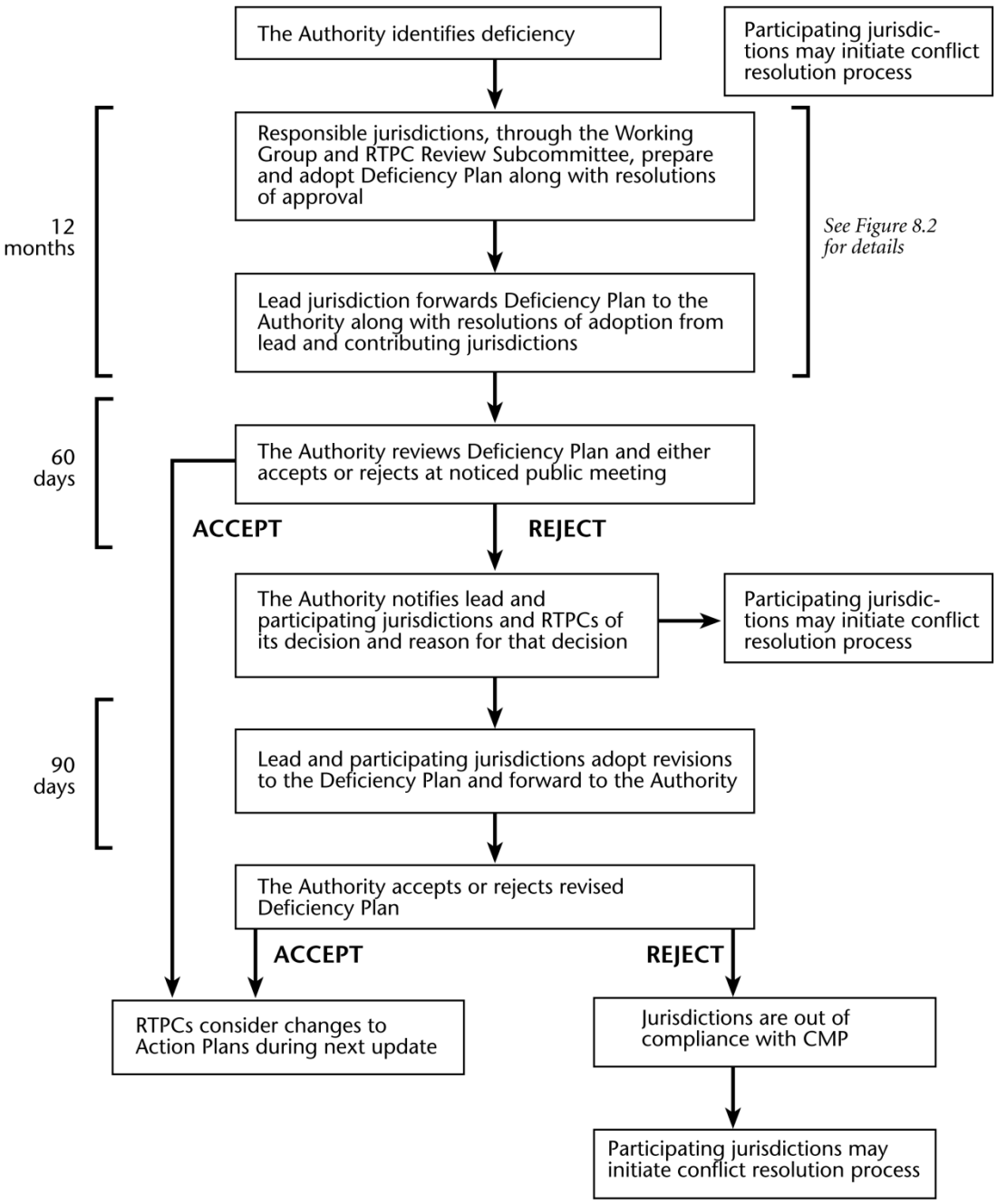

Figure 8.3

Process for Authority Review and Acceptance of Deficiency Plan

1997 Contra Costa CMP Update

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 2017 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

Congestion Management Program	*Measure J GMP*
Checklist Submittal and Compliance Evaluation	
Biennial	Biennial
General Plan Growth Management Element	
No parallel requirement.	Required of all localities.
Traffic Level of Service Standards and Traffic Impact Studies	
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.
Multimodal Transportation Service Objectives and Actions	
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.
Development Mitigation Programs: Local and Regional	
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.
Participation in Multi-jurisdictional Planning	
No parallel requirement.	Required for GMP compliance.

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

Congestion Management Program	*Measure J GMP*
Five-Year Capital Improvement	
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.
Housing Options and Job Opportunities	
No specific requirement, although the land use–transportation evaluation program concerns itself with parallel issues.	Required for GMP compliance.
Transportation Systems Management Program	
Local adoption of a trip reduction and travel demand ordinance is no longer required for CMP compliance.	Required for GMP compliance.
Deficiency Plan Preparation, Adoption and Implementation	
Required for CMP compliance.	Deficiency Plans are to include identification of Action Plan amendments required to make the documents consistent.
Review of General Plan Amendments	
Required for CMP compliance (part of land use-transportation evaluation program) under Option 1. Not required under Option 2.	Required for GMP compliance.
Action Plan Updates	
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 atributes:

(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 instersections.

(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 program 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 multicounty 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 multicounty 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.

(5) Traffic generated by the provision of low-income and very low income housing.

(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 opportunities, and residences, will discourage new trip generation.

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.

(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. 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.

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 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 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 unallocated 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 MTSOs that use a quantifiable measure of effectiveness and include a target date for attaining the objective**. MTSOs 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 MTSOs 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 MTSOs. 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 MTSOs and Corresponding Actions

Sample MTSO	*Actions*
Maintain a delay index of 4.0 on Interstate 680	Continue to support investment in and implementation of HOV lanes on I-680 Continue to support planned improvements to the I-680/SR-4 interchange and to SR-4 Continue to work with Solano County to manage traffic in the I-680 corridor
Maintain LOS E on Bailey Road, and LOS D on all other signalized suburban arterials	Pursue development and completion of arterial projects, such as the widening of the Bailey Road/West Leland Road intersection Review and implement appropriate operational strategies originally recommended in the East County Commute Corridor Traffic Management Plan Coordinate with the California Highway Patrol to promote safer traffic operations, including facilitating enforcement
Maintain a delay index of 3.0 or less on I-80 during weekday morning and evening peak hour	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 Work with California Highway Patrol to encourage an increase in enforcement of HOV lane requirements for three-person carpools 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
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.	Support expansion of BART seat capacity through the corridor, parking capacity east of Lamorinda, and headway reduction. 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.

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 MTSOs, 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 MTSOs are being met. The update will follow the general guidelines and steps outlined below and illustrated in Figure 2.

Preliminary Objectives

Quantifiable MTSOs 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 MTSOs 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 MTSO, and the EIR would classify an exceedance as a significant impact on the environment.

Ideally, MTSOs 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 MTSO. A geographically-specific MTSO 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 MTSOs 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 MTSOs that differ from a corridor-level MTSO.

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. MTSOs 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 MTSOs 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 MTSO is adversely affected by such programs, the RTPC may specify a different MTSO.

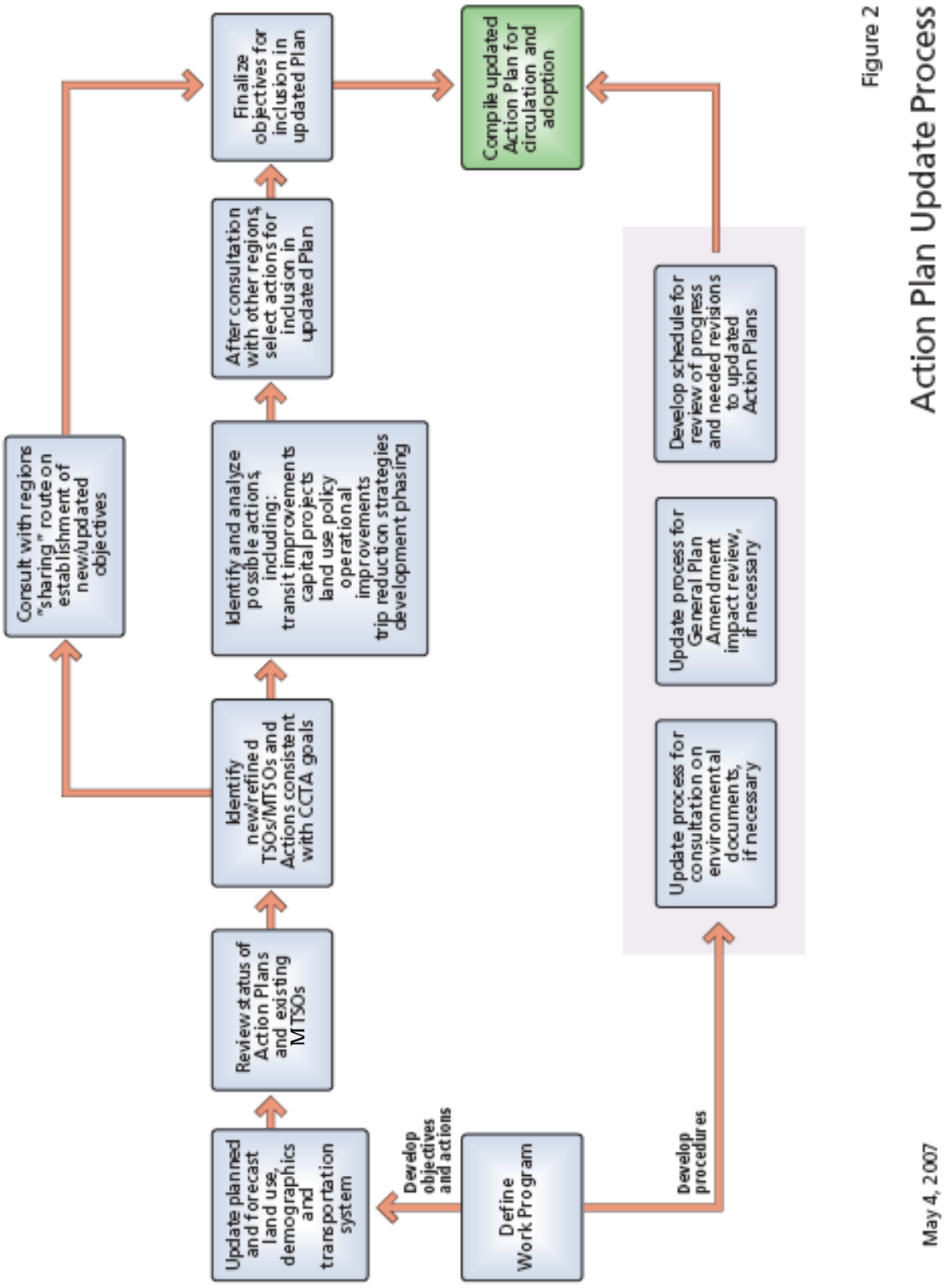

Figure 2

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 MTSOs 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 MTSOs
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 MTSOs 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 MTSOs 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 MTSOs 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 MTSOs.

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 MTSO 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 MTSOs 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 MTSOs 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.

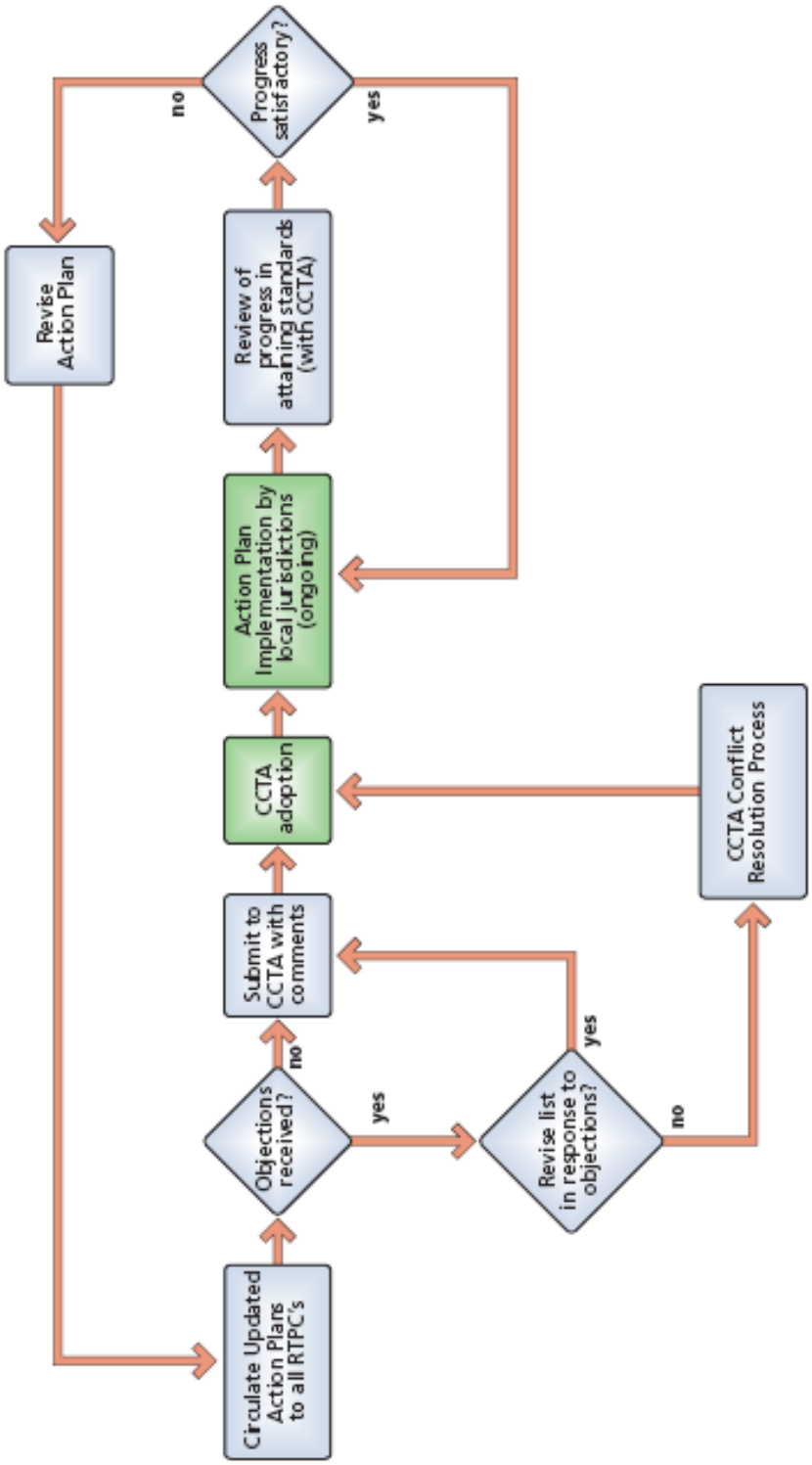

Figure 3

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

Freeway		*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

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

Intersection	*Location*	*LOS Standard*	*Jurisdiction*
W12	at Barrett Avenue	*F*	Richmond
	LOS between Monitoring Intersections	E	Richmond
W13	at Cutting Boulevard	E	El Cerrito
	LOS between Monitoring Intersections	E	El Cerrito
W14	at Central Avenue	E	El Cerrito
	LOS Central to Alameda County	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
	LOS between Monitoring Intersections	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
	LOS between Monitoring Intersections	E	Richmond, San Pablo, County
W17	at El Portal Drive	E	Richmond, County
W18	*LOS between Monitoring Intersections*	E	Richmond, County
W18	at Appian Way	E	County
	LOS between Monitoring Intersections	E	Richmond, County
W19	at Castro Ranch Road	E	Richmond, County
	LOS between Monitoring Intersections	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
	LOS between Monitoring Intersections	E	San Pablo
W21	at Road 20	E	San Pablo
	LOS between Monitoring Intersections	E	San Pablo
W22	at southbound ramps to I–80	*F*	County
W23	at northbound ramps to I–80	*F*	Richmond, County

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

Intersection	*Location*	*LOS Standard*	*Jurisdiction*
	LOS between Monitoring Intersections	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
	LOS between Monitoring Intersections	E	Richmond
W25	at Harbour Way	E	Richmond
	LOS between Monitoring Intersections	E	Richmond
W26	at Carlson Boulevard	E	Richmond
	LOS between Monitoring Intersections	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

Intersection	*Location*	*LOS Standard*	*Jurisdiction*
	Alhambra Avenue — Arch Street to Taylor Boulevard		
	LOS between Arch Street and State Route 4	E	Martinez
C1	at eastbound ramps to State Route 4	E	Martinez
	LOS between Monitoring Intersections	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
	LOS between Monitoring Intersections	E	County
C4	at southbound ramps to I–680	E	Pleasant Hill
	LOS between Monitoring Intersections	E	Pleasant Hill
C5	at Concord Avenue/Chilpancingo Parkway	E	Pleasant Hill
	LOS between Monitoring Intersections	E	Pleasant Hill
C6	at Willow Pass Road/Taylor Boulevard	E	Pleasant Hill, Concord
	LOS between Monitoring Intersections	E	Pleasant Hill, Concord, County
C7	at Gregory Lane/southbound I–680 ramp	E	Pleasant Hill
	LOS between Monitoring Intersections	E	Pleasant Hill
C8	at Monument Boulevard	*F*	Pleasant Hill
	LOS between Monitoring Intersections	E	Pleasant Hill
C9	at Boyd Road/southbound ramps to I–680	E	Pleasant Hill
	LOS between Monitoring Intersections	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

Intersection	*Location*	*LOS Standard*	*Jurisdiction*
	LOS between Monitoring Intersections	*F*	Walnut Creek
C11	at Geary Road	*F*	Walnut Creek
	LOS between Monitoring Intersections	E	Walnut Creek
C12	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
	LOS between Monitoring Intersections	E	Pleasant Hill
C2	at Alhambra Avenue	*F*	Pleasant Hill
	LOS between Monitoring Intersections	E	Pleasant Hill
C14	at Withers Avenue	E	Lafayette, County
	LOS to Pleasant Hill Road	E	Lafayette, County
	Geary Road/Pleasant Hill Road — North Main Street to Taylor Boulevard		
C11	at North Main Street	*F*	Walnut Creek
	LOS between Monitoring Intersections	*F* [1]	Walnut Creek, Pleasant Hill
C15	at Geary Road/Pleasant Hill Road intersection	E	Pleasant Hill
	LOS to Taylor Boulevard	E	County, Lafayette
	Treat Boulevard — Clayton Road to North Main Street		
C16	at Clayton Road	E	Concord
	LOS between Monitoring Intersections	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

Intersection	*Location*	*LOS Standard*	*Jurisdiction*
C17	at Cowell Road	E	Concord
	LOS between Monitoring Intersections	E	Concord
C18	at Oak Grove Road	*F*	Concord
	LOS between Monitoring Intersections	*F*	Concord, Walnut Creek
C19	at Bancroft Road	*F*	Walnut Creek
	LOS between Monitoring Intersections	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
	LOS between Monitoring Intersections	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
	LOS between Monitoring Intersections	E	Concord
C23	at Alberta	*F*	Concord
	LOS between Monitoring Intersections	E	Concord
C24	at Ayers Road	E	Concord
	LOS between Monitoring Intersections	E	Concord
C25	at Cowell Road	*F*	Concord
	LOS between Monitoring Intersections	*F*	Concord, Walnut Creek
C26	at Oak Grove Road	*F*	Walnut Creek
	LOS between Monitoring Intersections	*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

Intersection	*Location*	*LOS Standard*	*Jurisdiction*
	LOS between Monitoring Intersections	*F*	Walnut Creek
C28	at Walnut Boulevard	*F*	Walnut Creek
	LOS between Monitoring Intersections	*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

Intersection	*Location*	*LOS Standard*	*Jurisdiction*
	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
	LOS between Monitoring Intersections	E	Pittsburg
E3	at Buchanan Road	E	Pittsburg
	State Route 4 — State Route 160 to San Joaquin County		
	LOS between Monitoring Intersections	E	County
E4	at Neroly Road	E	County
	LOS between Monitoring Intersections	E	County
E5	at Big Break Road	E	County
	LOS between Monitoring Intersections	E	County
E6	at Oakley Road	E	County
	LOS between Monitoring Intersections	E	County
E7	at Cypress Road	E	County
	LOS between Monitoring Intersections	E	County, Brentwood
E8	at Balfour Road	E	Brentwood
	LOS between Monitoring Intersections	E	County, Brentwood
E9	at Byron Highway	E	County

APPENDIX E

Capital Improvement Program

The Capital Improvement Program (CIP) contains those roadway, transit and trail projects that are already programmed (and thus have committed funding), those proposed for funding through MTC's RTIP process, TSM projects, TFCA projects and those developer-funded projects where funding through fee programs is imminent. Because costs for some projects have not been identified, the total estimated cost may not reflect the extent of State, federal and local funding needed.

Project Type	Total Cost
Arterial/Roadway	$2,952,456,171
Bicycle/Pedestrian	$946,364,568
Bus	$2,304,346,310
Ferry	$332,580,000
Freeway	$1,473,287,000
Goods Movement	$175,100,000
Innovation	$197,000,000
Interchange	$1,427,511,956
Intermodal/Park-and-Ride	$236,408,000
Operations	$962,839,156
Paratransit	$5,000,000
Rail/Rapid Transit	$5,855,058,000
Safe Routes to Schools	$261,556,075
Transportation for Livable Communities	$102,000,000
Total Cost:	**$17,231,507,236**

Final 2019 CMP-CIP
December 18, 2019

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Exempt	

RTP Ref. No. : WCCTAC

Project Cost: $5,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Exempt	

RTP Ref. No. : WCCTAC

Project Cost: $12,900,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Exempt	

RTP Ref. No. : WCCTAC

Project Cost: $118,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

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

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : WCCTAC

Project Cost: $172,000,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : WCCTAC

Project Cost: $46,750,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

2920 - AC Transit Rolling Stock
Expansion Buses to support improved transit service (CC County)

Limits: AC Transit Service Area

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Ongoing
RTP Ref. No. : WCCTAC

Project Cost: $3,500,000.00 in 2040 dollars
Committed Funding
Amount: Source: Type:

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

Limits: in Richmond

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : WCCTAC

Project Cost: $51,000,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

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

Limits: San Pablo-Macdonald Corridor

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
RTP Ref. No. : WCCTAC

Project Cost: $226,800,000.00 in 2027 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Under Construction Exempt Active
RTP Ref. No. : WCCTAC

Project Cost: $3,000,000.00 in 2020 dollars
Committed Funding
Amount: 3000000 Source: Regional Measure 2 Type: Local

Paratransit

2983 - East Bay Paratransit Service
East Bay Paratransit Service

Limits: AC Transit service area

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

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

Committed Funding

Amount:	Source:	Type:

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.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
500000		Fees/Exactions

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $6,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

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

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $8,055,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
8055000	Facility Fees/Developer Contributions	Fees/Exactions

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $20,000,000.00 in dollars

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

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

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

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

Committed Funding

Amount: 6000000 Source: Type: Developer/Fees

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $5,000,000.00 in dollars

Committed Funding

Amount: 5000000 Source: Type: Fees/Exactions

0771 - Hillcrest Avenue Extension: Prewett Ranch Rd to Sand Creek Rd (Phase 1)
Construct new 4 lane divided arterial from Prewitt Ranch Road south to Sand Creek Road.

Limits: Prewett Ranch Road to Sand Creek Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $35,000,000.00 in 2030 dollars

Committed Funding

Amount: 5000000 Source: Type: Developer/Fees

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $9,600,000.00 in 2012 dollars

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $3,400,000.00 in dollars

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $17,500,000.00 in dollars

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $0.00 in 2004 dollars

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $4,500,000.00 in dollars

Committed Funding

Amount: Source: Type:

1101b - Standard Oil Avenue: Construct New Roadway, James Donlon to Buchanan
Construct new two-lane roadway

Limits: From James Donlon Road to Buchanan Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $5,000,000.00 in 2018 dollars

Committed Funding

Amount: Source: Type:

1153 - Slatten Ranch Road Extension
Construct new segment of 4-lane divided arterial

Limits: Laurel Rd to Vierra Ave

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

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

Committed Funding

Amount: 10000000 Source: Type: Developer/Fees

1154 - Phillips Lane Extension
New 4-lane divided arterial with railroad grade separation

Limits: Oakley Road to Slatten Ranch Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

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

Committed Funding

Amount: 10000000 Source: Type: Developer/Fees

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

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

Committed Funding

Amount: 5000000 Source: Type: Developer/Fees

1156 - Oakley Road, Construct New Arterial
Construct 4-lane divided arterial

Limits: Hillcrest to Phillips

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

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

Committed Funding

Amount: 10000000 Source: Type: Developer/Fees

1157 - Hillcrest Grade separation
[needs description]

Limits: at UPRR tracks

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

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

Committed Funding

Amount: 10000000 Source: Type: Unidentified

1158 - "A" Street Grade Separation
Construct railroad bridge over "A" Street

Limits: at UPRR

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

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

Committed Funding

Amount: 10000000 Source: Type: Unidentified

1160 - 18th Street Extension

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

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

Committed Funding

Amount: 7000000 Source: Type: Unidentified

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun | Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $58,800,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Design and ROW | Underway
RTP Ref. No. : TRANSPLAN

Project Cost: $15,000,000.00 in 2018 dollars
Committed Funding
Amount: 15000000 Source: Type: Unidentified

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun | Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $10,000,000.00 in 2018 dollars
Committed Funding
Amount: 10000000 Source: Type: Developer/Fees

1372 - "L" Street Widening
Widen "L" Street from 2- to 4-lane collector.

