

STMP Cycle 3 Required Summary Project Information Form

1. **STMP Project ID# (include sub-category if relevant):** 14a
2. **Relevant STMP Project Name (as it appears on Project List):** El Cerrito Plaza Station Modernization and Capacity Enhancement: Improve access, expand capacity, enhance placemaking, and address state-of-good repair Issues at El Cerrito Plaza BART station. Include an Improved kiss n' ride area, landscaping, new stairs, and elevators to the platform, new station restrooms, and Improved bus Intermodal area with raised crosswalks
3. **Agency's Project Name (if different):** El Cerrito Plaza BART Station LED Lighting & Signage Upgrades
4. **Amount of STMP Funds Requested:** \$900,000
5. **Total Estimated Project Cost:** \$960,000
6. **Phase/Use of Funds Requested (Select all that apply):**
 - PS&E ROW Acquisition
 - Construction Management Construction Other:
7. **Brief Summary Description (2-3 sentences):**

This Project will develop a plan and implement new regional transit signage standards at El Cerrito Plaza BART station, providing a consistent look and feel that has been vetted and approved by the Metropolitan Transportation Commission and all transit agencies in the region. This Project will also deliver a one-to-one replacement of existing incandescent lighting fixtures with energy-efficient LED fixtures.
8. **Agency Name:** San Francisco Bay Area Rapid Transit District
9. **Contact Name:** Celestine Do
10. **Contact Email:** cdo@bart.gov
11. **Contact Phone #:** 510-913-8841

12. Schedule and Cost (include month,year and amount of STMP Funds to be used):

Phase	Begin Date (Month & Year)	End Date (Month & Year)	Amount of STMP Funds Requested	Amount of Other Secured Funding	Remaining Funds Needed	Total Cost by Phase & Grand Total
PS&E	July 2026***	June 2027	\$120,000	\$0	\$0	\$120,000
ROW Acquisition						\$0
Construction Management	January 2027	December 2027	\$110,000	\$0	\$0	\$110,000
Construction	June 2027	March 2028	\$670,000	\$0	\$0	\$670,000
Other:				\$60,000**	\$0	\$60,000
Project Opens	December 2027 & April 2028					
						\$960,000

*Note: Signage PS&E Includes an implementation strategy to determine how specific sign types/locations should be phased with TOD construction to ensure optimal passenger benefit and cost effectiveness. Construction may take place through BART internal staff, outside contractor or TOD developer.

**BART funds can be used in any phase and will act as contingency funds if project need arises

***Dates are not necessarily sequential since there are two project schedules, one each for lighting and signage



San Francisco Bay Area Rapid Transit District
2150 Webster Street, Oakland, CA 94612

March 20, 2026

John Nemeth
Executive Director
West Contra Costa Transportation Committee
6333 Potrero Ave, Suite 100
El Cerrito, CA 94530

Re: Subregional Transportation Mitigation Program (STMP) San Francisco Bay Area Transit District - El Cerrito Plaza LED Lighting & Signage Upgrades

Dear Mr. Nemeth,

San Francisco Bay Area Rapid Transit (BART) is pleased to submit the El Cerrito Plaza Light Emitting Diode (LED) Lighting and Signage Upgrades (Project) for \$900,000 in funding from the STMP. This Project is identified in West County STMP Projects as 14a. El Cerrito Plaza Station Modernization and Capacity Enhancements.

Project Description

El Cerrito Plaza BART station is transforming into a Transit Oriented Development (TOD) as BART and its partners build a 700+ unit multi-family housing complex complete with transit, pedestrian, and bicycle access improvements. To better serve the influx of riders from the new housing, El Cerrito Plaza BART station needs critical updates to its lighting and signage to increase accessibility for riders of all abilities to safely and equitably serve current and future BART riders.

Lighting

Currently, El Cerrito Plaza BART station uses incandescent lighting within the station. This old technology uses more energy than LED bulbs and has a short life span which results in easily burnt-out bulbs, requiring frequent replacement at significant cost.

Burnt-out bulbs create dark spots in BART stations which can make the space unsafe or seem unwelcoming, thereby creating an uncomfortable rider experience. The burnt-out bulbs produce dangerous conditions for older riders and people with low-vision who are especially vulnerable and prone to trips and falls due to lower light levels. Dim conditions due to burnt-out bulbs and fixtures also make it more difficult for BART employees and passengers to navigate stations. At other stations with incandescent lighting, BART station agents have reported that they have trouble opening stations in the early morning when there is little sunlight, thereby taking longer to complete their job duties due to inadequate lighting.

This Project will deliver a one-to-one replacement of existing incandescent lighting fixtures with energy-efficient LED fixtures. Replacing light fixtures improves customer experience and safety and reduces BART's ongoing energy costs. Updated lighting enhances placemaking by creating more welcoming, safer places and addresses state-of-good repair to replace any burnt-out or broken bulbs or fixtures. LED fixtures and

bulbs are longer-lasting than current incandescent bulbs, reducing ongoing maintenance needs. Lighting upgrades can reduce station energy use by up to 24%, which can save BART \$150,000 annually per station.

Figures 1 and 2 show how well LED lighting upgrades have transformed Millbrae BART station. Figure 1 shows a dark and isolating environment while Figure 2 shows a brighter, more welcoming, and safe area.

Figure 1: Millbrae Station BEFORE LED Lighting Upgrade

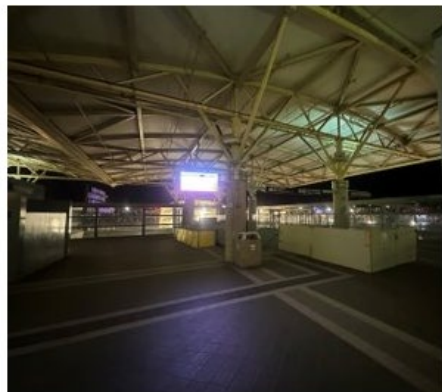
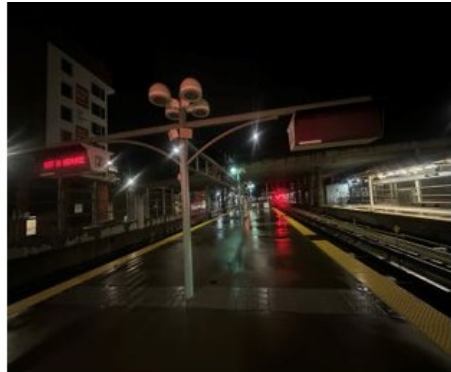
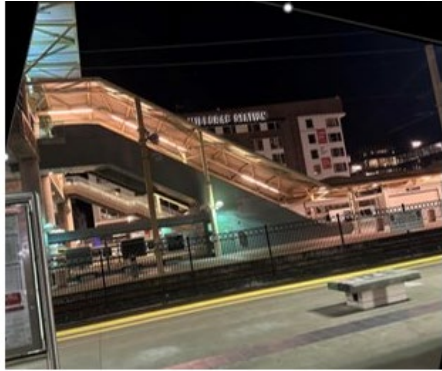


Figure 2: Millbrae Station AFTER LED Lighting Upgrade



Signage

Current signage at El Cerrito Plaza BART station is faded, inaccurate, inconsistent, has reached its end of life, and provides little utility for vulnerable riders with disabilities. Some parking signage has been updated with short-term temporary materials to fix inaccurate information, and these temporary materials are also reaching end of life. With the inaccurate and difficult to read signage, BART riders are more likely to:

- Miss their bus connection,
- Get lost trying to find the bike parking lockers, or
- Become frustrated by not knowing where to find their Lyft or Uber driver.

The current signage also makes bus transfers challenging for riders who are blind or have low-vision due to the lack of tactile bus stop signage. This missing tactile signage prevents blind or low-vision riders from identifying where to wait for their next bus and best available trip information.

Figure 3 shows how the current parking signage has inconsistent design and terminology across the three different signs. The white overlays that cover old information may confuse riders. The middle and right signs are temporary plastic overlays to update old information and are reaching end of life.

Figure 3: El Cerrito Plaza Current Parking Signage

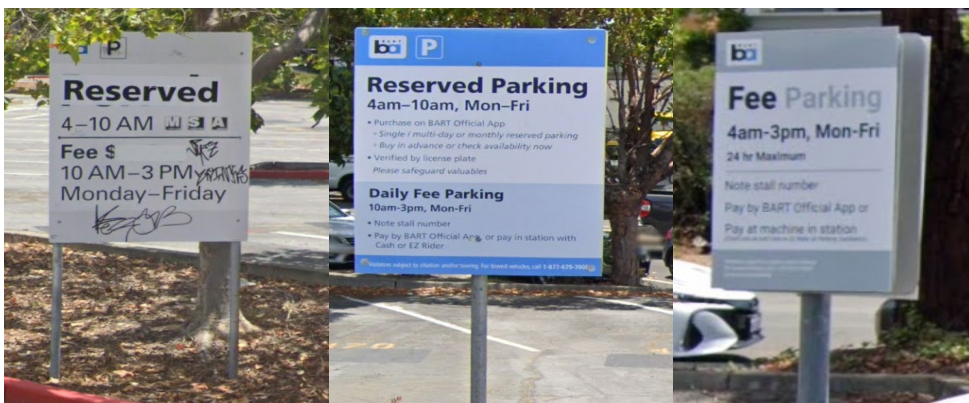


Figure 4 shows the lack of signage for bus stops along the red curbs and the faded and damaged sign under the BART trackway, making it difficult to find the correct place to transfer to a bus line and navigate the station.

Figure 4: Lack of Signage at Bus Stops



Figure 5 shows the clustering of cluttered, inconsistent, faded, crooked, hard to read signage at El Cerrito Plaza station from the station access road.

Figure 5: Outdated Inconsistent Cluster of Signage at El Cerrito Plaza BART Station



Signage Solution

This Project will plan and implement the new regional transit signage standards, approved by MTC and all transit agencies in the region, that were prototyped at El Cerrito del Norte BART station. This Project will include features that support blind/low vision, mobility impaired, and non-English-proficient users through large text and tactile bus stop numbers, consistent icons, and icons that show elevators, ramps, and paratransit stops. As such, this Project will improve transit accessibility by reducing information and navigation barriers for all riders, especially those with disabilities and limited English proficiency, first-time and occasional riders, and those that transfer between transit services.

Figure 6 shows the clear and consistent regional transit signage at the El Cerrito del Norte BART station. Bus stops are more visible, understandable, and easier to use across agencies. Tactile bus stop signs, shown on the right, provide confirmation to blind/low-vision riders that they are at the correct stop. The QR code will link to the best available information to the bus services at each stop.

Figure 6: New Regional Standard for Bus Stop Signage



Figures 7-8 show signs currently under development to fit within the larger signage system; these provide clear and up to date information for parking and loading zones. Signs will provide guidance to riders on where to find and how to use:

- Bus and loading zones,
- Bicycle parking,
- Pedestrian/vehicular wayfinding as needed for riders to more easily arrive at and leave the stations,
- Park or drop-off/pick-up passengers; and
- Transit transfers.

Figure 7: New Regional Transit Standard Parking Signage



Figure 8: New Regional Transit Standard Signage Examples



With the implementation of the regional transit standards, BART strives to improve transit accessibility by reducing information and navigation barriers, grow and sustain ridership by making transit more visible and easier to understand, and improve agency operational efficiency through shared designs for signs and maps.

Location Map

The Project is located at El Cerrito Plaza BART station, depicted in Figure 9.

Figure 9: Project Location Map



Readiness to Use STMP Funds

This Project can start spending STMP funds on July 2026 on Plans, Specifications and Engineering (PS&E). If STMP funds are awarded, procurement can begin November 2026. Since all work will occur on BART property, BART staff do not anticipate any delays due to environmental coordination.

If STMP funds are secured, BART has allocated \$60,000 funding for contingency for lighting improvements.

STMP Funds Advance ECP TOD Development

STMP funds are critical to deliver this Project. Without STMP funding, BART would not have sufficient funds to complete the LED lighting upgrade at El Cerrito Plaza BART station. BART is providing \$60,000 in contingency funding however this funding source is best used to match or leverage external funding for lighting. Without this Project, BART employees and riders, especially blind/low-vision, will be subjected to lighting with deteriorating quality. As time progresses, more bulbs will burn out, creating a darker and more unsafe environment.

Funds for improved station access signage and wayfinding at this station have not yet been identified and this STMP funding will allow this work to align with El Cerrito Plaza TOD construction. Without this funding, BART would not have the funds to complete this signage work. Without STMP funds, signage would remain inconsistent, inaccurate, hard to read, and of little use to riders with disabilities amidst the influx of new housing and access improvements around the station from TOD. Vulnerable riders such as those with low vision will not have signs to guide them to the correct bus stop. New riders in the BART system could be deterred from using BART due to the frustration of navigating the confusing and out-of-date signage.

Improves Transit

This Project makes BART more attractive by:

- Improving safety and placemaking by providing brighter stations that feel safe and welcoming, especially for riders who have low-vision or older riders who are prone to trips and falls in a dim environment
- Enabling BART station agents to quickly and efficiently open stations in the morning, allowing riders to enter the system at the crucial opening hour
- Providing significant cost savings for BART by reducing ongoing maintenance needs
- Reducing station energy use by up to 24%, which can save BART \$150,000 annually per station
- Improving transit accessibility by reducing information and navigation barriers by:
 - Providing tactile signs that show low-vision/blind how to
 - Understanding where and how to park,
 - Making transfers between trains and buses,
 - Guiding riders to their Uber/Lyft, and
 - Navigating from transit to their destination.

An evaluation of the Regional Mapping and Wayfinding Project, the signage prototype project at El Cerrito Del Norte BART station, found over 30% increases in riders' ability to find their way around the station after the prototype signs installation. When riders can easily find their way to and through stations, it increases

their confidence using transit and reduces the likelihood that they will miss a bus or train because they did not know how to get to it.¹

Improves Safety

This Project makes transit a more attractive mode of transportation by providing a safer and welcoming station with LED lighting and increasing accessibility for riders of all abilities with upgraded signage. Compared to roadway travel, the BART system provides a substantially safer travel option.

Data published by the USDOT Bureau of Transportation Statistics (BTS) and the National Highway Traffic Safety Administration (NHTSA) shows that automobile travel accounts for the vast majority of transportation related fatalities in the U.S., while passenger rail transit fatalities remain comparatively rare when measured on a per-passenger-mile basis.² These data show that there is significantly lower fatality rate for rail travel than for private vehicle travel. In the first quarter of 2026, BART experienced 1.63 station incidents per million riders and 0.14 vehicle incidents per million riders, demonstrating a broader trend of improving safety in BART's stations and train cars.³

National Safety Council's Injury Facts show that riding rail transit is 18 times safer than traveling in a passenger vehicle. It was calculated using death rates per 100,000,000 passenger miles in the year 2022, which was 0.54 for passenger vehicles and 0.03 for railroad passenger trains.⁴ This Project improves the rider experience for BART riders, providing a far safer option than traveling in a private vehicle.

Equity Priority Community

This Project directly benefits the MTC Equity Priority Communities (EPC) due to its proximity to EPC and the demographics of BART's ridership that is largely composed of EPC.

Figure 10 shows that an EPC is located within ½ mile from the El Cerrito Plaza BART station and the mode that riders are using to reach the station. With data from the 2024 BART Station Profile Survey⁵, Figure 10 indicates where riders' origins and how they are accessing the El Cerrito Plaza BART station, either by walking, biking, being dropped off, car, or other transit. Figure 10 shows that riders originating from EPC around El Cerrito Plaza BART station are using BART.

¹ From June 2025 Regional Network Management Council presentation: <https://mtc.ca.gov/sites/default/files/documents/2025-06/Regional%20Mapping%20and%20Wayfinding%20Program%20Update%20June%202025.pdf>

² <https://www.bts.gov/content/transportation-fatalities-mode-and>

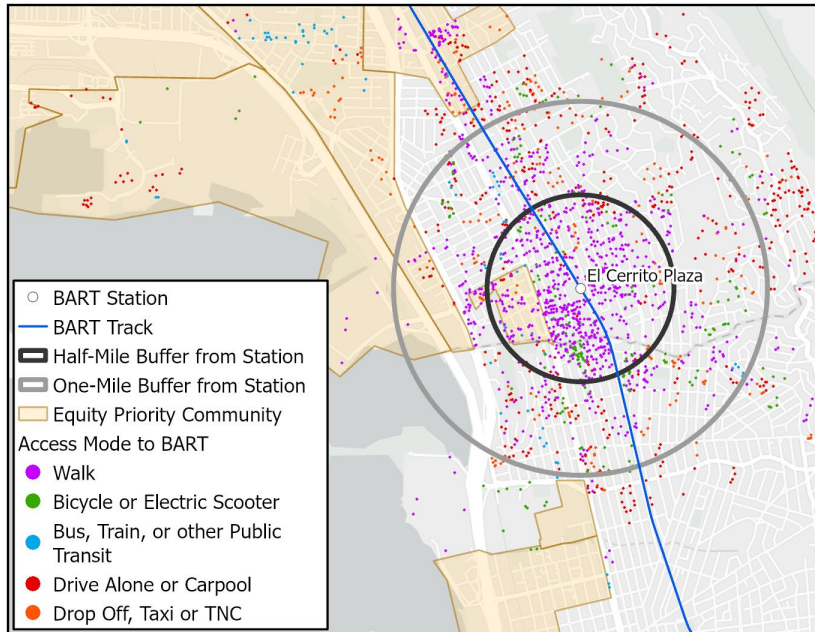
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813762>

³ <https://www.bart.gov/sites/default/files/2025-11/Quarterly%20Service%20Performance%20Review%20-%20FY261Q%20-%20Presentation%20%281%29.pdf> (July – September 2025)

⁴ <https://injuryfacts.nsc.org/home-and-community/safety-topics/deaths-by-transportation-mode>.

⁵ <https://www.bart.gov/about/reports/profile>

Figure 10: El Cerrito Plaza Station - EPC & Access Modes to BART



Furthermore, this Project also benefits EPC beyond the geographic location of El Cerrito Plaza BART station because many BART riders have the same defining traits as EPC. MTC defines EPC as census tracts that have a significant concentration of underserved populations, such as households with low income and people of color. BART's ridership is largely comprised of EPC:

- 67% identify as non-white
- 44% do not have a vehicle
- 31% report having annual household incomes under \$50,000

We appreciate your consideration in awarding STMP funds for this vital Project that will create a safer, more accessible, and equitable transportation system for Bay Area transit riders.

Sincerely,

Celestine Do

Celestine Do
Principal Grants Officer



PUBLIC WORKS DEPARTMENT
10890 San Pablo Avenue
El Cerrito, CA 94530
Tel.: 510.215.4382
Fax: 510.233.5401

March 20, 2026

John Nemeth
Executive Director
West Contra Costa Transportation Commission (WCCTC)
submitted electronically to: jnemeth@westcontracostac.gov

Subject: City of El Cerrito STMP Cycle 3 Letter of Interest: Safe Strides San Pablo Avenue

Mr. Nemeth:

The City of El Cerrito is pleased to present Safe Strides San Pablo Avenue, the City's Subregional Transportation Mitigation Program (STMP) Cycle 3 project application. Our responses to the STMP Cycle 3 Call for Projects information request are listed below.

Project Name

Safe Strides San Pablo Avenue

A clear description of what the project does and how the STMP funds will be used.

What the Project Does

Scope: Safe Strides San Pablo Avenue (Project) would improve pedestrian safety and connectivity along the Caltrans-controlled section of San Pablo Avenue by installing crosswalk safety countermeasures at the following locations:

1. San Pablo Ave / Portola Dr: New PHB* at existing marked, uncontrolled crosswalk
2. San Pablo Ave / Waldo Ave: New PHB* at existing marked, uncontrolled crosswalk
3. San Pablo Avenue / Avila Ave: New PHB* and New Mid-Block Crosswalk

*PHB: Pedestrian Hybrid Beacon, an FHWA Proven Safety Countermeasure. All locations include new accessible curb ramps.

Addressing Pedestrian Deaths: The Project addresses an urgent safety need by installing countermeasures that address the characteristics of these fatal pedestrian-vehicle crashes:

- 2023, Location 3: Hit-and-run driver struck a pedestrian crossing San Pablo Avenue at the location of the proposed mid-block crosswalk, killing the victim.

- 2025, Location 2: Driver failed to yield to a pedestrian crossing San Pablo Avenue in a marked, uncontrolled crosswalk, killing the victim.

Implements Local & Subregional Plans: The Project would advance and align with key WCCTC and City plans:

- 2023 WCCTC San Pablo Avenue Multimodal Corridor Study Phase 2
 - Location 1 and 2 improvements are part of the plan’s “Priority Multimodal Safety Improvements” package.
- 2016 City of El Cerrito Active Transportation Plan
 - ATP Project List includes the City’s San Pablo Avenue Specific Plan pedestrian improvements by reference.
- 2014 City of El Cerrito San Pablo Avenue Specific Plan
 - Location 3 improvement named explicitly. Calls for improving marked, uncontrolled crosswalks along the corridor (Locations 1 and 2).

Innovative Project Delivery Partnership: Caltrans will deliver the project on behalf of the City, aligning with a WCCTC Multimodal Corridor Study Phase 2 recommendation that a large agency lead delivery of the pedestrian safety improvements on behalf of local jurisdictions.

How the STMP Funds Will be Used

STMP would fund approximately 83% of total project costs. STMP would fund 100% of the project initiation, project approval / environmental, right-of-way, engineering design and construction management phases. STMP would fund approximately 72% of the construction phase.

The location of the project shown on a map.

Please see **Attachment 1**.

A discussion of the project’s current readiness to use the funds including a best estimate of the month and year when the funds would be spent. It should also include the amount and source of other committed funding for the phase for which STMP funding is sought.

Readiness

If the City is awarded STMP funding, work would start immediately. The City and Caltrans have partnered for Caltrans to lead on all phases of project delivery, including approvals, design, and construction. This streamlined approach is a unique opportunity to leverage Caltrans’ in-house engineering design, project management, and contracting capacity to deliver critical safety improvements on the state highway system. **Attachment 2** outlines Caltrans’ role.

Funding Sources & Schedule

Please see the **Project Summary Information Form**. STMP funds would be spent between September 2026 and July 2031. Approximately 83% of Project costs would be funded by STMP, 6% from the City, with 22% to be identified. The Caltrans project approval and design process would be fully funded by STMP and take approximately three years. During this time, the City would pursue funding to fully fund the construction phase.