Limits: E18th St to 10th St

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Design and ROW | Completed
RTP Ref. No. : TRANSPLAN

Project Cost: $5,000,000.00 in 2016 dollars
Committed Funding
Amount: 5000000 Source: Type: Unidentified

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun | Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $20,000,000.00 in 2018 dollars
Committed Funding
Amount: 20000000 Source: Type: Developer/Fees

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $10,000,000.00 in 2018 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

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

Committed Funding

Amount:	Source:	Type:

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.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Exempt	

RTP Ref. No. : TRANSPLAN

Project Cost: $470,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

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

Committed Funding

Amount:	Source:	Type:
1777000	City of Antioch	Local

Bus

2971 - eBART Shuttle Service
Hillcrest eBART Shuttle (capital and operations, infrastructure)

Limits: in Antioch

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status

RTP Ref. No. : TRANSPLAN

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

Committed Funding

Amount:	Source:	Type:

Ferry

2972 - Antioch Ferry Landside Improvements
Ferry Landside Improvements, parking garage, terminal bldg, warf improvements'

Limits: Antioch Waterfront

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

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

Committed Funding

Amount:	Source:	Type:

2973 - Antioch Ferry Service
Purchase Ferry Vessels (3) for Ferry Service from Antioch

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status

RTP Ref. No. : TRANSPLAN

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

Committed Funding

Amount:	Source:	Type:

Intermodal/Park-and-Ride

0502 - Leland-Delta Fair Park-and-Ride Lot
Develop park-and-ride lot at Leland-Delta Fair

Limits: Undetermined

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
500000		Unidentified

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Exempt	

RTP Ref. No. : TRANSPLAN

Project Cost: $520,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
330000	Cycle 2 Regional Safe Routes to School	Federal

BART

Bicycle/Pedestrian

1506 - STATION MODERNIZATION: Station Community Wayfinding
Provide street-level information kiosks at BART stations within West and East County. The kiosks will be strategically positioned both on station property and in the community to orient the user with pertinent information about local transportation options, connections to bicycle paths and pedestrian facilities, and to neighboring destinations within the community. This project is part of a larger set of actions to provide wayfinding and travel information at BART stations in Contra Costa.

Limits: At and adjoining BART stations

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Exempt	

RTP Ref. No. : Countywide

Project Cost: $1,550,000.00 in 2021 dollars

Committed Funding

Amount:	Source:	Type:
900000	Transportation Enhancement	Federal

Intermodal/Park-and-Ride

2950 - TRANSIT ORIENTED DEVELOPMENT: El Cerrito Del Norte Area Transit-Oriented Development (TOD) Transportation Improvements - Phase 2
Construction of multimodal and parking improvements within half mile of El Cerrito del Norte station.

Limits: Station Area

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : WCCTAC

Project Cost: $21,800,000.00 in 2021 dollars

Committed Funding

Amount:	Source:	Type:

3014 - STATION ACCESS: El Cerrito del Norte Station Access Improvement Project

The project will expand and enhance a segment of the Ohlone Greenway on the east side of the El Cerrito del Norte BART station into a pedestrian promenade, featuring seating, additional trees, a raised crosswalk, and improvements to the bus drop-off lane. In order to enable expansion of the greenway, the project includes redesigning and moving the passenger drop-off area, which currently runs parallel and adjacent to the Ohlone Greenway, to the parking lot on the west side of the station.

Limits: Adjacent to El Cerrito del Norte BART Station

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : WCCTAC

Project Cost: $40,000,000.00 in 2019 dollars

Committed Funding

Amount:	Source:	Type:
34586000	BART	Other

Rail/Rapid Transit

0045b - STATION MODERNIZATION: Fare Collection Equipment Upgrade and Expansion

Upgrade and expand faregates and ticket equipment. Phase II goes through 2015. Phase III goes through 2030.

Limits: BART in Contra Costa Co.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Exempt	

RTP Ref. No. : Countywide

Project Cost: $20,000,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

0200b - SYSTEM EXPANSION: East County Rail Extension (eBART), Phase 2

Extend BART using Diesel Multiple Unit (DMU) technology from Hillcrest Ave to Brentwood.

Limits: Hillcrest Avenue to Brentwood

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $363,000,000.00 in 2035 dollars

Committed Funding

Amount:	Source:	Type:

0282a - STATION ACCESS: Station Access Improvements

Construct projects that facilitate access to BART stations, including new or expanded intermodal facilities, bicycle and pedestrian facilities, accessibility/ADA improvements, wayfinding signage, expanded parking and other access improvements.

Limits: Countywide

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Exempt	

RTP Ref. No. : Countywide

Project Cost: $400,000,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

0761 - ROLLING STOCK: Commuter Transit Needs (Capital) in East County

Fund capital improvements including transit vehicle acquisition, right-of-way acquisition, or track rehabilitation

Limits: TRANSPLAN

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Not Applicable	

RTP Ref. No. : TRANSPLAN

Project Cost: $95,000,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

0876 - SYSTEM CAPACITY & RELIABILITY: Richmond Crossover

Construct a crossover track to reduce turn time for trains to improve operational efficiency

Limits: Between Richmond Station and Richmond Yard

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $45,000,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

0877 - STATION MODERNIZATION: Concord Station

Limits: Concord Station

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning		

RTP Ref. No. : TRANSPAC

Project Cost: $52,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0879 - STATION MODERNIZATION: El Cerrito Del Norte

Limits: El Cerrito Plaza Station

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : WCCTAC

Project Cost: $47,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0884 - STATION MODERNIZATION: Walnut Creek Station

Limits: Walnut Creek Station

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : TRANSPAC

Project Cost: $50,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0886 - SYSTEM CAPACITY & RELIABILITY: Earthquake Safety Program-Contra Costa County Share

Construction of seismic reinforcements to BART's C-Line and R-Line North aerial (elevated) structures; Concord, Lafayette, Orinda, Walnut Creek, Pleasant Hill, El Cerrito del Norte and El Cerrito Plaza stations; Concord, Pleasant Hill, Walnut Creek and El Cerrito del Norte parking structures; and Concord and Richmond yards.

Limits: BART system w/in CC County

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Completed	

RTP Ref. No. : Countywide

Project Cost: $197,000,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

1272 - STATION MODERNIZATION: Capacity Projects
Station capacity projects can include the addition of new escalators, elevators, stairs, emergency exits, platform expansion, vertical circulation, faregate installation and/or other architectural enhancements or platform amenities. Each individual station has specific requirements and the total project cost for this request is the cumulative total throughout the county. It can be segmented by Station or Planning Area.

Limits: Countywide

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : Countywide

Project Cost: $500,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1515 - SYSTEM CAPACITY & RELIABILITY: Transit Safety and Security Improvements
BART Security Program includes projects necessary to improve or enhance BART security for patrons and system. Projects would be implemented at: 1) Emergency Communications; 2) Operations Control Center; 3) Locks & Alarms; 4) Public Safety Preparedness; 5) Structural Augmentation; 6) Surveillance; and 7) Weapons Detection Systems.

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : Countywide

Project Cost: $58,000,000.00 in 2030 dollars

Committed Funding

Amount:	Source:	Type:

1516 - SYSTEM CAPACITY & RELIABILITY: System Capacity Improvements
Improvements to the BART system including projects such as train control modifications and integrated control system; traction power upgrades, negative return capacity in yards and traction power substations; ventilation in underground stations; and crossovers to reduce fleet demand. The total project cost for this request is the Contra Costa County share of the cost of the capacity increases to the three systems combined. It can be segmented by project type.

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : Countywide

Project Cost: $52,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1518 - STATION ACCESS: Stations, Parking and Access Improvements
BART Stations, Parking and Access (station modernization, TOD infrastructure, system capacity, access, parking, etc.).

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : Countywide

Project Cost: $123,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

Brentwood

Arterial/Roadway

0654 - Armstrong Road Extension
Extend Armstrong Way residential collector. Includes bike lane, sidewalk, landscaping each side.

Limits: Carnegie Lane to Mills Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	Completed	

RTP Ref. No. : TRANSPLAN

Project Cost: $2,390,180.00 in 2018 dollars

Committed Funding

Amount:	Source:	Type:
3041929	Developer contributions	Fees/Exactions

0657 - Balfour Road Improvements - Phase II
Widen existing Balfour Road to 4 lanes. Includes curb, gutter, sidewalk, bike lanes, landscaping, sewer and water lines.

Limits: West of City limits toward Deer Valley Rd.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Applicable	

RTP Ref. No. : TRANSPLAN

Project Cost: $15,141,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:
11080298	Facility Fees/Developer Contributions	Fees/Exactions

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $4,181,300.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Completed	

RTP Ref. No. : TRANSPLAN

Project Cost: $4,141,600.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:
4141600	Facility Fees/Developer Contributions	Fees/Exactions

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $22,848,000.00 in 2021 dollars

Committed Funding

Amount:	Source:	Type:
1002593	Development Contributions	Fees/Exactions

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Completed	

RTP Ref. No. : TRANSPLAN

Project Cost: $2,967,358.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:
2967358	Developer Contributions	Fees/Exactions

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Underway	

RTP Ref. No. : TRANSPLAN

Project Cost: $7,626,746.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:
4347245	Facility Fees	Fees/Exactions

0699 - Sellers Avenue Widening II - to Sunset
Widen existing Sellers Avenue to residential collector.

Limits: Sellers Avenue from Chestnut Street to Sunset Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $6,879,000.00 in 2020 dollars

Committed Funding

Amount:	Source: Facility Fees/Developer Contributions	Type: Fees/Exactions
6879000		

0705 - Sycamore Avenue Improvements-Sellers Avenue
Extend 2-lane Sycamore Avenue to Sellers Avenue from Garin Parkway extension.

Limits: Garin Parkway to Sellers Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Completed	

RTP Ref. No. : TRANSPLAN

Project Cost: $1,137,400.00 in 2020 dollars

Committed Funding

Amount: 341220 Source: Facility Fees Type: Fees/Exactions

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $6,850,000.00 in 2020 dollars

Committed Funding

Amount: 44874 Source: Redevelopment Type: Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $8,200,000.00 in 2020 dollars

Committed Funding

Amount: 340000 Source: Facility Fees Type: Fees/Exactions

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $420,000.00 in 2020 dollars

Committed Funding

Amount: 420000 Source: Type: Fees/Exactions

0919 - Widen Brentwood Boulevard, Chestnut to Fir
Widen Brentwood Boulevard from two to four lanes.

Limits: Brentwood Boulevard from Chestnut Street to Fir Street

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $5,075,000.00 in 2021 dollars

Committed Funding

Amount: 316622 Source: Facility Fees Type: Fees/Exactions

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Completed	

RTP Ref. No. : TRANSPLAN

Project Cost: $21,100,000.00 in 2023 dollars

Committed Funding

Amount: 4768957 Source: Facility Fees Type: Fees/Exactions

0922 - Oak Street & Garin Parkway Signal Installation
Construct traffic signal and intersection improvements, including signing and striping.

Limits: at Garin Parkway

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Applicable	

RTP Ref. No. : TRANSPLAN

Project Cost: $300,000.00 in 2020 dollars

Committed Funding

Amount: 15527 Source: Facility Fees Type: Fees/Exactions

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $5,075,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	CEQA completed	

RTP Ref. No. : TRANSPLAN

Project Cost: $15,980,000.00 in 2020 dollars

Committed Funding

Amount: 4172876 Source: Facility Fees Type: Fees/Exactions

0938 - Minnesota Avenue Widening
Widen 950 linear feet of street, install curb, gutter, sidewalk, bike lane and landscape on the west side of Minnesota Avenue.

Limits: Minnesota Avenue from Balfour Road to Woodside Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	CEQA completed	

RTP Ref. No. : TRANSPLAN

Project Cost: $768,863.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:
739493	Developer Contributions	Fees/Exactions

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $3,816,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:
1045000	Development Contributions	Fees/Exactions

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Underway	

RTP Ref. No. : TRANSPLAN

Project Cost: $6,555,000.00 in 2021 dollars

Committed Funding

Amount: 2783735 Source: Facility Fees Type: Fees/Exactions

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $13,900,000.00 in 2021 dollars

Committed Funding

Amount:	Source:	Type:
13900000	Redevelopment Agency	Local

1645 - John Muir Parkway Extension - Phase 2
Extend John Muir Parkway from Foothill Drive to Briones Valley Road including two 12-ft lanes, 16-ft median and landscaping.

Limits: from Foothill Drive to Briones Valley Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	NEPA/CEQA completed	

RTP Ref. No. : TRANSPLAN

Project Cost: $5,560,000.00 in 2020 dollars

Committed Funding

Amount: 270000 Source: Facility Fees Type: Developer/Fees

2945 - Bridal Gate Dr. Improvements
Construct new 4-lane roadway with sidewalk, bike lanes and a bridge over Sand Creek.

Limits: at Sand Creek

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $2,600,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

Bicycle/Pedestrian

1148 - Sellers Avenue Detention Basin Improvements
Construct 10' wide landscaped trail for approximately 2,350 lf

Limits: west side of Sellers Avenue between Chestnut Street and Balfour Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $275,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:
275000	Developer contribution	Fees/Exactions

3084 - Marsh Creek Trail: John Marsh Historic State Park
Consruct 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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $3,000,000.00 in dollars

Committed Funding

Amount: 450000 Source: EBRPD Measure WW Type: Other

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $414,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Exempt	

RTP Ref. No. : Countywide

Project Cost: $1,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $100,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : Countywide

Project Cost: $1,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : Countywide

Project Cost: $75,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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.

Limits: At I-80 Interchange

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $1,000,000.00 in dollars

Committed Funding

Amount: Source: Type:

Operations

1108c - I-80 and I-580 TOS
Traffic Operations System (TOS) and fiber optic cable project

Limits: I-80 and I-580 in Contra Costa

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $32,000,000.00 in 2020 dollars

Committed Funding

Amount: Source: Type:

1814 - I-680: Install TOS Elements and Fiber and Replace Mobility Features
Install TOS Elements and Fiber and Replace Mobility Features on I-680

Limits: PM 0.00-25.4

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $5,000,000.00 in dollars

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Exempt	

RTP Ref. No. : Countywide

Project Cost: $73,100,000.00 in dollars

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $111,700,000.00 in 2025 dollars

Committed Funding

Amount: 10000000 Source: Type: Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $174,243,200.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

Bicycle/Pedestrian

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $800,000.00 in 2021 dollars

Committed Funding

Amount:	Source:	Type:

Bus

2932 - I-680 Transit Investment Options Study Improvements
Implement the recommended improvements from the I-680 Transit Investment and Congestion Relief Options Study.

Limits: Between Walnut Creek and Dublin

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning		

RTP Ref. No. : SWAT/TVTC

Project Cost: $376,800,000.00 in 2030 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT

Project Cost: $83,800,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

Freeway

0042b - SR-4 West: Phase 2 (Full Freeway)
Construct full freeway

Limits: I-80 to Cummings Skyway

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Completed	

RTP Ref. No. : WCCTAC

Project Cost: $68,700,000.00 in 2035 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $728,000,000.00 in 2032 dollars

Committed Funding

Amount:	Source:	Type:

0965 - I-680 Northbound HOV Gap Closure Between Livorna and N. Main

This project provides an HOV lane in the northbound direction between Livorna and N. Main through the I-680/SR-24 Interchange via a flyover. This project will close an HOV gap on I-680 in Contra Costa County.

Limits: Northbound - between Livorna and N. Main in Walnut Creek

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $115,600,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

0966 - I-680 Southbound Lane Between N. Main and Livorna

Construct HOV lane on I-680 southbound between North Main Street and Livorna

Limits: Southbound- between N. Main and Livorna in Walnut Creek

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $84,000,000.00 in 2017 dollars

Committed Funding

Amount:	Source:	Type:
14000000	RM2	Regional

0967 - I-680 Northbound HOV Gap Closure between N. Main and SR-242

Provide an HOV lane in the northbound direction between N. Main and SR-242, which will significantly shorten a gap in the HOV network which currently exists between Livorna and SR-242.

Limits: Northbound - between N. Main and SR-242

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $45,000,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:
4000000	Measure J	Measure J

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : SWAT/TVTC

Project Cost: $20,000,000.00 in 2026 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

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

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning		

RTP Ref. No. : Countywide

Project Cost: $16,000,000.00 in 2026 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $122,000,000.00 in 2027 dollars

Committed Funding

Amount:	Source:	Type:

Innovation

1817 - Transportation Innovation Program
Support testing and deployment of innovative ITS concepts, such as connected autonomous vehicles, infrastructure-to-vehicle communications, application of ITS to transit, and real-time ridesharing.

Limits: Various

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : Countywide

Project Cost: $100,000,000.00 in 2040 dollars

Committed Funding

Amount:	Source:	Type:

2899 - Connected Vehicle/Automated Vehicle and Other Technology Infrastructure
Design and construct infrastructure-to-vehicle elements that support Connected/Autonomous Vehicle technology. Includes traffic signal control upgrades, roadway striping, automatic vehicle detection, roadway sensors and cameras.

Limits: Various Contra Costa Freeways and Arterials

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : Countywide

Project Cost: $50,000,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Underway	

RTP Ref. No. : TRANSPAC

Project Cost: $121,000,000.00 in 2037 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Underway	

RTP Ref. No. : TRANSPAC

Project Cost: $149,689,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:
6900000	Program 6: Interchange Improvements	Measure J

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Underway	

RTP Ref. No. : TRANSPAC

Project Cost: $93,578,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

0002c - I-680/SR-4 Interchange Improvements: Phase 3
Widen SR-4 between Morello Avenue in Martinez and SR-242 in Concord

Limits: SR-4: Morello Avenue to SR-242

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Underway	

RTP Ref. No. : TRANSPAC

Project Cost: $70,000,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Underway	

RTP Ref. No. : TRANSPAC

Project Cost: $95,049,000.00 in 2027 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Underway	

RTP Ref. No. : TRANSPAC

Project Cost: $86,348,000.00 in 2032 dollars

Committed Funding

Amount:	Source:	Type:

0246a - Reconstruct I-80/San Pablo Dam Road Interchange: Phase 1
Upgrade and improve interchange. Phase 1 includes relocating El Portal Drive on-ramp to Westbound I-80 to the north, extending the auxiliary lane along Westbound I-80 between San Pablo Dam Road off-ramp and El Portal Drive on-ramp, and reconstructing the Riverside Ave pedestrian overcrossing.

Limits: at San Pablo Dam Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	Underway	

RTP Ref. No. : WCCTAC

Project Cost: $39,933,000.00 in 2017 dollars

Committed Funding

Amount:	Source:	Type:
12285000	Measure J	Measure J

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : WCCTAC

Project Cost: $80,100,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:
9200000	STIP	State

0250c - SR-239: Interchange at I-580/I-205 Construction
Construct addition to existing I-580/I-205 interchange, which would connect proposed SR-239 to eastbound I-205 and both directions of I-580.

Limits: at I-580/I-205 Interchange

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $104,114,956.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

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: at the I-80/Central Avenue Interchange

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $15,000,000.00 in 2023 dollars

Committed Funding

Amount:	Source:	Type:

1816 - I-680 Northbound/Lawrence Way HOV Direct Access Ramp
Provide a direct access ramp from northbound Lawrence Way to the northbound I-680 HOV/HOT lane

Limits: at Lawrence Way onramp

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $50,000,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $25,000,000.00 in 2033 dollars

Committed Funding

Amount:	Source:	Type:

Operations

0775 - SR-4 West Transit and Highway Operational Improvements
Transit and highway improvements in the SR-4 corridor including: increased transit service; Phase 1 of I-80/SR-4 connector; SR-4 bikeway corridor; park-and-ride facilities

Limits: SR-4 Corridor

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Not Applicable	

RTP Ref. No. : WCCTAC

Project Cost: $20,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0776 - I-580/Richmond Parkway Transit and Highway Operational Improvements
Improvements on I-580 and the Richmond Parkway, including: non-capacity arterial and Interchange improvements; ferry service to SF; park-and-ride facilities; N improvements to N Richmond truck access & bike and ped facilities; better transit service and access

Limits: I-580/Richmond Pkwy Corridor

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Not Applicable	

RTP Ref. No. : WCCTAC

Project Cost: $20,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1531 - I-80 ICM Project Operations and Maintenance
I-80 Integrated Corridor Mobility (ICM) Project Operations and Management - Local Portion - Maintenance in Contra Costa; This project will implement Adaptive Ramp Metering (ARM) and Active Traffic Management (ATM) strategies will be employed to reduction congestion and provide incident management capabilities.

Limits: SFOBB to Carquinez Bridge

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $38,200,000.00 in 2035 dollars

Committed Funding

Amount:	Source:	Type:

1632 - SR-4 Operational Improvements - Initial Phases
State Route 4 Operational Improvements - Eastbound: (a) Extend a lane from the lane drop at Port Chicago Interchange to the Willow Pass Rd off-ramp and end as a mandatory exit lane. (b)Construct a new general purpose lane between the Willow Pass Rd off-ramp and the Willow Pass Rd on-ramp. The new general purpose lane would eliminate the mandatory exit at Willow Pass Rd off-ramp from (a) and connect to the existing auxiliary lane between Willow Pass Rd on-ramp & San Marco Blvd off ramp. Construct a second exit lane at the EB SR4 off-ramp to San Marco Blvd to accommodate existing and future peak hour traffic volumes. (c) Construct auxiliary lane from the San Marco Blvd loop on ramp to the existing deceleration lane at Bailey Rd off-ramp. (d) Construct an auxiliary lane between the Port Chicago Highway on-ramp and the Willow Pass Road off-ramp. Westbound: Construct a lane from Willow Pass Rd on-ramp connecting to the existing added lane, east of the Port Chicago Highway off-ramp and a second exit lane at Port Chicago Highway off-ramp. Modify one of the mandatory exit lanes to SR242 to an optional exit lane, allowing three lanes exit to SR242 and three lanes to continue on WB SR4.

Limits: EB: from NB I-680 on-ramp to Willow Pass Rd (West) on-ramp; WB: from Willow Pass Rd (West) off-ramp to lane addition east of Port Chicago Hwy off-ramp

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $176,900,000.00 in 2032 dollars

Committed Funding

Amount:	Source:	Type:
2116500	Measure J Expenditure Plan	Measure

1633 - SR-4 Operational Improvements - Phase 2
Extend eastbound mixed-flow lane from Willow Pass Rd (West) off-ramp to San Marco Blvd off-ramp (Integrated Corridor Analysis (ICA) Improvement #13); Extend eastbound mixed-flow lane from San Marco Blvd off-ramp to tie-in with existing lane addition just west of Bailey Road off-ramp (ICA Improvement #17 & 18); Extend westbound mixed-flow lane from lane drop east of San Marco Blvd off-ramp to Willow Pass Rd (West) off-ramp (ICA Improvement #16). Note: additional lanes will be considered for operation as HOV/Express Lanes.

Limits: EB: from Willow Pass Rd (West) off-ramp to lane addition east of San Marco Blvd on-ramp; WB: from lane drop east of San Marco Blvd off-ramp to Willow Pass Rd (West) off-ramp

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $166,200,000.00 in 2033 dollars

Committed Funding

Amount:	Source:	Type:
2116500	Measure J Expenditure Plan	Measure

2967 - I-680 Operational Improvements between N. Main and Treat Blvd
I-680 Operational Improvements between N. Main and Treat Blvd

Limits: N. Main St to Treat Blvd

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $85,000,000.00 in 2026 dollars

Committed Funding

Amount:	Source:	Type:

3078 - Richmond-San Rafael Bridge Toll Plaza and Approach Improvements
Provide improvements to the operations and layout of the Richmond-San Rafael Bridge Toll Plaza and approaches, including adding HOV lanes between Central Ave and the Toll Plaza, improving the Richmond Parkway interchange.

Limits: at Richmond-San Rafael Toll Plaza

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $150,000,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

Safe Routes to School

2986 - Implementation of CCTA's Safe Routes to Schools Assessment
Implementation of CCTA's SRTS Assessment

Limits: Contra Costa County

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : Countywide

Project Cost: $243,000,000.00 in 2040 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $2,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0949 - Pine Hollow Road Upgrade
Construction of missing segments of sidewalks 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: Pine Hollow Road between El Camino Drive and Panadero Way

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Exempt	

RTP Ref. No. : TRANSPAC

Project Cost: $500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

Bicycle/Pedestrian

0950 - Concord-Clayton Bikeway
Construction of missing segments of on-and off-street bike lanes along the Concord-Clayton Bikeway. Missing segments include Mitchell Canyon Road and Pine Hollow Road in Clayton. The full bike lanes will increase safety for students using the bike lanes to access Mt. Diablo Elementary School, one block off the bike route.

Limits: Clayton Town Center to Treat Boulevard in Concord

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $700,000.00 in dollars

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning		

RTP Ref. No. : TRANSPAC

Project Cost: $252,000.00 in 2018 dollars

Committed Funding

Amount: 252000 Source: TLC (Program 12) Type: Measure J

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Exempt	Proposed

RTP Ref. No. : TRANSPAC

Project Cost: $335,000.00 in dollars

Committed Funding

Amount: 300000 Source: Type: Federal

1137 - Bates Avenue/Commercial Circle Traffic Signal
Install new traffic signal.

Limits: at Commercial Circle

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $664,000.00 in 2027 dollars

Committed Funding

Amount: 405000 Source: Traffic Fees (OSIP) Type: Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		Proposed

RTP Ref. No. : TRANSPAC

Project Cost: $2,283,000.00 in 2022 dollars

Committed Funding

Amount: Source: Type:

1592 - Commerce Avenue Complete Streets
Construct pavement and Complete Streets improvements on Commerce Avenue

Limits: Concord Ave to Galaxy Way

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Completed	Active

RTP Ref. No. : TRANSPAC

Project Cost: $1,940,000.00 in 2021 dollars

Committed Funding

Amount: 1360000 Source: Federal Earmark Type: Federal

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $18,000,000.00 in 2030 dollars

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		Proposed

RTP Ref. No. : TRANSPAC

Project Cost: $7,000,000.00 in 2030 dollars

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		Proposed

RTP Ref. No. : TRANSPAC

Project Cost: $4,000,000.00 in 2024 dollars

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		Proposed

RTP Ref. No. : TRANSPAC

Project Cost: $4,215,000.00 in 2024 dollars

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $1,615,000.00 in 2022 dollars

Committed Funding

Amount: 1195000 Source: CMAQ Type: Federal

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $5,200,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		Active

RTP Ref. No. : TRANSPAC

Project Cost: $2,816,000.00 in 2021 dollars

Committed Funding

Amount: 2331000 Source: City of Concord Type: Measure

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		Active

RTP Ref. No. : TRANSPAC

Project Cost: $5,329,000.00 in 2022 dollars

Committed Funding

Amount: 961000 Source: City of Concord Type: Local

3025 - Wiilow Pass Road Safe Routes to Transit Improvements
This project closes two sidewalk gaps and enhances an uncontrolled mutli-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 Vincente Drive to connect residences to these amenities.

Limits: St. Phillip Ct to Clayton Way, 3690 WP to Granada Dr and at San Vicente Dr

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		Active

RTP Ref. No. : TRANSPAC

Project Cost: $1,257,000.00 in 2021 dollars

Committed Funding

Amount: 1257000 Source: City of Concord Type: Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $50,000,000.00 in 2030 dollars

Committed Funding

Amount: 4600000 Source: Measure J Type: Measure J

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	Proposed

RTP Ref. No. : TRANSPAC

Project Cost: $19,000,000.00 in dollars

Committed Funding

Amount: 1000000 Source: Type: Local

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)

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	Proposed

RTP Ref. No. : TRANSPAC

Project Cost: $50,000,000.00 in 2030 dollars

Committed Funding

Amount: 3000000 Source: Measure J Type: Measure J

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		Proposed

RTP Ref. No. : TRANSPAC

Project Cost: $36,600,000.00 in 2017 dollars

Committed Funding

Amount: Source: Type:

Operations

3306 - Citywide Traffic System Upgrade
Upgrade traffic signal equipment at 54 intersections around the City of Concord.

Limits: Citywide

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		Active

RTP Ref. No. : TRANSPAC

Project Cost: $2,460,800.00 in 2022 dollars

Committed Funding

Amount: 2386976 Source: HSIP Type: Federal

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	CEQA underway	Active

RTP Ref. No. : TRANSPAC

Project Cost: $398,000.00 in 2019 dollars

Committed Funding

Amount:	Source:	Type:
333000	City of Concord	Measure

Contra Costa County

Arterial/Roadway

0027 - Pacheco Boulevard Realignment
Construct a new railroad over-crossing and realign roadway to improve geometrics.

Limits: At BNSF railroad undercrossing

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning		

RTP Ref. No. : TRANSPAC

Project Cost: $9,377,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
600000	Martinez Area of Benefit	Fees/Exactions

0028 - Pacheco Boulevard Widening from Blum Road to Morello Avenue from 2 lanes to 4 lanes
Widen Pacheco Boulevard from Blum Road to Morello Avenue, construct railroad overcrossing, and allow for bicycle lanes, sidewalks, median, turn lanes and landscaping, where appropriate.

Limits: Between Blum Road and Martinez City Limit

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status

RTP Ref. No. : TRANSPAC

Project Cost: $35,200,300.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:
3290300	Measure C	Measure C

0057a - Camino Tassajara Shoulder Widening: Johnston Road to County Line
This project will widen the pavement to provide four feet wide paved shoulder on each side of the road.

Limits: Johnston Road to County Line

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	Completed	

RTP Ref. No. : SWAT/TVTC

Project Cost: $784,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
460000	South County Area of Benefit	Fees/Exactions

0057b - Camino Tassajara Road Widening, Windermere to County Line
Widen Camino Tassajara Road from 2 lanes to 4 lanes, including shoulders and bicycle lanes in both directions from Windemere Parkway to the Alameda/Contra Costa County line.

Limits: Windermere Parkway to County Line

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning		

RTP Ref. No. : SWAT/TVTC

Project Cost: $12,500,000.00 in 2021 dollars

Committed Funding

Amount:	Source:	Type:
3829000	SCC Dougherty Valley JEPA Fee	Fees/Exactions

0135c - Vasco Road and Camino Diablo Intersection Improvements
Install an exclusive right turn lane on northbound Vasco Road, dual left turn lanes on westbound Camino Diablo, and lengthening the 4-lane section on Vasco Road near the intersection to provide more room for merging. Improve safety at intersection of Vasco Road and Camino Diablo Intersection.

Limits: Vasco Road at Camino Diablo

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $2,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
965000	Prop 1B	State

0182a - Dougherty Rd.: Widen, Red Willow to Alameda County
Widen Dougherty road from 2 to 6 lanes from Red Willow Road to Alameda/Contra Costa border

Limits: N. City limit/ County line to Dublin Blvd.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/TVTC

Project Cost: $47,800,000.00 in dollars

Committed Funding

Amount: 45000000 Source: Developer Type: Fees/Exactions

0372 - Vasco Road Safety Improvements, Phase 2
Vasco Road Safety Improvements: realign roadway to improve sight distance and add shoulders

Limits: Two-mile section from one mile south of Contra Costa line

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : SWAT/TVTC

Project Cost: $15,000,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

0618 - Evora Road Widening from Driftwood Drive to Pomo Street
Widen Evora Road in Bay Point

Limits: Driftwood Drive to Pomo Street

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $3,575,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
199000	Bay Point Area of Benefit	Other

0621 - Pacheco Boulevard Widen: Arthur to Morello
Widen Pacheco Boulevard to four lanes from Arthur Road to Morello Avenue

Limits: Arthur Road to Morello Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $6,363,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0629 - Byron Highway Widening and Overlay
Overlay and widen Byron Highway to provide shoulders on both sides from Byron Hot Springs Road to County line.

Limits: Byron Hot Springs Road to County line

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Underway	

RTP Ref. No. : TRANSPLAN

Project Cost: $2,012,000.00 in dollars

Committed Funding

Amount: 1599000 Source: STP/CMAQ Funds Type: Federal

0957 - Village Center Drive
New 600-foot street parallel to San Pablo Dam Road on its south side, with a 76-foot right-of-way, to provide access to proposed new village center in El Sobrante business district.

Limits: New road between Hillcrest Road and Pitt Way in El Sobrante

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Underway	

RTP Ref. No. : WCCTAC

Project Cost: $2,220,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0958 - Village Center Drive East
New 1,200-foot street running northeast from Village Center Drive at Pitt Way, to connect to San Pablo Dam Road at a point west of the Appian Way/Las Colinas intersection.

Limits: New street connecting Village Center Drive with San Pablo Dam Road, west of Appian Way.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Underway	

RTP Ref. No. : WCCTAC

Project Cost: $1,960,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0959 - Parr Boulevard Widening and Overlay
widen Parr Boulevard to bring it to arterial standard design and overlay, on a one-mile stretch from Richmond Parkway to the Union Pacific tracks.

Limits: Richmond Parkway to Union Pacific railroad tracks

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $2,772,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
1172000	North Richmond Area of Benefit	Fees/Exactions

0971 - Arnold Drive Extension
Extend Arnold Drive eastward beneath I-680 to join Imhoff Drive at Blum Road.

Limits: Pacheco Blvd. to Imhoff at Blum

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $15,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0981 - Byron Highway Extension to Bethel Island
Extend Byron Highway northward, from its current northern terminus at Delta Road, to the East Cypress Road/Bethel Island Road intersection. Project will include the construction of a bridge over Rock Slough.

Limits: Delta Road to Bethel Island

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $7,200,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
400000	Local funds	Local

0987 - Clyde Extensions
Extend both Essex Street and Middlesex Street one block westward, to reach Port Chicago Highway.

Limits: Essex Street from Norman Avenue to Port Chicago Highway; and Middlesex Street from Norman Avenue to Port Chicago Highway

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $282,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
282000	Local funds	Local

0996 - Eden Plains Road Widening: Sunset Road to Marshall Court
Widen Eden Plains Road to two-lane arterial standard design, with two 12-foot lanes and 4-foot-wide paved shoulders on both sides of the street.

Limits: Sunset Road to Marshall Court

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $325,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0997 - Evora Road Extension
Extend Evora Road westward to the Port Chicago Highway.

Limits: Current western terminus of Evora Road, to Port Chicago Highway

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $9,900,000.00 in dollars

Committed Funding

Amount: 6500000 Source: Navy Mitigation Fund Type: Other

1000 - Marsh Creek Road Curve Realignment
Improve safety and operations on Marsh Creek Road by realigning certain curves on the segment between Aspara Drive and Deer Valley Road.

Limits: Aspara Drive and Deer Valley Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $23,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
350000	Marsh Creek Area of Benefit	Fees/Exactions

1007 - SR-4 / Byron Highway Intersection Improvements, Phase 2
Widen the pavement to provide two lanes in each direction on Byron Highway at the intersection.

Limits: at Byron Highway

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $634,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
214400	Discovery Bay Area of Benefit	Fees/Exactions

1008 - Stone Valley Road Improvements: High Eagle to Roundhill Road
Widen the roadway on Stone Valley Road to provide two 12-foot travel lanes and asphalt concrete shoulders.

Limits: High Eagle Road to Roundhill Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/TVTC

Project Cost: $127,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
127000	Alamo Area of Benefit	Fees/Exactions

1009 - Stone Valley Road Improvements: Roundhill Road to Glenwood Court
Widen the roadway to provide two 12-foot travel lanes and two 5-foot Class II bike lanes.

Limits: Roundhill Road to Glenwood Court

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/TVTC

Project Cost: $1,023,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
1023000	Alamo Area of Benefit	Fees/Exactions

1011 - Fred Jackson Way / Goodrick Avenue Realignment Project
Realign either Goodrick Avenue or Third Street as it approaches Parr Boulevard to create a direct north-south route and only one intersection with Parr Boulevard.

Limits: Third Street approach to Parr Boulevard and Goodrick Avenue approach to Parr Boulevard

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status

RTP Ref. No. : WCCTAC

Project Cost: $1,750,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
1750000	North Richmond Area of Benefit	Fees/Exactions

1013 - Alhambra Valley Road - Realign and improve safety and operations
Straighten curves to improve safety and operation of Alhambra Valley Road in Martinez and County limits.

Limits: Between Martinez City Limits to Ferndale Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status

RTP Ref. No. : TRANSPAC

Project Cost: $10,600,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
700000	Martinez Area of Benefit	Fees/Exactions

1028 - Evora Road/Willow Pass Road Intersection Improvements
Improve the intersections of Evora Road and Willow Pass Road (West-Concord Side) and Willow Pass Road with ramps to State Route 4 (West-Concord Side) with additional approach lanes and traffic signalization.

Limits: at Evora Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $2,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1029 - Evora Road Widening from Willow Pass Road to Driftwood Drive
Widen existing road to a width of 72 feet, for four lanes, from Willow Pass Road to Driftwood Drive

Limits: Willow Pass Road to Driftwood Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $4,573,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
253000	Bay Point Area of Benefit	Fees/Exactions

1031 - Bailey Road/Myrtle Drive Intersection Improvements Phase 1
Option 1 involves a signal and a East Bound left-turn lane, vertical realignment (remove hill that blocks sight distance) on Bailey Road. Option 2: add a 200' southbound left turn bay to enhance intersection operations and safety. Coordination with the City of Concord required

Limits: at Myrtle Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $700,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1034 - Alves Lane Extension
The project consists of construction an approximately 3000 ft. north extension of Alves Lane, to connect with a proposed eastern extension of Pacifica Avenue.

Limits: Northern end of Alves Lane to proposed extension of Pacifica Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Underway	

RTP Ref. No. : TRANSPAC

Project Cost: $5,300,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1040 - SR-4 at Newport Drive Traffic Signal
See CCTA ID#1205... Install a traffic signal at the intersection of State Route 4 and Newport Drive.

Limits: At the intersection of State Route 4 and Newport Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
	Completed	

RTP Ref. No. : TRANSPLAN

Project Cost: $427,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
427000	Discovery Bay Traffic Mitigation Fee	Fees/Exactions

1041 - SR-4 - Byron Highway Left Turn Lane on Byron Highway
This project consists of widening Byron Highway at the State Route 4 intersection to provide for a second left turn lane.

Limits: At the intersection of State Route 4 and Byron Highway

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $752,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
752000	Discovery Bay Traffic Mitigation Fee	Fees/Exactions

1042 - Sellers Avenue / Balfour Road Traffic Signal and Turn Lanes
This project consists of installing a traffic control signal and left turn lanes.

Limits: at Sellers Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $1,088,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
1088000	Discovery Bay Traffic Mitigation Fee	Fees/Exactions

1043 - Saranap Area Micro Surface
Apply Micro Surface treatment to Olympic Boulevard and Tice Valley Boulevard.

Limits: Olympic Boulevard (Lafayette County Line to Tice Valley Boulevard) and Tice Valley Boulevard (1620 Tice Valley Boulevard to Walnut Creek County Line)

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $92,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
92000		Measure C

1044 - San Pablo Dam Road Type III Slurry Seal
Apply Type III Slurry Seal surface treatment to San Pablo Dam Road.

Limits: Wildcat Canyon Road to San Pablo Reservoir Spillway

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $223,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
223000		Measure C

1047 - San Pablo Dam Road Nova Chip
Apply Nova Chip surface treatment to San Pablo Dam Road.

Limits: El Portal Drive to Appian Way

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $159,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1049 - San Pablo Dam Road Improvements
Construct San Pablo Dam Road improvements and widening.

Limits: Richmond City Limit to Appian Way

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $6,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
2602000	Richmond / El Sobrante Area of Benefit	Fees/Exactions

1050 - San Pablo Dam Road and Greenridge Drive Signal
Construct signal at San Pablo Dam Road and Greenridge Drive

Limits: At the intersection of San Pablo Dam Road and Greenridge Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $250,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
110000	Richmond / El Sobrante Area of Benefit	Fees/Exactions

1051 - Rudgear Road/San Miguel Drive/Walnut Boulevard/Mountain View Boulevard Safety Improvements
Safety improvements for Rudgear Road, San Miguel Drive, Walnut Boulevard, and Mountain View Boulevard.

Limits: Rudgear Road/San Miguel Drive/Walnut Boulevard/Mountain View Boulevard in the Central County Area of Benefit boundary

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : TRANSPAC

Project Cost: $350,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
350000	Central County Area of Benefit	Fees/Exactions

1054 - Point of Timber - Byron Highway Traffic Signal
This project consists of installing a traffic signal at the intersection.

Limits: at Point of Timber Rd

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $1,771,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
1771000	Discovery Bay Traffic Mitigation Fee	Fees/Exactions

1058 - Pacifica Avenue Left Turn Pocket at Rio Vista School
Construct left turn pocket at Rio Vista Elementary School.

Limits: At Rio Vista Elementary School

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $375,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
75000	Bay Point Area of Benefit	Fees/Exactions

1059 - Pacheco Boulevard Widening - Martinez City Limit to Arthur Road
Widen Pacheco Boulevard to two lanes with shoulder in each direction as shown on the Precise Alignment Map.

Limits: Martinez City Limit to Arthur Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $1,757,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
600000	Martinez Area of Benefit	Fees/Exactions

1061 - N. Richmond Improvements - Pittsburg Avenue Extension
Extends Pittsburg Avenue from 3rd Street to the proposed 7th Street extension.

Limits: 3rd Street to the proposed 7th Street extension

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $1,700,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
695000	North Richmond Area of Benefit	Fees/Exactions

1063 - Marsh Drive Widening
Widen Marsh Drive to four lanes with sidewalk on each side of the street.

Limits: Center Avenue to Concord City Limit

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $2,471,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
2471000	West Concord (Pacheco) Area of Benefit	Fees/Exactions

1064 - El Sobrante Area Micro Surface
Apply Micro Surface treatment to Appian Way, Sobrante Avenue, and Valley View Road.

Limits: Appian Way (San Pablo Dam Road to Pinole County Line), Sobrante Avenue (Appian Way to Valley View Road), and Valley View Road (Appian Way to Richmond County Line)

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $230,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
230000		Measure C

1065 - El Portal Drive Widening: Richmond City Limit to San Pablo Dam Road
Widen El Portal Drive

Limits: Richmond City Limit to San Pablo Dam Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $450,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
400000	Richmond / El Sobrante Area of Benefit	Fees/Exactions

1069 - Crockett Boulevard and Cummings Skyway Type III Slurry Seal
Apply Type III Slurry Seal surface treatment to Crockett Boulevard and Cummings Skyway

Limits: Crockett Boulevard (Cummings Skyway to Pomona Street) and Cummings Skyway (San Pablo Avenue to Barry Hill Road)

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $295,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
295000		Measure C

1078 - Castro Ranch Road Widening
Widen Castro Ranch Road.

Limits: San Pablo Dam Road to Olinda Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $1,600,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
694000	Richmond / El Sobrante Area of Benefit	Fees/Exactions

1080 - Brookside Drive Widening
Acquire ultimate right of way to widen Brookside Boulevard.

Limits: 3rd Street to Railroad Tracks

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $772,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
150000	North Richmond Area of Benefit	Other

1083 - Balfour Road - Byron Highway Traffic Signal
This project consists of installing traffic signals at the intersections.

Limits: At the intersection of Balfour Road and Byron Highway

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $1,057,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
1057000	Discovery Bay Traffic Mitigation Fee	Fees/Exactions

1084 - Balfour Road Shoulder Widening
Install 4' wide sections of shoulder backing along both sides of Balfour Road

Limits: Bixler Road to Byron Highway

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Completed	

RTP Ref. No. : TRANSPLAN

Project Cost: $176,000.00 in dollars

Committed Funding

Amount: 156000 Source: HES Grant Type: Unidentified

1086 - Appian Way Widening at Triangle
Widen portion of Appian Way

Limits: Near Sobrante Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : WCCTAC

Project Cost: $4,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
400000	West County Area of Benefit	Fees/Exactions

1087 - Appian Way Ultimate Improvements
Construct Appian Way ultimate improvements.

Limits: Pinole City Limit to San Pablo Dam Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : WCCTAC

Project Cost: $4,300,000.00 in dollars

Committed Funding

Amount:	Source: Richmond / El Sobrante Area of Benefit	Type: Fees/Exactions
1281000		

1090 - Appian Way and Pebble Drive Signal
Install signal at Appian Way and Pebble Drive.

Limits: at Pebble Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $175,000.00 in dollars

Committed Funding

Amount:	Source: Richmond / El Sobrante Area of Benefit	Type: Fees/Exactions
107000		

1093 - SR-4 Widening from 2 to 4 lanes, Marsh Creek Road to San Joaquin
Widen State Route 4 as a continuous 4-lane arterial from Marsh Creek Road to the San Joaquin County Line

Limits: Marsh Creek Road to San Joaquin County

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status

RTP Ref. No. : TRANSPLAN

Project Cost: $180,000,000.00 in 2030 dollars

Committed Funding

Amount:	Source:	Type:

1176 - Byron Highway Shoulder Widening
Byron Hwy Shoulder Widening. Construct 6' wide paved shoulders and 2' of shoulder backing along Byron Highway.

Limits: Byron Hot Springs Road to 500' past Ranking Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Completed	

RTP Ref. No. : TRANSPLAN

Project Cost: $2,176,000.00 in dollars

Committed Funding

Amount: 2204000	Source: Prop 1B	Type: State

1180 - Camino Tassajara Shoulder Widening
Provide Standard Paved Shoulders that will serve as a class 2 bike lane along this portion of Camino Tassajara. Widen Camino Tassajara to include 4-foot wide paved shoulders and 2-foot wide shoulder backing shoulders.

Limits: 550' to 3800' south of Highland Rd.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Completed	

RTP Ref. No. : SWAT/TVTC

Project Cost: $2,748,000.00 in dollars

Committed Funding

Amount: 1278000	Source: Prop 1B	Type: Federal/State

1182 - Marsh Creek Road / Morgan Territory Road Intersection Improvements
This project will widen the travel lanes to have 12 feet of pavement, widen the shoulders to a minimum 4 feet of pavement, place a minimum 3 feet shoulder backing, etc.

Limits: Marsh Creek Road / Morgan Territory Road Intersection

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $1,000,000.00 in dollars

Committed Funding

Amount: 1000000	Source: Prop 1B	Type: State

1186 - Deer Valley Road Safety Improvements
Develop shoulder projects, curve alignments, etc. along Deer Valley Road.

Limits: Balfour Rd to Marsh Creek Rd

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Underway	

RTP Ref. No. : TRANSPAC

Project Cost: $1,400,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
70000	Measure C/J Return-to-Source	Measure C

1191 - Alhambra Valley Road Shoulder Widening. East of Castro Ranch
Shoulder widening along Alhambra Valley Road. This project improves a section of Alhambra Valley Road, beginning from approximately 4,700 feet east of Castro Ranch Road, going east 1,650 feet. This project consists of; road widening for shoulders, slope cutting and retaining wall construction on the north side of the road to accommodate the road widening, place guardrail, striping, relocate / remove / add new signage, etc. The proposed shoulder widening will also serve as a Class III bicycle facility.

Limits: 4,700 to 6,350 feet east of Castro Ranch Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $2,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
900000	HRS	State

1205 - SR-4 at Newport Drive Traffic Signal
Construct a traffic signal at the intersection of Newport Drive and SR4 in Discovery Bay Area. Also, construct two ADA compliant Detail B curb ramps, two stretches of retaining walls, and minor storm drain improvements.

Limits: at Newport Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Completed	

RTP Ref. No. : TRANSPLAN

Project Cost: $427,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
427000	DIscovery Bay Project Mitigation Fund	Fees/Exactions

1229 - El Sobrante Village Center Drive East
Eastward extension of Village Center Drive (Project 230), extending 1,200 feet east/northeast from Village Center Drive to connect with San Pablo Dam Road at a point west of the Las Colinas intersection.

Limits: Pitt Way northeastward to intersect with San Pablo Dam Road at a point roughly halfway between Pitt Way and Appian Way.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $1,960,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1230 - El Sobrante Village Center Drive
Constructs 600-foot new street parallel to San Pablo Dam Road on its south side, with a 76-foot right of way.

Limits: Hillcrest Road to Pitt Way

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $2,220,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1232 - San Pablo Dam Road Sidewalks near May Road
Construct sidewalk to fill gaps in the May Road area (Safe Routes to Schools Project).

Limits: On San Pablo Dam Road between Clark Road and May Road up to Sheldon School

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	NEPA/CEQA completed	Active

RTP Ref. No. : WCCTAC

Project Cost: $1,100,000.00 in 2019 dollars

Committed Funding

Amount: 448362 Source: Local Funds Type: Local

1233 - Briones Valley Road Bridge
Remove the existing wood deck and superstructure, and construct new bridge footings, superstructure, and bridge deck

Limits: Approx. 3.5 miles west of Deer Valley Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $150,000.00 in dollars

Committed Funding

Amount: 150000 Source: Local Funds Type: Local

1235 - Boulevard Way Bridge Repair at Las Trampas Creek
Repair of degraded Creek invert and armor the banks.

Limits: At Boulevard Way Bridge at Las Trampas Creek

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $444,000.00 in dollars

Committed Funding

Amount: 361000 Source: HBRP Type: State

1385 - San Pablo Dam Road Downtown Improvements Project
Provide roadway improvements for the El Sobrante downtown project.

Limits: El Sobrante Area

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $1,000,000.00 in dollars

Committed Funding

Amount: 1000000 Source: Prop 1B Type: State

1487 - Alhambra Valley Road Improvements - Alhambra Creek Road and Quail Lane

Limits: Between Alhambra Creek Road and Quail Lane

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $490,000.00 in dollars

Committed Funding

Amount: 490000 Source: Briones AOB Type: Developer/Fees

1634 - Byron Highway Bridge Replacement over California Aqueduct
Replace existing timber bridge with new concrete bridge, reconstruct approach and drainage improvements

Limits: California Aqueduct

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Underway	

RTP Ref. No. : TRANSPLAN

Project Cost: $11,000,000.00 in dollars

Committed Funding

Amount: Source: Type:

1635 - Appian Way and Argyle Road Signal Project
Traffic signal at Appian Way and Argyle Road

Limits: Appian Way and Argyle Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $420,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1636 - Olympic Boulevard and Bridgefield Road Signal Project
Provide traffic signal at Olympic Boulevard and Bridgefield Road

Limits: Bridgefield Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $415,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1637 - N. Buchanan Cir and Pacheco Blvd Signal Project
Install traffic signal at intersection

Limits: N. Buchanan Cir

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $585,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1638 - Appian Way and Santa Rita Road Signal Project
Install traffic signal at intersection

Limits: Santa Rita Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $400,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1639 - Marsh Creek Road and Deer Valley Road Signal Project
Install traffic signal at intersection

Limits: Deer Valley Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $1,080,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1640 - Bailey Road and Mary Anne Lane Signal Project
Install signal at Bailey Rd/Mary Ann Ln

Limits: Mary Anne Lane

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Applicable	

RTP Ref. No. : TRANSPAC

Project Cost: $585,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1641 - Marsh Creek Road Bridge Replacement over Marsh Creek #141
Replace existing timber bridge with new concrete bridge in stages, reconstruct approach and drainage improvements.