Please note if the STMP funds would be used to help leverage other funds.

The STMP funds will leverage non-financial resources: Caltrans staff capacity and technical expertise. These resources are essential to deliver a project that would otherwise be challenging for the City to deliver independently due to City capacity and resources required for projects on the state highway system.

A description of the value that the STMP funds would provide in either advancing or completing the project.

Unlike other funding sources, STMP funds are flexible, available, and have less overhead, making the Project's Caltrans-City funding partnership possible, and enabling direct and timely action to address pedestrian safety. This delivery method also helps ensure Caltrans participates in fair-share funding for operations and maintenance.

An explanation of whether, and how, the project improves the alternative mode networks (e.g., pedestrian, bicycle, or transit).

San Pablo Avenue is a major transit corridor with growing high-density residential and commercial development, which generates demand for pedestrian activity and trips. By providing safer and more direct pedestrian crossings along San Pablo Avenue, the Project would directly improve the pedestrian network and indirectly improve the transit network.

Locations 1 and 2 are the last marked uncontrolled crosswalks along San Pablo Avenue in El Cerrito that lack an existing or funded electrical warning system, such as a rectangular rapid flashing beacon (RRFB) or pedestrian hybrid beacon (PHB), which the FHWA recommends for high-speed multilane roads, such as San Pablo Avenue¹. Location 3 would install a new mid-block crosswalk with PHB along a block that's approximately 740-feet between existing marked crosswalks. A typical walkable block length is 300 to 500 feet between crosswalks.

All locations are within state-designated High Quality Transit Areas, which are generally the ten-minute walksheds around rail stations and bus stops with frequent bus service. The

¹ Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. U.S. Department of Transportation. Federal Highway Administration (2018).
https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/docs/STEP-guide-improving-ped-safety.pdf

upgrades would improve pedestrian access to AC Transit lines 72, 72M and 72L, stops for which are approximately 600-feet from each crosswalk location.

An explanation of how the project will benefit a disadvantaged community.

The project will directly and indirectly benefit persons from disadvantaged communities by providing safer locations to cross San Pablo Avenue. Location 3 abuts an MTC EPC and will directly benefit these residents. Locations 1 and 2 will indirectly benefit disadvantaged populations by improving pedestrian access to AC Transit bus stops served by the 72-series lines. According to the WCCCTC San Pablo Avenue Multimodal Corridor Study Phase 2, 77% of the 72-series passengers are non-white, 61% of 72 series passengers make less than \$50,000 per year, and 93% of the 72-series corridor is within ¼ mile of a Metropolitan Transportation Commission Equity Priority Community (MTC EPC). Improving pedestrian access to bus stops along the San Pablo Avenue corridor will benefit bus riders, even if they live elsewhere.

Documentation showing that the project is located within, or will serve, a disadvantaged community using MTC’s Equity Priority Community designation. (This could be showing the project location on MTC’s EPC map.)

Please see **Attachment 3**.

We are applying as an implementing agency for Project 12, San Pablo Avenue Transit Corridor Improvements. Per the 2019 STMP Project List, WCCTC is listed as Project 12’s sponsor. In accordance with the SMTP Cycle 3 guidelines, we requested and received your concurrence to apply for eligible improvements consistent with Project 12. A copy of the concurrence letter is included as **Attachment 4**. If awarded, the City will enter into necessary agreements with Caltrans and WCCTC to fulfill our responsibility as the implementing agency.

Thank you for the opportunity to apply to the STMP Cycle 3 program.

Sincerely,



Yvetteh Ortiz, P.E.
Public Works Director / City Engineer

ATTACHMENTS

1. Project Location Map
2. Caltrans Partnership Letter
3. Equity Priority Community Map
4. WCCTC STMP Project 12 Authorization

cc: lgreenblat@westcontracostatc.gov, jmullen@elcerrito.gov, Haleh.Hakimi@dot.ca.gov

STMP Cycle 3 Required Summary Project Information Form

1. STMP Project ID# (include sub-category if relevant): 12

2. Relevant STMP Project Name (as it appears on Project List): San Pablo Avenue Transit Corridor Improvements

3. Agency's Project Name (if different): Safe Strides San Pablo Avenue

4. Amount of STMP Funds Requested: \$6 million

5. Total Estimated Project Cost: \$7.225 million

6. Phase/Use of Funds Requested (Select all that apply):

PS&E: Yes **ROW Acquisition:** Yes **Construction Management:** Yes **Construction:** Yes

Other: Caltrans Project Initiation Document (PID); Caltrans Project Approval and Environmental Decision (PA&ED) documentation.

7. Brief Summary Description (2-3 sentences):

Safe Strides San Pablo Avenue will improve pedestrian safety and connectivity along the Caltrans-controlled section of San Pablo Avenue by: (1) installing pedestrian hybrid beacons (PHB) at two existing marked, uncontrolled crosswalks; and by (2) installing a new PHB and new mid-block crosswalks. Two of the three intersections are sites of fatal pedestrian-vehicle crashes.

8. Agency Name: City of El Cerrito

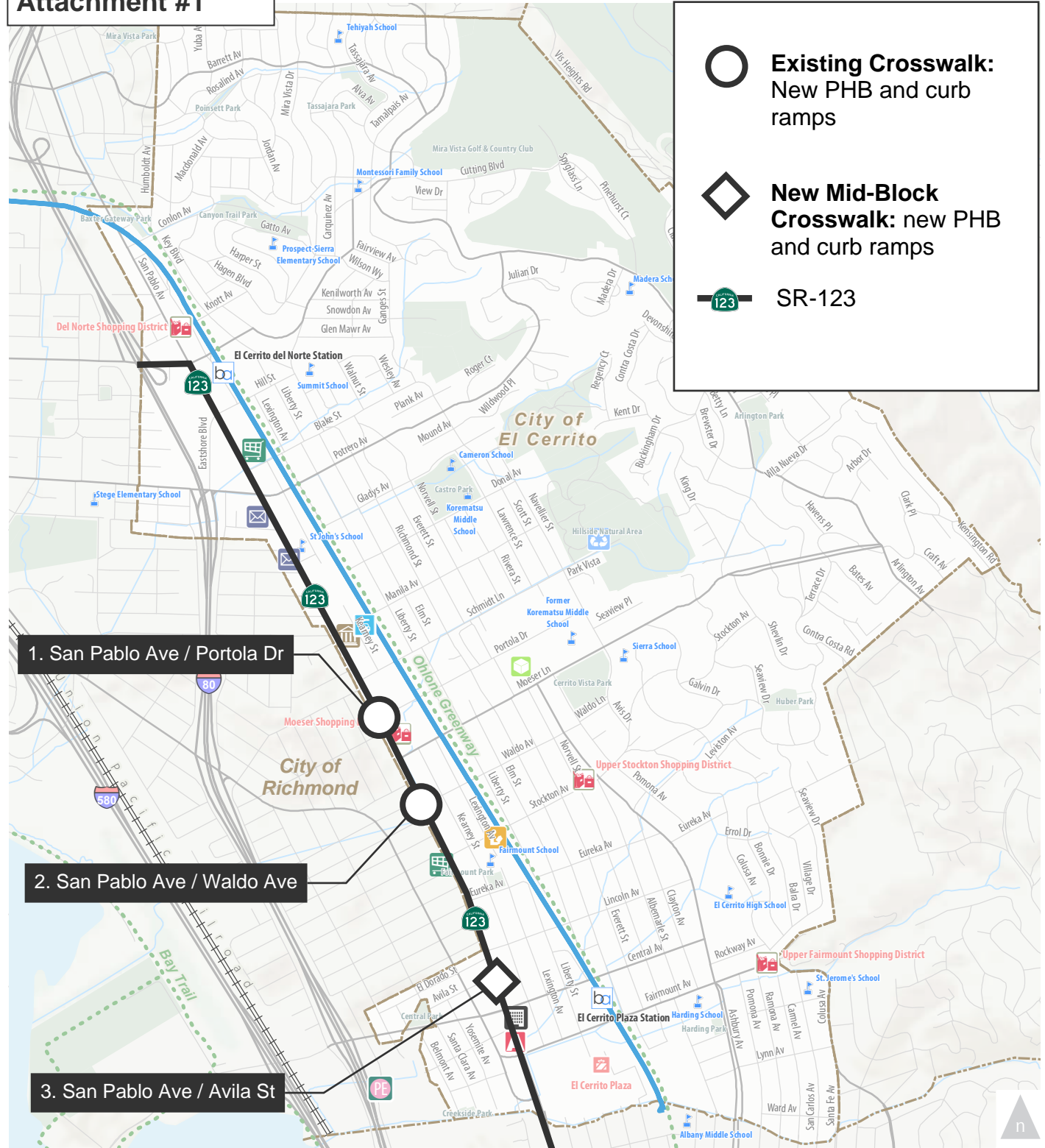
9. Contact Name: Yvetteh Ortiz, Public Works Director/City Engineer




10. Contact Email: yortiz@elcerrito.gov

11. Contact Phone #: 510.215.4345

Phase	Begin Date (Month & Year)	End Date (Month & Year)	Amount of STMP Funds Requested	Amount of Other Secured Funding	Remaining Funds Needed	Total Cost by Phase & Grand Total
Other: PID + PA&ED	Sep-2026	Oct-2028	\$880,000	-	-	\$880,000
PS&E	Nov-2028	Jun-2030	\$795,000	-	-	\$795,000
ROW Acquisition	Nov-2029	May-2030	\$50,000	-	-	\$50,000
Const. Mgmt.	Jul-2030	Jul-2031	\$1,100,000	-	-	\$1,100,000
Construction	Jul-2030	Jul-2031	\$3,175,000	\$250,000	\$975,000	\$4,400,000
Other: Closeout	Jul-2031	Nov-2033	-	-	-	-
Project Opens	Aug-2031		\$6,000,000	\$250,000	\$975,000	\$7,225,000

Attachment #1

















-  **Existing Crosswalk:**
New PHB and curb ramps
-  **New Mid-Block Crosswalk:** new PHB and curb ramps
-  **SR-123**

1. San Pablo Ave / Portola Dr

2. San Pablo Ave / Waldo Ave

3. San Pablo Ave / Avila St

- | | | | | |
|---|--|---|--|--|
|  School |  Department of Motor Vehicles |  Library |  Recycling Center |  Pastime Ace Hardware |
|  Park |  City Hall |  Grocery Store |  Pacific East Mall |  Shopping District |
|  El Cerrito Community Center |  Post Office |  Cerrito Theater |  El Cerrito Plaza | |



Safe Strides San Pablo Avenue Project Locations + Destinations

California Department of Transportation

DISTRICT 4
P.O. BOX 23660, MS-1A | OAKLAND, CA 94623-0660
(510) 286-5900 | FAX (510) 286-6301 | TTY 711
www.dot.ca.gov



March 17, 2026

Yvetteh Ortiz
Public Works Director / City Engineer
10890 San Pablo Avenue
El Cerrito, CA 94530

Dear Ms. Ortiz:

The California Department of Transportation (Caltrans) District 4 understands that City of El Cerrito (City) is applying to West Contra Costa Transportation Commission (WCCTC)'s Subregional Transportation Mitigation Program Cycle 3 for the San Pablo Avenue Safety Project (Project) on State Route 123, also known as San Pablo Avenue (Ave).

The Project will construct midblock crossing at Avila Street with applicable Pedestrian Traffic Control Devices (PTCD) and add applicable PTCDs at Portola Ave and Waldo Ave existing uncontrolled crosswalks, to the extent feasible within the available budget.

The Project is aligned with Caltrans goals to provide complete streets improvements to enhance safety and multimodal accessibility for all users. If awarded WCCTC funding, Caltrans would serve as Implementing Agency through a reimbursement Cooperative Agreement and would be responsible for project development, consistent with applicable State procedures and standards. The City will work with Caltrans to further develop their Project which may require encroachment permits for any improvements within the State Right of Way. This letter does not constitute a financial commitment of State-administered transportation funds.

Sincerely,

A handwritten signature in blue ink that reads 'Haleh Hakimi'.

HALEH HAKIMI
Project Manager
California Department of Transportation, District 4

Cc: Ron Kiaaina, Caltrans District Division Chief, Program Project Management - East
Jarrett Mullen, City of El Cerrito, Sustainable Transportation Program Manager

Attachment #3



Safe Strides San Pablo Avenue
Project Locations + MTC Equity Priority Communities

March 17, 2026

Jarrett Mullen
City of El Cerrito
10890 San Pablo Avenue
El Cerrito, CA 94530

RE: STMP Cycle 3 — Authorization for El Cerrito to Apply Under Project 12

Dear Jarrett:

The West Contra Costa Transportation Commission (WCCTC) acknowledges the City of El Cerrito's interest in applying for STMP Cycle 3 funds as an implementing agency for Project 12, San Pablo Avenue Transit Corridor Improvements. Per the 2019 STMP Project List, WCCTC is listed as Project 12's sponsor. This letter serves as concurrence for El Cerrito to apply for eligible transit and/or multimodal improvements consistent with Project 12. Please note that this authorization reflects sponsorship concurrence only and does not constitute a preference for El Cerrito's application as part of the competitive review process.

Sincerely,



John Nemeth
Executive Director, WCCTAC

STMP Cycle 3 Required Summary Project Information Form

1. **STMP Project ID# (include sub-category if relevant):** 10
2. **Relevant STMP Project Name (as it appears on Project List):**
Hercules Regional Intermodal Transportation Center
3. **Agency’s Project Name (if different):** Hercules Hub Multimodal Station
4. **Amount of STMP Funds Requested:** \$3,000,000
5. **Total Estimated Project Cost:** \$158,383,000
6. **Phase/Use of Funds Requested (Select all that apply):**

PS&E X ROW Acquisition X Construction Management Construction
 Other:

7. Brief Summary Description (2-3 sentences):

The proposed project will fund Project Development (PD)—preliminary engineering and environmental re-evaluation—and Final Design activities for a new Capitol Corridor intercity passenger rail station—Hercules Hub—in the City of Hercules (City), East San Francisco Bay Area. The constructed project will enhance regional multimodal connectivity to support mode shift from single occupancy vehicle trips to intercity rail, bus transit, and future ferry for residents of Hercules and nearby communities. In order to complete this important project, the City is pursuing federal funds. The requested STMP funds will serve as a local match to leverage federal dollars to facilitate completion of the Project Development and Final Design phases.

8. **Agency Name:** City of Hercules
9. **Contact Name:** Glenn Dombeck, P.E.
10. **Contact Email:** gdombeck@herculesca.gov
11. **Contact Phone #:** (510)799-8241
12. **Schedule and Cost (include month, year and amount of STMP Funds to be used):**

Phase	Begin Date (Month & Year)	End Date (Month & Year)	Amount of STMP Funds Requested	Amount of Other Secured Funding	Remaining Funds Needed	Total Cost by Phase & Grand Total
PS&E	1/15/2024	6/30/2031	\$2,850,000	\$8,015,000	\$10,096,000	\$20,961,000
ROW Acquisition	3/25/2027	10/31/2031	\$150,000	n/a	\$600,000	\$750,000
Construction Management	11/1/2031	5/30/2033	n/a	n/a	\$39,086,000	\$39,086,000
Construction	11/1/2031	5/30/2033	n/a	n/a	\$97,586,000	\$97,586,000
Other:						
Project Opens	6/1/2033					
Total			\$3,000,000	\$8,015,000	\$147,368,000	\$158,383,000



March 16, 2026

Dear Executive Director Nemeth,

The City of Hercules is very excited about the opportunity to advance the Hercules Hub made possible through WCCTAC's administration of the Subregional Transportation Mitigation Program (STMP). The Hub, formerly referred to as Regional Intermodal Transportation Center (RITC), will fulfill the goals and objectives of the Program by creating a regional, state-of-the-art transportation center situated in a transit-oriented village just a short trip from I-80 and SR-4 (refer to Figure 1 and Attachment 1). The Hub improves the alternative modes network by connecting thousands of housing units with a new train stop along the Capitol Corridor, WestCAT bus routes, bicycle and pedestrian pathways, and ferry service. Because of its proximity to neighboring disadvantaged communities, the Project has broader regional significance and benefits to nearby communities. The project aims to shift dependency from single occupancy vehicle trips to intercity rail, ferry, and bus transit trips that are safe, reliable, and sustainable for residents of Hercules and nearby disadvantaged communities. In addition to significantly reducing vehicle miles traveled (VMT), congestion, and greenhouse gas (GHG) emissions over two of the region's most congested highways (I-80 and SR-4), the Project also improves commuter safety via mode shift.



Figure 1: Future Site of the Hercules Hub

The project has been in development since the 1990s. As funds became available, the City has constructed initial phases of the project and has invested \$46M to date on work that supports the project. Because the funding shortfall for the final phases has made the completion of the Project a challenge, the City has been submitting federal grant applications as a means to engage the Federal Railroad Administration as a project partner. In order to secure federal funding, the City—through its local and state partners—must provide a 20% match. Given the benefit to West County and the scale of such an impactful project, the City of Hercules is respectfully requesting \$3 million in STMP funding for the Hercules Hub in order to provide the necessary match in advancing the Project

Development and Final Design phases under the category of “Transit and Station-Related Improvements.” For more information on the Hub, please visit: <https://theherculeshub.com/>



Figure 2: Completed and Remaining Project Components

Hercules has successfully implemented a phased approach to building the Hub, which is identified as Project No. 10, “Hercules Regional Intermodal Transportation Center,” on the 2019 STMP Updated Project List. To date, the City has constructed the Bay Trail East, Path-to-Transit, and Bay Trail West phases and initiated the track and station design in support of the project (refer to Figure 2). Approximately \$158.4 million is needed to complete the design and construction of the remaining phases of the Hub, which include the realignment of tracks, a new track bridge over Refugio Creek, installation of railroad signals, a new platform with pedestrian overcrossing, a new station plaza, bus circulation area, remaining restoration of Refugio Creek, and relocation of utilities. Track improvements will result in freight mobility and safety; other site enhancements such as retaining walls and fencing will prevent unauthorized trespass and improve safety to an area that had two fatalities over the last 11 years.

Securing \$21.7 million in funding for the final design and ROW phases has become a top priority for the City. Because of its proximity to transit-oriented developments (see Attachment 2), the Hub is a competitive project that aligns with state and local legislative funding priorities for creating walkable, mixed-use communities, boosting economic activity, and addressing climate change. Additionally, several disadvantaged communities as designated by the state (SB 535) and the region (MTC’s Equity Priority Community) will benefit from its proximity to the future station: Rodeo, Tara Hills, Pinole, Richmond, and Vallejo (as shown in Attachments 3 and 4). Potential benefits extend to other Contra Costa County commuters (e.g., Martinez, Bay Point, Pittsburg, Antioch) along SR-4, many of whom may reside in state designated disadvantaged communities as shown in (Attachment 3).

The City has been actively pursuing state and federal funds for the final design with some success. In 2023, the Hub was awarded \$2.4 million in Transit and Intercity Rail Capital Program (TIRCP) funds

through a joint application with Capitol Corridor Joint Powers Authority (CCJPA). When Hercules applied for the FY 22-23 cycle of the Federal State Partnership for Intercity Rail–National (FSP-National) grant, the TIRCP funds were planned as the match. However, because the Hub was not awarded the FY 22-23 cycle of the FSP-National grant and the TIRCP funds must be expended by June 2027, the City must now acquire new match funds for the FY 24-25 FSP-National grant which is scheduled to be awarded in summer/fall 2026.

If the Hub were to be awarded the grant, the requested \$3 million in STMP funds will be used at the time of award as the local match to leverage over 7 times its value to fully fund the completion of project development and final design of the Hub. In addition, the funds would be used to advance project development and final design, which will provide the approvals necessary to support the construction of the train stop element of the Hercules Hub and a preliminary assessment for the location of the ferry terminal. While the design work has already been initiated, the City is strategically preserving most of the anticipated STMP funds to use as the required local contribution when the FSP-National grant is awarded. Whether the full request (or a portion) of FSP-National grant amount is awarded, the City will be ready to resume the final design phase.

Advancing the project through the final design is essential to being competitive for construction phase funding and ultimately the completion of the Hub. The Hub and its surrounding communities will be a model for successful transit-oriented communities in the Bay Area. Funding from WCCTAC’s STMP Program throughout the years has played a critical role in delivering this project, and Hercules is confident that the Hub will be of tremendous benefit to the region and is pleased to be a part of meeting regional needs by hosting this facility.