Limits: 1.8 miles east of Morgan Territory Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Underway	

RTP Ref. No. : TRANSPLAN

Project Cost: $3,800,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1642 - Marsh Creek Road Bridge Replacement over Marsh Creek #143
Replace existing timber bridge with new concrete bridge in stages, reconstruct approach, drainage improvements and retaining walls.

Limits: 7.2 mi east of Morgan Territory Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Underway	

RTP Ref. No. : TRANSPLAN

Project Cost: $4,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1643 - Marsh Creek Road Bridge Replacement over Marsh Creek #145
Replace existing timber bridge with new concrete bridge in stages, reconstruct approach, drainage improvements.

Limits: 3.1 mi east of Deer Valley Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Underway	

RTP Ref. No. : TRANSPLAN

Project Cost: $3,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1651 - Seventh Street Extension to Brookside Drive Improvements Project
Extend Seventh Street, North Richmond, from Wildcat Creek to Brookside Drive

Limits: Wildcat Creek to Brookside Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $6,325,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1656 - Appian Way/Valley View Road Intersection Improvements
Convert existing signal at Appian Way and Valley View Rd Triangle to roundabout.

Limits: Valley View Road at Appian Way

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $4,066,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1657 - San Pablo Dam Road Fifth Lane Project
Provide a center turn lane.

Limits: Appian Way to Castro Ranch Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $5,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1658 - San Pablo Dam Road - Signal at Greenridge Drive
Provide a Traffic Signal a the intersection of San Pablo Dam Road and Greenridge Drive.

Limits: San Pablo Dam Road and Greenridge Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $175,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1665 - Tara Hills Traffic Calming/Complete Street Plan
Provide safety improvements and traffic calming measures along Tara Hills Drive

Limits: Cornelius Drive to City of Pinole

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $1,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1667 - Colusa Avenue Complete Street Project
Provide median, parking lanes and bike lanes.

Limits: Santa Fe Avenue to Berkeley Park Boulevard in Kensington

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1670 - Arlington Avenue Intersection Improvements
Provide intersection improvements and traffic signals at intersections

Limits: at Amherst Ave and Sunset Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $350,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1674 - Stone Valley Road Left Turn Lane at Smith Road
Install a left turn lane at Smith Road.

Limits: Smith Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $133,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1675 - Stone Valley Road at Roundhill Road Improvements
Road diet/crosswalk improvements at Roundhill Road Intersection

Limits: Roundhill Road Intersection

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1676 - Danville Blvd Downtown Improvements
Restripe medians and provide delineators.

Limits: Stone Valley Road to Jackson Way

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $150,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1677 - Stone Valley Road/Miranda Avenue Intersection Improvements
Intersection improvements.

Limits: Miranda Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $300,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1678 - Livorna Road Improvements
Provide Standard pavement width along Livorna Road

Limits: Danville Boulevard to Stonegate Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $85,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1679 - Miranda Avenue Improvements
Provide 32' Pavement sections and curb and gutter.

Limits: Stone Valley Road to Stone Valley School

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/TVTC

Project Cost: $392,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1681 - Norris Canyon Road Safety Improvements
Safety and capacity improvements

Limits: City of San Ramon to end of County portion of Norris Canyon Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/TVTC

Project Cost: $4,500,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

1682 - Highland Road Improvements - Camino Tassajara to Alameda County Line
Safety and capacity Improvement project

Limits: Camino Tassajara to Alameda County Line

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/TVTC

Project Cost: $25,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1686 - Fish Ranch Road Safety Improvements
Safety Improvement, traffic calming measures

Limits: SR24 to Grizzly Peak Boulevard

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $100,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1687 - Marsh Creek Road Project - Interim safety improvements
Install low cost Traffic Calming measures, slowing/striping enhancements.

Limits: Town of Clayton to City of Brentwood

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $350,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1688 - Marsh Creek Road Safety improvement at Clayton Mobile Home Park Entrance
Safety Improvements.

Limits: John Marsh Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $150,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1692 - Byron Highway Widening at Byron Elementary School
Widen the existing pavement to provide a dual left-turn lane along the frontage of the School District office and the Byron Elementary School, creating more storage for Byron Highway motorists waiting to turn left into the school district or school areas. See CCTA ID #0982 Byron Highway Widening at Byron Elementary School

Limits: at Byron Elementary School

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	NEPA/CEQA underway	Active

RTP Ref. No. : TRANSPLAN

Project Cost: $1,200,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1695 - Morgan Territory Road Safety Improvements
Safety Improvements along Morgan Territory Rd.

Limits: Marsh Creek Road to Alameda County Line

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $1,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1696 - Marsh Creek Rd. and Morgan Territory Rd. Kit Fox Crossings
Install appropriate sized culverts under road for Kit fox crossing

Limits: Marsh Creek Rd. and Morgan Territory Rd.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status

RTP Ref. No. : TRANSPLAN

Project Cost: $800,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1698 - SR-84/Vasco Road Widening to County line
Widen from 2 to 4 lanes (2 lanes per direction).

Limits: Marsh Creek Road to Alameda County line

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $200,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1699 - Evora Road Widening
Widen to 4 travel lanes

Limits: Willow Pass Road (Bay Point) to Willow Pass Road(Concord)

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $5,800,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1700 - Wilbur Avenue Safety Improvement Project
Widen to four travel lanes

Limits: Minaker Drive to SR160

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $5,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1701 - Deer Valley Road Widening Project
Widen to 4 travel lanes

Limits: Balfour Road to City of Antioch

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $9,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1702 - Walnut Boulevard Road Widening Project
Widen to 4 travel lanes

Limits: SR4 to City of Brentwood

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $12,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1703 - Byron Highway Safety Enhancement Project
Safety Enhancement Project

Limits: SR-4 to Delta Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $3,600,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1704 - Marsh Creek Road Safety Improvements (City of Clayton to Walnut Blvd)
Improve various locations

Limits: City of Clayton to Walnut Blvd

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $3,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1705 - Bethel Island Road / Sandmound Boulevard Intersection Signal
Provide traffic signal and turning pockets

Limits: Sandmound Boulevard

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $600,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1706 - Marsh Creek Rd Safety Improvements - Camino Diablo Intersection
Provide traffic signal and turn lanes

Limits: Camino Diablo Intersection

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $600,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1710 - Marsh Creek Road Curve Realignment 2 to 2.25 mi west of Deer Valley Road
Curve Realignment and road widening project

Limits: 2 to 2.25 mi west of Deer Valley Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : Countywide

Project Cost: $2,390,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1719 - Taylor Boulevard Safety Improvement Project
Safety and capacity Improvement project

Limits: Pleasant Hill Road to Boyd Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $670,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1722 - Marsh Drive Bridge Replacement
Replace existing bridge at Marsh Drive and Walnut Creek, with new concrete bridge in stages, reconstruct approach and drainage improvements

Limits: at Walnut Creek crossing

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $4,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1723 - Center Avenue Widening (Marsh Drive / Pacheco Boulevard)
Widen to 4 lanes, and provide sidewalks on both sides

Limits: Pacheco Boulevard to Marsh Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	Proposed

RTP Ref. No. : TRANSPAC

Project Cost: $416,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1724 - Center Avenue Widening (Pacheco Boulevard to Blackwood Drive)
Widen to 4 lanes, and provide sidewalks on both sides

Limits: Pacheco Boulevard to Blackwood Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $416,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1741 - Peach Street Closure Project
Close Peach Street and provide a cul-de-sac.

Limits: Pacheco Boulevard to Shell Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $350,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1742 - Alhambra Valley Road guard rail/realignment Project
Guard rail upgrade to current standards

Limits: Strenzel Lane to Castro Ranch Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $450,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1743 - Bear Creek Road Safety Improvements
Safety improvement along Bear Creek Rd

Limits: Alhambra Valley Road to City of Orinda

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $850,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1745 - McNabney Marsh Open Space Connection to Waterfront Road Project
Provide entrance and connecting road to McNabney Marsh Open Space from Waterfront Rd

Limits: at McNabney Marsh Open Space

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $350,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1746 - Alhambra Valley Road Safety Improvements
Capacity and safety improvements. Realign Curves at Ferndale Rd. Intersection improvements at Reliez Valley Road.

Limits: City of Martinez to Bear Creek Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $3,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1752 - Pacheco Boulevard (Realign grade crossing with AT&SF)
Realign grade crossing with AT&SF

Limits: at AT&SF

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $17,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1757 - Port Chicago Highway Safety Improvements
Reconstruct, restripe, intersection improvements

Limits: Pacifica Avenue to McAvoy Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $600,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1760 - Willow Pass Road Widening Project
Widen to 4 travel lanes

Limits: Bailey Road to City of Pittsburg

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $3,450,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1824 - Pacheco Boulevard / Muir Rd Intersection Improvements
Add second eastbound right turn lane

Limits: at Muir Rd

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $700,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

1825 - Pacheco Boulevard / Center Ave Intersection Improvements
Add second eastbound right turn lane

Limits: at Center Ave

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $750,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

1826 - Concord Avenue Widening
Widen Concord Ave from Contra Costa Blvd to Diamond Blvd

Limits: Contra Costa Blvd to Diamond Blvd

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $750,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

1828 - Danville Blvd Improvements
Install striped median from St. Alphonsus to Jackson Way. Install hard medians and curb extensions from St. Alphonsus to Stone Valley. Install traffic signal at Danville Blvd/Orchard Ct intersection. Construct roundabout at Danville Blvd/Orchard Rd intersection

Limits: St. Alphonsus Ct to Stone Valley Rd

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $3,000,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

1832 - Willow Pass Road (West) / SR-4 Ramp Intersection Improvements
Add turn lanes at Willow Pass Road (West) / SR-4 WB and EB Ramp Intersections

Limits: At SR-4 Westbound and Eastbound Ramps

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
RTP Ref. No. : TRANSPLAN

Project Cost: $1,088,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

1836 - Pacifica Ave Extension
Extend roadway from Port Chicago to extended Alves Ave

Limits: Port Chicago Hwy to Alves Ave Extension

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $4,773,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

1838 - Bethel Island Road Improvements
Add shoulders to Bethel Island Rd

Limits: Wells Rd to Sandmound Blvd

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $512,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

1839 - Sandmound Blvd Improvements - Mariner to Cypress
Add shoulders to Sandmound Blvd

Limits: Mariner Rd to Cypress Rd

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $799,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

1840 - Sandmound Blvd Improvements - Oakley City Limits to Mariner
Add shoulders to Sandmound Blvd

Limits: Oakley City Limits to Mariner Rd

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $2,629,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

1841 - Piper Road Improvements
Add shoulders to Piper Rd

Limits: Gateway Rd to Willow Rd

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $1,293,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

1842 - SR-4/Discovery Bay Blvd Intersection Improvements
Modify signal timing

Limits: at Discovery Bay Blvd

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $60,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

1843 - Discovery Bay Blvd/Clipper Drive Intersection Improvements
Convert intersection to all-way stop-controlled

Limits: at Clipper Dr

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $90,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

2961 - San Pablo Avenue Complete Streets Project, Rodeo to Crockett
Construct bike and pedestrian improvemetns from Rodeo to Crockett by reducing roadway from 4 lanes to 2 lanes.

Limits: Rodeo to Crockett

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
RTP Ref. No. : WCCTAC

Project Cost: $12,500,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

2970 - Byron Highway Improvements
Byron Highway shoulder widenings and railroad grade separation

Limits:

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
RTP Ref. No. : TRANSPLAN

Project Cost: $18,500,000.00 in 2030 dollars
Committed Funding
Amount: Source: Type:

2975 - Camino Tassajara Rd - Widen and Realign from Blackhawk to Windemere
Realign and widen Camino Tassajara Road from 2 lanes to 4 lanes, from Blackhawk Drive to Windemere Parkway.

Limits: Blackhawk Road Windemere Pkwy

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning		Proposed

RTP Ref. No. : SWAT/TVTC

Project Cost: $30,000,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

2994 - Pitt Way Extension
Construct new collector roadway along Pitt Way from San Pablo Dam Road to Hillcrest Road

Limits: San Pablo Dam Road to Hillcrest Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning		Proposed

RTP Ref. No. : WCCTAC

Project Cost: $5,000,000.00 in 2030 dollars

Committed Funding

Amount:	Source:	Type:

Bicycle/Pedestrian

0190 - Pleasant Hill BART Station Bicycle and Pedestrian Access
Improve access for pedestrian and bicyclists

Limits: Vicinity of Pleasant Hill BART station

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : TRANSPAC

Project Cost: $2,444,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0332 - San Pablo Dam Road Walkability Project
Add transit stop access and amenities, sidewalks and other improvements to pedestrian and bicycle facilities, turn lanes.

Limits: Appian Way to Tri Lane

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : WCCTAC

Project Cost: $7,300,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0553 - SR-24 Bikeway
SR-24 Bikeway: Unincorporated portions of bikeway from Camino Pablo to Walnut Creek: Install destination, warning and traffic control signage; new bike lanes on Olympic Blvd.

Limits: Fish Ranch Road to Walnut Creek

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $128,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0554 - I-680 Bikeway Signage
I-680 Bikeway Signage: install signage for bicyclists in unincorporated portions of the I-680 Bikeway: Rudgear Road to Danville Town Limits

Limits: Rudgear Road to Danville Town Limits

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : Countywide

Project Cost: $20,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0555 - Iron Horse Trail Signage
Iron Horse Trail Signage: install signage for bicyclists and pedestrians along the entire length of the Iron Horse Trail that is within the County-owned former railroad right-of-way.

Limits: Entire length

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	Not Applicable	

RTP Ref. No. : TRANSPAC

Project Cost: $300,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0557 - Delta Road: Add Bicycle Lane
Delta Road: add class 2 bike lane.

Limits: Eden Plains Rd./Sellers Avenue to Bethel Island Road, and SR-4 to Marsh Creek/Sellers Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $530,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0564 - Delta-De Anza Trail, Evora Road to Port Chicago Hwy
Delta-De Anza Trail: construct Class I bikeway from Evora Road to Port Chicago Hwy

Limits: Evora Road to Port Chicago Highway

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $530,000.00 in 2003 dollars

Committed Funding

Amount:	Source:	Type:

0565 - Delta-De Anza Trail, Port Chicago Hwy to Iron Horse Trail
Delta-De Anza Trail: construct Class I bikeway from Port Chicago Hwy to Iron Horse Trail

Limits: Port Chicago Hwy to Iron Horse Trail

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $1,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0568 - Franklin Canyon Undercrossing, Sobrante Ridge to Carquinez Strait Trail
Sobrante Ridge to Carquinez Strait Trail: construct Franklin Canyon undercrossing for regional trail access

Limits: Sobrante Ridge to Carquinez Strait Trail

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $300,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0569 - SR-4 West Bikeway: Construct
SR-4 West Bikeway: Construct bikeway parallel to SR-4 west

Limits: I-80 (or San Pablo Avenue) to Martinez

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $2,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0713 - Olinda Road Sidewalk Gap Closures
Fill in sidewalk gaps along Olinda Road including the installation of pedestrian bridge over a creek.

Limits: Beginning at Valley View Road and extending southerly about 850 feet

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $522,000.00 in 2003 dollars

Committed Funding

Amount:	Source:	Type:
19000	Gas Tax Funds	Local

0744 - Stone Valley West Sidewalks at Iron Horse Trail
Extend bike and pedestrian trail including other improvements and amenities.

Limits: Intersection of Stone Valley Road West and the Iron Horse Trail

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/TVTC

Project Cost: $35,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
35000	STIP	Federal

1046 - San Pablo Dam Road Pedestrian Improvements
Install curb and sidewalk, and widen the road in the areas where the frontage improvements have not been installed.

Limits: Tri Lane to Appian Way

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $2,809,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
18000	Gas Tax Funds	Local

1120 - Fred Jackson Way Pedestrian Project, Phase 2
Widen sidewalks, calm traffic and add streetlights and street trees to Third Street between Grove Avenue and Wildcat Creek in North Richmond. Formerly 3rd Street

Limits: Between Grove Avenue and Wildcat Creek in North Richmond

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $2,300,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1194 - Pleasant Hill BART Shortcut Pedestrian Path
Plan, Design, and Construct a shortcut path at the Pleasant Hill BART Station.

Limits: Between Bancroft and Las Juntas

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $2,800,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
100000	Contra Costa Redevelopment Funds	Local

1201 - Crockett Downtown Upgrade Project
Upgrade the pedestrian facilities along Pomona Avenue between 2nd Avenue and 1st Avenue in the downtown Crockett Area.

Limits: Pomona Avenue between 2nd Avenue and 1st Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Completed	

RTP Ref. No. : WCCTAC

Project Cost: $351,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
289000	UnoCal/Tosoco Return to Source Fund	Other

1207 - Castro Ranch Road AC Path
Build Sidewalk on Castro Ranch Road from San Pablo Dam Road to Hillside Drive (east side)

Limits: Castro Ranch Road from San Pablo Dam Road to Hillside Drive (east side)

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Completed	

RTP Ref. No. : WCCTAC

Project Cost: $242,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1227 - Improve Terminus of Delta DeAnza Trail at Willow Pass Road
Improve the terminus of the Delta DeAnza trail near the intersection of Willow Pass Road on the Concord side. The trail currently ends at a gravel path just before it reaches Willow Pass Road near its intersection with Evora Road. The project will improve connection between the trail and Willow Pass Road and address signage and potential conflicts with auto traffic at the Evora-Willow Pass intersection.

Limits: At intersection of Delta DeAnza Trail with Willow Pass Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Underway	

RTP Ref. No. : TRANSPAC

Project Cost: $107,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1228 - San Pablo Creek Pedestrian/Bicycle Bridge
Bridge for pedestrians and bicycles over San Pablo Creek, from Via Verde into downtown El Sobrante. Will connect to walkway along San Pablo Creek

Limits: Via Verde (in Richmond) across San Pablo Creek into unincorporated downtown area

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $350,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1234 - Camino Tassajara Bikeway Shoulders
Widen Camino Tassajara to meet two lane rural road standards with sufficient shoulder width to provide bike lanes to improve safety, from Blackhawk Drive to Windemere Parkway.

Limits: San Ramon: On Tassajara from Blackhawk Drive to County line

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : SWAT/TVTC

Project Cost: $33,100,000.00 in 2020 dollars

Committed Funding

Amount: 324000	Source: RIP-TE	Type: Federal

1236 - San Pablo Avenue / Parker Avenue Sidewalk
Connecting a gap in the sidewalk. Project in conjunction with City of Hercules.

Limits: San Pablo Avenue / Parker Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $397,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1237 - Delta Road Sidewalk and Bike Lanes
Construct sidewalk and bike lanes on Delta Road

Limits: Knightsen Avenue to Knightsen Elementary School.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Completed	

RTP Ref. No. : TRANSPLAN

Project Cost: $580,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1273 - Bailey Road Transit Access Improvement
Pedestrian crossing improvements to BART station including sidewalk widening and security lighting.

Limits: In Pittsburg on Bailey Road/BART/Mayland Road area

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $2,197,506.00 in dollars

Committed Funding

Amount:	Source:	Type:
989000	TE	Federal

1488 - Bailey Rd Pedestrian & Bicycle Improvements - Canal Rd to Willow Pass Rd
Improve sidewalks and bike lanes in the segment of Bailey Rd between Canal Road and Willow Pass Rd.

Limits: From Canal Road to Willow Pass Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $12,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
5500000	Navy Mitigation Funds	Other

1586 - Bailey Road/State Route-4 Interchange Pedestrian & Bicycle Improvements
Construct bicycle and pedestrian improvements on Bailey Road adjacent to SR-4.

Limits: At State Route 4 Interchange

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $5,200,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:
345300	PBTF	Measure J

1650 - Fred Jackson Way/Third Street Complete Street Concepts Plan
Provide travel lanes, bike lanes, parking lanes and median along Fred Jackson Way

Limits: Grove Avenue to Wildcat Creek

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $2,600,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1652 - N. Richmond Pedestrian and Community Enhancement
Installation of sidewalk, curb and gutter, curb ramps, and bulb outs within the North Richmond PDA. The location is the area north of Market Avenue, south of Wildcat Creek, east of Fred Jackson Way and west of the railroad tracks in the vicinity of Verde Elementary School.

Limits: Area between Fred Jackson Way and railroad tracks, and Market Avenue and Wildcat Creek.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $4,200,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1654 - Valley View Road Bike Lanes Project
Provide class II bike lanes on both sides of Valley View Road.

Limits: San Pablo Dam Road to City of Richmond

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $250,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1655 - Appian Way Complete Street Improvements
Close sidewalk gaps, sidewalk, curb ramps, bicycle lanes, and bulb outs.

Limits: Garden Road to City of Pinole

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $2,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
500000	Local AOB funds	Developer/Fees

1661 - San Pablo Dam Road Complete Street Improvements
Provide 5 feet wide sidewalk

Limits: 500 feet east of Appian Way to 680 feet east.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $60,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1663 - San Pablo Avenue Complete Street Project
Provide a class III bike route

Limits: Tara Hills Drive to City of Pinole

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $1,200,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1664 - Tara Hills Drive Complete Street Pedestrian Improvements
Provide a pathway to Montara Bay Park

Limits: San Pablo Avenue to end of Tara Hills Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $600,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1666 - Dolan Way Pedestrian Improvements Project
Close a 70 feet long sidewalk gap, provide curb ramps along Dolan Way, bulb-outs at Flannery Road.

Limits: Shamrock Drive to Tara Hills Elementary School

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $650,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1668 - Kensington Curb Ramps Project
Install ADA compliant curb ramps at various locations along Kensington Avenue

Limits: Kensington

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $400,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1669 - Rincon Road Widening and Pedestrian Improvements Project
Provide minimum 12' travel lanes and 5' wide sidewalk along one side of Rincon Road. Grading, retaining walls and right of way acquisition would be required.

Limits: Arlington Avenue to Arlington Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $2,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1671 - Hemme Avenue Sidewalk Improvements
Provide 5 feet wide sidewalk, curb and gutter

Limits: Iron Horse Trail to Via Copola

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $250,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1672 - Livorna Road Bikeway
Provide a class I bikeway

Limits: Trotter Way to I-680

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $344,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1684 - Tice Valley Blvd Safety Improvement
Provide a class II bike lane from Tice Valley Ln at Walnut Creek border to Iron Horse Trail

Limits: Tice Valley Lane to Iron Horse Trail

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $3,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1689 - Lone Tree Way (Anderson Lane) bike lane gap closure
Provide 4 ft. wide class II bike lanes

Limits: Anderson Lane to Virginia Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $1,300,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1691 - Holway Drive Safety Improvements
Connects sidewalks, curb ramps, and crosswalks.

Limits: Main Street to Camino Diablo Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $390,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1707 - Gateway Road Sidewalk Project
Provide sidewalk, curb and gutter on one side.

Limits: Bethel Island Road to Windsweep Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1716 - Delta Road Sidewalk Project
Provide sidewalk

Limits: Knightsen Avenue to Knightsen Elementary School

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $400,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1717 - Pleasant Hill Road Bicycle Project
Provide class II bike lanes

Limits: Taylor Blvd to Walnut Creek border near Huston Rd

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $270,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1718 - Pleasant Hill Road Sidewalk Project
Provide sidewalk on west side

Limits: 1700 Block to Diablo View Road west side

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $150,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1721 - Kirker Pass Road Bicycle Project
Provide class II bike lanes

Limits: From City of Concord border line to City of Pittsburg border line.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $5,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1725 - Jones Rd Bike Route Project
Provide a class III bike route

Limits: Oak Road to Canal Trail

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $100,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1726 - Marshall Drive Sidewalk
Provide sidewalk on both sides

Limits: Indian Valley Elementary School/City of Walnut Creek line to El Verano Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $380,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1727 - Mayhew Way Sidewalk Project
Provide sidewalk

Limits: Iron Horse Trail to Bancroft Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $80,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1728 - Pleasant Hill BART area Bike Route - Las Juntas Way, Oak Rd, Wayne Dr (from Jones Rd to Various)
Class III bike route

Limits: Las Juntas Way, Oak Rd, Wayne Dr (from Jones Rd to Various)

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $100,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1729 - Springbrook Road Sidewalk Project
Provide sidewalk

Limits: City of Lafayette to City of Walnut Creek line

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $350,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1731 - Whyte Park Avenue Sidewalk Project
Provide sidewalk

Limits: Boulevard Way to Bridge Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $80,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1732 - Dewing Lane Ped Bridge across Las Trampas Creek
Construct a pedestrian bridge to cross creek

Limits: at Las Trampas Creek

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $1,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1733 - San Miguel Drive Pedestrian facilities
Provide a 4' wide walkable shoulder one side, ret. walls, grading, r/w acquisition required.

Limits: Shady Glen Court to El Camino Corto

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $1,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1734 - Newell Avenue Pedestrian Path Project
AC Pedestrian path along Newell Avenue from Parkmead Elementary to Las Lomas High.