Sincerely,



Dante Hall
City Manager

Cc: Glenn Dombeck, Public Works Director/City Engineer

Attachments:

- 1. Project Location Map
- 2. Transit Oriented Development
- 3. SB 535 Disadvantaged Communities (2022 Update)
- 4. MTC Equity Priority Communities
- 5. Hercules Hub Fact Sheet

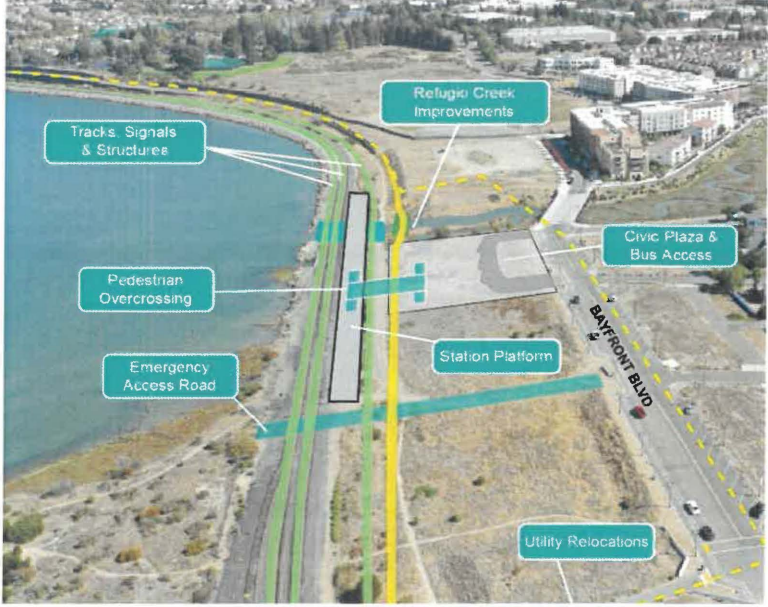


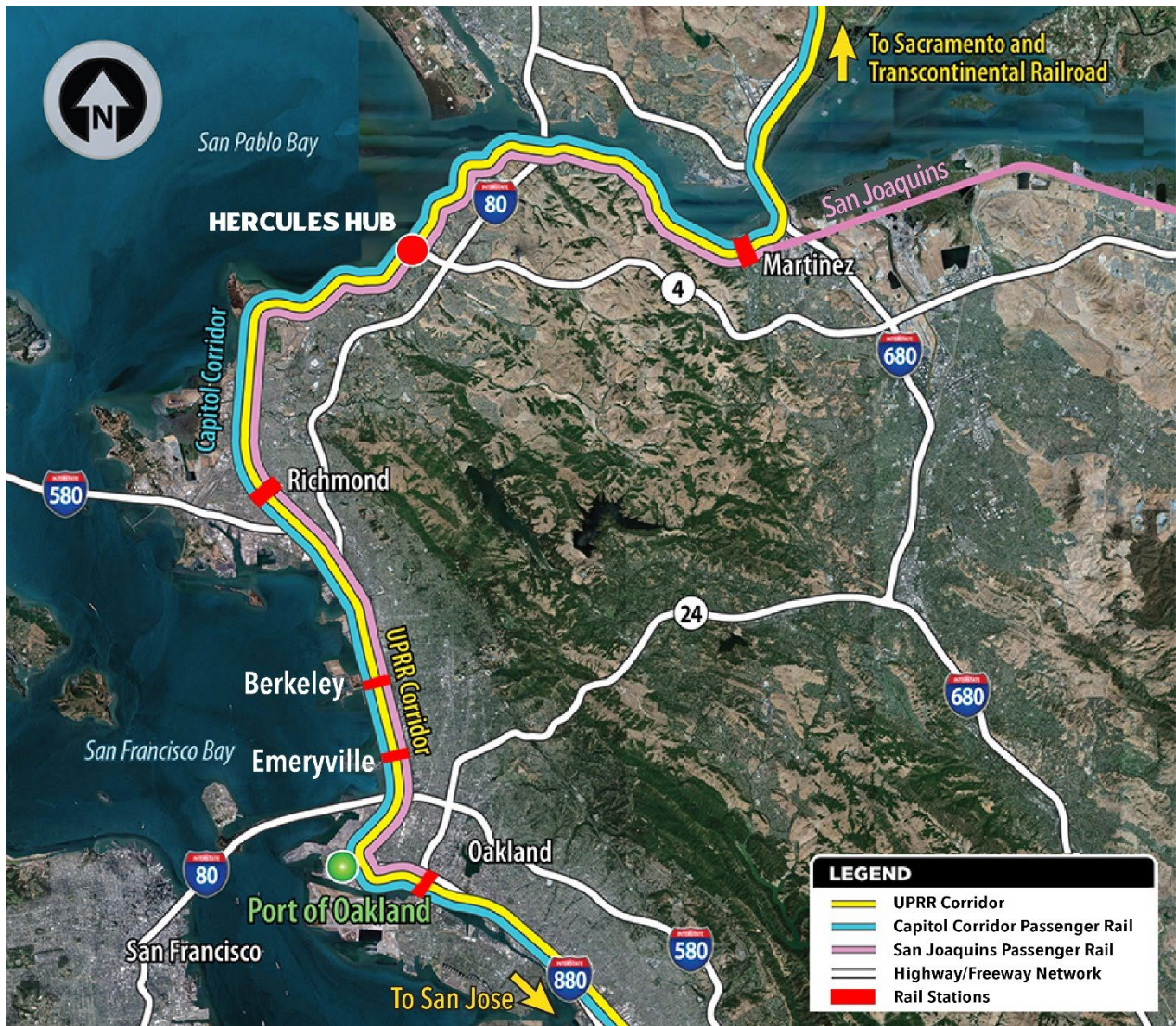
Figure 3: Train Stop Elements and Ferry Terminal



Attachments



ATTACHMENT 1 – Project Location Map



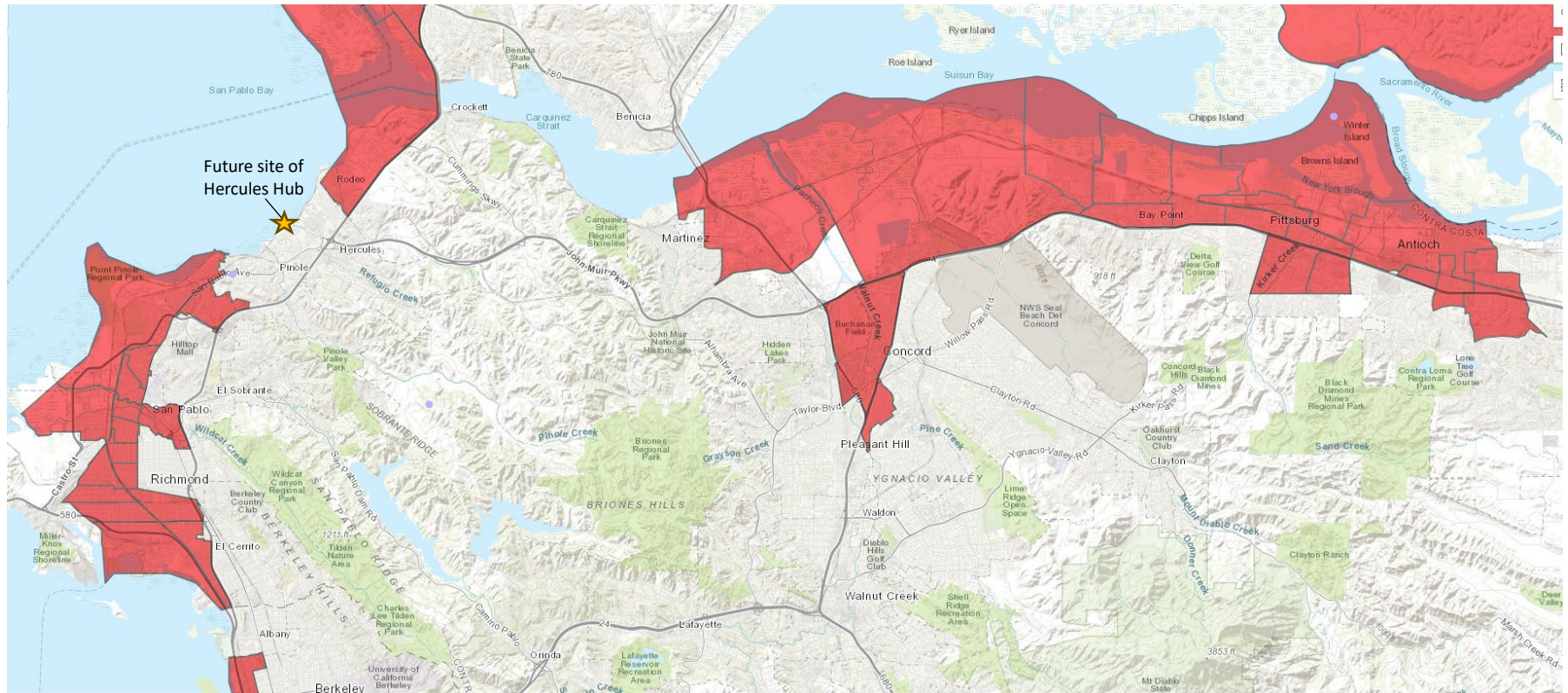


ATTACHMENT 2 – Transit Oriented Development



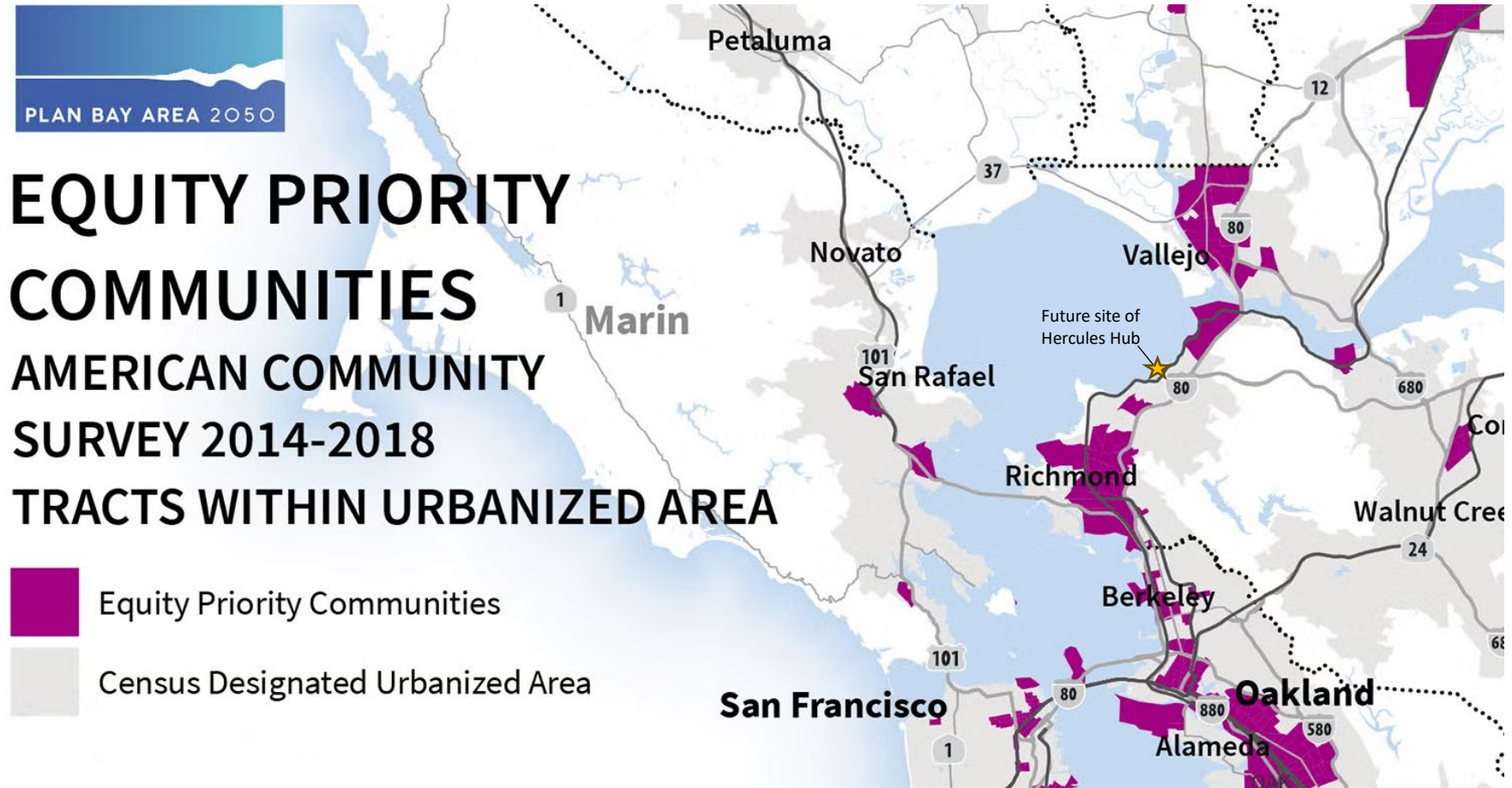


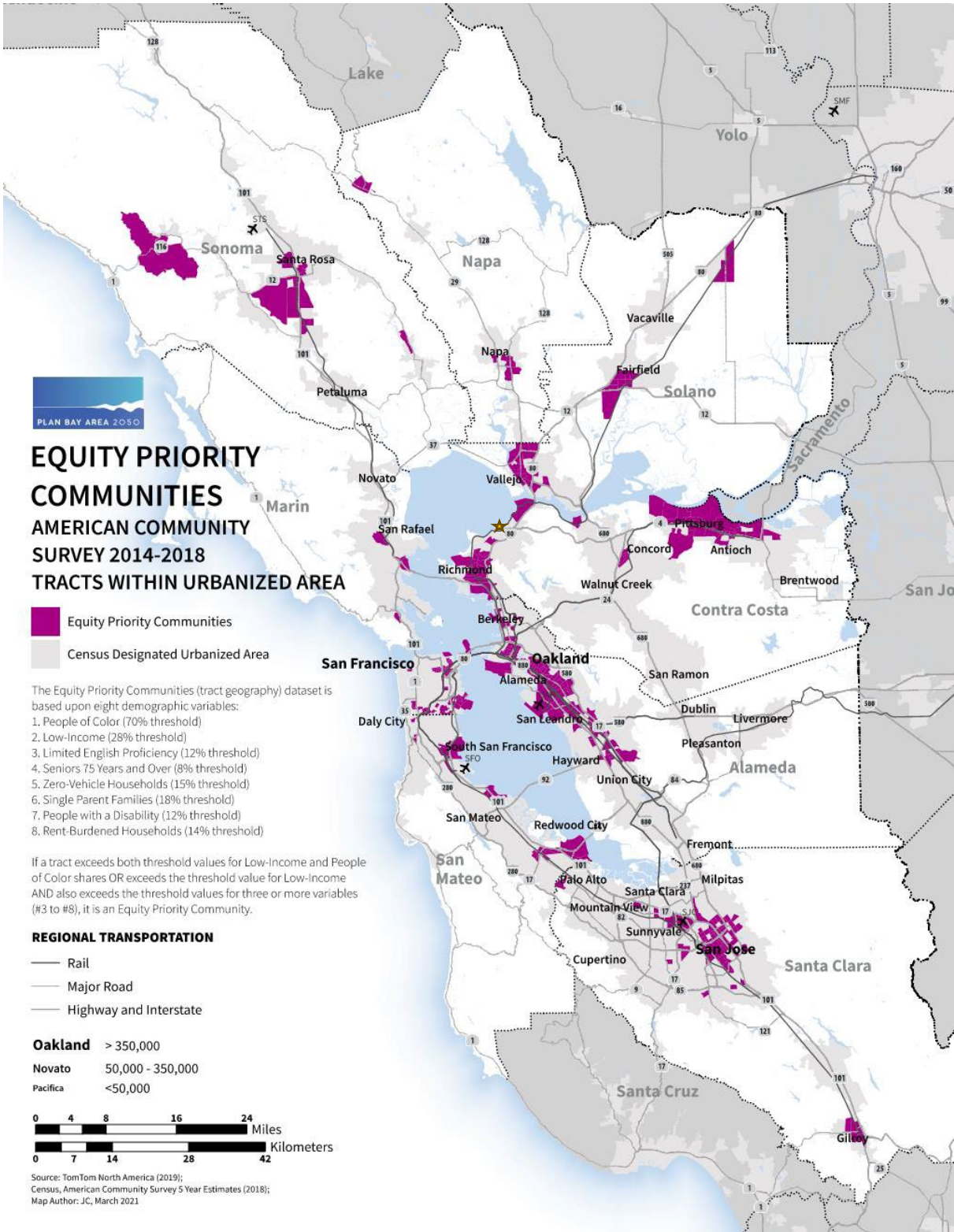
ATTACHMENT 3 – SB 535 Disadvantaged Communities





ATTACHMENT 4 – MTC Equity Priority Communities







ATTACHMENT 5 – Hercules Hub Fact Sheet



THE HERCULES HUB: CONNECTING AMERICAN FAMILIES WITH MODERN TRANSIT

The Hercules Hub—a new train stop—will connect thousands of residents to the existing state-supported Capitol Corridor passenger rail route. This train station is essential to the Bay Area, which supports growing American families by integrating housing and businesses with transportation.



PRIME LOCATION FOR NEW INTERCITY PASSENGER RAIL

- The new Hercules train stop will boost ridership on the Capitol Corridor and San Joaquin County rail lines and provide convenient connections to regional transit via BART.
- The Hercules Hub is located within a ¼ mile of one of California’s largest planned transit-oriented developments (TOD), bringing direct passenger rail access to future construction of up to 1,000 residential units and 165,000 sq. ft. of retail, commercial, and industrial office space.
- In addition to a train stop, additional transportation options will include bus and future ferry terminals.
- North Shore Business Park, home to Bio-Rad Laboratories (with over 1,000 employees), is within half a mile of the Hercules Hub along the Bay Trail.



ADDRESSING ECONOMIC IMPACTS OF REGIONAL CONGESTION

Bay Area working families rely on region-wide and trans-bay commuting, but traffic congestion remains a top concern, impacting productivity and economic growth.

- SF-Oakland commuters lose 134 hours annually to traffic congestion, which is the second worst in the nation.* While hybrid work has shifted when people travel, total delay hours continue to reach a record high in top-tier markets like the Bay Area.
- Increased commute times reduce productive working hours, with an average loss of \$3,326 per commuter (2024)* in San Francisco due to congestion, affecting California’s and the nation’s economy.

The Hercules Hub is positioned to alleviate regional traffic congestion by providing additional rail transportation that connects to the rest of the Bay Area.

*Source: Texas A&M’s 2025 Urban Mobility Report: <https://mobility.tamu.edu>

ABOUT CONTRA COSTA COUNTY



Hercules transformed a former brownfield (dynamite manufacturing site) into a safe, livable community with affordable, convenient transportation for working families.

- Contra Costa County (part of the San Francisco-Oakland-Hayward Metropolitan Area) is primarily suburban, with a 2021 population of 1,049,025 and a median household income of \$78,187.
- Contra Costa County families with children make up 32% of households, and the birthrate is 55.5% (2021), which is above the national average (Source: County’s 2023–2025 Community Assessment).



PROGRAM GOALS AND PRIORITIES



SUPPORTING AMERICAN FAMILIES

- The Hercules Hub will anchor a large transit-oriented community, which will improve transportation safety, housing availability, and connectivity for families in nearby communities, therefore benefitting the economy.
- WestCAT provides daily local bus service (covering 20 sq. miles) and regional service to Salesforce Transit Center in San Francisco's Financial District.
- Future plans include WETA ferry service to San Francisco and exploration of innovative transportation modes such as electric vertical take-off and landing vehicles (eVTOLs).
- The Hub is situated along the San Francisco Bay Trail, offering bicycle and pedestrian-friendly commute and recreation options.



RAIL SYSTEM RELIABILITY

- New freight train passing option improves reliability and reduces rail congestion for regional and international goods movement to/from the Port of Oakland, supporting ongoing viability of Union Pacific Railroad's 4th most congested transcontinental corridor.
- The 6,000-foot new track segment aligns with the 2020 California Freight Mobility Plan, advancing a third mainline track along the Martinez Subdivision.



SAFETY ENHANCEMENTS

- Two pedestrian trespassing fatalities in the past 11 years is prompting the following safety upgrades and monetized value:
 - o New retaining wall and fencing along the waterfront rail.
 - o Pedestrian overpass for safe access to the platform.
 - o Estimated value of reduced trespassing injuries/fatalities: \$12.99 million over the project's life.
- Track curvature improvements will increase operational safety.
- Regional transit options will relieve congestion and increase commuter safety on I-80 and SR-4, reducing traffic accidents and fatalities.



Cycle 3 – Subregional Transportation Mitigation Program (STMP) Summary Project Information Form

1. STMP Project ID# (include sub-category if relevant): 4 - 3)

Federal Project #: STPL - 5126 (022)

City of Pinole CIP Project #: RO1902

2. Relevant STMP Project Name (as it appears on Project List):

Bay Trail Gap Closure (Other Bicycle and Pedestrian-Focused Improvements)

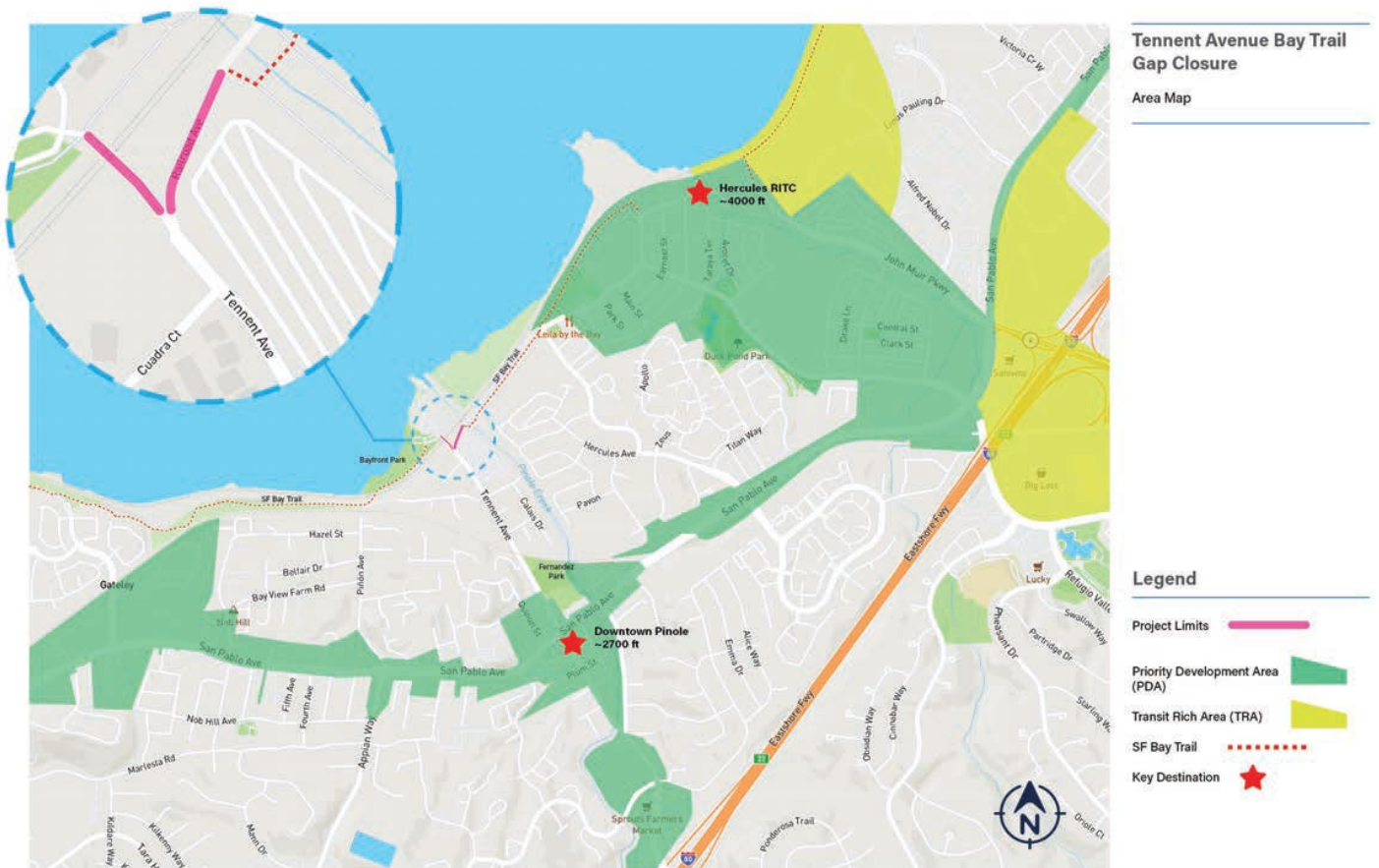
3. Agency's Project Name (if different):

Tennent Avenue / San Francisco Bay Trail Railroad Crossing Gap Closure Project

Project Location & Priority Development Areas

Trail start: 38.011944, -122.296389

Trail end: 38.012222, -122.294722





Alignment of Improvements Across the UPR Railroad Tracks and along Railroad Avenue



Aerial Photo of the Regional Bay Trail, the UPR Tracks, and the Pinole Creek Trail Alignments

4. Amount of Cycle 3 - STMP Funds Requested: \$700,000

5. Total Estimated Project Cost: \$3,065,000

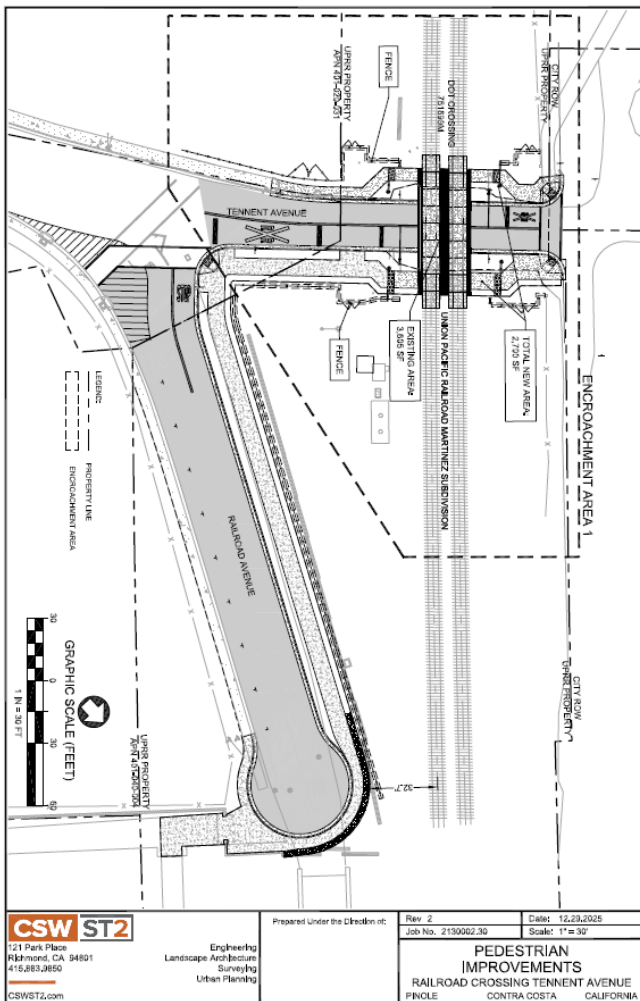
Previously Awarded: \$1,765,000 (consisting of \$1,020,000 OBAG funds and \$745,000 STMP funds).

It should be noted that the City requested Federal-State Partnership for Intercity Passenger Rail Program (FSP) funds to close the funding gap for constructing improvements at the Union Pacific Railroad (UPR) tracks crossing (Area 1 shown below).

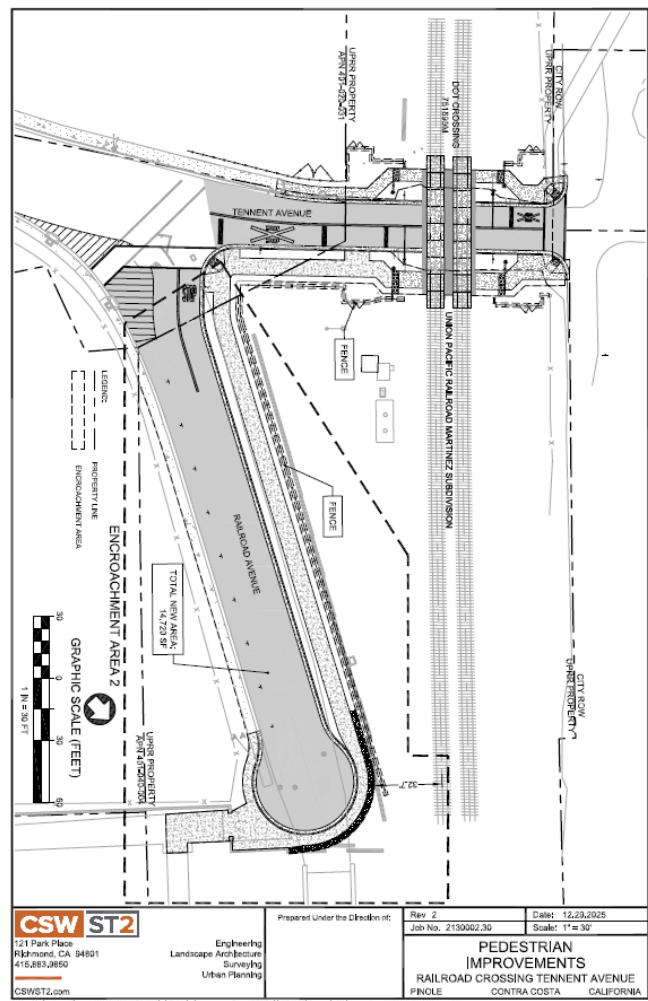
6. Phase/Use of Funds Requested (Select all that apply): PS&E ROW Acquisition Construction Management Construction Other:

This request for STMP funds in the amount of \$700,000 to be dedicated to construction management and construction of improvements along Railroad Avenue (Shown as Area 2 below) to be implemented/managed by the City of Pinole.

The Project's costs increased last year as a result of the higher than previously estimated costs of encroachment agreement/right-of-way access, traffic control, construction, and construction management within the UPR railroad crossing area. Work will be performed under two separate Encroachment Agreements with UPR, **with improvements in Area 2 implemented as Phase 1 in 2026 and improvements in Area 1 implemented as Phase 2 in 2027.**



Area 1 Boundaries: UPR Tracks Crossing Area



Area 2 Boundaries: Improvements along Railroad Avenue

7. Brief Summary Description (2-3 sentences):

The Tennent Avenue / San Francisco Bay Trail Railroad Crossing Gap Closure Project addresses a documented high-risk at-grade crossing on the Union Pacific Railroad Martinez Subdivision in the City of Pinole. The crossing carries approximately 56 trains per day, including intercity passenger rail service, and has a history of severe safety incidents, including five pedestrian fatalities since 2010, at a location with heavy pedestrian and bicycle use.

Regional Multi-modal Connectivity Serving Disadvantaged Communities:

The Martinez Subdivision is a major north–south rail corridor serving both freight and passenger rail operations. As noted above, the corridor supports approximately 56 trains per day, including Amtrak Capitol Corridor intercity passenger rail service, which operates between San Jose, Oakland, Sacramento, and Auburn (routes under 750 miles), all of which have designated disadvantaged communities. Passenger trains operate through the Project area at speeds of up to 40 miles per hour. The project will enhance operational safety and reliability of the train services including the commuter rail that connects the disadvantaged communities to employment destinations.

The Project also closes a critical gap in the San Francisco Bay Trail, a nationally significant regional active transportation corridor encircling San Francisco and San Pablo Bays. The Project connects approximately 22,000 linear feet of existing Bay Trail facilities to the north and south, restoring continuity for non-motorized travel across the rail corridor and improving safe access between communities, including Richmond, San Pablo, Pinole, and Hercules. These jurisdictions all have disadvantaged communities. The project's Bay Trail gap closure will provide safe, convenient and connected bicycle and pedestrian links within these communities.

Multi-modal Improvements and Associated Safety Enhancements:

The project will eliminate hazardous shared-use conditions by constructing a fully separated, ADA-compliant Class I facility across two active mainline tracks, supported by pedestrian and vehicle gates, active warning devices, lighting, signage, and fencing. These improvements will reduce exposure to train movements, channelize users to a controlled crossing, and bring the facility into compliance with modern rail safety standards. The project will also implement pedestrian sidewalks and bicycle path along with signage and marking improvements on Railroad Avenue to provide a connection to the Bay Trail and the Pinole Creek Trail. By closing a critical gap in the nationally recognized San Francisco Bay Trail, the project enhances rail safety while improving regional multimodal connectivity and system reliability.

The project includes approximately 600 linear feet of new Class I facility that directly connects to 22,000 linear feet of existing Bay Trail, transforming a discontinuous and unsafe crossing into a continuous, off-street regional active transportation corridor. As noted above, this rail corridor is heavily used with approximately 56 trains per day, including 44 passenger trains (Amtrak) operating at speeds of up to 40 mph. Despite relatively low vehicular traffic volumes, the crossing experiences heavy pedestrian and bicycle activity due to its role as part of the Bay Trail. Documented counts show approximately 353 pedestrian trips and 106 bicycle trips per day, with peak period volumes of 205 pedestrians and 67 cyclists in the afternoon alone. Pedestrians and bicyclists must currently cross two active mainline railroad tracks without adequate separation, warning devices, or channelization while sharing the roadway with vehicles, resulting in extended exposure to train movements and safety risks. Police records indicate five pedestrian fatalities in the vicinity of the crossing since 2010, underscoring the severity of the safety risk and the urgent need for comprehensive crossing improvements that address both rail and roadway conflicts.

Project Phase and Value of STMP Funding Request to Advance the Project:

The project is currently in Final Design, with 90 percent plans completed. General Order 88-B approval has been secured from the California Public Utilities Commission and Union Pacific Railroad, and the City is coordinating with the Caltrans Office of Local Assistance to finalize the NEPA clearance. Environmental readiness is documented in the completed Preliminary Environmental Screening. Upon receipt of the

additional STMP funding, the City can proceed with implementation of improvements along Railroad Avenue without delay and without waiting for additional federal funds. By advancing this shovel-ready project with secured approvals and committed funding, the City of Pinole is well positioned to deliver bicycle and pedestrian facilities that will improve safety conditions and accessibility for local and regional users.

The project delivers qualitative accessibility and connectivity benefits. The new Class I facility provides a minimum 8-foot-wide, ADA-compliant crossing that improves access for people with disabilities, older adults, and families. Closing this gap restores continuity along the nationally recognized San Francisco Bay Trail, enhancing regional connectivity between Richmond, San Pablo, Pinole, and Hercules and supporting safe access to transit, recreation, and employment including access to the disadvantaged communities within Pinole and neighboring jurisdictions.

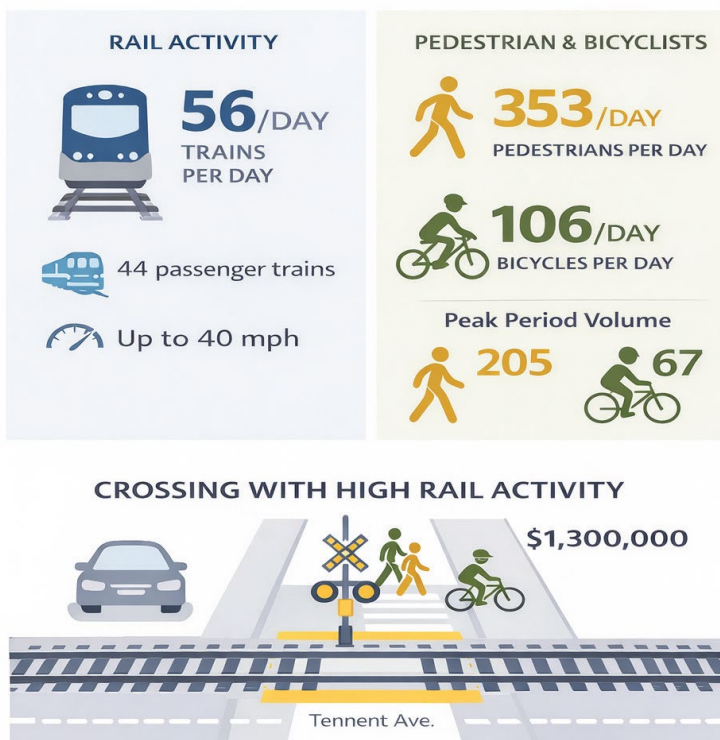
City Responsibility and Community Support:

The City will continue to manage the project through final design completion, right-of-way activities, construction, and closeout, coordinating closely with Union Pacific Railroad, the California Public Utilities Commission, the WCCTA team, and Caltrans Office of Local Assistance. Technical work will be performed by qualified engineering and construction professionals with demonstrated experience in railroad crossing improvements and active transportation infrastructure, thereby ensuring the project will be delivered on schedule and within budget. Following project completion, the City of Pinole will assume responsibility for the use and maintenance of the non-railroad project elements, including the Class I path, pedestrian sidewalks, and other associated improvements.

It should be noted that this project is supported on the local and regional levels including support by the City of Pinole City Council, City of Hercules, Contra Costa Health, Capital Corridor Joint Powers Authority, West Contra Costa Unified School District, Rails to Trails Conservancy, Friends of the Pinole Creek Watershed, Save the Bay, and the East Bay Regional Park District.



Drone footage of the project site and The San Francisco Bay Trail connection.



Current Conditions: Pedestrians and bicyclists cross two active mainline tracks while sharing the roadway with vehicles.



Above two photos show connections to the San Francisco Bay Trail and the Pinole Creek Trail at the southeast limit of the project.



Above two photos show connections to the San Francisco Bay Trail and the Pinole Bay Park at the northwest limit of the project.



Above two photos show Railroad Avenue, alignment of the bicycle and pedestrian improvements with connection to the bicycle/pedestrian bridge, Bay Trail, and Pinole Creek Trail at the easterly limit.



Existing at-grade railroad crossing with no designated safety zone for accommodating bicycle and pedestrian crossings.

8. **Agency Name:** City of Pinole

9. **Contact Name:** Heba El-Guindy

10. **Contact Email:** helguindy@pinole.gov

11. **Contact Phone #:** 510-418-7415

12. **Schedule and Cost (include month, year and amount of STMP Funds to be used):**

Phase	Begin Date (Month & Year)	End Date (Month & Year)	Amount of STMP Funds Requested	Amount of Other Secured Funding	Remaining Funds Needed	Total Cost by Phase & Grand Total
PS&E	2022	April 2026				
ROW Agreements	2025	June 2026				
Construction Management	July 2026	December 2026 (Phase 1) August 2027 (Phase 2)	\$50,000 For Phase 1			
Construction	July 2026	December 2026 (Phase 1) August 2027 (Phase 2)	\$650,000 For Phase 1			
Other:				\$1,020,000 OBAG \$745,000 STMP	\$600,000 FSP for Phase 2	\$3,065,000 Details in below table
Project Opens		September 2027				

Project Cost Details (Phase 1 & Phase 2)

Description	Quantity	Unit	Unit Cost	Cost
BUDGET				
Mobilization	1	LS	\$ 93,375	\$ 93,375
Traffic Control	1	LS	\$ 23,500	\$ 23,500
Railroad Flagging	15	DAY	\$ 2,500	\$ 37,500
Water Quality	1	LS	\$ 10,000	\$ 10,000
Clear and Grub	15,000	SF	\$ 2	\$ 24,750
Fine Grading	10,000	SF	\$ 4	\$ 40,000
Soil Export	600	TON	\$ 120	\$ 72,000
Remove Asphalt	4,000	SF	\$ 4	\$ 16,000
Mill	25,000	SF	\$ 1	\$ 22,500
Asphalt Repair	600	SF	\$ 35	\$ 21,000
Pavement Fabric	3,000	SY	\$ 5	\$ 15,000
Asphalt Overlay	600	TON	\$ 150	\$ 90,000
Concrete Curb and Gutter	900	LF	\$ 45	\$ 40,500
Concrete Hardscape	8,000	SF	\$ 32	\$ 256,000
Decomposed Granite	3,000	SF	\$ 6	\$ 18,000
Chain Link Fence	600	LF	\$ 45	\$ 27,000
Vehicle Gate (Swing)	5	EA	\$ 10,000	\$ 50,000
Curb Inlet	1	EA	\$ 5,000	\$ 5,000
18" RCP	30	LF	\$ 800	\$ 24,000
Convert Inlet to Junction Structure	1	EA	\$ 8,000	\$ 8,000
Utility Adjustment - City	1	LS	\$ 3,000	\$ 3,000
Street Light	4	EA	\$ 12,000	\$ 48,000
Electrical Conduit and Conductor	600	LF	\$ 95	\$ 57,000
Lines and Marking	1	LS	\$ 20,000	\$ 20,000
Regulatory/ Warning Signs	10	EA	\$ 500	\$ 5,000
Total 2026 Phase 1 Construction Costs:				\$ 1,027,125
Project Development Costs				
Design				\$ 115,000
Right of Way UPRR Agreement and Phase 2 Rail Crossing Construction Costs				\$ 1,400,000
Construction Support				\$ 123,255
Subtotal				\$ 1,638,255
Total Development Cost				\$ 2,665,380
15% Contingency				\$ 399,807
Total Project Development Cost				\$ 3,065,187

STMP Cycle 3 Required Summary Project Information Form

1. **STMP Project ID# (include sub-category if relevant):** 14c
2. **Relevant STMP Project Name (as it appears on Project List):** Richmond BART Pedestrian & Bike Safety and Access Improvements: Enhancements on streets surrounding BART Station to improve station access and safety, including pedestrian lighting, widened sidewalks, improved crosswalks, signal timing adjustments, wayfinding and signage, and upgraded bicycle facilities.
3. **Agency's Project Name (if different):** Barrett Avenue Improvement Project
4. **Amount of STMP Funds Requested:** \$311,931
5. **Total Estimated Project Cost:** \$2,395,931
6. **Phase/Use of Funds Requested (Select all that apply):** Construction
7. **Brief Summary Description (2-3 sentences):** The City of Richmond's Local Roadway Safety Plan identifies Barrett Avenue between Harbour Way and 25th Street as a priority corridor for safety improvements. This 0.85-mile segment serves a mixed-use area and provides key access to/from the Richmond BART and Amtrak station. The Barrett Avenue Improvement Project will enhance safety and multimodal access through a road diet with a two-lane road and a center left-turn lane, widened sidewalks, separated bicycle lanes and upgraded pedestrian crossings.
8. **Agency Name:** City of Richmond
9. **Contact Name:** Hillal Hamdan
10. **Contact Email:** Hillal_Hamdan@ci.richmond.ca.us
11. **Contact Phone #:** (510) 621-1612

12. Schedule and Cost (include month, year and amount of STMP Funds to be used):

Phase	Begin Date (Month & Year)	End Date (Month & Year)	Amount of STMP Funds Requested	Amount of Other Secured Funding	Remaining Funds Needed	Total Cost by Phase & Grand Total
PS&E	January 2025	December 2026				
ROW Acquisition	NA	NA				
Construction Management	January 2027	January 2028				
Construction	January 2027	January 2028	\$311,931	\$1,155,600 (HSIP) \$128,400 (Local) \$800,000 (AHSC)	\$0	\$2,395,931
Other:	NA	NA				
Project Opens	February 2028					



March 18, 2026

West Contra Costa Transportation Commission
6333 Potrero Ave, Suite 100,
El Cerrito, CA 94530

RE: STMP Letter of Interest for Barrett Avenue Improvement Project Grant Submittal

Dear Mr. Nemeth and Ms. Greenblat,

Please see the information below for the STMP letter of interest related to the City of Richmond's Barrett Avenue Improvement Project.

Project Description: The City of Richmond's Local Roadway Safety Plan identifies Barrett Avenue between Harbour Way and 25th Street as a priority corridor for safety improvements. This 0.85-mile segment serves a mixed-use area and provides key access to/from the Richmond BART and Amtrak station, housing, employment, healthcare and Downtown Richmond. The Barrett Avenue Improvement Project will enhance safety and multimodal access through a road diet with a two-lane road and a center left-turn lane, widened sidewalks, separated bicycle lanes and upgraded pedestrian crossings. The Barrett Avenue Improvement Project is consistent with the following plans and is the result of a comprehensive community outreach process:

- Safe Trips to BART: An Action Plan for Safer Roadways (BART, 2025)
- Richmond Bicycle and Pedestrian Action Plan (2023)
- Richmond Local Roadway Safety Plan (2022)
- Richmond Area Community-Based Transportation Plan (2020)
- Richmond First Mile/Last Mile Transportation Strategic Plan (2019)
- Richmond General Plan (2012)
- Richmond Pedestrian and Bicycle Master Plans (2011)

Improvements to Alternative Mode Networks: Richmond's Local Roadway Safety Plan identifies Barrett Avenue as a high-injury corridor in the City of Richmond with 109 crashes in a five-year period between 2015 and 2019 including four fatal or serious injury (KSI) collisions - two of which involved people walking or bicycling. The Barrett Avenue Improvement Project will improve alternative modes as follows:

- **Upgrades bicycle lanes**, which reduce bicycle crashes up to 53 percent according to the Federal Highway Administration (FHWA) Proven Safety Countermeasures;
- **Installs a road diet**, which reduces crashes up to 47 percent according to FHWA, shortens pedestrian crossing distances, improves visibility of pedestrians crossing the street, reduces vehicle speeds and crash severity and allows for protected left turns at signalized intersections;
- **Adds high-visibility crosswalks**, which reduce pedestrian injury crashes up to 40 percent according to FHWA; and
- **Constructs medians with marked crosswalks**, which reduce pedestrian crashes up to 46 percent according to FHWA.

Project Map: Barrett Avenue between Harbour Way and 25th Street (0.85-mile segment) as shown below.