Limits: Magnolia Way to I-680

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $1,200,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1735 - Boulevard Way Sidewalk Project
Provide sidewalk

Limits: Molly Way to Calvin Court

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $980,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1736 - San Pablo Ave Bike Lane Project
Provide Class II bike lanes

Limits: California Avenue to I-80 Crockett

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $3,600,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1737 - Rodeo Downtown & Waterfront Infrastructure Program Phase II
Install curb, sidewalks, gutters, ADA compliant ramps in downtown area

Limits: Pacific Avenue to California Street

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $1,116,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1738 - 6th Street Rodeo Sidewalk Project
Provide sidewalk on one side of 6th Street

Limits: Parker Avenue to Garretson Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $375,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1739 - 7th Street Sidewalk Project
Provide sidewalk on one side

Limits: Parker Avenue to Garretson Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $480,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1740 - Pomona Ave Sidewalk Project
Provide sidewalk of south side of Pomona St, ret. Wall.

Limits: 3rd Avenue to Rolph Park Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $450,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1744 - Monterey Street Safety Improvements
Pipe existing 100 ft. long ditch, drainage improvements, provide walkable shoulders

Limits: Veale Avenue to Palm Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $550,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1748 - Bay Area Ridge Trail Connection at Benicia Bridge
Pedestrian and Bicycle upgrades at Benicia Bridge to provide connection for the Bay Area Ridge Trail.

Limits: Benicia Bridge

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $300,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1750 - Pacheco Boulevard Complete Street Concept Plan
Provide medians, sidewalk, parking lane, and bike lanes along Pacheco Blvd

Limits: Martinez City limit to railroad tracks

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $1,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1751 - Aspen Drive Pedestrian Improvements
Provide a 12 foot wide AC path along park

Limits: Center Avenue to Pacheco Boulevard

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $250,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1753 - Pacheco Boulevard Pedestrian Path under AT&SF Bridge
Provide Pedestrian Path under AT&SF Bridge

Limits: AT&SF Bridge

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $200,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1755 - Trail improvements in Bay Point
Provide sidewalk along Driftwood Drive, Steffa Street, and Tradewinds Court. Provide trail from Beaulieu Ct along the north into parcel 098021030 to Beaulieu Court to Rapallo Lane to Waterview Place. Provide trail along the water canal from Mota Drive to Willow Pass Road. Provide trail along the creek from Pacifica Avenue to Riverside Drive.

Limits: Beaulieu Court to Rapallo Lane

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $2,600,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1756 - Port Chicago Hwy. & Willow Pass Road Ped/Bike Improvements for Delta DeAnza Trail Connector
Provide signage, bollards and others to direct trail traffic across Willow Pass Road/Port Chicago Hwy.

Limits: Willow Pass Road and Port Chicago Highway

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $80,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1761 - Bella Vista Neighborhood Infrastructure Improvements Project
Neighborhood Infrastructure Improvements

Limits: Area inside Bella Vista Avenue and City of Pittsburg

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $18,300,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1763 - Delta DeAnza Trail Connection
Upgrade trail connections in intersecting streets

Limits: Driftwood Drive to Canal Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $150,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1765 - Canal Road Sidewalk Project
Provide sidewalk along a segment of Canal Road

Limits: 420 feet south of Winter Brook Drive to Chadwick Lane

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $850,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1767 - Gloria Terrace Sidewalk Project
Provide a sidewalk or walkable shoulders.

Limits: Taylor Boulevard to Reliez Valley Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $1,800,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1827 - Concord Avenue Bicycle Improvements
Bicycle Improvements on Concord Avenue between I-680 off-ramp to Iron Horse Trail

Limits: I-680 Off-ramp to Iron Horse Trail

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $600,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

1829 - Marsh Creek Trail
Add an off-street, multi-use path along Marsh Creek Road/Marsh Creek from Brentwood to Clayton

Limits: Brentwood to Clayton

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

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

Committed Funding

Amount:	Source:	Type:

1833 - Port Chicago Hwy Improvements - Driftwood to McAvoy
Add shoulders and sidewalks

Limits: Driftwood Dr to west of McAvoy Rd

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $2,830,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

1834 - Port Chicago Hwy Improvements - McAvoy to Pacifica
Re-align to standards with sidewalks

Limits: West of McAvoy to Pacifica Ave

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $1,404,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

1835 - Driftwood Drive Complete Street Improvements
Complete street improvements with sidewalks

Limits: Port Chicago Hwy to Pacifica Ave

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $2,457,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

1837 - Loftus Road Complete Streets Improvements
Complete street improvements with sidewalks

Limits: Canal Rd to Willow Pass Rd

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $1,873,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

1844 - SR-4 Bicycle Facilities Improvements
Widen roadway and improve bicycle facilities

Limits: Newport Dr to Discovery Bay Blvd

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $450,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

1848 - Downtown Alamo Pedestrian Safety Improvements
Pedestrian safety improvements to various streets in downtown Alamo

Limits: Downtown Alamo

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $3,614,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

1849 - Alamo Area Pedestrian and Bicycle Improvements
Pedestrian and bicycle improvements on Livorna, Stone Valley and Danville Blvd in Alamo area

Limits: TBD

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $2,289,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

1850 - Danville Blvd and Hemme Ave Intersection Safety Improvements
Safety improvements to Danville Blvd/Hemme Ave intersection

Limits: at Hemme Ave

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $504,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

1851 - Alamo Area School Pedestrian Safely Improvements
Pedestrian safety improvements at Stone Valley Middle School, Alamo Elementary School, and Rancho Romero Elementary School

Limits: Adjacent to Stone Valley Middle, Alamo Elementary, and Rancho Romero Elementary Schools

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $2,319,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

2960 - Appian Way Complete Streets Project
Improve pedestrian and bike safety along Appian Way and create transportation corridor for all users.

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $21,500,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

2962 - Fred Jackson Way First Mile/Last Mile Connection
Construct ADA compliant pedestrian path from Grove Ave to Brookside Drive.

Limits: Grove Ave to Brookside Dr

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : WCCTAC

Project Cost: $4,388,000.00 in 2018 dollars

Committed Funding

Amount:	Source:	Type:

3035 - Bailey Road Complete Streets Project
The Bailey Road Complete Streets Project will create a complete street corridor within a Priority Development Area and a Community of Concern that will improve pedestrian safety and accessibility to the Pittsburg/Bay Point BART Station as well as to all core destinations within the community. The project improvements include narrowing the travel lanes in order to provider wider sidewalks and buffered bike lanes as well as wayfinding signage, bus shelters, and other streetscape improvements.

Limits: SR-4 to Willow Pass Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : TRANSPLAN

Project Cost: $4,710,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

Freeway

1845 - SR-4 Bypass, Widen Segment 2 (Phase 2)
SR4 Bypass: Widen Segment 2 (Laurel to Sand Creek) to 6 lanes

Limits: Laurel to Sand Creek Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $122,000,000.00 in 2027 dollars

Committed Funding

Amount:	Source:	Type:

Goods Movement

0018 - Cummings Skyway Truck Climbing Lane Extension
Extend truck climbing lane on eastbound Cummings Skyway to allow faster moving vehicles to safely pass slow moving trucks climbing existing 10% grade.

Limits: From West of Crockett Blvd. past the summit east of Crockett Blvd.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $16,900,000.00 in 2030 dollars

Committed Funding

Amount:	Source:	Type:

0084 - Kirker Pass Road Northbound Truck Climbing Lane, Clearbrook Drive to Crest of Kirker Pass Road
Add a dedicated northbound 12-foot wide truck climbing lane and a Class II bike lane within an 8-foot paved shoulder from Clearbrook Drive in Concord to a point 1000 feet beyond the crest of the Kirker Pass Rd.

Limits: From Clearbrook Dr to a point 1,000 feet beyond the crest of Kirker Pass Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : TRANSPLAN

Project Cost: $17,400,000.00 in 2019 dollars

Committed Funding

Amount:	Source:	Type:
3000000	Prop IB	State

0956 - N. Richmond Truck Route Project
Extend Pittsburg Avenue 0.3 miles eastward, and extend either Seventh Street or Soto Street 0.1 mile northward, to intersect with each other and create a truck route from the North Richmond industrial area to the Richmond Parkway.

Limits: Pittsburg Avenue east of Richmond Parkway, and Seventh or Soto Streets west of UP tracks

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $20,800,000.00 in 2030 dollars

Committed Funding

Amount:	Source:	Type:

1830 - Kirker Pass Road Southbound Truck Climbing Lane
Add a southbound truck climbing lane from Nortonville Rd to a point beyond the crest of Kirker Pass. Project will include a 12-foot dedicated truck climbing lane and a Class II bike lane with 8-foot paved shoulders

Limits: Nortonville Rd to beyond Kirker Pass crest

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $20,000,000.00 in 2031 dollars

Committed Funding

Amount:	Source:	Type:

1831 - Northern Waterfront Goods Movement Infrastructure
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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : Countywide

Project Cost: $100,000,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

Interchange

0646 - Cummings Skyway - Widen Interchange at I-80
Widen Cummings Skyway overcrossing to provide turn and bicycle lanes

Limits: I-80/Cummings Skyway Interchange

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status

RTP Ref. No. : WCCTAC

Project Cost: $10,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

Operations

0991 - 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, and Traffic Signal & Traffic Management.

Limits: Countywide

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction		

RTP Ref. No. : Countywide

Project Cost: $4,200,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
3500000	Gas Tax Funds	Local

0992 - Countywide Traffic Betterment: New Sign Program
This program provides the resources to install traffic signs as the need arises.

Limits: Countywide

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Under Construction
RTP Ref. No. : Countywide

Project Cost: $700,000.00 in dollars
Committed Funding
Amount: 700000 Source: Gas Tax Funds Type: Local

0993 - Countywide Traffic Betterment: New Striping Program
This program provides the resources to install the necessary traffic striping projects as needed during the year.

Limits: Countywide

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Under Construction
RTP Ref. No. : Countywide

Project Cost: $490,000.00 in dollars
Committed Funding
Amount: 490000 Source: Gas Tax Funds Type: Local

Safe Routes to School

1806 - West County Safe Routes to School Expansion Project
Expand the West Contra Costa SR2S program to add 2 additional elementary schools to each jurisdiction within West Contra Costa: Richmond, San Pablo, El Cerrito, Pinole, Hercules, and the unincorporated area.

Limits: Twelve elementary schools in West Contra Costa: Coronado and Ford (Richmond), Dover and Lake (San Pablo), Fairmount and Harding (El Cerrito), Collins and Shannon (Pinole), Lupine Hills and Ohlone (Her

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Under Construction Exempt
RTP Ref. No. : WCCTAC

Project Cost: $801,800.00 in dollars
Committed Funding
Amount: 709800 Source: Cycle 2 Regional Safe Routes to School Type: Federal

1852 - Countywide Safe Routes to Schools Program (County)
Walkability audits and other non-infrastructure types of education and parent-student surveys.

Limits: Various

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : Countywide

Project Cost: $700,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

3060 - West Contra Costa Walk and Bike Leaders
Contra Costa Health Services' SRTS project will provide comprehensive bikelped education, encouragement, and engagement activities to foster a walk-and-bike-to-school culture at 13 middle and high schools in West Contra Costa. Activities will include WCCUSD student and staff presentations; biking and walking events; on-road skills and repair instruction; WABL internships and clubs coordination; volunteer leadership trainings; city and stakeholder engagement; and school travel map development.

Limits: 13 West County school sites

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : WCCTAC

Project Cost: $758,000.00 in 2023 dollars
Committed Funding
Amount: 561000 Source: OBAG 2 Type: Federal

Contra Costa County Redevelopment Agency

Arterial/Roadway

1105 - Vasco Road Safety Improvements: Brentwood to Alameda County
Vasco Road Safety & Operational Improvements from Brentwood to Ala Co. line; Phase 2 (includes potential realignment)

Limits: Brentwood City Limits to Alameda County Line

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $52,400,000.00 in dollars

Committed Funding

Amount: Source: Type:

County Connection

Bus

0507 - CCCTA: Replace Buses
Replacement buses: replace buses, flexvans and paratransit vehicles

Limits: County Connection Service Area

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : Countywide

Project Cost: $40,000,000.00 in dollars

Committed Funding

Amount: 27752000 Source: Type: Federal

1244 - CCCTA Route 8 and Weekend Route 111
Continuation of Lifeline Transit Programs with weekend bus service on CCCTA Route 111, and the Monument Community Shuttle Route 8 (annual operating costs).

Limits: Concord

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Completed	

RTP Ref. No. : TRANSPAC

Project Cost: $450,000.00 in dollars

Committed Funding

Amount: Source: Type:

1246 - Restoration and Expansion of Fixed-route Bus Service
Restore service levels to pre-2004 levels, reduce headways, expand evening and weekend bus service in the 10 city CCCTA service area (annual operating costs).

Limits: County Connection Service Area

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning	Exempt	

RTP Ref. No. : TRANSPAC

Project Cost: $8,000,000.00 in dollars

Committed Funding

Amount: Source: Type:

1247 - CCCTA Facility Expansion
Expansion of CCCTA Administrative building and employee Parking area

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $5,000,000.00 in dollars

Committed Funding

Amount: Source: Type:

1522 - Increase bus service frequency to BART stations (Lamorinda)
CCCTA shall upgrade its existing bus stop shelters to include benches and real-time bus arrival displays

Limits: County Connection Service Area

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Ongoing
RTP Ref. No. : TRANSPAC

Project Cost: $1,400,000.00 in 2014 dollars
Committed Funding
Amount: Source: Type:

2836 - Bus Stop Access Improvements
Bus stop access improvements for the top 50 used stops. Includes new shelters with solar lighting, benches, sidewalk improvements and curb buts for better access and improved ADA compliance.

Limits: Various locations

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $3,425,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

2838 - Bus Rapid Transit Projects
Provide frequent, prioritized bus service in dense, congested corridors - potential corridors include Clayton Road, Treat Blvd, Ygnacio Valley Road, Contra Costa Blvd and I-680 Corridor south of Walnut Creek. Cost is for one demonstration corridor.

Limits: County Connection service area

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $90,000,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

2839 - Improved Service on Low Frequency Routes
Increased service on routes currently operating with low service frequencies. Includes many weekend routes and routes operating in southern service area to address rising congestion and population growth. Cost is for one year of service.

Limits: County Connection Service Area

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $4,500,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

2842 - Bus Replacement - Federal Match
Federal match for bus replacement over the next 20 years.

Limits: County Connection Service Area

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $25,000,000.00 in 2034 dollars
Committed Funding
Amount: Source: Type:

2965 - Increase bus service frequency to BART stations
Increase bus service frequency to BART stations (20 years)

Limits: County Connection service area

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $30,000,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/TVTC

Project Cost: $193,370.00 in dollars

Committed Funding

Amount: Source: Type:

1308 - Camino Tassajara/Crow Canyon SAFETEA-LU Improvements
Street repair and resurfacing, signal, drainage, sidewalk, curb and gutter, and bicycle/pedestrian facility improvements.

Limits: Sycamore Valley Road to eastern Town Limit, and Camino Tassajara to southern Town Limit.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	Exempt	

RTP Ref. No. : SWAT/TVTC

Project Cost: $6,795,248.00 in dollars

Committed Funding

Amount: 4865660 Source: SAFETEA-LU Grant Type: Federal

2840 - Traffic Signal Controller Upgrade
Replacement of aging traffic signal controller equipment at 35 signalized intersections are targeted for upgrades.

Limits: Various

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction		

RTP Ref. No. : SWAT/TVTC

Project Cost: $633,321.00 in 2016 dollars

Committed Funding

Amount: Source: Type:

2841 - San Ramon Valley Blvd and Iron Horse Trail Signal Enhancement
Installation of additional signal heads, signing and striping.

Limits: at Iron Horse Trail

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction		

RTP Ref. No. : SWAT/TVTC

Project Cost: $28,500.00 in 2015 dollars

Committed Funding

Amount: Source: Type:

2934 - Widen San Ramon Valley Blvd from 2 to 4 lanes - Jewel Terrace to Podva Rd
San Ramon Valley Blvd Lane Additions (2 to 4 lanes) - Jewel Terrace to Podva Rd

Limits: Jewell Terrace to Podva Rd

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		Active

RTP Ref. No. : SWAT/TVTC

Project Cost: $350,000.00 in 2019 dollars

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $1,971,486.00 in 2019 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun | Exempt
RTP Ref. No. : SWAT/TVTC

Project Cost: $2,073,691.00 in dollars
Committed Funding
Amount: 941591 Source: NERIAD Type: Fees/Exactions

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $7,500,000.00 in 2036 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun | Not Begun
RTP Ref. No. : SWAT

Project Cost: $150,000.00 in dollars
Committed Funding
Amount: 132000 Source: Danville Type: Local

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun | Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $485,397.00 in dollars
Committed Funding
Amount: 485397 Source: Danville Type: Local

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun | Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $37,000.00 in dollars
Committed Funding
Amount: 21000 Source: Danville Type: Local

3110 - San Ramon Valley Creek Footbridge
Construct a pedestrian footbridge over the San Ramon Valley Creek at the Danville Green.

Limits: Diablo Road to Front Street

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	Active

RTP Ref. No. : SWAT/TVTC

Project Cost: $404,250.00 in dollars

Committed Funding

Amount: 202000 Source: Developer Type: Fees/Exactions

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	Active

RTP Ref. No. : SWAT/TVTC

Project Cost: $6,036,157.00 in dollars

Committed Funding

Amount: 101350 Source: Danville Type: Local

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.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/TVTC

Project Cost: $286,000.00 in dollars

Committed Funding

Amount: 70000 Source: Measure J Type: Measure J

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.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/TVTC

Project Cost: $327,500.00 in dollars

Committed Funding

Amount: 127500 Source: Measure J Type: Measure J

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		Active

RTP Ref. No. : SWAT/TVTC

Project Cost: $2,000,000.00 in 2019 dollars

Committed Funding

Amount: 536000 Source: Town of Danville Type: Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT

Project Cost: $2,025,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
1750000	Measure J TLC	Measure J

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : SWAT/TVTC

Project Cost: $413,000.00 in 2015 dollars

Committed Funding

Amount:	Source:	Type:
365000	MTC Safe Routes to School	Federal

1798 - Vista Grande Street Pedestrian/Safe Routes to School Improvements
The Vista Grande Street Pedestrian Improvements Project consists of construction of a 300 linear-foot asphalt concrete pathway adjacent to Vista Grande Street. The pathway will Vista Grande School to Camino Tassajara, creating a contiguous pedestrian pathway/sidewalk network. The project requires the construction/extension of a 100-foot metal beam guardrail to provide additional separation of the pathway from Diablo Road. Other elements of the project include safety retaining curbs and boundary bollards in order to provide separation of the new pathway from the existing Bret Harte Park parking area.

Limits: Vista Grande Street between Camino Tassajara and Diablo Road, adjacent to Vista Grande Elementary School

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	Not Begun	Active

RTP Ref. No. : SWAT/TVTC

Project Cost: $207,275.00 in 2018 dollars

Committed Funding

Amount:	Source:	Type:
157000	Cycle 2 Regional Safe Routes to School	Federal

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $25,000,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:
1000000	Tesoro (formerly Tosco) mitigation	Fees/Exactions

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	Exempt	

RTP Ref. No. : Countywide

Project Cost: $6,000,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $2,200,000.00 in 2030 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $10,500,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:
556900.0244	Measure C	Measure C

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $10,000,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $6,800,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $35,000,000.00 in 2030 dollars

Committed Funding

Amount:	Source:	Type:

1332 - Mokelumne Coast to Crest Trail
Proposed seven mile multi-use trail on EBMUD Mokelumne Aqueduct right of way in Antioch, Brentwood, and Contra Costa County

Limits: Antioch to East Contra Costa County Delta Access

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $11,100,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

2882 - SF Bay Trail: Point Molate Spur
Construct 1 mile portion of SF Bay Trail on Point Molate

Limits: Point Molate north of Richmond-San Rafael Bridge

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Design and ROW
RTP Ref. No. : WCCTAC

Project Cost: $3,100,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $8,000,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $5,500,000.00 in 2023 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $3,000,000.00 in 2023 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $12,000,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

2887 - Marsh Creek Trail: Concord Avenue to John Marsh Historic State Park
Construct 1.5 mile segment of Marsh Creek Trail from Concord Ave to John Marsh Historic State Park

Limits: Concord Ave to John Marsh Historic State Park

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Ongoing
RTP Ref. No. : TRANSPLAN

Project Cost: $6,000,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

2927 - Countywide Crossing Safety Improvements
Improve safety at trail/street crossings countywide.

Limits: at Arterial Crossings

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : Countywide

Project Cost: $10,000,000.00 in 2022 dollars
Committed Funding
Amount: Source: Type:

3002 - SF Bay Trail - Lone Tree Point (Rodeo to Hercules)
Construct an 1,800 feet gap in the SF Bay Trail (class 1 trail). This gap closure will connect the residential development known as Victoria by the Bay in Hercules with an existing parking lot at Pacific Avenue in Rodeo, Contra Costa County.

Limits: Victoria-by-the-Bay (Hercules) to Pacific Ave (Rodeo)

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Under Construction Not Begun
RTP Ref. No. : WCCTAC

Project Cost: $3,420,000.00 in 2020 dollars
Committed Funding
Amount: 320000 Source: EBRPD Type: Other

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 Berrelessa St. Connects to the Martinez Intermodal Transit Center.

Limits: Nejedly Staging to Berrellessa St

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Design and ROW
RTP Ref. No. : WCCTAC

Project Cost: $3,100,000.00 in 2022 dollars
Committed Funding
Amount: 500000 Source: EBRPD Measure WW Type: Other

3081 - Bay Trail: Pinole Point Properties to Wilson Point
Construct a new .75 mi. paved Class I trail from Pinole Point Business Park to Wilson point along the San Pablo Bay shoreline and UPRR. Trail section requires a 3,000' boardwalk & 1,000' of paved trail.

Limits: Pinole Point Properties to Wilson Point

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Design and ROW Not Begun
RTP Ref. No. : WCCTAC

Project Cost: $10,000,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

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 Beltline 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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Design and ROW Not Begun
RTP Ref. No. : WCCTAC

Project Cost: $2,500,000.00 in dollars
Committed Funding
Amount: Source: Type:

3083 - Mokelumne Coast to Crest Trail: Orwood Road
Construct a .2 mile segment of the Mokelumne Coast to Crest Trail from the Orwood Bridge to the entrance of the future EBRPD Delta Access Property

Limits: Orwood Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

3085 - Contra Costa Canal Trail: Willow Pass Rd to Delta DeAnza Trail
Construct a 2.7-mile segment of the Contra Costa Canal trail through the former Concord Naval Weapons Station to connect to the Delta DeAnza Trail near Port Chicago. The former Naval Weapons Station is planned to be developed into a 2,500 acre regional park, 12,000 housing units, and 6M sq. ft. of commercial space.

Limits: Willow Pass Rd to Delta DeAnza Trail

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $3,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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 undserved commuties of east Contra Costa County.

Limits: Bay Point to Marina Park in Pittsburg

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $4,600,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
1000000	Port Chicago Hwy Closure Mitigation Funds	Fees/Exactions

3090 - Point Molate Bay Trail
1.5 miles of Bay Trail along shoreline of City of Richmond Point Molate Property

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Completed	

RTP Ref. No. : WCCTAC

Project Cost: $2,800,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning	CEQA completed	Active

RTP Ref. No. : WCCTAC

Project Cost: $9,130,000.00 in 2023 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Exempt	Active

RTP Ref. No. : WCCTAC

Project Cost: $2,500,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning	Exempt	Active

RTP Ref. No. : WCCTAC

Project Cost: $6,600,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:
220062	ABAG - Bay Trails	Other

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning	CEQA underway	Active

RTP Ref. No. : WCCTAC

Project Cost: $4,500,000.00 in 2035 dollars

Committed Funding

Amount:	Source:	Type:
10000	Street Improvement	Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	CEQA completed	Active

RTP Ref. No. : WCCTAC

Project Cost: $4,500,000.00 in 2030 dollars

Committed Funding

Amount:	Source:	Type:
603292	BART	Other

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning	CEQA completed	Active

RTP Ref. No. : WCCTAC

Project Cost: $7,500,000.00 in 2025 dollars

Committed Funding

Amount: 137000 Source: CC-TLC Type: Measure J

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.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	NEPA/CEQA completed	Active

RTP Ref. No. : WCCTAC

Project Cost: $4,900,000.00 in 2019 dollars

Committed Funding

Amount: 3468000 Source: Cycle 2 OBAG Type: Federal

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		Active

RTP Ref. No. : WCCTAC

Project Cost: $250,000.00 in 2021 dollars

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning	CEQA completed	Active

RTP Ref. No. : WCCTAC

Project Cost: $7,500,000.00 in 2025 dollars

Committed Funding

Amount: Source: Type:

2978 - Active Transportation Plan Improvements
Active Transportation Plan Improvements - Pedestrian Facilities

Limits: in El Cerrito

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning	CEQA completed	Active

RTP Ref. No. : WCCTAC

Project Cost: $18,000,000.00 in 2035 dollars

Committed Funding

Amount: Source: Type:

2979 - El Cerrito Citywide Accessibility Improvements
Implement street accessibility improvements citywide as indicated in the City's ADA Transition Plan.