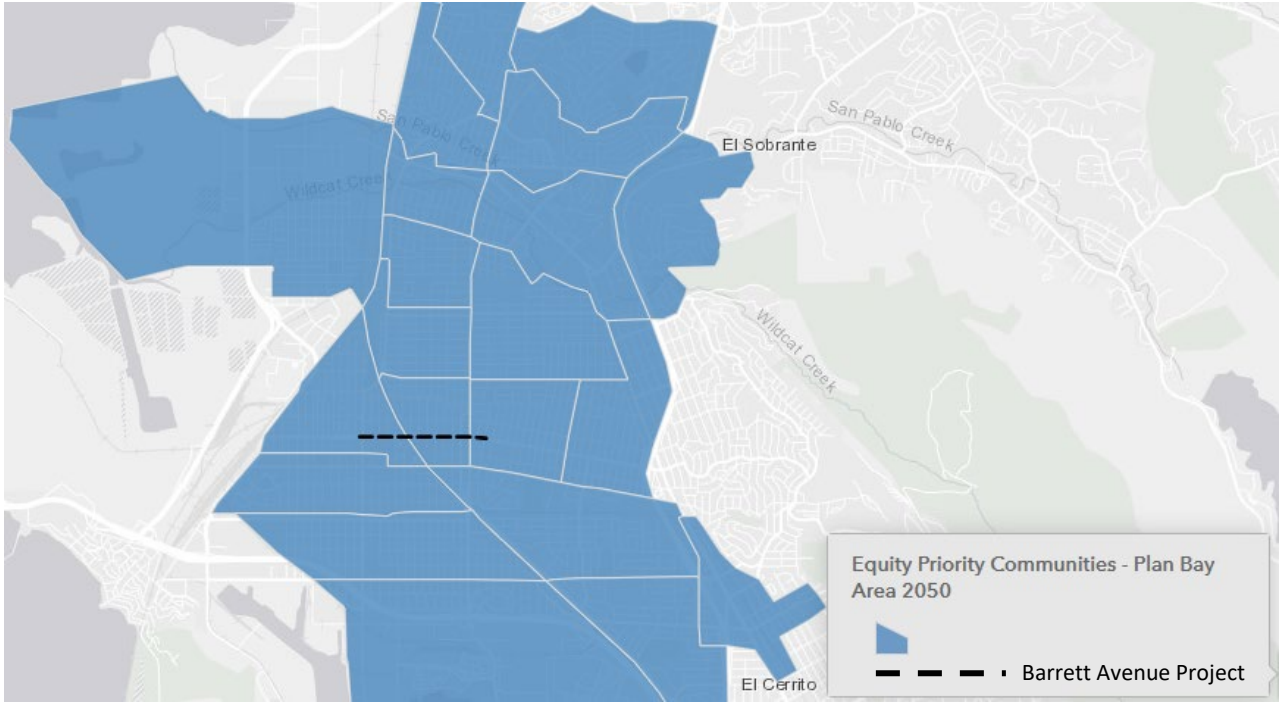
Current Readiness: The consultant and City staff team is advancing the project to 90 percent design with the 65 percent design drawings completed. Construction is anticipated to begin in January 2027 and is expected to last approximately one year with completion targeted for January 2028.

Funding Sources: The secured and proposed funding sources, including the STMP grant request, are summarized below. The total project cost is based on the estimate developed at the 65 percent design stage and includes a 20 percent contingency to account for signalization components and other unforeseen costs.

Funding Sources	Amounts
HSIP Grant (secured)	\$1,155,600
HSIP Local Match (secured)	\$128,400
AHSC Grant (secured)	\$800,000
STMP Grant Request	\$311,931
Total Funding with STMP Request	\$2,395,931

STMP Funding Purpose: The STMP funding request will close the remaining funding gap.

Benefits Disadvantaged Community: Barrett Avenue is located within three Metropolitan Transportation Commission Equity Priority Community Census tracts, which have significant concentrations of underserved populations in need of improved transportation, housing and services as shown in the map below. Residents in these disadvantaged communities are on average 50 percent low-income and 90 percent people of color. The project will benefit these populations by providing safer and more reliable travel options within their neighborhoods and to/from the BART and Amtrak station, which increases regional connectivity, and provides improved access to employment, education, healthcare and recreation.



Thank you for your time in reviewing this Barrett Avenue Improvement Project STMP grant submittal. If you have any questions about this STMP grant submittal, please feel free to contact me at Hillal_Hamdan@ci.richmond.ca.us or (510) 621-1612 or Gail Payne, Senior Transportation Planner at Gail_Payne@ci.richmond.ca.us or 510-620-6716.

Sincerely,

Hillal Hamdan 3/18/2026

Hillal Hamdan
Senior Civil Engineer
City of Richmond



March 17, 2026

John Nemeth
WCCTC - Executive Director
6333 Potrero Ave, Suite 100
El Cerrito, CA 94530

Subject: Subregional Transportation Mitigation Program (STMP) application for Interstate 80 (I-80) San Pablo Dam Road (SPDR) Interchange – Phase 2

Dear Mr. Nemeth:

The City of San Pablo and Contra Costa Transportation Authority (CCTA) are pleased to partner with the West Contra Costa Transportation Commission (WCCTC) in advancing the I-80 SPDR Interchange – Phase 2. This Measure J project is critical to the region, Contra Costa County, and the City of San Pablo as I-80 serves as a major regional and interregional trade corridor. SPDR is not only a gateway to the City of San Pablo, but it also serves the community of El Sobrante and many commuters that use it to bypass the Caldecott Tunnel and the MacArthur Maze.

CCTA, in partnership with the City of San Pablo and the California Department of Transportation, plan to apply for \$95 million from the upcoming cycle of Senate Bill (SB) 1 funding from the competitive Trade Corridor Enhancement Program (TCEP) and Local Partnership Program (LPP). These two fund sources require a commitment of local match of \$39 million. CCTA plans to seek board approval to pre-commit its share of the upcoming cycle of State Transportation Improvement Program (STIP) funds in the amount of \$35 million for this important project.

Without the requested \$4 million in STMP funds, CCTA will not be able to apply for SB1 as it cannot demonstrate the commitment of the full local match to the project. Therefore, it is imperative that our West County region supports this important regional transportation project to better position it for critically needed State funding.

The I-80 SPDR Interchange, built in the 1950s, has outlasted its useful design life. The project will reconstruct the existing I-80/SPDR Interchange and improve pedestrian and bicycle facilities across I-80. It will eliminate the recurrence of truck strikes of both the overcrossing and bridge support columns by raising the vertical clearance of the current SPDR overcrossing and removing existing bridge support columns which block outside freeway shoulders. These comprehensive transportation enhancements will significantly improve traffic safety, reduce the frequency of

deadly accidents, and contribute to better circulation and decreased congestion throughout the West County region.

When completed, the project will allow all trucks to safely pass through the area resulting in decreased collisions, injuries, and congestion as well as improved freight reliability, velocity, and throughput of regional and interregional commerce along this critical Interstate trade corridor. The provision of standardized sidewalks and bike lanes as part of the Project will also reduce potential conflicts between vehicles and residents of this MTC designated Equity Priority Community.

For over 20 years, San Pablo and CCTA officials have been extensively involved in the planning of this key project for the West County region. Each year of delay significantly raises costs, making completion unlikely in the next few years without additional significant local and regional funding. Furthermore, the City of San Pablo plans to augment its financial contribution for Phase 2 to cover cost increases during construction, consistent with its previous \$3 million contribution provided during Phase 1 construction and \$0.22 million contributed in December 2025 for Phase 2 design. Nevertheless, securing SMTP funding remains essential to advancing this project from the region for State funding.

Please accept our application requesting \$4 million in STMP funds for the reconstruction of the I-80 SPDR interchange – Phase 2 for our West County region.

Thank you.

Sincerely,



Matt Rodriguez
City Manager
City of San Pablo



Timothy Haile
Executive Director
CCTA

STMP Cycle 3 Summary Project Information Form

1. **STMP Project ID:** 17
2. **Relevant STMP Project Name (as it appears on Project List):**
I-80/San Pablo Dam Road Interchange Improvements (Phase 2)
3. **Agency's Project Name (if different):** City of San Pablo, CCTA
4. **Amount of STMP Funds Requested:** \$4 million
5. **Total Estimated Project Cost:** \$160 million
6. **Phase/Use of Funds Requested:** Construction
7. **Brief Summary Description (2-3 sentences):**
Phase 2 of the Project will reconstruct the existing I-80/SPDR interchange and improve pedestrian and bicycle facilities across I-80. Specific improvements include the replacement of the existing I-80/SPDR overcrossing with a 6-lane structure with wide sidewalks and Class IV Bike Lane, which will raise the vertical clearance of the substandard overcrossing and remove the existing bridge support walls that block outside freeway shoulders; reconstruct the on- and off-ramps to SPDR, construct a new connector road on the west side of I-80 to connect SPDR to McBryde Avenue with a new bridge over Wildcat Creek; and realign Amador Street at San Pablo Dam Road.
8. **Agency Name:** City of San Pablo; Contra Costa Transportation Authority
9. **Contact Name:** Matt Brown; Hisham Noeimi
10. **Contact Email:** mattb@sanpabloca.gov; hnoeimi@ccta.ca.gov
11. **Contact Phone No:** 510.215.3061; 925-256-4731

12. Schedule and Cost (include month/year and amount of STMP Funds to be used):

Phase	Begin Date (Month & Year)	End Date (Month & Year)	Amount of STMP Funds Requested	Amount of Other Secured Funding	Remaining Funds Needed	Total Cost by Phase & Grand Total
PS&E	01/2024	06/2027	0	\$7M	0	\$7
ROW	01/2024	06/2027	0	\$19M	0	\$19M
CONSTRUCTION	03/2028	03/2030	\$4M	\$35M	\$95M*	\$134M
Project Opens	03/2030					

*CCTA Board will be requested to pre-commit \$35 million in future STIP funds in June 2026 which will be used to match funding requests of \$70 million from SB1 Trade Corridor Enhancement Program (TCEP) and \$25 million from SB1 Local Partnership Program – Competitive (LPP-C). The results of the application process will be announced in June 2027. The STMP funds are essential to meet the funding match requirement for the SB1 funds. The STMP funds will be spent starting March 2028.

INTERSTATE 80/SAN PABLO DAM ROAD INTERCHANGE IMPROVEMENTS - PHASE 2

City of San Pablo and Contra Costa Transportation Authority

Project Location:

Interstate (I) 80 is a critical regional and interregional trade corridor in the San Francisco Bay Area. The I- 80/San Pablo Dam Road (SPDR) Interchange is located in the City San Pablo in Contra Costa County, California. SPDR is a gateway to the City of San Pablo. It provides access to and from I-80 and nearby shopping and residential areas. SPDR is also a regionally significant route as it connects State Route (SR) 24 and I-80. The interchange experiences a high rate of truck collisions due to the substandard vertical clearance of the overcrossing and lack of outside shoulders on I-80. In addition, severe peak hour congestion and delays in the area are exasperated by ramp queue spill backs due to poor geometry and high volumes at the ramp intersections. Inadequate interchange spacing between SPDR and adjacent ramps at McBryde Avenue and El Portal Drive also result in poor weaving and congestion on westbound I-80. Inadequate pedestrian and bicycle facilities on SPDR hinders access across the city.



Project Scope:

Phase 2 will reconstruct the existing I-80/SPDR interchange and improve pedestrian and bicycle facilities across I-80. Specific improvements include the replacement of the existing I-80/SPDR overcrossing with a 6-lane structure with wide sidewalks and Class IV Bike Lane, which will raise the vertical clearance of the substandard overcrossing and remove the existing bridge support walls that block outside freeway shoulders; reconstruct the on- and off-ramps to SPDR, construct a new connector road on the west side of I-80 to connect SPDR to McBryde Avenue with a new bridge over Wildcat Creek; and realign Amador Street.

Project Readiness:

In June 2023, the project was awarded \$19.7 million in Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) funds to complete the design and right of way (ROW)

phases for the project. The TCEP funds were matched by \$3.8 million in Contra Costa’s share of the State Transportation Improvement Program (STIP), \$0.5 million from West County Measure J program 28b funds, and \$0.2 million from the City of San Pablo funds, and \$1.8 million in Measure J funds programmed for the project in the 2025 Measure J Strategic Plan.

The design plans are currently at the 100% stage and will be submitted to Caltrans for review in April 2026. The ROW clearance activities are well underway as offers were made to five of seven impacted private properties and negotiations are ongoing with one already completed. The remaining two properties will receive their offers in March 2026.

As part of the ROW clearance phase, utilities impacted by the project were contacted and are currently developing their own relocation plans. Utility Agreements (UAs) are expected to be executed by June 2026 so impacted utilities can be relocated before the start of the construction phase where feasible.

The project will be shovel-ready by June 30, 2027, in time for the announcement of the next cycle of SB 1 fund awards. CCTA is planning to apply for \$70 million from SB1 Trade Corridor Enhancement Program (TCEP) and \$25 million from SB1 Local Partnership Program – Competitive (LPP-C) in November 2026, which will require a local match of \$39 million. The CCTA Board will be requested to pre-commit \$35 million from its future share of STIP funds for the project, leaving \$4 million in shortfall which are requested to be funded by this STMP request. The results of the SB1 application process will be announced in June 2027. The STMP funds will be spent when construction starts in March 2028.

STMP Value to Project:

The STMP funds are essential to meet the funding match requirement for the SB1 funds.

STMP Request (CONSTRUCTION Phase Only):	\$4 million
Leveraged Funds (CONSTRUCTION Phase Only):	\$130 million
- \$70 million (SB1 - TCEP)	
- \$25 million (SB1 - LPP-C)	
- \$35 million (CCTA STIP funds)	
Projected Leverage Rate:	32.5 to 1

The award of the STMP can be made contingent upon the successful award of the remaining funds from SB1. As part of the SB1 application process, a solid commitment of the local match is required to apply. Without the \$4 million in STMP funds and \$35 million in STIP commitment from CCTA, the project will not be able to apply for SB1 funding.

Safe Bicycle and Pedestrian Access:

One of the main project goals is to improve pedestrian and bicycle access across I-80. Currently, SPDR at I-80 is not conducive to walking or biking. Sidewalks are either narrow or missing, and no bike lanes or shoulders exist.

Access for pedestrians and bicycles across I-80 will be significantly improved by replacing the current substandard overcrossing with one that will have 7-foot sidewalks, 4-foot shoulders in addition to buffered bike-lanes on both sides (Figure 1). Missing sidewalks east of the interchange will also be added. The design plans will follow the Safe System Approach. The addition of sidewalks and bike lanes will encourage more people to shift modes from cars to biking and walking for shorter trips. The provision of standardized sidewalks and bike lanes will also reduce potential conflicts between cars and residents accessing nearby trails, transit, and residential areas. In addition, the now completed Phase 1 of the project replaced the Riverside Avenue pedestrian overcrossing which connects to the Wildcat Trail that runs east of Riverside Elementary School. By extending the pedestrian overcrossing across Amador Street, Phase 1 provided a safe walkway/bikeway for elementary school children, encouraging more parents to walk or bike their children to and from school.

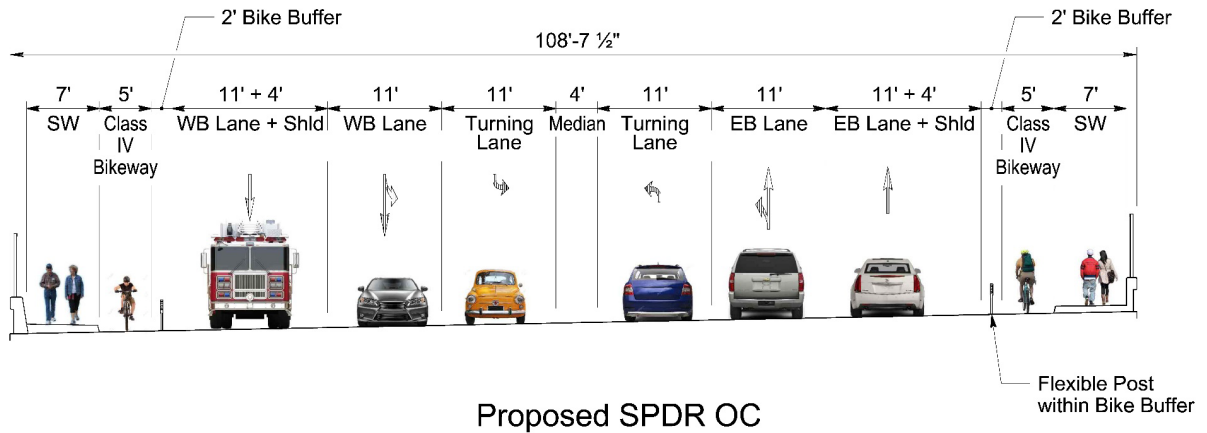


Figure 1 – Proposed SPDR Overcrossing Cross Section

Disadvantaged or Historically Impacted and Marginalized Communities:

The surrounding areas in the Cities of San Pablo and Richmond are designated as Equity Priority Communities (Figure 2) by MTC and as a CARB Low Income Population area, a priority for climate investments.

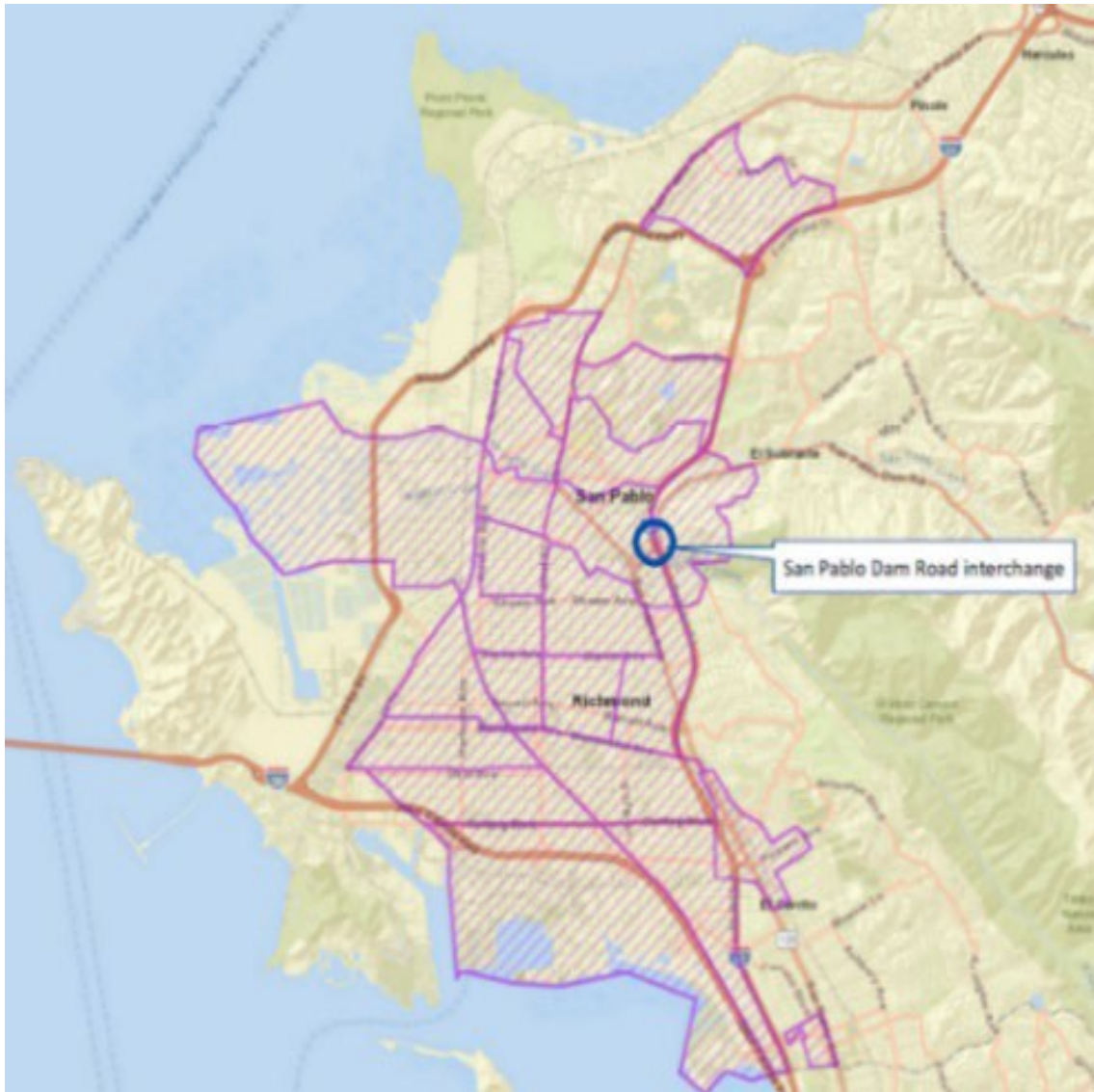


Figure 2 - Map of Equity Priority Communities Relative to Project

The area immediately west of this portion of I-80 (Census tracts 367100, 367200, 369001, 371000) and census tract 369002 to the east of I-80 are also an SB 535 Disadvantaged Community (Figure 3).



Figure 3 – Map of Disadvantage Community Census Tracts in Project Area

The residents of these areas are impacted by congestion, inadequate bicycle/pedestrian facilities across I-80, and collisions that block I-80 and SPDR due to truck strikes and/or lack of shoulders on the I-80.



Contra Costa County
Public Works
Department

Warren Lai, Director
Deputy Directors
Stephen Kowalewski, Chief
Allison Knapp
Sarah Price
Carrie Ricci
Joe Yee

March 16, 2026

WCCTC Board
c/o John Nemeth and Leah Greenblat
6333 Potrero Avenue, Suite 100
El Cerrito, CA 94530

RE: STMP Cycle 3 Submission

Dear Mr. Nemeth and Ms. Greenblat:

Contra Costa County is pleased to submit the San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project (Project) for consideration onto the third call for projects under the 2019 Subregional Transportation Mitigation Program (STMP) Update. This Project appears under the "Complete Streets Projects" category of the STMP Project List as Number 1(a) – San Pablo Avenue Complete Streets Projects.