Limits: in El Cerrito

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Exempt	Active

RTP Ref. No. : WCCTAC

Project Cost: $5,700,000.00 in 2035 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning	CEQA completed	Active

RTP Ref. No. : WCCTAC

Project Cost: $1,700,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Exempt	Active

RTP Ref. No. : WCCTAC

Project Cost: $2,000,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $2,065,000.00 in 2015 dollars

Committed Funding

Amount: 600000	Source: CC-TLC	Type: Measure J

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	Completed	

RTP Ref. No. : WCCTAC

Project Cost: $11,270,000.00 in 2015 dollars

Committed Funding

Amount:	Source:	Type:
1240000	CC-TLC	Measure J

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $1,200,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning		

RTP Ref. No. : WCCTAC

Project Cost: $500,000.00 in 2018 dollars

Committed Funding

Amount:	Source:	Type:

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 terminous and Palm Ave from Willow Ave to Sycamore Ave

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $1,196,000.00 in 2019 dollars

Committed Funding

Amount:	Source:	Type:
138000	City of Hercules	Local

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:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $35,000,000.00 in 2021 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $5,900,000.00 in 2017 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Applicable	

RTP Ref. No. : WCCTAC

Project Cost: $5,900,000.00 in 2017 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Underway	

RTP Ref. No. : WCCTAC

Project Cost: $20,000,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status

RTP Ref. No. : WCCTAC

Project Cost: $23,000,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $16,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $30,000,000.00 in 2021 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : WCCTAC

Project Cost: $22,800,000.00 in 2021 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : WCCTAC

Project Cost: $24,800,000.00 in 2021 dollars
Committed Funding
Amount: Source: Type:

2953 - Regional Rail Station in Hercules - Phase 6: transit loop, promenade and civic plaza
Transit loop, promenade and civic plaza

Limits: Station area

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : WCCTAC

Project Cost: $9,500,000.00 in 2018 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $100,000.00 in dollars
Committed Funding
Amount: Source: Type:

1337 - Happy Valley Rd. & Deer Hill Rd. Street Lighting Improvements.
Install 2 light standards at the intersection to illuminate the existing (north-south) and planned (east-west) crosswalks and construct a pedestrian refuge/median on Deer Hill Rd. which will contain one of the light standards.

Limits: at Happy Valley Road

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $82,500.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $2,000,000.00 in 2023 dollars
Committed Funding
Amount: Source: Type:

1773 - Traffic Control at Oak Hill Road and SR-24 Eastbound Off-ramp
Install traffic control, either a roundabout or signal at the intersection.

Limits: at SR-24 ramps

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $200,000.00 in 2024 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $2,000,000.00 in 2024 dollars
Committed Funding
Amount: Source: Type:

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.

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $2,000,000.00 in dollars
Committed Funding
Amount: Source: Type:

2876 - Mt. Diablo Blvd and Moraga Road Congestion Mitigation Project
Construct bypass corridor for regional through traffic around downtown Lafayette's Central Business District (CBD).

Limits: Lafayette Central Business District

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $100,000,000.00 in 2030 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $5,000,000.00 in 2021 dollars
Committed Funding
Amount: Source: Type:

2947 - Lafayette Downtown Corridor/Intersection Improvements
Combination of corridor and intersection improvements in Lafayette's downtown PDA core to address regional traffic congestion. (Project Development)

Limits: Downtown Lafayette

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $16,000,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

3103 - Brook Street-School Street Intersection Realignment
Realign Brook and School Streets to create a single intersection at Moraga Road with a southbound left-turn pocket. Consolidating the two intersections at Brook and School Street to one and providing the left-turn pocket improves traffic operations, including integration with proposed School Street “Complete Street” redesign.

Limits: At intersection with Brook and School Streets

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $5,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Exempt	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $2,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $2,700,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Exempt	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $352,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $1,000,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

0584 - Old Tunnel Road Pedestrian Path, Pleasant Hill Rd. to El Curtola Blvd.
Old Tunnel Road pedestrian path: Pleasant Hill Rd. to El Curtola Blvd.

Limits: Pleasant Hill Road to El Curtola Boulevard

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Exempt	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $200,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $2,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1161 - Downtown Walkways
Install walkways on downtown streets consistent with the City of Lafayette's Master Walkways Plan.

Limits: Downtown streets as designated in Lafayette's Master Walkway Plan

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $3,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1162 - Stanley Blvd. Walkways Near Acalanes High School
Install walkways on both sides of the street near Acalanes High School.

Limits: Pleasant Hill Rd. to Camino Diablo

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1164 - Citywide Crosswalk Safety Enhancements
Install crosswalk safety enhancements at various pedestrian crossing locations to improve pedestrian safety and mobility.

Limits: City of Lafayette

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $100,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1165 - Withers Ave. Walkway
Install walkway on the south side to connect Reliez Valley Walkway to Brookwood Park.

Limits: Taylor Blvd. to Reliez Valley Rd.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $1,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1168 - Carol Lane Walkways
Install walkway on both sides of Carol Lane from Mt. Diablo Blvd. to Marlene Dr. Install on one side from Marlene Dr. to Moraga Blvd.

Limits: Mt. Diablo Blvd. to Moraga Blvd.

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $1,500,000.00 in dollars
Committed Funding
Amount: Source: Type:

1169 - Deer Hill Rd. Walkway Gap Closure
Construct walkway on the north side.

Limits: Sierra Vista Way to Brown Ave

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $250,000.00 in dollars
Committed Funding
Amount: Source: Type:

1170 - Camino Diablo Walkways
Construct walkway on both sides of the street from Stanley Blvd. to Camino Ct. Construct walkway on the south side from Camino Ct. to city limits.

Limits: Stanley Blvd. to City limits

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $1,500,000.00 in dollars
Committed Funding
Amount: Source: Type:

1172 - Master Walkways Plan Implementation
Install various walkways as recommended in the City of Lafayette's Master Walkways Plan.

Limits: City of Lafayette

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Ongoing
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $100,000.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $2,053,000.00 in dollars
Committed Funding
Amount: 46000 Source: TDA Article 3 Type: State

1342 - Bicycle Boulevard Improvements along Mt. Diablo Bypass Route
Study the feasibility of establishing the following streets as Bicycle Boulevards: Mountain View Dr. from Mt. Diablo Blvd. to Bickerstaff Road; along Bickerstaff Road to Dewing Ave.; along Dewing Ave. to Brook St.; along Brook St. to Moraga Rd. Also consider the entire lengths of Lafayette Circle, Hough Ave., Golden Gateway and School Street.

Limits: Mt. Diablo at Mountain View Dr. to Mt. Diablo at First St.

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $538,000.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Ongoing
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $12,656,000.00 in dollars
Committed Funding
Amount: Source: Type:

1347 - Brook Street Walkway
Construct walkway on both sides of the street and complete missing links.

Limits: Moraga Rd. to Dewing Ave.

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $500,000.00 in dollars
Committed Funding
Amount: Source: Type:

1348 - Dewing Avenue Walkway
Construct missing links of walkway on west side.

Limits: Mt. Diablo Blvd. to Brook St.

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $100,000.00 in dollars
Committed Funding
Amount: Source: Type:

1349 - Lafayette Circle Walkway
Construct missing links of walkway on both sides of the street.

Limits: Mt. Diablo Blvd. to Mt. Diablo Blvd.

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $100,000.00 in dollars
Committed Funding
Amount: Source: Type:

1351 - Mt. Diablo Blvd. (north side) Walkway Village Center to El Nido Linkage
Install walkway on the north side of Mt. Diablo Blvd. from Village Center to El Nido Ranch Rd.

Limits: Village Center to El Nido Rd.

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $750,000.00 in dollars
Committed Funding
Amount: Source: Type:

1352 - Mtn. View Drive Walkway
Construct walkway on the west side from Mt. Diablo Blvd. to the creek and complete missing link on east side near the creek and along Trader Joe's

Limits: Mt. Diablo Blvd. to Brook St.

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $1,000,000.00 in dollars
Committed Funding
Amount: Source: Type:

1353 - Bickerstaff Road Walkway
Construct walkway on both sides of the street where missing.

Limits: Dewing Ave. to Crescent Dr.

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $200,000.00 in dollars
Committed Funding
Amount: Source: Type:

1354 - First St. Walkway
Construct walkway on the west side between Mt. Diablo Blvd. and Golden Gate Way. Construct missing link of walkway on west side of First St. south of Golden Gate Way.

Limits: Mt. Diablo Blvd. to Moraga Blvd.

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $200,000.00 in dollars
Committed Funding
Amount: Source: Type:

1355 - Second Street Walkway
Construct walkway on both sides where missing.

Limits: Moraga Blvd. to Orchard Hill (north of Mt. Diablo Blvd.)

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $150,000.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $6,600,000.00 in 2026 dollars
Committed Funding
Amount: Source: Type:

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.

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $3,000,000.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $4,000,000.00 in dollars
Committed Funding
Amount: Source: Type:

1786 - Downtown Video Bike Detection
Install video bike detection at key intersections on the bikeways network

Limits: 12 intersections in Lafayette

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $600,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

3099 - Student-Pedestrian Safe Routes
Construct new paths and enhanced facilities on existing streets, including First Street, School Street, and along edge of Stanley Middle School playing fields. This network will link satellite loading zones and nearby pathways from Downtown neighborhoods. These improvements support satellite pick-up and drop-off zones and promote additional walking and cycling around the schools.

Limits: First Street, School Street, and along edge of Stanley Middle School playing fields

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $100,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Required	Not Required	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $100,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

3102 - Brook Street-School Street Footbridge over Moraga Road
Construct a pedestrian and bicycle bridge over Moraga Rd to connect Brook St and School St.

Limits: At Moraga Rd

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $5,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

Operations

1171 - Lafayette Car Share
Establish a car share pod at or near the Lafayette BART Station.

Limits: at or near Lafayette BART Station

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $100,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

Safe Routes to School

1776 - Safety Enhancements at St. Perpetua School Crosswalk
install enhanced pedestrian crosswalk which links the two sides of the school campus.

Limits: Spot improvements and approaches to crosswalk

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $100,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1777 - Merriewood and Silverado Traffic Calming Project

Limits: Silverado Dr. to Rohrer Dr.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $200,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $4,500,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Exempt	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $400,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $1,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $2,592,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $9,348,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $350,000.00 in dollars

Committed Funding

Amount: 350000	Source:	Type: Federal

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $12,000,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

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.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $555,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $1,750,000.00 in dollars

Committed Funding

Amount: 250000 Source: Local Type: Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	Completed	

RTP Ref. No. : TRANSPAC

Project Cost: $460,000.00 in 2006 dollars

Committed Funding

Amount: 325000 Source: Coastal Conservancy Type: State

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:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $3,000,000.00 in dollars

Committed Funding

Amount: Source: Type:

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.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Exempt	

RTP Ref. No. : TRANSPAC

Project Cost: $75,000.00 in dollars

Committed Funding

Amount: 1930000 Source: Type: Federal

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.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $322,000.00 in dollars

Committed Funding

Amount: 122500 Source: City of Martinez Type: Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $385,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

Ferry

0174 - Martinez Intermodal Project: Ferry Service
Ferry service from Martinez to San Francisco.

Limits: Martinez to San Francisco

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $70,400,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	Completed	

RTP Ref. No. : TRANSPAC

Project Cost: $16,458,000.00 in 2019 dollars

Committed Funding

Amount: 16458000	Source:	Type: Measure

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.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $3,235,000.00 in dollars

Committed Funding

Amount: 2820000	Source: HBP	Type: Federal

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $800,000.00 in dollars

Committed Funding

Amount: 708000	Source: OBAG	Type: Federal

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $2,100,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
2100000		Unidentified

1783 - Bollinger Canyon Road Hillside Stabilization
Complete assessment of Bollinger Canyon Road hillside and implement stabilization of the hillside.

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $520,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
520000		Unidentified

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $6,500,000.00 in 2018 dollars

Committed Funding

Amount:	Source:	Type:

Bicycle/Pedestrian

0586 - St. Mary's College Bicycle Improvement Project
St. Mary's College Bicycle Improvement Project

Limits: Town of Moraga

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $12,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
12000		Federal

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $300,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $113,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
100000	Cycle 2 Regional Safe Routes to School	Federal

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,

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Conceptual/Planning
RTP Ref. No. : SWAT/Lamorinda

Project Cost: $2,628,000.00 in 2018 dollars
Committed Funding
Amount: 822000 Source: Town of Moraga Type: Local

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Ongoing
RTP Ref. No. : SWAT

Project Cost: $22,400,000.00 in 2040 dollars
Committed Funding
Amount: Source: Type:

2904 - East County Arterial and Interchange Improvements
Widen and extend major streets, and improve interchanges in east Contra Costa County

Limits: In East County

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Ongoing
RTP Ref. No. : TRANSPLAN

Project Cost: $31,500,000.00 in 2040 dollars
Committed Funding
Amount: Source: Type:

2905 - Central County Arterial and Interchange Improvements
Widen and extend major streets, and improve interchanges in central Contra Costa County

Limits: In Central County

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Ongoing
RTP Ref. No. : TRANSPAC

Project Cost: $27,300,000.00 in 2040 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Ongoing
RTP Ref. No. : WCCTAC

Project Cost: $31,500,000.00 in 2040 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : TRANSPLAN

Project Cost: $22,400,000.00 in 2040 dollars

Committed Funding

Amount:	Source:	Type:

Bus

0320 - TravInfo Enhancements
TravInfo Enhancements

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : Countywide

Project Cost: $750,000.00 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
750000		Federal

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:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Exempt	

RTP Ref. No. : WCCTAC

Project Cost: $16,900,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
16900000	Track 1 Investment Program	Other

2907 - Bus Transit Preferential Measures
Enhanced Operating Programs (More Service)

Limits: Various

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : WCCTAC

Project Cost: $13,300,000.00 in 2040 dollars

Committed Funding

Amount:	Source:	Type:

2908 - West County Low-Income School Bus Program
West County low-income student bus pass program

Limits: in West County

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : WCCTAC

Project Cost: $22,400,000.00 in 2040 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : Countywide

Project Cost: $11,200,000.00 in 2040 dollars

Committed Funding

Amount:	Source:	Type:

2922 - Contra Costa County Bus Rehabilitation Program
Rehabilitate bus transit vehicles in Contra Costa County.

Limits: Countywide

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Ongoing
RTP Ref. No. : Countywide

Project Cost: $30,100,000.00 in 2040 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : Countywide

Project Cost: $37,100,000.00 in 2022 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : Countywide

Project Cost: $6,300,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

2926 - I-80 Interchange and Arterial Improvements
Improve interchanges and parallel arterials to I-80 in Contra Costa County.

Limits: I-80 Interchanges and Arterials

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Ongoing
RTP Ref. No. : WCCTAC

Project Cost: $16,100,000.00 in 2040 dollars
Committed Funding
Amount: Source: Type:

Operations

0318 - Translink (Contra Costa share)
Translink (Contra Costa share)

Limits:

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Design and ROW
RTP Ref. No. : Countywide

Project Cost: $801,000.00 in 2001 dollars
Committed Funding
Amount: 801000 Source: Type: Federal

0322 - Regional Traffic Signalization and Operation Program (RSTOP)
Regional Traffic Signalization and Operation Program (RSTOP)

Limits:

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Ongoing
RTP Ref. No. : Countywide

Project Cost: $590,000.00 in 2009 dollars
Committed Funding
Amount: 590000 Source: Type: Federal

0323 - Probe Vehicle and Corridor Management System
Probe Vehicle and Corridor Management System

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : Countywide

Project Cost: $2,440,000.00 in 2011 dollars

Committed Funding

Amount:	Source:	Type:
2440000		Federal

Rail/Rapid Transit

2923 - Martinez Rail Corridor Improvements
Improve the Martinez railroad corridor.

Limits: Martinez Corridor

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : Countywide

Project Cost: $25,200,000.00 in 2040 dollars

Committed Funding

Amount:	Source:	Type:

2924 - East County Track Improvements
Double the existing rail track between Port Chicago and Oakley.

Limits: Between Port Chicago and Oakley

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $14,700,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

None

Operations

0774 - I-80 Corridor Transit and Highway Operation Improvements
Operational improvements to rail, bus and highway systems in I-80/San Pablo Avenue corridor including: improved or expanded transit services; improved access to transit and intermodal facilities; freeway traffic management; and park-and-ride facilities

Limits: I-80 Corridor

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Not Applicable	

RTP Ref. No. : WCCTAC

Project Cost: $240,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $25,900,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $12,100,000.00 in 2032 dollars

Committed Funding

Amount: 4041000	Source: Local	Type: Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $13,000,000.00 in 2032 dollars

Committed Funding

Amount:	Source:	Type:

Interchange

0127 - SR-160/East 18th St.: Modify Interchange
Interchange modification

Limits: State Route 160 at E. 18th St.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $45,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $4,913,000.00 in 2023 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $1,901,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

Orinda

Arterial/Roadway

0441 - Rheem Boulevard and Glorietta Way: Construct New Signal
New signal at Rheem and Glorietta Way

Limits: At Glorietta Way

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $116,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:
116000		Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Exempt	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $806,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:
436000	TLC	Federal

0826 - Hall Drive / Moraga Way Intersection Improvements
Modify the intersection with possible signal installation.

Limits: at Hall Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $162,500.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $739,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

0823 - Pedestrian Improvements, Orinda Village to Orinda Crossroads
Pedestrian linkage from Orinda Village to Orinda Crossroads. May also address bike access. Based on Connect Orinda/Downtown Streetscape Master Plan, Project #3043

Limits: Orinda Way at Hwy 24 south past BART to Moraga Way

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $5,000,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $1,000,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $811,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

0828 - Crossroads Area Streetscape Improvements
Streetscape improvements which may include roadway modifications, enhanced pedestrian improvements, and soundwall.

Limits: Crossroads area south of Hwy 24

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $175,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $2,000,000.00 in 2026 dollars

Committed Funding

Amount:	Source:	Type:

1587 - Orinda Crossroads Area and BART Wayfinding Signage Improvements
This project will provide signage for pedestrians and bicyclists to connect to the regional transportation network and navigate within the City of Orinda to the downtown districts where none currently exists. The project will also provide additional lighting on Camino Pablo under State Route 24 along the elevated pathway for pedestrians and bicyclists where none exists. This project will provide funding for pedestrian and bicycle wayfinding signage within the City of Orinda. It will provide directional information to the Orinda BART station, BART parking, the Orinda Crossroads and Orinda Village downtown commercial districts. Finally, the project provides additional lighting under Highway 24 along Camino Pablo, along the existing pathway leading to the Crossroads/Theater Square shopping area.

Limits: Orinda Community Center to Brookwood Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Not Begun	

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $148,100.00 in 2018 dollars

Committed Funding

Amount: 123100	Source: PBTF	Type: Measure J

3037 - Camino Pablo Bicycle Route Corridor Improvements
Improve, upgrade, and complete gaps in bicycle facilities along the Camino Pablo Bicycle Route corridor between El Toyonal and Moraga Way in Downtown Orinda.

Limits: El Toyonal to Moraga Way

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $550,000.00 in 2021 dollars

Committed Funding

Amount:	Source:	Type:
150000	City of Orinda	Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $6,500,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $37,500,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

Safe Routes to School

3028 - Glorietta Elementary Safe Routes to School
Construct walkway on Glorietta north and south of Glorietta Elementary School, utilizing asphalt dikes to separate from traffic lane, on southbound side.

Limits: Rheem Blvd. to Overhill Rd,

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $440,000.00 in 2019 dollars

Committed Funding

Amount:	Source:	Type:
53000	City of Orinda	Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $1,000,000.00 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
1000000	Measure C/Gas Tax/RDA	Measure C

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $350,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

1544 - Multimodal Streetscape Improvements, San Pablo Ave, Pinole Valley Rd., Appian Way
Multimodal Streetscape Improvements, San Pablo Ave, Pinole Valley Rd., Appian Way

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $4,700,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

Bicycle/Pedestrian

3015 - High Intensity Activiated Crosswalk Beacon
Installation of a High-Intesity 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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $125,000.00 in 2018 dollars

Committed Funding

Amount: 5000	Source: City of Pinole	Type: Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $1,034,800.00 in 2021 dollars

Committed Funding

Amount:	Source:	Type:

3093 - Appian Way Complete Street
Complete street features on Appian Way from Fitzgerald Dr. to City limit.

Limits: Fitzgerald Dr. to Pinole City Limits

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $800,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

3094 - Bay Trail Railroad Avenue Gap
Provide bike/ped connection for missing Bay Trail segment near Railroad Ave

Limits: Railroad Avenue in Pinole

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $200,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

3095 - Downtown Pinole Bike/Ped Improvements
Close sidewalk gaps, add ADA ramps / pads provide bicycle facilities, etc.

Limits: Various streets in downtown Pinole

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $1,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $1,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

3097 - Bicycle Sharrows & Signage on Pinole Valley Road
Add bicycle sharrows and signage along Pinole Valley Road

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Applicable	

RTP Ref. No. : WCCTAC

Project Cost: $15,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $787,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

Pittsburg

Arterial/Roadway

0012a - James Donlon Blvd. Extension
Construct new two-lane roadway (four-lanes in developed areas), 2.2 miles in length, connecting James Donlon Blvd. in Antioch to Kirker Pass Road in unincorporated Contra Costa County.

Limits: Kirker Pass Road to Somersville Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Underway	

RTP Ref. No. : TRANSPLAN

Project Cost: $75,000,000.00 in 2018 dollars

Committed Funding

Amount:	Source:	Type:
6370000	Pittsburg Traffic Mitigation Fee	Fees/Exactions

0024 - Loveridge Road / Leland Road Intersection Improvements

Widen northbound Loveridge Road approach for additional left-turn lane, modify existing traffic signal.

Limits: At Loveridge Road: improve northbound approach

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Exempt	

RTP Ref. No. : TRANSPLAN

Project Cost: $154,000.00 in dollars

Committed Funding

Amount:	Source: City's Traffic Mitigation Fee	Type: Fees/Exactions
94000		

0025 - Loveridge Road / Pittsburg-Antioch Highway Intersection Improvements

Construction of a protected right-turn lanes on the eastbound and northbound approaches of Pittsburg-Antioch Hwy.

Limits: Loveridge Rd./Pittsburg-Antioch Highway Intersection

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $246,000.00 in dollars

Committed Funding

Amount:	Source: City's Traffic Mitigation Fee	Type: Fees/Exactions
33000		

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.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $5,800,000.00 in dollars

Committed Funding

Amount:	Source: City's Traffic Mitigation Fee	Type: Fees/Exactions
2600000		

0034a - Range Road Overcrossing (no interchange) at State Route 4

Construction of a 2 -lane, Highway 4 overcrossing with no freeway access. Design to include sidewalks and bicycle lanes.

Limits: 500 feet in both directions from State Route 4--West of Railroad

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $25,625,000.00 in dollars

Committed Funding

Amount:	Source: City's Traffic Mitigation Fee	Type: Fees/Exactions
5100000		

0037 - Railroad Avenue / Leland Road Intersection Improvements

Increasing the storage capacity of left- and right-turning lanes, modify existing traffic signal, construction of a protected right-turn lane on the eastbound approach, and construction of an additional left-turn lane on the southbound approach.

Limits: Railroad Ave./Leland Rd.- all 4 intersection approaches: 500 feet from the intersection

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $724,000.00 in dollars

Committed Funding

Amount:	Source: City's Traffic Mitigation Fee	Type: Fees/Exactions
146000		

0052 - San Marcos Blvd. Extension
Construction of a two lane arterial roadway to complete a gap between San Marco subdivision and Bailey Estates subdivision.

Limits: San Marco Blvd.(Bay Point interchange) to Bailey Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $11,684,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
5500000	City's Traffic Mitigation Fee	Fees/Exactions

0054a - West Leland Road Extension
Extend and widen West Leland Road as a 4-lane arterial, including a raised median, bicycle lanes and sidewalks, from San Marco Boulevard to Willow Pass Road.

Limits: From San Marco Blvd. to Avila Rd.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Underway	

RTP Ref. No. : TRANSPLAN

Project Cost: $16,820,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:
4100000	City's Traffic Mitigation Fee	Fees/Exactions

0054b - West Leland Rd. Extension - Avila Rd. Widening
Widen and improve existing roadway (2-lanes to 4-lanes w/median). Improve Willow Pass Rd./Avila Rd. intersection by adding 2 left-turn and one right-turn lane, and add S/B left turn lane.

Limits: From Avila Rd. terminus to Willow Pass Rd. in Concord terminus

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $9,410,000.00 in 2015 dollars

Committed Funding

Amount:	Source:	Type:
4572750	Pittsburg Traffic Mitigation Fee.	Fees/Exactions

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.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Applicable	

RTP Ref. No. : TRANSPLAN

Project Cost: $390,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
350000	City's Traffic Mitigation Fee	Fees/Exactions

0914 - Bailey/Leland Intersection Improvements
Widen intersection to provide: 1.) westbound right-turn lane, and raised median, 2.) southbound right-turn lane, eastbound left-turn lane(s) and raised median. Also widen Bailey Road to accommodate Class 2 bike lanes, south of W. Leland Rd.

Limits: at W. Leland Rd

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Applicable	

RTP Ref. No. : TRANSPLAN

Project Cost: $1,447,500.00 in dollars

Committed Funding

Amount:	Source:	Type:

0955 - Control Point Metering in East County
Implement Control Point Metering in East County (Pittsburg and unincorporated County)during the eastbound a.m. commute. Signal modifications at Buchanan/Meadows and a new traffic signal system at Kirker Pass/Nortonville.

Limits: Buchanan Rd./Meadows Ave. to Kirker Pass Rd./Nortonville Rd.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $2,830,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1214 - E. Leland Rd./Los Medanos College Intersection Improvements
Realign the eastern Los Medanos College driveway to the west in order to lengthen the eastbound left-turn lane on East Leland Rd. onto Century Blvd.

Limits: Century Blvd. to 1000' west of Century Blvd.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $580,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1360 - Bailey Road Median Modification
Modify the raised median on Bailey Road (under the freeway) in order to lengthen the left-turn lane for the westbound State Route 4 on-ramp.

Limits: Bailey Road, from SR-4 westbound on-ramp to SR-4 eastbound on-ramp

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $35,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1362 - Buchanan Road/Loveridge Road Intersection Improvements
Widen Loveridge Road and Buchanan Road to accommodate an additional southbound left-turn lane (Loveridge Road) and eastbound receiving lane (Buchanan Road).

Limits: at Loveridge Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $170,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1408 - W. Leland Rd / Oak Hills Dr - Traffic Signal
Installation of traffic signals at the intersection of W. Lenad Rd and Oak Hills Dr.

Limits: at Oak Hill Dr

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $285,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1410 - Bailey Rd / San Marco Blvd - Traffic Signal

Limits: at San Marco Blvd

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $285,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1411 - Railroad Ave / E. Third St - Traffic Signal
Installation of traffic signals at intersection of Railroad Ave and E. Third St.

Limits: at E. Third St

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $307,500.00 in dollars

Committed Funding

Amount:	Source:	Type:

1412 - Harbor St / Central Ave - Traffic Signal
Add traffic signal at intersection

Limits: at Central Ave

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $340,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1413 - Bailey Rd Traffic Signal Interconnect
Interconnect signals at 4 intersections

Limits: in Pittsburg

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $285,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1414 - Leland Rd Traffic Signal Interconnect
Interconnect signals at 13 intersections

Limits: in Pittsburg

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $425,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1415 - Loveridge Rd Traffic Signal Interconnect
Interconnect signals at 10 intersections

Limits: in Pittsburg

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $142,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1416 - Buchanan Rd Traffic Signal Interconnect
Interconnect signals at 6 intersections

Limits: East city limits to Railroad Ave

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $335,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1417 - ECTMS - Control Point Metering
One of several control point metering sites identified in the adopted East-Central Traffic Management Study

Limits: Buchanan Road/Meadows Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $705,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1420 - W. Leland Rd / Bailey Rd - Widen Approaches

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $962,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1421 - San Marco Blvd / W. Leland Rd Intersection Improvements

Widen N/B approach for right turn lane

Limits: at W. Leland Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $184,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1422 - Bailey Rd / SR 4 W/B Onramp Improvements

Extension of northbound left turn lanes for highway 4 westbound on-ramp.

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $141,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1423 - Pittsburg-Antioch Hwy / Loveridge Rd Intersection Improvements

Addition of east bound lane for right turns from Pittsburg-Antioch Highway into Loveridge Road.

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $240,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1426 - Buchanan Rd / Ventura Dr Intersection Improvements

Lengthen northbound left-turn lane on Ventura for a total of 250 linear feet of storage

Limits: at Ventura Dr

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $67,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1427 - Buchanan Rd / Meadows Ave Intersection Improvements

Lengthen westbound left-turn lane on Buchanan for a total of 250 linear feet of storage

Limits: at Meadows Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $14,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1429 - Loveridge Rd / E. Leland Rd Intersection Improvements
Add N/B right-turn lane and right-turn signal overlap phase (& dual nb turn lanes)

Limits: at E. Leland Road

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $283,000.00 in dollars
Committed Funding
Amount: Source: Type:

1430 - Somersville Rd / Buchanan Rd Intersection Improvements
Widen northbound approach for second left-turn lane onto Buchanan Rd.

Limits: at Buchanan Road

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $135,000.00 in dollars
Committed Funding
Amount: Source: Type:

1431 - Railroad Ave / Atlantic Ave Intersection Improvements
Add left turn lane for southbound left turn from Railroad Avenue onto Atlantic Avenue.

Limits: at Atlantic Ave

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $135,000.00 in dollars
Committed Funding
Amount: Source: Type:

1433 - Avila Rd / Willow Pass Rd Intersection Improvements
Widen westbound approach for 2 left-turn and 1 right-turn lane, and add S/B left turn lane

Limits: At Avlia Road

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $215,000.00 in dollars
Committed Funding
Amount: Source: Type:

1435 - Railroad Ave / Leland Rd - Add E/B and S/B right-turn lanes.

Limits: at Leland Rd

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $705,000.00 in dollars
Committed Funding
Amount: Source: Type:

1437 - Widen Range Road at W. Leland Road
Widen Range Road at W. Leland Road for additional southbound left-turn lane.

Limits: Range Road at W. Leland Road

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $135,000.00 in dollars
Committed Funding
Amount: Source: Type:

1439 - Avila Road Widening
Widen Avila Road to four lanes as major arterial

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $11,808,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1441 - Traffic Calming on Ventura Drive
Install traffic calming measures on Ventura Drive (south of Buchanan) for speed & volume control

Limits: Rangewood Dr to Meadows Ave

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $135,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1442 - Add Neighborhood Traffic Diverter to Ventura Drive
Construct Neighborhood Traffic Diverter on Ventura Drive (south of Buchanan) to discourage through traffic

Limits: South of Buchanan

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $135,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1443 - Construct Neighborhood Traffic Diverter on Ventura Drive (north of Buchanan)
Construct Neighborhood Traffic Diverter on Ventura Drive (north of Buchanan) to discourage through traffic

Limits: North of Buchanan

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $270,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1444 - Buchanan Road Widening, Ventura to Meadows
Widen Buchanan Road to add two eastbound lanes, from east of Ventura Drive to west of Meadows Avenue

Limits: East of Ventura Dr to west of Meadows Ave

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $672,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1445 - Buchanan Road Widening at Harbor Street
Widen Buchanan Road to four (approach and departure) lanes through the intersection with Harbor Street

Limits: Intersection of Buchanan Rd with Harbor St

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $336,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1446 - Widen Buchanan Road, Loveridge to Ventura
Widen Buchanan Road to four lanes from Loveridge Road to Ventura Drive

Limits: Loveridge to Ventura

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $672,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1447 - James Donlon Extension (Buchanan Rd Bypass)

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $50,590,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1448 - Extend W. Leland Road
Extend West Leland Road from San Marco Boulevard to Avila Road

Limits: San Marco Blvd to Avila Rd.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $7,986,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1449 - San Marco Blvd Extension
Extend San Marcos Blvd. from its current terminus to Bailey Rd.

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $19,146,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1450 - Widen Willow Pass Road
Widen Willow Pass Road and reconstruct bridge [project needs additional details]

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $5,650,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $32,704,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1454 - Widen California Ave., Harbor to Railroad, Phase III
Widen California Avenue from Harbor Street to Railroad Avenue

Limits: Harbor St to Railroad Ave.

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $20,513,000.00 in dollars
Committed Funding
Amount: Source: Type:

1455 - Pittsburg-Antioch Highway Widening - Loveridge to East City Limits.

Limits: Pittsburg-Antioch Highway from Loveridge Rd to East city limits.

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $24,746,000.00 in dollars
Committed Funding
Amount: Source: Type:

1467 - Linscheid Drive Traffic Calming Improvements

Limits:

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $135,000.00 in dollars
Committed Funding
Amount: Source: Type:

1489 - Bailey Road Pedestrian & Bicycle Improvements - State Route 4 Interchange Zone
Improve sidewalks and bike lanes in the area

Limits: State Route 4 Interchange Zone

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $15,090,000.00 in dollars
Committed Funding
Amount: 5500000 Source: Mitigation Navy Funds Type: Local

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Design and ROW
RTP Ref. No. : TRANSPLAN

Project Cost: $283,000.00 in 2016 dollars
Committed Funding
Amount: Source: Type:

Bicycle/Pedestrian

1458 - Railroad Avenue Bicycle Facilities (Class II & III)

Limits:

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $67,000.00 in dollars
Committed Funding
Amount: Source: Type:

1459 - Central Avenue Bicycle Facilities (Class II & III)

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $67,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1460 - Century Blvd Class III Bicycle Facility

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $80,700.00 in dollars

Committed Funding

Amount:	Source:	Type:

1461 - N. Parkside Dr Class III Bicycle Facility

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $672,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1462 - Willow Pass Rd Class III Bicycle Facility

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $672,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1463 - School Area Pedestrian Countdown Signals
City of Pittsburg

Limits: Various Pittsburg Locations

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $135,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

Interchange

0034b - Range Road Interchange at SR-4
Construct a diamond interchange at this location to ease congestion at the Bailey Rd. and Railroad Avenue freeway interchanges. This project assumes a Range Rd. overcrossing is built first.

Limits: SR-4 and Range Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPLAN

Project Cost: $45,000,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

Intermodal/Park-and-Ride

1457 - Construct Park & Ride Lot - San Marco Blvd at SR-4

Limits: at SR-4

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $2,690,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

Rail/Rapid Transit

1532 - Pittsburg Center eBART Station

Construct eBART station in the SR-4 Median at Railroad Avenue.

Limits: at Railroad Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : TRANSPLAN

Project Cost: $15,700,000.00 in 2016 dollars

Committed Funding

Amount:	Source:	Type:

Safe Routes to School

1804 - Pittsburg School Area Safety Improvements

Install rectangular rapidly flashing beacons at 7 school pedestrian crossings, construct curb extensions ("bulb-outs") at 3 of these crossings (locations 2, 5 and 6), and install median fencing to prevent students from jay walking at one location (location 1).

Limits: Seven pedestrian crossing locations at Harbor Street/Army Street (Pittsburg High School), Hanlon Way/Cove Way (Willow Cove Elementary), Railroad Avenue/8th Street and Black Diamond Street/8th Street (

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Exempt	

RTP Ref. No. : TRANSPLAN

Project Cost: $267,000.00 in dollars

Committed Funding

Amount:	Source:	Type:
203000	Cycle 2 Regional Safe Routes to School	Federal

Pleasant Hill

Arterial/Roadway

0177 - Contra Costa Blvd. Improvement Project

Construct additional right and left turn lanes on Contra Costa Boulevard between 2nd Ave and Monument Blvd at various intersections, modify intersection lane alignments, add new class II bike lane, improve traffic operations throughout corridor.

Limits: 2nd Avenue (Pacheco) to Monument Blvd. (Pleasant Hill)

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Required		

RTP Ref. No. : TRANSPAC

Project Cost: $12,700,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:
1000000	Local	Local

0178 - Contra Costa Blvd. Improvements

Roadway improvements - overlay

Limits: 2nd Avenue to Boyd Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Required		

RTP Ref. No. : TRANSPAC

Project Cost: $3,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0458 - Pleasant Hill Road Improvements
Roadway's Sidewalk Improvement

Limits: Lucinda Lane to Cumberland Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $1,500,000.00 in dollars

Committed Funding

Amount: Source: Type: Local

0462 - Taylor Boulevard and Civic Avenue: Install Signal
Taylor Boulevard/Civic Avenue traffic signal: Install traffic signal with preemption (safety project requested by Police Dept.)

Limits: At Civic Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $650,000.00 in 2024 dollars

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $650,000.00 in 2024 dollars

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $7,000,000.00 in 2024 dollars

Committed Funding

Amount: Source: Type:

0891 - Paso Nogal Improvements
Widen travel lanes to 14 feet in order to provide additional shoulder

Limits: Alhambra Avenue to Morello Avenue

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $15,000,000.00 in 2024 dollars

Committed Funding

Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $487,000.00 in 2024 dollars

Committed Funding

Amount: Source: Type:

0894 - Cleaveland Road widening and sidewalk improvements
Widen roadway and provide for new sidewalk, curb and gutter

Limits: Astrid Drive to Babette Court

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $800,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

0895 - Grayson Road Improvements
Install sidewalks, curb, gutter and left turn pockets

Limits: Buttner Road to Pleasant Hill Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $800,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $3,500,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

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.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $1,320,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

0905 - Oak Park Boulevard at Monticello Avenue left turn pocket
Addition of protected left turn pocket

Limits: Oak Park Blvd. at Monticello

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $1,000,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

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)

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $589,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

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)

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $330,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $5,000,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $15,000,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

1314 - Contra Costa Blvd Complete Streets Project (Harriet to Viking)
Construct complete street enhancements along Contra Costa Boulevard between Harriet Drive and Viking Drive, including sidewalk, ADA curb ramps, bike lanes, signal replacement (at Taylor Boulevard), intersection geometry modification (at Taylor Boulevard), new signal installation, LED street lighting, pavement grind/overlay, and landscaping.

Limits: Contra Costa Boulevard (between northern city limit and Taylor Boulevard)

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $5,375,000.00 in 2021 dollars

Committed Funding

Amount:	Source:	Type:

2942 - Pleasant Hill Road Improvement, Taylor to Gregory
Construct complete street enhancements along Pleasant Hill Road between Taylor Boulevard and Gregory Lane, including ADA curb ramps, sidewalk repair, bike lanes, signal replacement/upgrade, LED street lighting, pavement grinding/overlay, and landscaping.

Limits: Taylor Blvd to Gregory Lane

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Exempt	Active

RTP Ref. No. : TRANSPAC

Project Cost: $5,500,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $13,000,000.00 in 2024 dollars

Committed Funding

Amount: Source: Type:

Bicycle/Pedestrian

0224 - Pleasant Hill Road Pedestrian Improvements
Resurface roadway, repair pedestrian bridges, add bike lanes and sidewalks

Limits: Boyd Road to Geary Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $10,000,000.00 in 2024 dollars

Committed Funding

Amount: Source: Type:

0608 - Morello Avenue Bike Lanes
Morello Avenue Bike Lanes

Limits: Taylor Boulevard to Paso Nogal/Netherby

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $150,000.00 in 2024 dollars

Committed Funding

Amount: 93000 Source: Type: Local

0898 - Bicycle Route Program
Rehabilitate and enhance bicycle route network. repair existing trails, add striping and signage. Gap closures

Limits: City of Pleasant Hill

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $170,000.00 in dollars

Committed Funding

Amount: Source: Type:

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-feet in width with necessary ADA-compatible features.

Limits: Various locations within Pleasant Hill

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Exempt	

RTP Ref. No. : TRANSPAC

Project Cost: $3,157,000.00 in 2024 dollars

Committed Funding

Amount: Source: Type:

1274 - Contra Costa Canal Trail Crossing Safety Enhancement
Install pedestrian beacon or in-pavement flasher system at major trail crossings at the various city collectors and arterials.

Limits: Along Contra Costa Canal Trail, at every collector or arterial trail crossing

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $600,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

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)

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $8,000,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

3040 - Contra Costa Blvd Improvement Project (Viking to Harriet)
The project will construct "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, pavement resurfacing, traffic signal replacement at CCBrraylor Boulevard intersection, new traffic signal at CCBlAlan Drive, LED streeffpedestrian level lighting, transit stop enhancements, and landscapinglhardscape enhancements.

Limits: Harriett Drive to Viking Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $5,375,000.00 in 2019 dollars

Committed Funding

Amount:	Source:	Type:
583000	City of Pleasant Hill	Local

Safe Routes to School

3044 - Gregory Lane/Ellinora Drive Signal Installation
The proposed project will install a new traffic signal at the intersection of Gregory Lane and Elinora Drive. Additional improvements include the construction of new ADA curb ramps, repair of existing concrete sidewalk near the intersection, removal of existing pavement stripinglmarking, slurring the existing pavement (to cover all striping grinding marks), and restriping the intersection for the new signal.

Limits: at Ellinora Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : TRANSPAC

Project Cost: $635,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:
91000	City of Pleasant Hill	Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $1,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Exempt	

RTP Ref. No. : WCCTAC

Project Cost: $2,200,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1545 - Cutting/Carlson grade crossing improvements at UPRR grade crossing
Cutting/Carlson grade crossing improvements at UPRR grade crossing

Limits: At Carlson/UPRR

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $19,800,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

2888 - Richmond Parkway Upgrades: Castro Street
Pavement, signal and vehicle detection upgrades on Castro Street

Limits: Richmond Parkway to I-80

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $2,150,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $1,950,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $750,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

2898 - South Shoreline Connectivity Improvements
Design and construct projects identified in the South Shoreline Connectivity Plan

Limits: Various South Shoreline routes

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $1,000,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
RTP Ref. No. : WCCTAC

Project Cost: $7,500,000.00 in 2030 dollars
Committed Funding
Amount: Source: Type:

Bicycle/Pedestrian

0296 - Richmond Bike Trail
Construction of a 1 mile Class 1 bikeway

Limits: In Richmond at Miller-Knox Regional Park

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Design and ROW
RTP Ref. No. : WCCTAC

Project Cost: $1,355,000.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Design and ROW
RTP Ref. No. : WCCTAC

Project Cost: $600,000.00 in dollars
Committed Funding
Amount: Source: Type:

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)

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Ongoing Not Begun
RTP Ref. No. : WCCTAC

Project Cost: $1,900,000.00 in dollars
Committed Funding
Amount: 1900000 Source: TLC Type: Federal

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Design and ROW
RTP Ref. No. : WCCTAC

Project Cost: $800,000.00 in dollars
Committed Funding
Amount: Source: Type:

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:

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Design and ROW
RTP Ref. No. : WCCTAC

Project Cost: $15,000,000.00 in 2022 dollars
Committed Funding
Amount: Source: Type:

1538 - Macdonald Ave Streetscape - Richmond
Provide street enhancements and streetscape to encourage bicycle and pedestrian use

Limits: Harbour Way to Garrard, 19th to 35th

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Design and ROW
RTP Ref. No. : WCCTAC

Project Cost: $16,700,000.00 in 2022 dollars
Committed Funding
Amount: Source: Type:

1542 - Richmond Bicycle and Pedestrian Projects
Richmond Bicycle and Pedestrian Projects throughout the City of Richmond.

Limits: City of Richmond

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : WCCTAC

Project Cost: $16,700,000.00 in 2022 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : WCCTAC

Project Cost: $18,700,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

2893 - High Priority Bicycle Improvements
Design and construct bicycle improvements identified as "Near Term" project

Limits: Various locations in Richmond

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : WCCTAC

Project Cost: $15,450,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Design and ROW
RTP Ref. No. : WCCTAC

Project Cost: $1,600,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : WCCTAC

Project Cost: $2,500,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

2896 - Richmond Greenway: Greening the Last Mile
Design, acquire ROW and construct the final segment of a Class 1 "rail to trail" facility to complete the connection between the existing westerly terminus of the Richmond Greenway at 2nd Street to the SF Bay Trail at the Richmond Parkway.

Limits: 2nd Street to SF Bay Trail

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : WCCTAC

Project Cost: $2,200,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $1,106,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : WCCTAC

Project Cost: $17,000,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

2996 - Complete Bay Trail in Richmond
Complete Bay Trail portion in Richmond

Limits: in Richmond

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $5,000,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : WCCTAC

Project Cost: $3,852,000.00 in 2017 dollars

Committed Funding

Amount:	Source:	Type:
3669000	TLC (Program 12)	Measure J

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning		

RTP Ref. No. : WCCTAC

Project Cost: $2,560,000.00 in 2018 dollars

Committed Funding

Amount:	Source:	Type:
355000	City of Richmond	Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning		

RTP Ref. No. : WCCTAC

Project Cost: $1,074,000.00 in 2019 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning		

RTP Ref. No. : WCCTAC

Project Cost: $4,445,000.00 in 2019 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $4,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : WCCTAC

Project Cost: $1,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Completed	

RTP Ref. No. : WCCTAC

Project Cost: $6,452,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $250,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status

RTP Ref. No. : WCCTAC

Project Cost: $3,300,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

Ferry

0522 - Richmond-San Francisco Ferry Service
Richmond-San Francisco ferry service

Limits: Ford Peninsula

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : WCCTAC

Project Cost: $46,000,000.00 in 2018 dollars

Committed Funding

Amount:	Source:	Type:

Rail/Rapid Transit

1547 - Richmond CyberTran
Construct Richmond CyberTran

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $33,800,000.00 in 2035 dollars

Committed Funding

Amount:	Source:	Type:

Safe Routes to School

3050 - Lincoln Elementary Safe Rotues 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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning		

RTP Ref. No. : WCCTAC

Project Cost: $433,000.00 in 2018 dollars

Committed Funding

Amount:	Source:	Type:
50000	City of Richmond	Local

San Pablo

Arterial/Roadway

1131 - Reconfigure El Portal/Road 20 Intersection
Redesign and reconfigure intersection

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	Proposed

RTP Ref. No. : WCCTAC

Project Cost: $400,000.00 in 2023 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $2,500,000.00 in 2018 dollars

Committed Funding

Amount:	Source:	Type:

1288 - Traffic Sign Upgrades
Upgrades to traffic signs as required by MUTCD

Limits: City of San Pablo

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Not Applicable	

RTP Ref. No. : WCCTAC

Project Cost: $50,000.00 in 2021 dollars

Committed Funding

Amount:	Source:	Type:
50000	City of San Pablo	Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $15,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

2991 - Replace San Pablo Avenue Bridge over San Pablo Creek
Replace San Pablo Avenue Bridge over San Pablo Creek

Limits: at San Pablo Creek

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $9,450,000.00 in dollars

Committed Funding

Amount:	Source: HIghway Bridge Program	Type:
8369000		Federal

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $700,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

1293 - ADA Improvements
Traffic signal upgrades, crosswalk modifications and curb ramps to enhance mobility

Limits: City of San Pablo

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Exempt	Active

RTP Ref. No. : WCCTAC

Project Cost: $100,000.00 in 2018 dollars

Committed Funding

Amount: 100000	Source: City of San Pablo	Type: Local

1294 - Citywide Sidewalk Repair Project
Repairs to eliminate tripping hazards

Limits: City of San Pablo

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Exempt	Active

RTP Ref. No. : WCCTAC

Project Cost: $100,000.00 in 2021 dollars

Committed Funding

Amount: 100000	Source: City of San Pablo	Type: Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	Completed	Active

RTP Ref. No. : WCCTAC

Project Cost: $7,358,000.00 in 2019 dollars

Committed Funding

Amount: 5978000 Source: Cycle 2 OBAG Type: Federal

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	CEQA completed	Active

RTP Ref. No. : WCCTAC

Project Cost: $6,148,000.00 in 2020 dollars

Committed Funding

Amount: 2790000 Source: Various Type: State

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Completed	Active

RTP Ref. No. : WCCTAC

Project Cost: $19,400,000.00 in 2021 dollars

Committed Funding

Amount: 1320000 Source: City of San Pablo Type: Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Exempt	

RTP Ref. No. : WCCTAC

Project Cost: $770,000.00 in 2019 dollars

Committed Funding

Amount: 200000 Source: City of San Pablo Type: Local

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning		Active

RTP Ref. No. : WCCTAC

Project Cost: $225,000.00 in 2021 dollars

Committed Funding

Amount	Source	Type
25000	City of San Pablo	Local

San Ramon

Arterial/Roadway

0090a - Bollinger Canyon Road: Widening
Widen Bollinger Canyon Road to 8 lanes from Alcosta Blvd to San Ramon Valley Blvd. Complete except for work between Freeway and San Ramon Valley Boulevard

Limits: Alcosta Blvd to San Ramon Valley Blvd

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Not Begun	

RTP Ref. No. : SWAT/TVTC

Project Cost: $11,805,000.00 in 2019 dollars

Committed Funding

Amount:	Source:	Type:

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.

Limits: West Branch to Dougherty Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW	Completed	

RTP Ref. No. : SWAT/TVTC

Project Cost: $6,596,000.00 in 2025 dollars

Committed Funding

Amount	Source	Type
485000	TEA-21	Federal

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.

Limits: at I-680 southbound off-ramp

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/TVTC

Project Cost: $470,640.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

0995 - Crow Canyon Road/Dougherty Road Intersection Improvements
Construct and eastbound right turn lane on Crow Canyon Road.

Limits: at Dougherty Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : SWAT/TVTC

Project Cost: $578,340.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:
310000	SCC Dougherty Valley Area of Benefit	Fees/Exactions

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.

Limits: Alcosta Blvd to West Branch

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : SWAT/TVTC

Project Cost: $11,996,400.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

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.

Limits: at Crow Canyon Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/TVTC

Project Cost: $445,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

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 5312).

Limits: at Barbados Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : SWAT/TVTC

Project Cost: $175,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : SWAT/TVTC

Project Cost: $79,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

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.

Limits: at I-680 Northbound Off-ramp

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/TVTC

Project Cost: $885,480.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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.

Limits: at Shoreline Drive

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : SWAT/TVTC

Project Cost: $250,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

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.

Limits: Camino Ramon to east City Limit

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $300,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

2853 - Hooper Drive Widening
Construct approximately 350 feet of roadway on the south side of Hooper Drive from San Ramon Valley Blvd complete with curb, gutter, sidewalk, and streetlights.

Limits: San Ramon Valley Blvd to Omega Road

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Under Construction
RTP Ref. No. : SWAT/TVTC

Project Cost: $152,145.00 in 2018 dollars
Committed Funding
Amount: Source: Type:

2854 - Old Crow Canyon Road Corridor Improvements
Construct or widen the roadway to provide 70-foot right of way with curb, gutter, and sidewalk.

Limits: Crow Canyon Road to Hooper Drive

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $5,400,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

2857 - Radar Speed Display Sign Demonstration
Provide for the installation of speed display signs.

Limits: Various San Ramon Locations

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Ongoing
RTP Ref. No. : SWAT/TVTC

Project Cost: $145,964.00 in 2021 dollars
Committed Funding
Amount: Source: Type:

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.