Our Project aims to improve pedestrian and bicycle infrastructure between the communities of Rodeo and Crockett by transforming San Pablo Avenue from a motorist-prioritized road to a multimodal road with a separated shared-use path. This will close a 3.2-mile gap along the San Francisco Bay Trail, a planned 500-mile trail that encircles the Bay, and will improve multimodal connectivity between the two communities, which are both identified as Equity Priority Communities per the Metropolitan Transportation Commission. Walking and biking infrastructure is currently absent along San Pablo Avenue within the project area, so pedestrians and bicyclists are at greater risk of collisions as they are forced to share the road with motor vehicles. One such incident occurred in 2018 when a motorist collided with a bicyclist during the evening commute, resulting in a fatality for the bicyclist. To improve safety, this project will perform a road diet by reducing the number of total lanes on San Pablo Avenue from four to three. There will be two travel lanes and a third lane that transitions between a truck climbing lane, two-way left-turn lane, acceleration/deceleration lane, or striped median depending on need. The newly acquired space will become a 10-foot shared use path that is protected from vehicular lanes via a concrete barrier constructed on top of a three-foot-wide buffer lane, which will serve as a physical separation and protection for non-motorized users. Additionally, pedestrian hybrid beacon systems with advanced warning flashers will be installed at multiple intersections along the 3-mile corridor to allow for safer crossings.

The total cost of the Project is \$20,898,000, as shown on the enclosed detailed cost estimate and is already partially funded through the Active Transportation Program (ATP). This Project has been awarded \$10,517,000 in state ATP funds, and \$1,200,000 in STMP funding. **The amount of STMP funds requested this cycle is \$436,000**, and if awarded, these funds would contribute to the ATP local match requirement and fund the construction costs. Local gas tax revenue will be used to fund the remainder of the project cost. Project costs face uncertainty with such volatile escalation rates and STMP funding is essential to ensure

advancing of the project. The table below summarizes the Project's current funding status and needs:

Funding Source	Amount
ATP	\$10,517,000
Local Gas Tax	\$8,745,000
STMP (awarded)	\$1,200,000
<i>STMP (pending)</i>	<i>\$436,000</i>
Total	\$20,898,000

ATP funds were allocated in August 2023 to begin the design phase. The project currently has finished 65% plans and is working toward finalizing the 95% plans. The 95% plans, specifications, and estimate are scheduled for completion by October 29, 2026, with a 2027-2028 construction season. If awarded, the STMP funds would begin to be expended starting in April 2027 through August 2028. The following table summarizes the schedule of the project milestones.

Milestone	Date
CEQA Complete	1/2/2026
NEPA Complete	2/20/2026
PS&E Complete	10/29/2026
Begin Construction	4/7/2027
End Construction	8/2/2028
Open to the Public	8/2/2028

We appreciate the opportunity to apply for the STMP Cycle 3 funds and thank you for your consideration of this Project. If you have any questions, please contact me by phone at (925) 313-2031 or by e-mail at Jeff.Valeros@pw.cccounty.us.

Sincerely,



Jeff Valeros
Senior Civil Engineer
Transportation Engineering

JV:JL:

\\pw-data\grpdata\transeng\GRANTS\Sub-Regional Transportation Mitigation Program (STMP)\2026\STMP San Pablo Avenue Complete Streets Gap Closure Project 2026-03-16.docx

Enclosures: A - Vicinity Map
B - Cost Estimate
C - 65% Plans Excerpts
D - Disadvantaged Communities Map
E - Letters of Support

c: Steve Kowalewski, Chief Deputy Public Works Director
Chris Lau, Transportation Engineering

STMP Cycle 3 Required Summary Project Information Form

- 1. STMP Project ID# (include sub-category if relevant):** 1a
- 2. Relevant STMP Project Name (as it appears on Project List):** San Pablo Avenue Complete Streets Projects
- 3. Agency's Project Name (if different):** San Pablo Avenue Complete Streets/ Bay Trail Gap Closure Project
- 4. Amount of STMP Funds Requested:** \$436,000
- 5. Total Estimated Project Cost:** \$20,898,000
- 6. Phase/Use of Funds Requested (Select all that apply):** PS&E ROW Acquisition
Construction Management Construction Other: Construction
- 7. Brief Summary Description (2-3 sentences):**

This project will improve pedestrian and bicycle infrastructure between the communities of Rodeo and Crockett by transforming San Pablo Avenue from a motorist-prioritized road to a multimodal road with a separated shared-use path. This will close a 3.2-mile gap along the San Francisco Bay Trail. To improve safety, this project will perform a road diet with a third lane that varies based on need, between a truck climbing lane, two-way left turn lane, acceleration/deceleration lane, or striped median; install a 10-foot-wide shared use path that is protected from the vehicular lanes via a concrete barrier constructed on top of a 3-foot-wide buffer lane; and install pedestrian beacon systems with advanced warning flashers at multiple intersections along the 3-mile-long corridor.
- 8. Agency Name:** Contra Costa County
- 9. Contact Name:** Jeff Valeros
- 10. Contact Email:** Jeff.Valeros@pw.cccounty.us
- 11. Contact Phone #:** (925) 313-2031

12. Schedule and Cost (include month, year and amount of STMP Funds to be used):

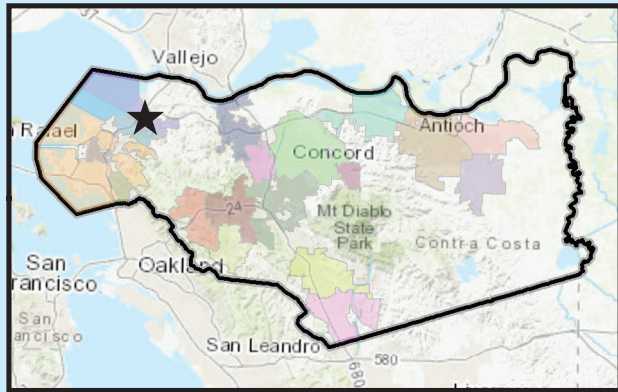
Phase	Begin Date (Month & Year)	End Date (Month & Year)	Amount of STMP Funds Requested	Amount of Other Secured Funding	Remaining Funds Needed	Total Cost by Phase & Grand Total
PS&E	7/2024	10/2026	0	\$2,123,000	0	\$2,123,000
ROW Acquisition	4/2026	4/2027	0	\$263,000	0	\$263,000
Construction Management	4/2027	8/2028	0	\$2,348,000	0	\$2,348,000
Construction	4/2027	8/2028	\$436,000	\$13,034,000	\$436,000	\$13,470,000
Other: Contingency	4/2027	8/2028	0	\$2,694,000	0	\$2,694,000
Project Opens	8/2028	--				\$20,898,000



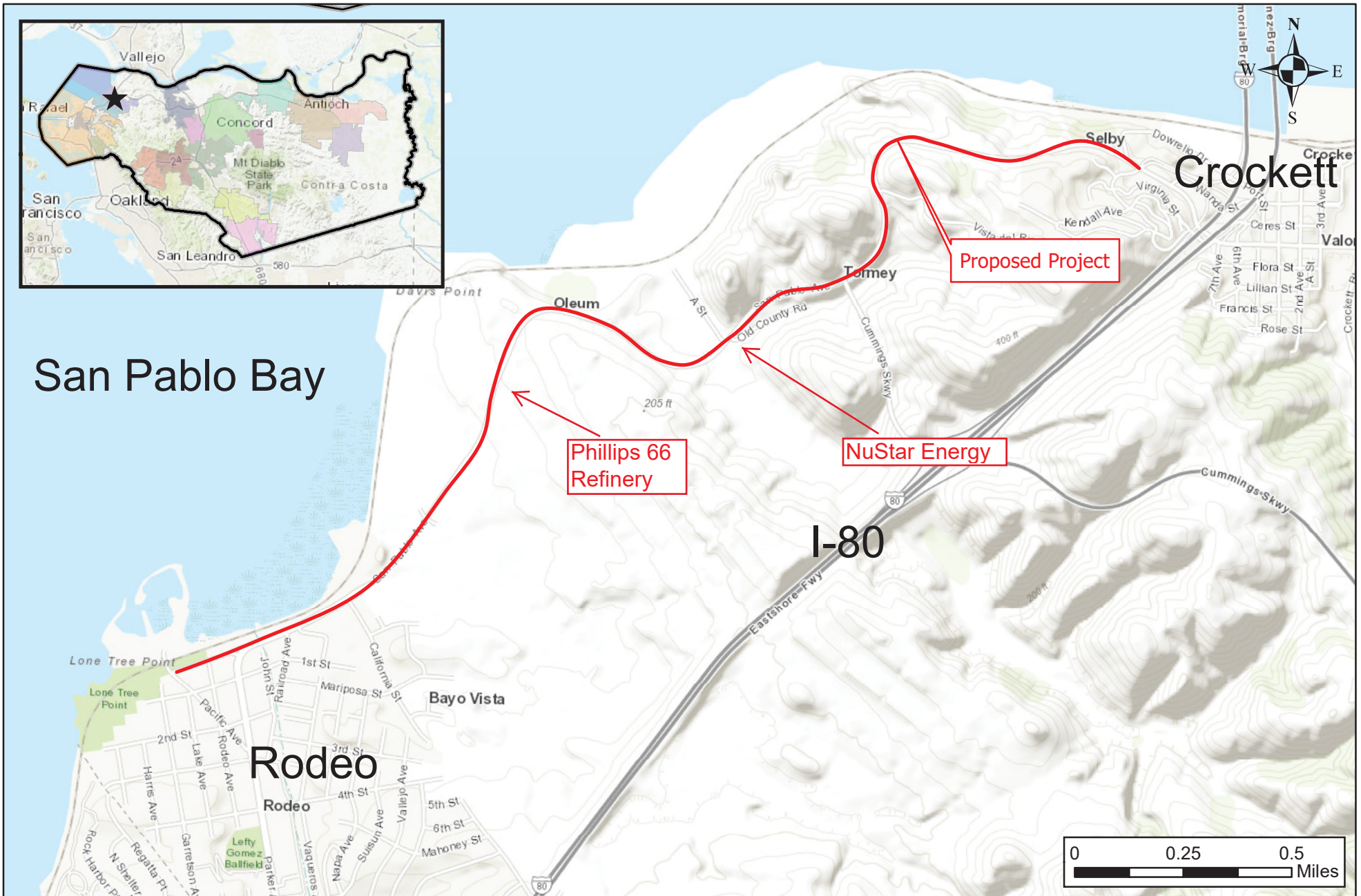
Contra Costa County
Public Works
Department

Attachment A

Vicinity Map



San Pablo Bay



Contra Costa County
Public Works
Department

255 GLACIER DRIVE MARTINEZ, CALIFORNIA 94553 PH: (925) 313-2000 FAX: (925-313-2333

PROJECT VICINITY MAP - CONTRA COSTA COUNTY

**San Pablo Avenue
Complete Street/Bay Trail Gap Closure**

FEDERAL ID NO:

DB: JV CB:

DATE: JUL 2018

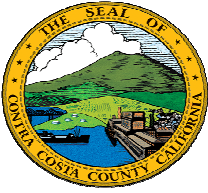
Page 1 of 1



Contra Costa County
Public Works
Department

Attachment B

Cost Estimate



CONTRA COSTA COUNTY - PUBLIC WORKS DEPARTMENT
SAN PABLO AVENUE COMPLETE STREETS - BAY TRAIL GAP CLOSURE
 CONTRA COSTA COUNTY PROJECT No. 0662-6R4163
 FEDERAL PROJECT NO. APTL-5928(170)
 65% ENGINEER'S ESTIMATE



2/20/2025

PROJECT COMMENCEMENT

ITEM	DESCRIPTION	UNIT COST	QTY.	UNITS	TOTAL AMOUNT
999990	MOBILIZATION	\$ 1,198,800.00	1	LS	\$ 1,198,800
120090	CONSTRUCTION AREA SIGNS	\$ 50,000.00	1	LS	\$ 50,000
120100	TRAFFIC CONTROL SYSTEM	\$ 700,000.00	1	LS	\$ 700,000
070030	LEAD COMPLIANCE CONTROL	\$ 10,000.00	1	LS	\$ 10,000
130200	WATER POLLUTION CONTROL	\$ 75,000.00	1	LS	\$ 75,000
PROJECT COMMENCEMENT SUB TOTAL:					\$ 2,033,800

DEMOLITION/REMOVAL

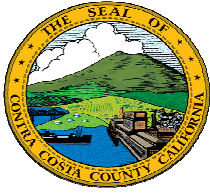
ITEM	DESCRIPTION	UNIT COST	QTY.	UNITS	TOTAL AMOUNT
731840	REMOVE CONCRETE (CURB AND GUTTER)	\$ 48.00	679	LF	\$ 32,592
153248	REMOVE CONCRETE (MISCELLANEOUS)	\$ 20.00	7,266	SF	\$ 145,320
710150	REMOVE INLET (STORM DRAIN)	\$ 3,500.00	7	EA	\$ 24,500
710128	REMOVE STORMDRAIN	\$ 250.00	18	LF	\$ 4,500
820250	REMOVE ROADSIDE SIGN	\$ 250.00	12	EA	\$ 4,500
846033	REMOVE TRAFFIC STRIPE	\$ 5.00	56,550	LF	\$ 282,750
141101	REMOVE YELLOW TRAFFIC STRIPE (HAZARDOUS WASTE)	\$ 15.00	13,800	LF	\$ 207,000
190101	ROADWAY EXCAVATION	\$ 130.00	2,234	CY	\$ 290,483
037971	REMOVE BOLLARD	\$ 150.00	4	EA	\$ 600
839752	REMOVE GUARDRAIL	\$ 35.00	2,516	LF	\$ 88,060
872143	REMOVE SIGNAL AND LIGHTING SYSTEM (CUMMINGS SKYWAY)	\$ 50,000.00	1	LS	\$ 50,000
DEMOLITION/REMOVAL SUB TOTAL:					\$ 1,080,400

STORM DRAINAGE IMPROVEMENTS

ITEM	DESCRIPTION	UNIT COST	QTY.	UNITS	TOTAL AMOUNT
750030	INLET FRAME AND GRATE	\$ 2,500.00	9	EA	\$ 22,500
510094	STRUCTURAL CONCRETE, DRAINAGE INLET	\$ 5,000.00	13	CY	\$ 64,630
750010	MANHOLE COVER AND FRAME (CONVERT CATCH BASIN)	\$ 3,500.00	1	EA	\$ 3,500
015420	CONCRETE COLLAR	\$ 2,500.00	3	EA	\$ 7,500
650014	18" REINFORCED CONCRETE PIPE	\$ 750.00	95	LF	\$ 71,250
STORM DRAINAGE IMPROVEMENTS SUB TOTAL:					\$ 169,400

HARDSCAPE IMPROVEMENTS

ITEM	DESCRIPTION	UNIT COST	QTY.	UNITS	TOTAL AMOUNT
839640	CONCRETE BARRIER (TYPE 60M)	\$ 300.00	11,460	LF	\$ 3,438,000
730010	MINOR CONCRETE (CONCRETE CURB AND GUTTER TYPE S1-6M)	\$ 250.00	1,933	LF	\$ 483,250
730040	MINOR CONCRETE (GUTTER)	\$ 42.00	46	LF	\$ 1,932
731623	MINOR CONCRETE (CURB RAMP)	\$ 2,000.00	19	CY	\$ 37,741
731516	MINOR CONCRETE (DRIVEWAY)	\$ 2,500.00	59	CY	\$ 147,083
731521	MINOR CONCRETE (SIDEWALK)	\$ 1,500.00	205	CY	\$ 307,444
390132	HOT MIX ASPHALT (TYPE A)	\$ 165.00	1,577	TONS	\$ 260,214
129108	TEMPORARY CRASH CUSHION TL-3	\$ 6,000.00	23	EA	\$ 138,000
800360	CHAIN LINK FENCE (6' CCC CD70)	\$ 82.19	3,220	LF	\$ 264,652
832007	GUARDRAIL (WOOD POST)	\$ 80.00	378	LF	\$ 30,240
510060	RETAINING WALL	\$ 1,500.00	140	CY	\$ 209,778
730070	DETECTABLE WARMING SURFACE	\$ 80.00	473	SF	\$ 37,840
377501	SLURRY SEAL	\$ 250.00	598	TONS	\$ 149,552
HARDSCAPE IMPROVEMENTS SUB TOTAL:					\$ 5,505,800



CONTRA COSTA COUNTY - PUBLIC WORKS DEPARTMENT
SAN PABLO AVENUE COMPLETE STREETS - BAY TRAIL GAP CLOSURE
 CONTRA COSTA COUNTY PROJECT No. 0662-6R4163
 FEDERAL PROJECT NO. APTL-5928(170)
 65% ENGINEER'S ESTIMATE



2/20/2025

ELECTRICAL IMPROVEMENTS

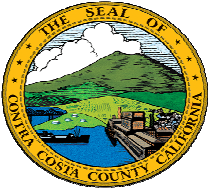
ITEM	DESCRIPTION	UNIT COST	QTY.	UNITS	TOTAL AMOUNT
872131	MODIFYING LIGHTING SYSTEMS	\$ 2,909,000.00	1	LS	\$ 2,909,000
	<i>Illuminaires and foundations</i>	<i>\$15,000.00</i>	<i>96</i>	<i>EA</i>	<i>\$ 1,440,000</i>
	<i>Pull box</i>	<i>\$250.00</i>	<i>96</i>	<i>EA</i>	<i>\$ 24,000</i>
	<i>Conduit and trenching</i>	<i>\$120.00</i>	<i>11,000</i>	<i>LF</i>	<i>\$ 1,320,000</i>
	<i>Electrical services</i>	<i>\$25,000.00</i>	<i>5</i>	<i>EA</i>	<i>\$ 125,000</i>
016126	RECTANGULAR RAPID FLASHING BEACON SYSTEMS	\$ 400,000.00	1	LS	\$ 400,000
	<i>Rectangular rapid flashing beacons</i>	<i>\$50,000.00</i>	<i>5</i>	<i>EA</i>	<i>\$ 250,000</i>
	<i>Electrical service points</i>	<i>\$75,000.00</i>	<i>2</i>	<i>EA</i>	<i>\$ 150,000</i>
872002	MODIFY SIGNAL AND LIGHTING SYSTEM (MERCHANT STREET)	\$ 20,000.00	1	LS	\$ 20,000
872002	MODIFY SIGNAL AND LIGHTING SYSTEM (REFINERY ROAD)	\$ 100,000.00	1	LS	\$ 100,000
870400	SIGNAL AND LIGHTING SYSTEM (CUMMINGS SKYWAY)	\$ 150,000.00	1	LS	\$ 150,000
870400	SIGNAL AND LIGHTING SYSTEM (A ST)	\$ 300,000.00	1	LS	\$ 300,000
ELECTRICAL IMPROVEMENTS SUB TOTAL:					\$ 3,879,000

UTILITY IMPROVEMENTS

ITEM	DESCRIPTION	UNIT COST	QTY.	UNITS	TOTAL AMOUNT
780254	ADJUST ACCESS BOX FRAME AND COVER (UTILITY)(TELECOM)	750	14	EA	\$ 10,500
780254	ADJUST ACCESS BOX FRAME AND COVER (UTILITY) (ELECTRICAL)	1000	8	EA	\$ 8,000
780254	ADJUST ACCESS BOX FRAME AND COVER (UTILITY) (TRAFFIC)	500	5	EA	\$ 2,500
UTILITY IMPROVEMENTS SUB TOTAL:					\$ 21,000

SIGNAGE AND STRIPING IMPROVEMENTS

ITEM	DESCRIPTION	UNIT COST	QTY.	UNITS	TOTAL AMOUNT
840555	12" THERMOPLASTIC TRAFFIC STRIPE (CROSSWALK)	\$ 10.00	1,111	LF	\$ 11,110
840530	6" THERMOPLASTIC TRAFFIC STRIPE (BROKEN 9-3) DETAIL A	\$ 4.50	13,303	LF	\$ 59,864
840529	6" THERMOPLASTIC TRAFFIC STRIPE (BROKEN 36-12) DETAIL 11,12	\$ 4.00	2,034	LF	\$ 8,136
840555	6" THERMOPLASTIC TRAFFIC STRIPE (NO PASSING ZONE) DETAIL 21,22,29	\$ 6.00	14,944	LF	\$ 89,664
840505	6" THERMOPLASTIC TRAFFIC STRIPE (RIGHT EDGE LINE) DETAIL 27B	\$ 4.00	25,978	LF	\$ 103,912
840529	6" THERMOPLASTIC TRAFFIC STRIPE (BROKEN 36-12) (TWO-WAY LEFT TURN LANE) DETAIL 31,32	\$ 6.00	3,568	LF	\$ 21,408
840506	8" THERMOPLASTIC TRAFFIC STRIPE (CHANNELIZING LINE) DETAIL 38A	\$ 5.50	2,241	LF	\$ 12,326
840505	6" THERMOPLASTIC TRAFFIC STRIPE DETAIL 40	\$ 4.00	1,155	LF	\$ 4,620
840505	6" THERMOPLASTIC TRAFFIC STRIPE (BIKE LANE LINE) DETAIL 39	\$ 5.00	25,954	LF	\$ 129,770
846008	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED VISIBILITY)(BROKEN 8-4) DETAIL 39A (BIKE LANE LINE)	\$ 4.50	2,175	LF	\$ 9,788
013931	GREEN THERMOPLASTIC PAVEMENT MARKING (BIKE LANE TREATMENT)(GREEN CONFLICT ZONE)	\$ 15.00	5,448	SF	\$ 81,720
820840	ROADSIDE SIGN - ONE POST	\$ 500.00	29	EA	\$ 14,500
840515	THERMOPLASTIC PAVEMENT MARKINGS	\$ 15.00	3,541	SF	\$ 53,115
SIGNAGE AND STRIPING IMPROVEMENTS SUB TOTAL:					\$ 546,900



CONTRA COSTA COUNTY - PUBLIC WORKS DEPARTMENT
SAN PABLO AVENUE COMPLETE STREETS - BAY TRAIL GAP CLOSURE
 CONTRA COSTA COUNTY PROJECT No. 0662-6R4163
 FEDERAL PROJECT NO. APTL-5928(170)
 65% ENGINEER'S ESTIMATE



2/20/2025

BIORETENTION FACILITY					
ITEM	DESCRIPTION	UNIT COST	QTY.	UNITS	TOTAL AMOUNT
011337	BIORETENTION SOIL	\$ 100.00	232	CY	\$ 23,200
682042	CLASS II PERMEABLE MATERIAL	\$ 135.00	155	CY	\$ 20,925
680902	6" PERFORATED PLASTIC PIPE UNDERDRAIN	\$ 110.00	391	LF	\$ 43,010
017602	GRATE CATCH BASIN	\$ 5,000.00	1	EA	\$ 5,000
204036	PLANT (GROUP A) - NO. 1 CONTAINER	\$ 15.00	2,361	EA	\$ 35,415
204099	PLANT (GROUP B) - NO. 5 CONTAINER	\$ 55.00	131	EA	\$ 7,205
210110	PLANT ESTABLISHMENT WORK (1 YEAR)	\$ 40,000.00	1	LS	\$ 40,000
210430	IMPORTED TOPSOIL - 8 IN DEPTH (NON TREATMENT SEEDED AREAS)	\$ 200.00	206	SF	\$ 41,200
210430	HYDROSEED	\$ 3.00	4,249	SF	\$ 12,747
210610	COMPOST MULCH - 3" DEPTH (NON SEEDED PLANTING AREA)	\$ 70.00	73	CY	\$ 5,110
16839	IMPERMEABLE LINER	\$ 40.00	1,000	SY	\$ 40,000
	STORM DRAIN CLEANOUT	\$ 250.00	2	EA	\$ 500
SIGNAGE AND STRIPING IMPROVEMENTS SUB TOTAL: SUB TOTAL:					\$ 233,900

CONTRA COSTA COUNTY - PUBLIC WORKS DEPARTMENT SUB TOTAL: \$ 13,470,200

CONTINGENCY (20%) \$ 2,694,040

CONTRA COSTA COUNTY - PUBLIC WORKS DEPARTMENT TOTAL: \$ 16,164,240

Phase	Cost of Phase
Administration	\$12,000
Preliminary Engineering	\$111,000
Environmental	\$202,000
Design Engineering	\$1,798,000
RW Engineering	\$263,000
Construction Engineering	\$2,348,000
Contract Cost	\$13,470,000
Contingency	\$2,694,000
Total	\$20,898,000



Contra Costa County
Public Works
Department

Attachment C

65% Plans Excerpts

CONTRA COSTA COUNTY
PUBLIC WORKS DEPARTMENT
SAN PABLO AVENUE COMPLETE STREETS
BAY TRAIL GAP CLOSURE

COUNTY PROJECT NO. 0662-6R4163
 FEDERAL PROJECT NO. ATPL-5928(170)
 TO BE SUPPLEMENTED BY THE 2024 STATE STANDARD PLANS
 AND THE CURRENT COUNTY STANDARD PLANS

PROJECT ENGINEER _____	20
C.E. ????? _____	
SENIOR PROJECT ENGINEER _____	20
C.E. ????? _____	
SUPERVISING PROJECT ENGINEER _____	20
APPROVED BY: _____	20
DEPUTY PUBLIC WORKS DIRECTOR _____	



1-800-227-2600

65% PRELIMINARY
DRAWING 2/18/2026

INDEX OF SHEETS

SHEET No.	DESCRIPTION
1	TITLE SHEET
2-10	TYPICAL SECTIONS
11	KEY MAP AND LINE INDEX
12	PROJECT CONTROL
13-26	LAYOUT
27-40	CONSTRUCTION ENLARGEMENTS
41-46	DRAINAGE PLAN
47-67	PAVEMENT DELINEATION PLAN
68-78	TRAFFIC SIGNAL PLAN
79-80	CONSTRUCTION DETAILS
81-84	WAYFINDING PLAN AND SCHEDULE
85-86	PLANTING PLAN AND SCHEDULE
87	PLANTING DETAILS

CONSTRUCTION AREA SIGNS

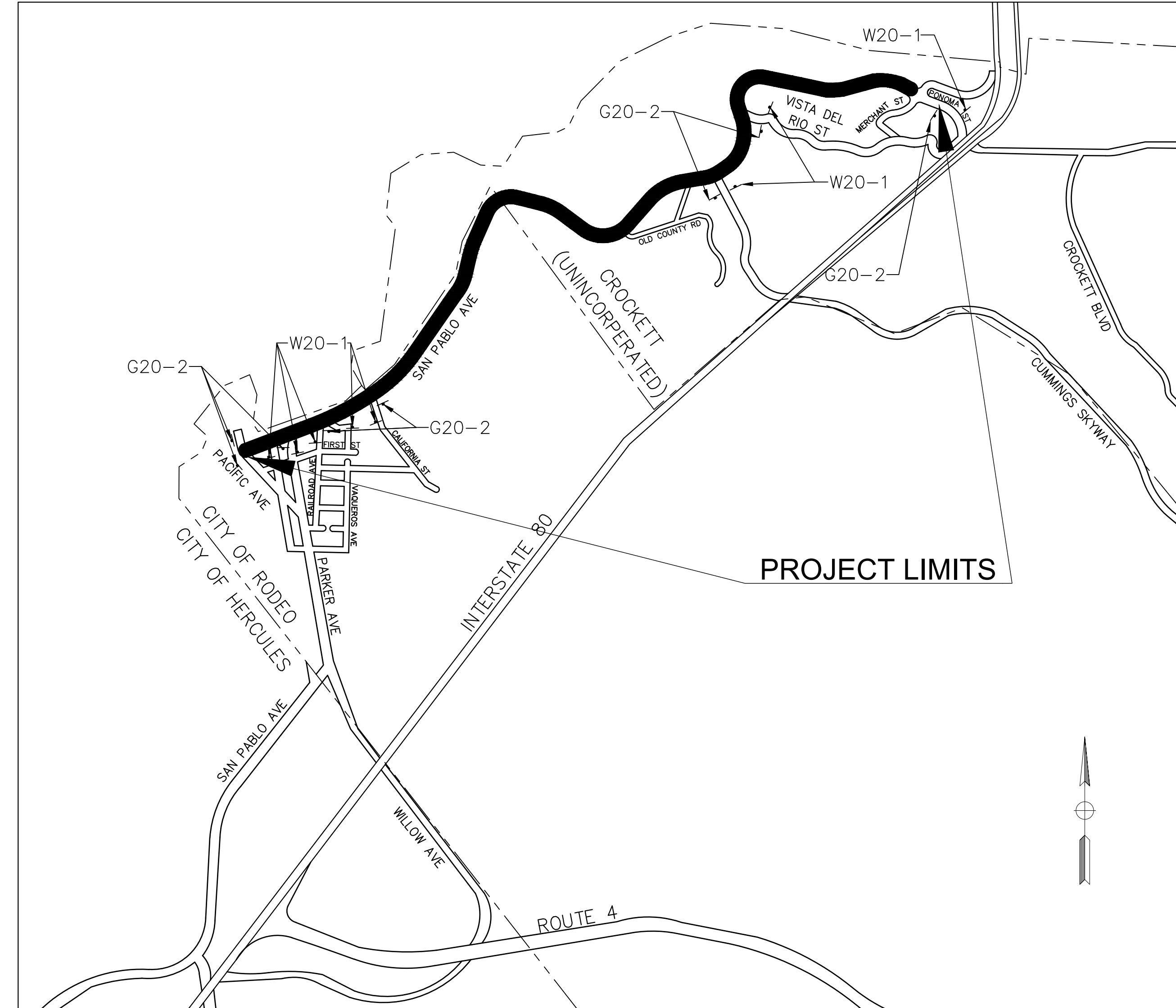
TYPE	QUANTITY	DESCRIPTION	DIMENSIONS
G20-2	8	END ROAD WORK	36"X18"
W20-1	8	ROAD WORK AHEAD	36"X36"

NOTE:
 PLACE CONSTRUCTION AREA SIGNS IN ACCORDANCE WITH THE CALIFORNIA MANUAL OF TRAFFIC CONTROLS FOR CONSTRUCTION AND MAINTENANCE WORK ZONES OR AS DIRECTED BY THE ENGINEER.

ABBREVIATIONS AND SYMBOLS

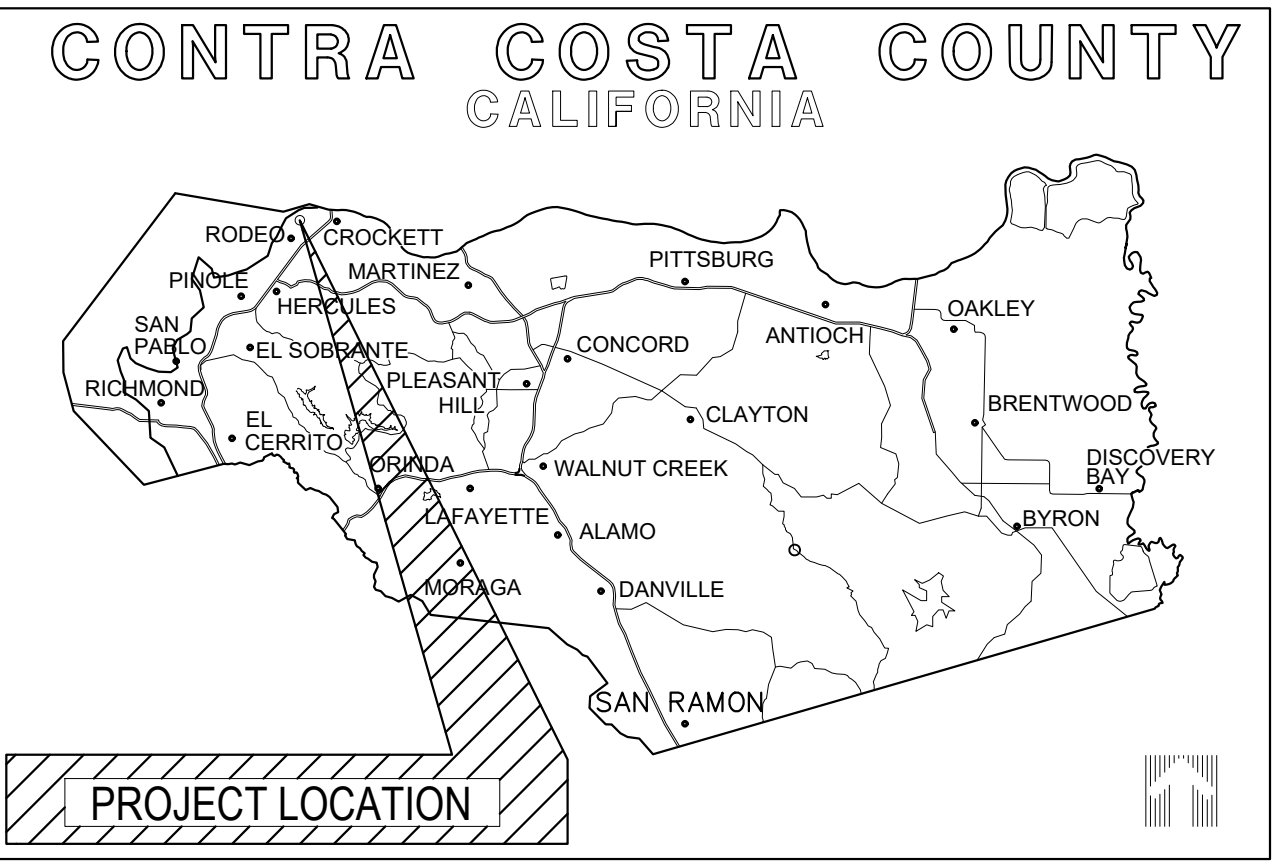
- No.
S STATE STANDARD PLAN REFERENCE
- No.
C CONTRA COSTA COUNTY STANDARD PLAN REFERENCE

NOTE:
 IN ADDITION TO THE ABBREVIATIONS AND SYMBOLS SHOWN, STANDARD ABBREVIATIONS AND SYMBOLS ARE AVAILABLE ON COUNTY STANDARD PLAN CA01 AND CALTRANS STANDARD PLANS A10A THRU A10E.



VICINITY AND CONSTRUCTION SIGNING MAP

NO SCALE



LOCATION MAP

NO SCALE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

RECORDS FILE No.	SHEET
FILE NAME:	1 OF 87
PEN TABLE:	

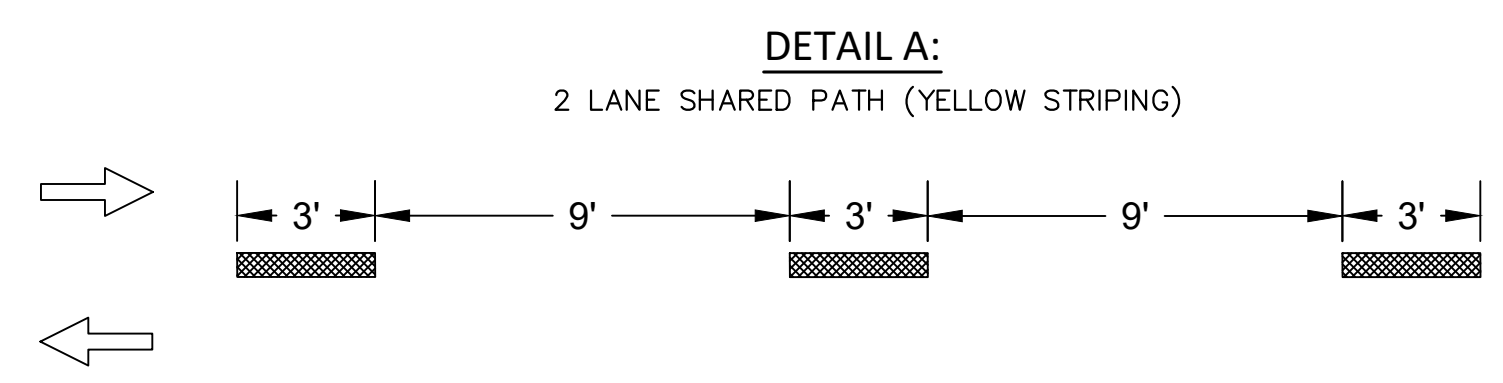
PROJECT NAME NO. 0662-6R4163

GENERAL NOTES:

- SIGNING AND STRIPING SHALL CONFORM TO THE LATEST EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) UNLESS OTHERWISE NOTED.
- ALL SIGN CODES SHOWN ARE FEDERAL SIGN CODES UNLESS OTHERWISE NOTED WITH THE CALIFORNIA SIGN CODE DESIGNATION.
- ALL STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
- PAVEMENT STRIPING IS OFFSET FROM PROJECT CONTROL LINE, SEE LAYOUT SHEETS FOR CONTROL LINE INFORMATION.
- REMOVE ALL EXISTING STRIPING THAT CONFLICTS WITH PROPOSED STRIPING WITHIN PROJECT LIMITS.
- VEHICULAR SIGNS SHOULD BE MOUNTED ON BARRIER IF CALLED OUT BEHIND BARRIER.

LEGEND:

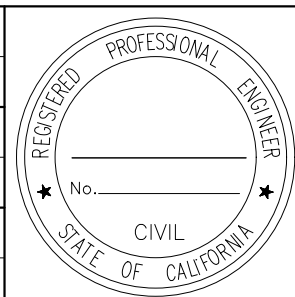
- TRAFFIC STRIPE DETAIL NUMBER
- NEW ROADSIDE SIGN NUMBER
- REMOVE ROADSIDE SIGN
- RELOCATE ROADSIDE SIGN
- RESET ROADSIDE SIGN
- TYPE I ARROW
- TYPE II ARROW
- TYPE III ARROW
- TYPE IV ARROW
- TYPE VI ARROW



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REVISIONS			
NO.	DESCRIPTION	BY	DATE

DES.: BS
 DRAWN: WC
 CHKD.: AC
 DATE: 02/20/2026
 WO#:
 FLD. BK.:



PROJECT ENGINEER
 PLANS APPROVAL DATE



Contra Costa County
 Public Works Department
 255 Glacier Drive
 Martinez, CA 94553

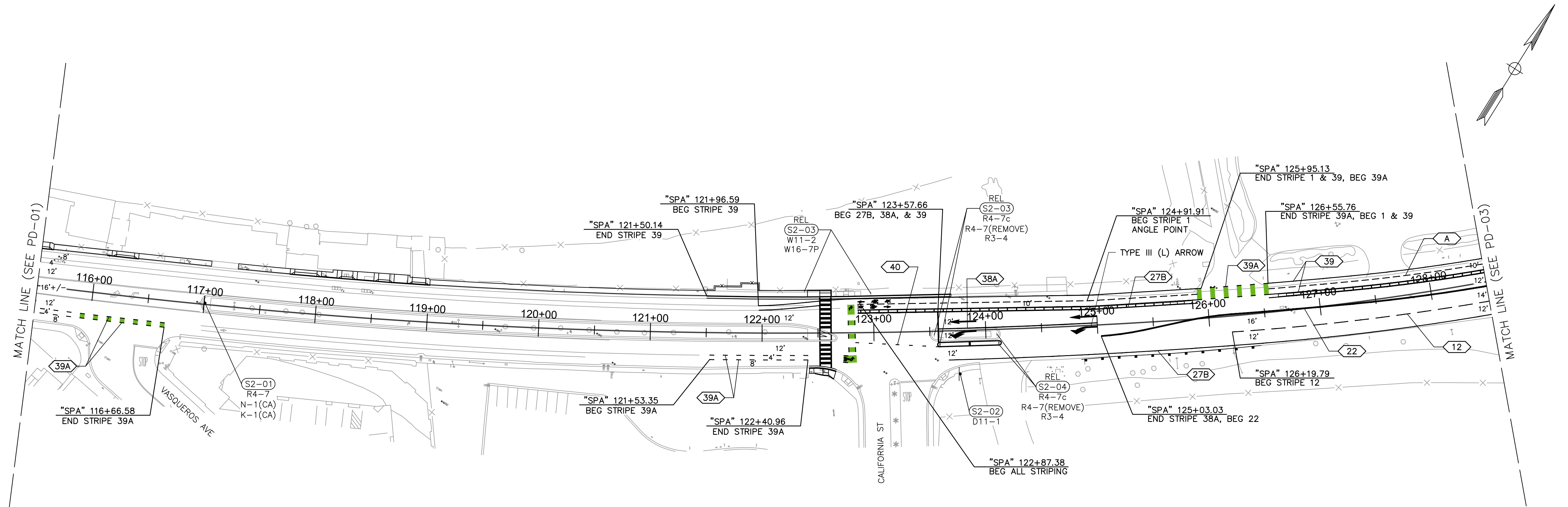
**PRELIMINARY
 65% DRAWING**
 DATED 2/20/2026

FOR REDUCED PLANS
 ORIGINAL SCALE IS IN INCHES
 SCALE
 SCALE: 1" = 50'

**SAN PABLO AVENUE COMPLETE
 STREETS - BAY TRAIL GAP CLOSURE
 PAVEMENT DELINEATION PLAN**
 FILE NO. SHEET 47 OF 87
 FILE NAME: PEN TBL:

NOTES:

1. FOR GENERAL NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-01.
2. FOR DETAILED RIGHT-OF-WAY DATA, SEE RIGHT-OF-WAY MAPS AT CONTRA COSTA COUNTY OFFICE.
3. FOR DETAIL A STRIPING, SEE PD-01

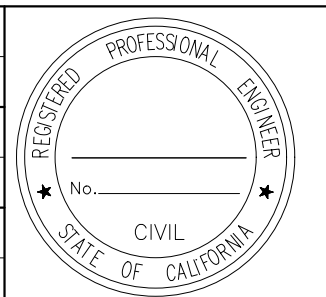


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PD-2

REVISIONS			
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 CHKD.: AC
 DATE: 02/20/2026
 WOF#:
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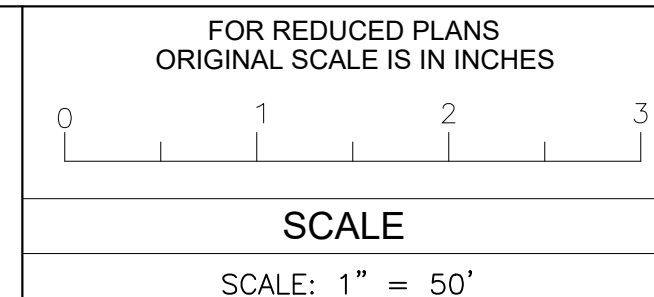


PROJECT ENGINEER
 PLANS APPROVAL DATE



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 Public Works Department
 255 Glacier Drive
 Martinez, CA 94553

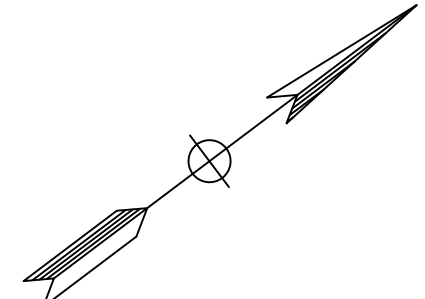
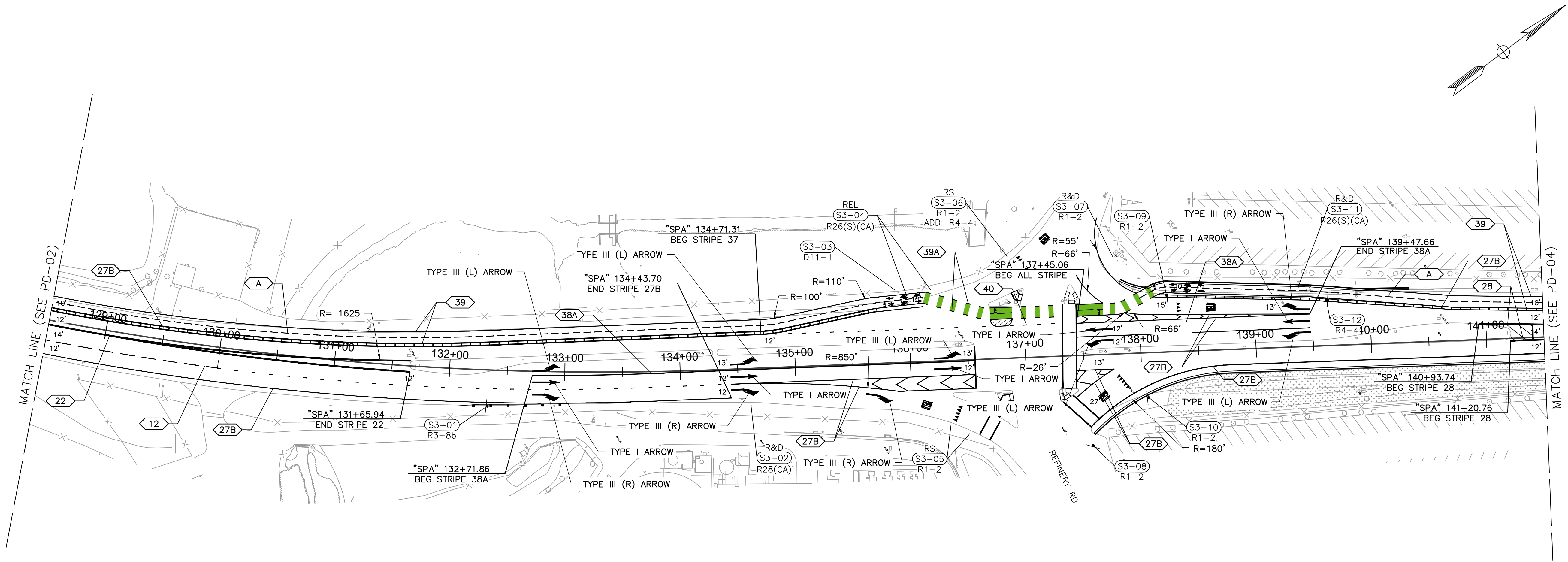
**PRELIMINARY
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 DATED 2/20/2026