Limits: Norris Canyon Road to Montevideo Drive

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $372,000.00 in 2024 dollars
Committed Funding
Amount: Source: Type:

2861 - San Ramon Traffic Calming Program
Installation of traffic calming devices at various locations as requested, evaluated, and deemed as appropriate by engineering judgment.

Limits: Various San Ramon Locations

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Ongoing
RTP Ref. No. : SWAT/TVTC

Project Cost: $238,100.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

2863 - Alcosta Blvd/Old Ranch Road Traffic Signal Installation
Construct a traffic signal at the intersection of Alcosta Boulevard and Old Ranch Road.

Limits: at Old Ranch Road

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $479,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

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.

Limits: at Norris Canyon Road

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $493,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

2865 - Crow Canyon Road/Service Center Traffic Signal Installation
Construct a traffic signal at the intersection of Crow Canyon Road and the Service Center.

Limits: at Service Center

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Design and ROW
RTP Ref. No. : SWAT/TVTC

Project Cost: $400,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

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.

Limits: at Old Crow Canyon/Omega Road

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $294,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

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.

Limits: at Broadmoor Drive

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $452,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

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.

Limits: at Broadmoor Drive

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $543,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

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.

Limits: at Hooper Drive

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $502,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

2870 - San Ramon Valley Blvd/Purdue Road Traffic Signal Installation
Construct a traffic signal at the intersection of San Ramon Valley Blvd and Purdue Road. This project includes the installation of interconnect from the intersection of San Ramon Valley Blvd and Deerwood Road.

Limits: at Purdue Road

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Under Construction
RTP Ref. No. : SWAT/TVTC

Project Cost: $350,000.00 in 2019 dollars
Committed Funding
Amount: Source: Type:

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.

Limits: at Westside Drive

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $393,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

2872 - Village Pkwy/Kimball Avenue Traffic Signal Installation
Construct a traffic signal at the intersection of Village Parkway and Kimball Avenue.

Limits: at Kimball Avenue

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $408,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

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.

Limits: at Commons Office Park driveway

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $516,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

2874 - Camino Ramon/Bishop Drive Right Turn Lane Modification
Installation of an exclusive southbound right turn lane at the intersection of Camino Ramon and Bishop Drive.

Limits: at Bishop Drive

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $460,230.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

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.

Limits: Norris Canyon Road to I-680 Southbound Ramp (north of Alcosta)

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/TVTC

Project Cost: $6,854,000.00 in 2024 dollars

Committed Funding

Amount: Source: Type:

Bicycle/Pedestrian

0616 - Old Ranch Road Bicycle Trail
Construct bicycle trail from the Bent Creek Subdivision to Bent Creek Park (phase 1) and from Bent Creek Park to the Alcosta Senior & Community Center area (phase 2).

Limits: Old Ranch Park to Stage Coach Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : SWAT/TVTC

Project Cost: $453,000.00 in 2025 dollars

Committed Funding

Amount: 60000 Source: Type: Federal

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

Limits: At Bollinger Canyon

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : SWAT/TVTC

Project Cost: $20,800,000.00 in 2024 dollars

Committed Funding

Amount: Source: Type:

1536 - Iron Horse Trail Bicycle/Pedestrian Overcrossing at Crow Canyon Road
Construct a bicycle/pedestrian overcrossing for the Iron Horse Trail over Crow Canyon Road

Limits: At Crow Canyon Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning		

RTP Ref. No. : SWAT/TVTC

Project Cost: $18,000,000.00 in 2030 dollars

Committed Funding

Amount: Source: Type:

1578 - Iron Horse Trail Landscaping and Beautification
Landscape sections of Iron Horse Trail and provide park benches

Limits: Between the San Ramon-Danville and the San Ramon-Dublin border

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	Not Begun	

RTP Ref. No. : SWAT/TVTC

Project Cost: $1,053,000.00 in 2017 dollars

Committed Funding

Amount: 360000 Source: CC-TLC Type: Measure J

2847 - Bollinger Canyon Road Bike Lane Project
Provide for 2 Class II bike lanes between Crow Canyon Rd and Norris Canyon Rd by widening four feet into the existing median strip in each direction.

Limits: Crow Canyon Road to Norris Canyon Road

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/TVTC

Project Cost: $1,500,000.00 in 2024 dollars

Committed Funding

Amount: Source: Type:

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.

Limits: Alcosta Blvd to south City Limits

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : SWAT/TVTC

Project Cost: $1,100,000.00 in 2024 dollars
Committed Funding
Amount: Source: Type:

3377 - Citywide Bicycle Network Improvements & Enhancements
On-going Citywide bicycle network improvements and enhancements

Limits: Citywide

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Ongoing
RTP Ref. No. : SWAT/TVTC

Project Cost: $361,736.00 in 2019 dollars
Committed Funding
Amount: Source: Type:

Operations

3378 - Bollinger Canyon and Crow Canyon Roads Traffic Signals ATSPM
Replace traffic signal controllers, install monitoring/detection systems, implement Automated Traffic Signal Performance Measures (ATSPM) including modern client/server application software system

Limits: Bollinger Canyon Road and Crow Canyon Road

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Under Construction
RTP Ref. No. : SWAT/TVTC

Project Cost: $827,356.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

Safe Routes to School

3057 - Street Smarts San Ramon Valley
Since its inception in 2004, the San Ramon Valley Street Smarts Program has successfully delivered active transportation encouragement and safety programs aimed at: 1) increasing the number of students who walk and bike to school; 2) reducing the number of traffic-related collisions, injuries and fatalities; and 3) promoting life-long habits in traffic safety and physical activity, thereby encouraging the community to live active, healthy lives and promoting less vehicular travel on the road.

Limits: Various locations in San Ramon, Danville and Alamo

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Ongoing
RTP Ref. No. : SWAT/TVTC

Project Cost: $402,000.00 in 2020 dollars
Committed Funding
Amount: 300000 Source: OBAG 2 Type: Federal

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun Exempt
RTP Ref. No. : WCCTAC

Project Cost: $10,000,000.00 in dollars
Committed Funding
Amount: Source: Type:

State Route 4 Bypass Authority

Bicycle/Pedestrian

1529 - Mokelumne Coast-to-Crest Trail Overcrossing of SR-4
Construct bicycle/pedestrian overcrossing for the State Route 4 Bypass.

Limits: At State Route 4

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : TRANSPLAN

Project Cost: $5,900,000.00 in 2015 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Completed	

RTP Ref. No. : TRANSPLAN

Project Cost: $74,900,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Completed	

RTP Ref. No. : TRANSPLAN

Project Cost: $74,900,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : SWAT/Lamorinda

Project Cost: $10,500,000.00 in 2021 dollars

Committed Funding

Amount:	Source:	Type:

TRANSPAC

Operations

0172c - I-680 Smart Corridor
Enhancements to TOS system to implement a smart system of message signs, metering, AVL and BART parking status

Limits: State Rt. 24 to Benicia Bridge

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $275,000.00 in 2000 dollars

Committed Funding

Amount:	Source:	Type:

0219 - Central Contra Costa TMC
Replace existing traffic signal computers with a NTCIP compatible system, replace signal controllers, install fiber optics interconnect

Limits: Central County

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $1,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

0731 - I-680 Operational Improvements
A series of operational improvements to I-680 incl. extension of HOV lanes, aux. lanes, etc.

Limits: I-680 Benicia Bridge to I-580/I-680 I/C

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $15,000,000.00 in 2010 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $5,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

Tri Delta Transit

Bus

1301 - ADA & PM Operating Assistance
Federal ADA and Preventative Maintenance operating assistance along with local funds match

Limits: East County

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	Exempt	

RTP Ref. No. : TRANSPLAN

Project Cost: $2,743,000.00 in 2020 dollars

Committed Funding

Amount: 642000 Source: FTA 5307 Operating Type: Federal

2911 - Express Bus and eBART Support Service
Establish Express Bus Service and eBART support network (park-and-ride lots and rolling stock)

Limits: East County

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : TRANSPLAN

Project Cost: $16,800,000.00 in 2040 dollars

Committed Funding

Amount:	Source:	Type:

3064 - TriDelta Bus Replacement - Phase 2
Replace 8 MY2009 FR buses with EVs, and replace 30 MY2015 DR vans

Limits: TriDelta Service Area

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $7,421,000.00 in 2021 dollars
Committed Funding
Amount: Source: Type:

3140 - FR Bus Replacement
Replace (25) 2013 Gillig diesel buses with EV buses plus the charging infrastructure to support the new EV fleet

Limits: Tri Delta Transit Service Area

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
RTP Ref. No. :

Project Cost: $29,000,000.00 in 2026 dollars
Committed Funding
Amount: Source: Type:

Intermodal/Park-and-Ride

2931 - Park and Ride Lots in Antioch and Oakley
Construction Park & Ride facilities in Antioch and Oakley for use by Tri-Delta Transit buses.

Limits: In Antioch and Oakley

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Design and ROW
RTP Ref. No. : TRANSPLAN

Project Cost: $12,800,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

3079 - East Contra Costa County Transit Intermodal Center
Construct intermodal park and ride facility adjacent to SR-4 at Mokelumne Trail overcrossing.

Limits: at Mokelumne Trail Overcrossing

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPLAN

Project Cost: $65,000,000.00 in 2022 dollars
Committed Funding
Amount: Source: Type:

Operations

3139 - HVAC Systems Replacement
Replace the HVAC systems on the Tri Delta Transit Administrative and Maintenance Facilities.

Limits: Tri Delta Transit Admin/Maint Facility

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
RTP Ref. No. :

Project Cost: $155,000.00 in 2023 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $1,900,000.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $6,854,000.00 in 2009 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $400,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $350,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1219 - Ygnacio Valley Road @ Marchbanks/Tampico Left Turn Extension

Extend existing 150 ft. left turn lane pocket to 340 ft.

Limits: At Marchbanks/Tampico

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $300,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $4,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $2,500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $130,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1226 - Incident Detection Video at Various Locations
Install cameras at various locations

Limits: City of Walnut Creek

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Under Construction	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $250,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1593 - Treat and Arkell Signal Improvements
New Traffic Signal

Limits: at Arkell

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $500,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1595 - Mt Diablo Signal Upgrade
Upgrade driveway signalization

Limits: at Bonanza Dr

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $260,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1601 - Civic and Arroyo Signal
Traffic signal 2030

Limits: At Arroyo Way

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $250,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1602 - Arroyo & Main Signal
Traffic signal 2030

Limits: at Arroyo

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $250,000.00 in dollars
Committed Funding
Amount: Source: Type:

1607 - Parkside/Hillside Signal
Install a traffic signal at intersection of Parkside and Hillside Drive 2030 BART TV

Limits: at Hillside Drive

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $250,000.00 in dollars
Committed Funding
Amount: Source: Type:

1608 - Parkside/Buena Vista Signal
Install new signal at Parkside and Buena Vista intersection 2030 BART TV

Limits: at Buena Vista

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $250,000.00 in dollars
Committed Funding
Amount: Source: Type:

1609 - California/Trinity SB lane
Add SB right lane at California Blvd and Trinity Avenue in SB direction

Limits: at Trinity Ave

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $100,000.00 in dollars
Committed Funding
Amount: Source: Type:

1610 - Olympic/I-680 Signal Modification
Olympic Boulevard and Interstate 680 off ramp signal modification

Limits: at I-680

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $500,000.00 in dollars
Committed Funding
Amount: Source: Type:

1611 - California/Cole Signal
New traffic signal installed at N. California Boulevard and Cole Avenue

Limits: California Blvd and Cole Avenue

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $250,000.00 in dollars
Committed Funding
Amount: Source: Type:

1617 - Treat Boulevard Adaptive Timing
Install adaptive hardware and software upgrades to signal timing on Treat Blvd.

Limits: Treat Boulevard

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $2,500,000.00 in dollars
Committed Funding
Amount: Source: Type:

1793 - N. California/Trinity Intersection
Installation of a SB right turn lane at California Blvd and Trinity Avenue

Limits: At Trinity Avenue

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $100,000.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $5,000,000.00 in dollars
Committed Funding
Amount: Source: Type:

1796 - Wireless Communications to Remote Signals
Install new wireless communications to connect traffic signals to master terminal

Limits: City of Walnut Creek

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $500,000.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $3,000,000.00 in 2021 dollars
Committed Funding
Amount: Source: Type:

2944 - South Main Street Bridge Replacement
S. Main Street Bridge replacement and widening over Las Trampas Creek for wider sidewalks

Limits: at Las Trampas Creek

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $5,000,000.00 in 2021 dollars
Committed Funding
Amount: Source: Type:

Bicycle/Pedestrian

0756 - Parkside Drive Sidewalk Gap Closure
The project will complete the sidewalks along Parkside Drive

Limits: Hillside to San Juan

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $200,000.00 in 2004 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $10,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $800,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1253 - Walnut Blvd. Pedestrian Pathway
Enclose drainage ditches and add pedestrian pathway to provide safe route to schools.

Limits: Sierra Dr. to Homestead Ave

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $7,200,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1256 - Newell Ave Crosswalk
Install neckdown at midblock crosswalk.

Limits: Between Main and California

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $250,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1257 - ADA Upgrades
Install ADA upgrades at various high pedestrian locations

Limits: City of Walnut Creek

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $5,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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.

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $984,731.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : TRANSPAC

Project Cost: $1,425,000.00 in 2015 dollars

Committed Funding

Amount: 1000000	Source: CC-TLC	Type: Measure J

1594 - Ygnacio Valley Road Sidewalk Widening

North side sidewalk widening from San Carlos to Marchbanks

Limits: Sab Carlos to Marchbanks

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $2,200,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1596 - Broadway & Duncan Bulbout

Improve pedestrian safety and visibility with new bulbout at Broadway and Duncan Streets (east side)

Limits: at Duncan

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $150,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1597 - Mt Diablo & Bont Intersection
Install pedestrian safety improvements

Limits: at Bont Lane

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $400,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $3,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $10,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $2,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1612 - Walnut Blvd Ped Improvements
Fix the reverse super-elevation/sidewalk along Walnut Boulevard

Limits: Walnut Blvd

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $200,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1613 - Walker/San Miguel Sidewalk
Widen sidewalks on southbound side of Walker Avenue

Limits: Walker Avenue and San Miguel

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $350,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1614 - Maria Lane Bridge Widening
Widen existing bridge at Maria Lane for bicycle/pedestrian improvements

Limits: Newell Avenue and Maria Lane

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $4,000,000.00 in dollars
Committed Funding
Amount: Source: Type:

1616 - California/Cypress Crosswalk
Install a new mid-block pedestrian crosswalk across N California Boulevard at Cypress

Limits: at Cypress

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $300,000.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $600,000.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $1,000,000.00 in dollars
Committed Funding
Amount: Source: Type:

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.

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $150,000.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $50,000.00 in dollars
Committed Funding
Amount: Source: Type:

1625 - Lavender Drive Bicycle Facility
Install Class III bicycle facility on Lavender between Rudgear and Livorna Road.

Limits: Rudgear Road to Livorna Road

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $75,000.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $100,000.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $1,500,000.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $300,000.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $350,000.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $500,000.00 in dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $4,400,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $933,000.00 in 2019 dollars
Committed Funding
Amount: 27000 Source: City of Walnut Creek Type: Local

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

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $1,022,000.00 in 2018 dollars
Committed Funding
Amount: 852000 Source: TLC (Program 12) Type: Measure J

Intermodal/Park-and-Ride

0227 - Rudgear Road Park and Ride Lot
Add approximately 60 spaces

Limits: I-680/Rudgear Road in Walnut Creek

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $480,000.00 in dollars
Committed Funding
Amount: Source: Type:

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:

Secondary Sponsors:
PSR Status **NEPA/CEQA Status** **Project Status**
Not Begun
RTP Ref. No. : TRANSPAC

Project Cost: $32,200,000.00 in 2023 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPAC

Project Cost: $100,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : TRANSPLAN

Project Cost: $79,680,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

1392 - Ferry Capital Improvements in West County
Capital improvements needed to provide ferry service within West County.

Limits: Within West County

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Design and ROW		

RTP Ref. No. : WCCTAC

Project Cost: $37,100,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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)

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Exempt	Active

RTP Ref. No. : WCCTAC

Project Cost: $3,345,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

2956 - Complete Streets in West County
Implement Complete Streets projects in West County

Limits: West County Streets

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		Active

RTP Ref. No. : WCCTAC

Project Cost: $84,635,000.00 in 2040 dollars

Committed Funding

Amount: 16081000	Source: STMP	Type: Local

Bicycle/Pedestrian

0612 - Richmond Pkwy Transit Center: Bike Lockers/Racks
Bike Lockers/Racks at Richmond Pkwy Transit Center

Limits: At Richmond Parkway Transit Center

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : WCCTAC

Project Cost: $62,000.00 in dollars
Committed Funding
Amount: 36000 Source: Type: Federal

0780 - Local Pedestrian Improvements
Develop pedestrian improvements around schools and key community destinations, including sidewalks, lighting and landscaping, and signal improvements

Limits: West County

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Ongoing | Not Applicable | Active
RTP Ref. No. : WCCTAC

Project Cost: $10,000,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Ongoing
RTP Ref. No. : WCCTAC

Project Cost: $80,000.00 in 2020 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Not Begun
RTP Ref. No. : WCCTAC

Project Cost: $20,000,000.00 in 2025 dollars
Committed Funding
Amount: Source: Type:

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 quue jumps.

Limits: West County

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Conceptual/Planning | Active
RTP Ref. No. : WCCTAC

Project Cost: $11,000,000.00 in 2022 dollars
Committed Funding
Amount: 25000000 Source: RM3 Type: Local

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

Secondary Sponsors:
PSR Status | **NEPA/CEQA Status** | **Project Status**
Conceptual/Planning | Active
RTP Ref. No. : WCCTAC

Project Cost: $90,000,000.00 in 2032 dollars
Committed Funding
Amount: Source: Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		Proposed

RTP Ref. No. : WCCTAC

Project Cost: $141,000,000.00 in 2040 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Conceptual/Planning		

RTP Ref. No. : WCCTAC

Project Cost: $3,000,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $180,000,000.00 in 2032 dollars

Committed Funding

Amount:	Source:	Type:

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 Madonald Ave. and I-80. Extend Rapid Bus to Hercules' RITC

Limits: West County

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $60,000,000.00 in 2040 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		Active

RTP Ref. No. : WCCTAC

Project Cost: $17,000,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $99,000,000.00 in 2032 dollars

Committed Funding

Amount:	Source:	Type:

3074 - West County High Capacity Transit Study: Bus Rapid Transit on 23rd St., Phase 3
Implement mixed flow and bus-only lanes on23rd/San Pablo Ave. (Rheem to Hilltop Mall); extend Rapid Bus to Hercules' RITC; and develop BRT stations.

Limits: West County

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $63,000,000.00 in 2040 dollars

Committed Funding

Amount:	Source:	Type:

Freeway

1549 - I-80 CSMP Improvements
Construct improvements listed in the I-80 CSMP

Limits: SFOBB to Carquinez Bridge

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $34,200,000.00 in 2020 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $11,000,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

Innovation

2989 - New Technologies for reducing Single Occupancy Vehicles
Install new technologies to reduce SOV and increase existing capacity. TDM Capital Infrastructure" which will include improvements such as: a) Park and Ride real time changeable signage; b) automated enforcement of I-80 HOV lanes; c) Other technology enhancements for ridesharing and transit

Limits: West County

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		Active

RTP Ref. No. : WCCTAC

Project Cost: $47,000,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

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/El Sobrante; I-580/Richmond

Limits: West County

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		Active

RTP Ref. No. : WCCTAC

Project Cost: $33,000,000.00 in 2025 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		Active

RTP Ref. No. : WCCTAC

Project Cost: $56,000,000.00 in 2022 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $74,000,000.00 in 2032 dollars

Committed Funding

Amount:	Source:	Type:

3077 - West County High Capacity Transit Study: BART Extension North from Richmond Station, Phase 3
Implement BART service to Hercules, acquire vehines and develop stations and terminal yard.

Limits: West County

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $3,452,000,000.00 in 2040 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing	Exempt	

RTP Ref. No. : WCCTAC

Project Cost: $5,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : WCCTAC

Project Cost: $3,000,000.00 in dollars

Committed Funding

Amount	Source	Type
350000	Operating costs	Other

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $3,000,000.00 in 2024 dollars

Committed Funding

Amount	Source	Type
452000	Operating costs	Other

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:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $1,000,000.00 in dollars

Committed Funding

Amount	Source	Type

1269 - Enhanced Service on Transbay Lnyx

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:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $5,000,000.00 in dollars

Committed Funding

Amount	Source	Type
750000	operating costs	Other

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $1,700,000.00 in dollars

Committed Funding

Amount	Source	Type

1271 - Expand WestCAT maintenance facility
Purchase land adjacent to current facility to increase available storage for transit vehicles.

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : WCCTAC

Project Cost: $5,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		Active

RTP Ref. No. : WCCTAC

Project Cost: $735,310.00 in dollars

Committed Funding

Amount: 312325	Source: Operating funds	Type: Other

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $5,000,000.00 in 2035 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun	Not Begun	

RTP Ref. No. : WCCTAC

Project Cost: $5,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $5,000,000.00 in 2024 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $2,000,000.00 in dollars

Committed Funding

Amount:	Source:	Type:

2909 - Expand WestCAT Fleet
Expand WestCAT's bus service through purchase of vehicles.

Limits: Districtwide

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : WCCTAC

Project Cost: $9,100,000.00 in 2040 dollars

Committed Funding

Amount:	Source:	Type:

2910 - Lynx Fleet Expansion
Purchase vehicles to expand Transbay service, including double-decker vehicles.

Limits: Pinole and Hercules

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $5,600,000.00 in 2040 dollars

Committed Funding

Amount:	Source:	Type:

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

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Ongoing		

RTP Ref. No. : WCCTAC

Project Cost: $11,900,000.00 in 2040 dollars

Committed Funding

Amount:	Source:	Type:

2984 - Construct new satellite WestCAT maintenance facility (includes land purchase)
Construct additional facility to house and maintain vehicles within Western Contra Costa County

Limits:

Secondary Sponsors:

PSR Status	NEPA/CEQA Status	Project Status
Not Begun		

RTP Ref. No. : WCCTAC

Project Cost: $8,500,000.00 in 2028 dollars

Committed Funding

Amount:	Source:	Type:

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 nonprofit 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	
Support voluntary efforts by Bay Area employers to encourage their employees to use alternative commute modes, such as transit, ridesharing, bicycling, walking, telecommuting, etc.	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.
TCM A-1 Local and Area-wide Bus Service Improvements **TCM A-2 Local and Regional Rail Service Improvements**	
Includes improving bus and rail service by sustaining and expanding existing services, and providing funds for replacement of older transit vehcicles, rail cars, and stations.	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.
TCM B-3 Bay Area Express Bus Lane Network	
Seeks to price travel demand on Bay Area highways and impelementing a seamless, regionally-managed Express Lane Network throughout the Bay Area and improving regional transit service. This system will offer free-flowing conditions for carpolls,	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.

Table F-2 **State TCMS Relevant for CMP Implementation**

TCM Description (from MTC)	CMP Components and Related Authority Activities
buses and toll payers by adjusting tolls based upon the level of congestion.	
TCM D-1 Bicycle Access and Facilities Improvement **TCM D-2 Pedestrian Access and Facilities Improvements**	
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.	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 new 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 also adopted a Countywide Bicycle and Pedestrian Plan that outlines additional projects and programs for increasing walking and bicycling in Contra Costa.
TCM C-2 Safe Routes to Schools and Safe Routes to Transit	
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	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 new "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.
TCM B-1 Freeway and Arterial Operations Strategies	
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.	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 will use operational improvements to more efficiently manage recurring congestion and non-recurring incidents along I-80 and parallel/crossing arterials.

Table F-2 **State TCMS Relevant for CMP Implementation**

TCM Description (from MTC)	CMP Components and Related Authority Activities
TCM B-2 Transit Efficiency & Use Strategies	
Incentives to encourage greater use of transit include improved coordination between transit operators on routes, schedules, transfers and fares; expanded marketing of transit tickets and passes; and full implementation of the Clipper fare payment system.	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, 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

Table F-2 **State TCMS Relevant for CMP Implementation**

TCM Description (from MTC)	CMP Components and Related Authority Activities
TCM C-5 Smart Driving	
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.	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.
TCM B-4 Goods Movement Improvements and Emission Reduction Strategies	
By investing in the Bay Area's trade corridors and continuing to offer incentives for diesel engine owners to reduce emissions will address exiting air quality issues as well as help the region to prepare for continued growth in this important sector of the Bay Area's economy.	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.
TCM E-1 Value Pricing Strategies	
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.	The Authority will look for opportunities to partner with MTC to implement value pricing, where applicable.
TCM E-2 Promote Parking Pricing to Reduce Motor Vehicle Travel	
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.	

APPENDIX G

MODEL TRANSPORTATION DEMAND MANAGEMENT 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 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.

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 TSM 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

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;

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 decennial model update was completed in 2012, and the 2020 Update work plan has been approved by the Authority.

Using the MTC zone system and the subarea zones, the combined structure results 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 2019, the Authority completed the effort of incorporating P-2017, based on the adopted Plan Bay Area 2040 Regional Transportation Plan.

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 Projections 2017, the Plan Bay Area 2040 Regional Transportation Plan land use forecasts.

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.)

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.

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.