SAN PABLO AVENUE COMPLETE STREETS - BAY TRAIL GAP CLOSURE PAVEMENT DELINEATION PLAN	
FILE NO.	SHEET 48 OF 87
FILE NAME:	PEN TBL:

NOTES:

1. FOR GENERAL NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-01.
2. FOR DETAILED RIGHT-OF-WAY DATA, SEE RIGHT-OF-WAY MAPS AT CONTRA COSTA COUNTY OFFICE.
3. FOR DETAIL A STRIPING, SEE PD-01

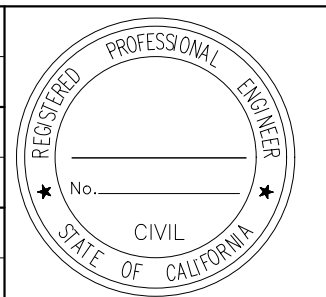


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PD-3

REVISIONS			
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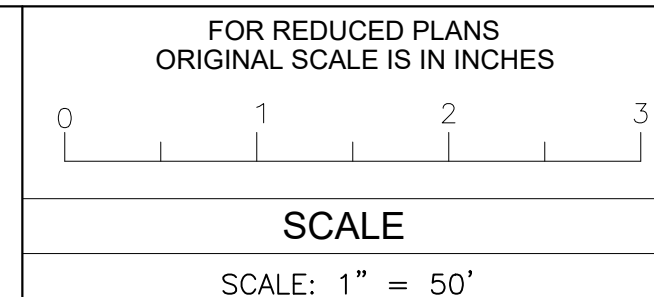


PROJECT ENGINEER
 PLANS APPROVAL DATE



Contra Costa County
 Public Works Department
 255 Glacier Drive
 Martinez, CA 94553

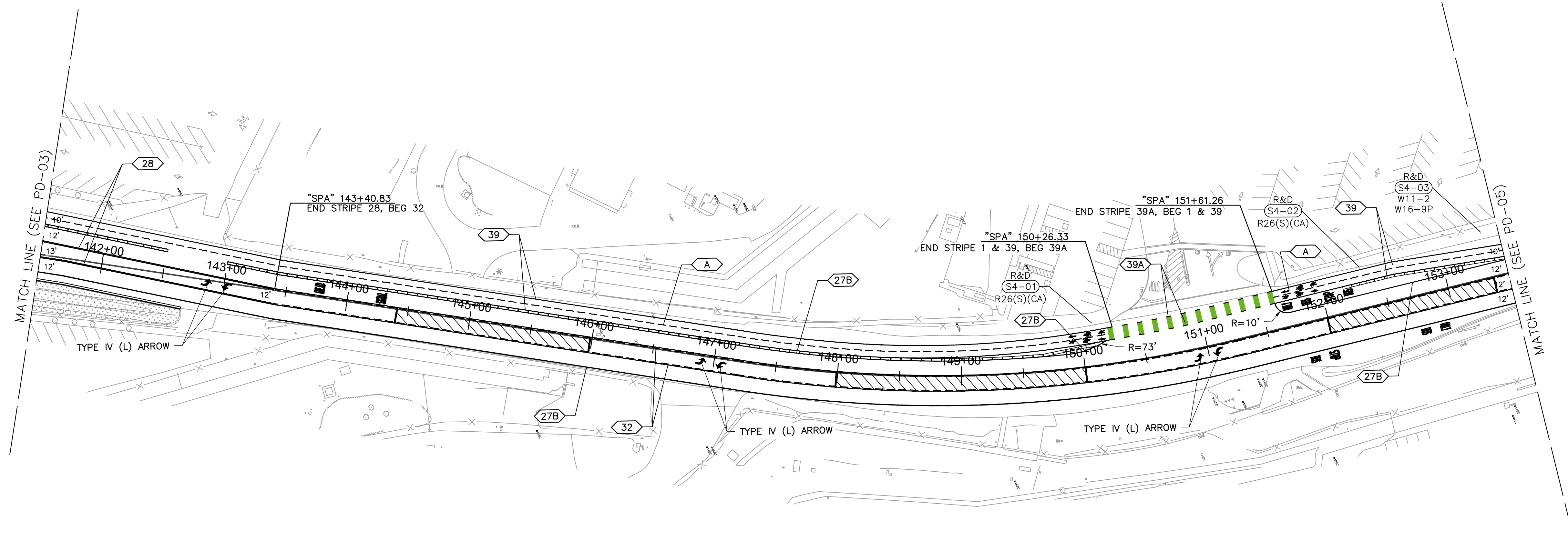
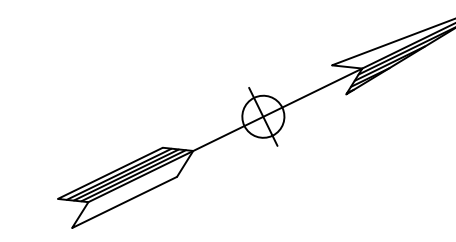
**PRELIMINARY
 65% DRAWING**
 DATED 2/20/2026



SAN PABLO AVENUE COMPLETE STREETS - BAY TRAIL GAP CLOSURE PAVEMENT DELINEATION PLAN	
FILE NO.	SHEET 49 OF 87
FILE NAME:	PEN TBL:

NOTES:

1. FOR GENERAL NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-01.
2. FOR DETAILED RIGHT-OF-WAY DATA, SEE RIGHT-OF-WAY MAPS AT CONTRA COSTA COUNTY OFFICE.
3. FOR DETAIL A STRIPING, SEE PD-01

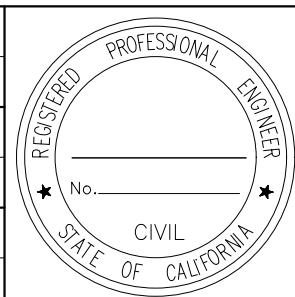


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PD-4

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NO.	DESCRIPTION	BY	DATE

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 WO#:
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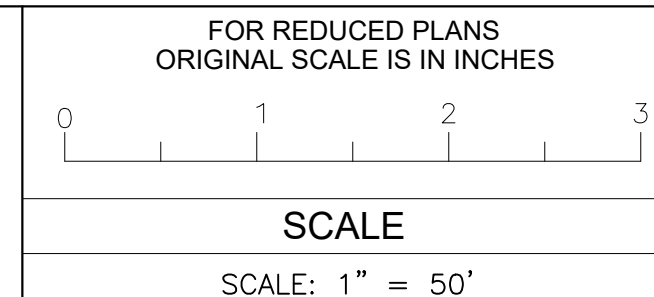


PROJECT ENGINEER
 PLANS APPROVAL DATE



Contra Costa County
 Public Works Department
 255 Glacier Drive
 Martinez, CA 94553

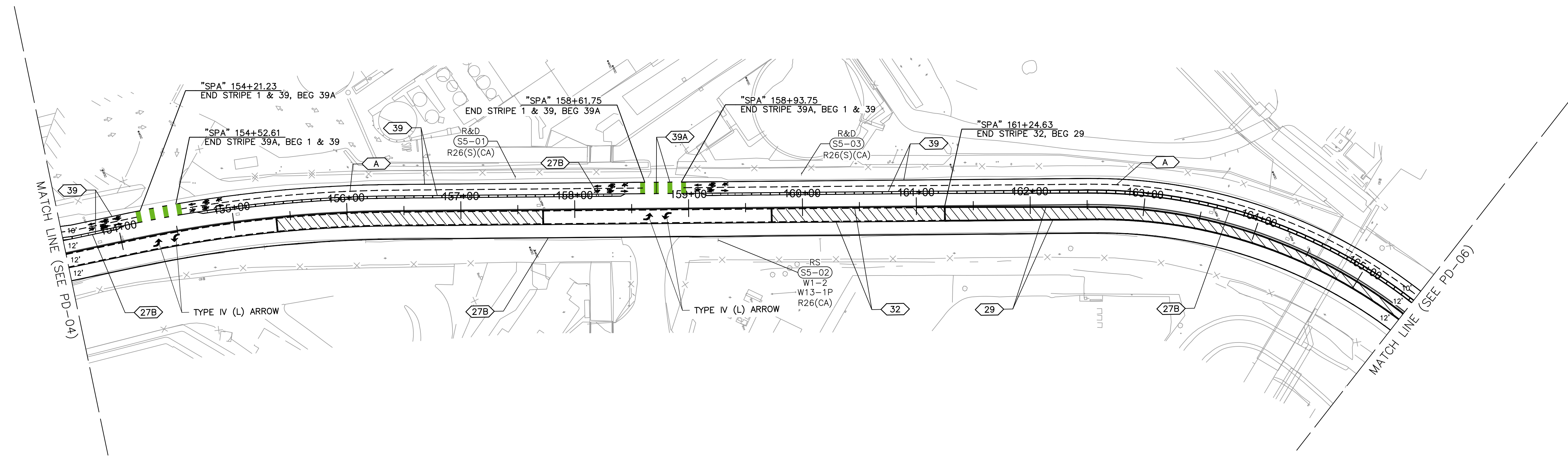
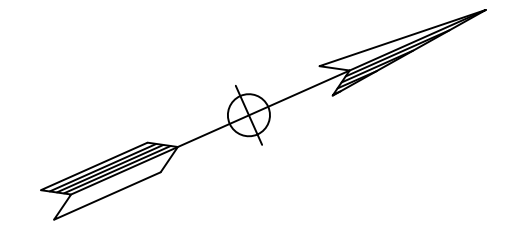
**PRELIMINARY
 65% DRAWING**
 DATED 2/20/2026



SAN PABLO AVENUE COMPLETE STREETS - BAY TRAIL GAP CLOSURE	
PAVEMENT DELINEATION PLAN	
FILE NO.	SHEET 50 OF 87
FILE NAME:	PEN TBL:

NOTES:

1. FOR GENERAL NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-01.
2. FOR DETAILED RIGHT-OF-WAY DATA, SEE RIGHT-OF-WAY MAPS AT CONTRA COSTA COUNTY OFFICE.
3. FOR DETAIL A STRIPING, SEE PD-01

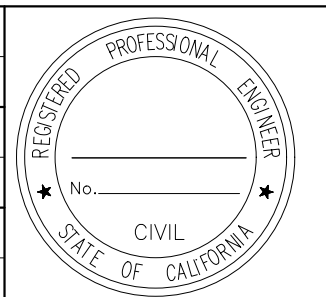


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PD-5

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 CHKD.: AC
 DATE: 02/20/2026
 WOF:
 FLD. BK.:



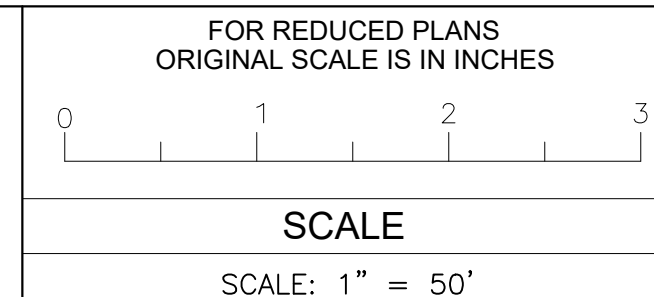
PROJECT ENGINEER

 PLANS APPROVAL DATE



Contra Costa County
 Public Works Department
 255 Glacier Drive
 Martinez, CA 94553

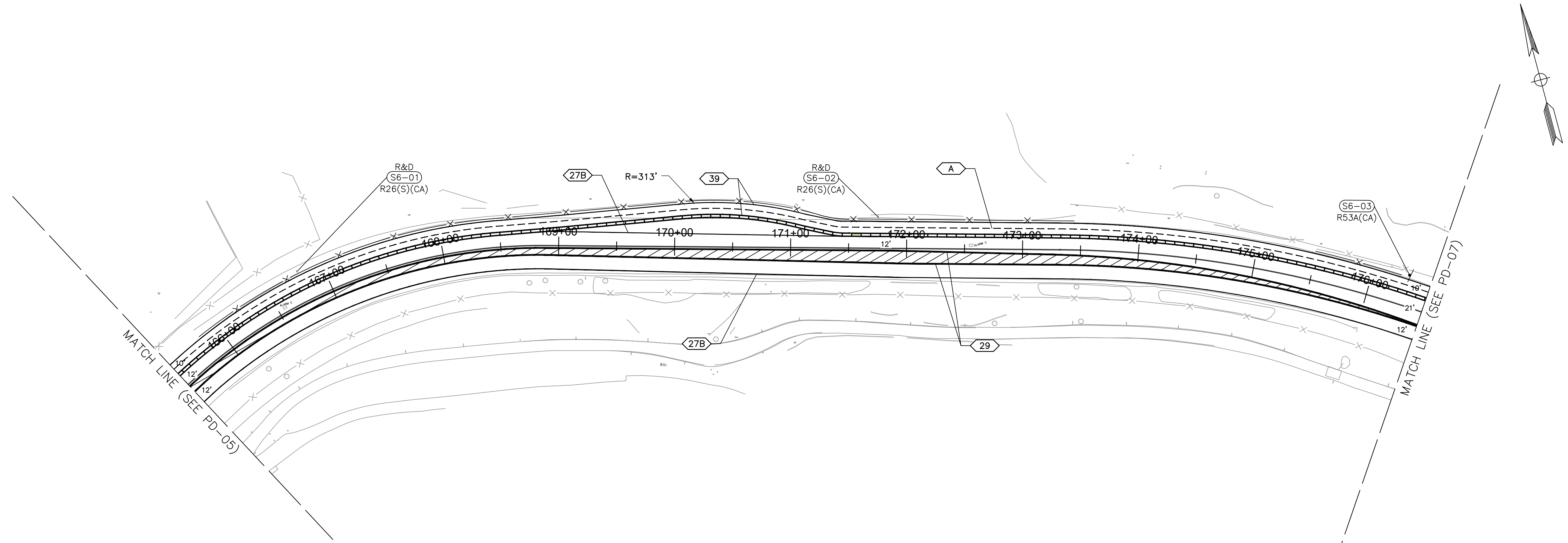
**PRELIMINARY
 65% DRAWING**
 DATED 2/20/2026



SAN PABLO AVENUE COMPLETE STREETS - BAY TRAIL GAP CLOSURE	
PAVEMENT DELINEATION PLAN	
FILE NO.	SHEET 51 OF 87
FILE NAME:	PEN TBL:

NOTES:

1. FOR GENERAL NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-01.
2. FOR DETAILED RIGHT-OF-WAY DATA, SEE RIGHT-OF-WAY MAPS AT CONTRA COSTA COUNTY OFFICE.
3. FOR DETAIL A STRIPING, SEE PD-01

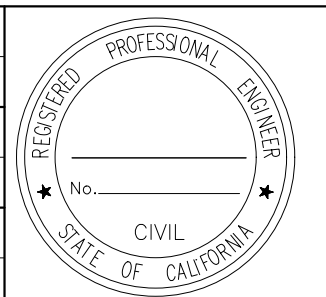


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PD-6

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 CHKD.: AC
 DATE: 02/20/2026
 WOF:
 FLD. BK.:



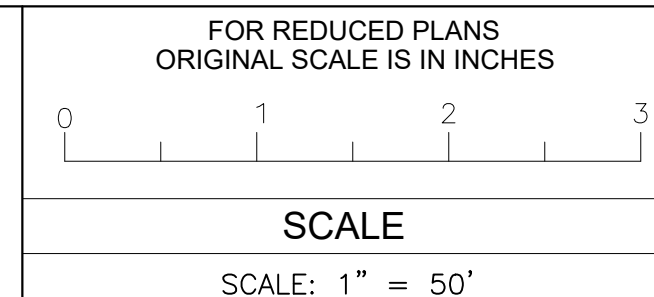
PROJECT ENGINEER

 PLANS APPROVAL DATE



Contra Costa County
 Public Works Department
 255 Glacier Drive
 Martinez, CA 94553

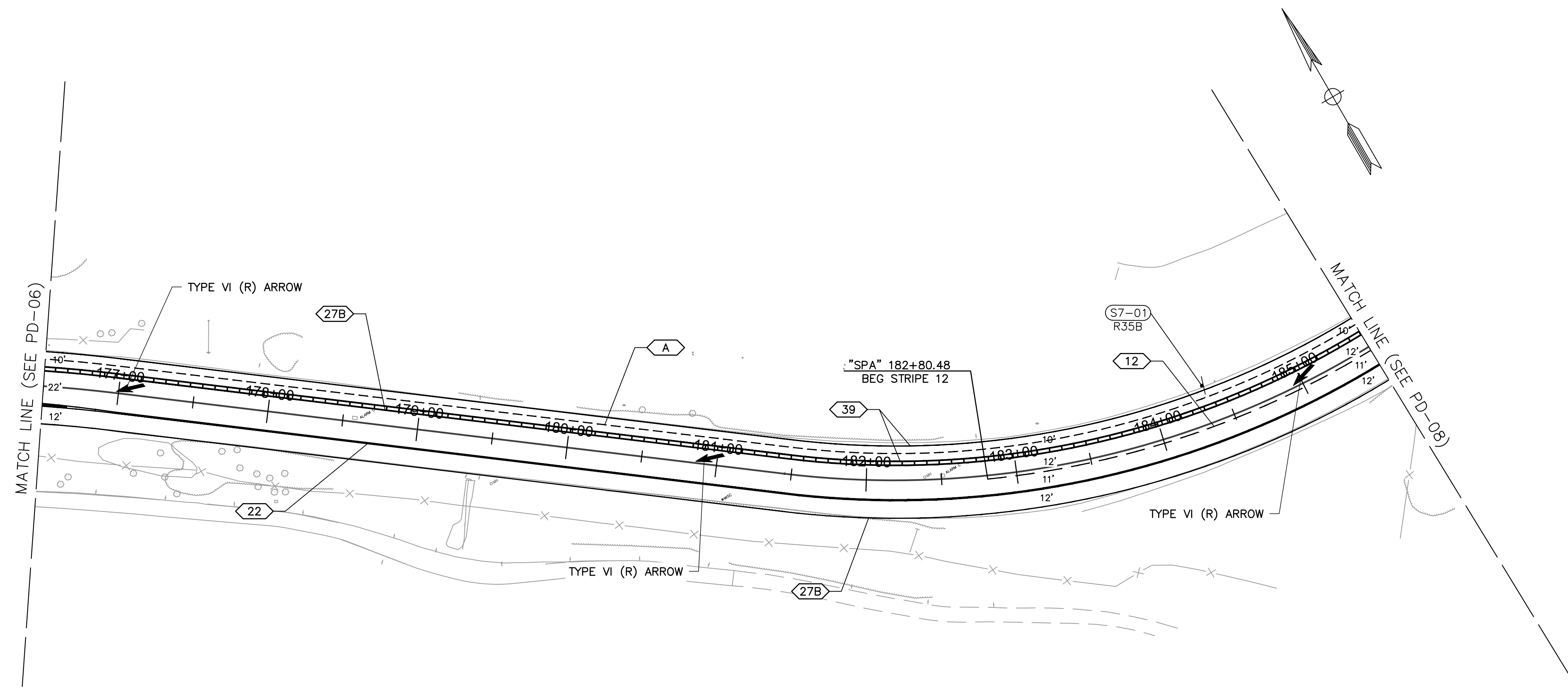
**PRELIMINARY
 65% DRAWING**
 DATED 2/20/2026



SAN PABLO AVENUE COMPLETE STREETS - BAY TRAIL GAP CLOSURE	
PAVEMENT DELINEATION PLAN	
FILE NO.	SHEET 52 OF 87
FILE NAME:	PEN TBL:

NOTES:

1. FOR GENERAL NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-01.
2. FOR DETAILED RIGHT-OF-WAY DATA, SEE RIGHT-OF-WAY MAPS AT CONTRA COSTA COUNTY OFFICE.
3. FOR DETAIL A STRIPING, SEE PD-01

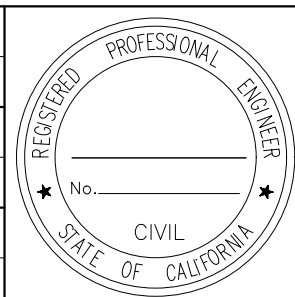


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PD-7

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NO.	DESCRIPTION	BY	DATE

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 CHKD.: AC
 DATE: 02/20/2026
 WOF:
 FLD. BK.:

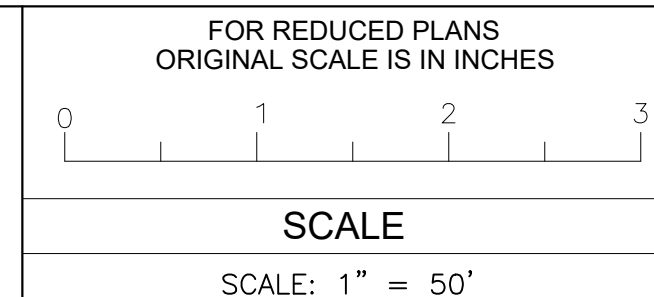


PROJECT ENGINEER
 PLANS APPROVAL DATE



Contra Costa County
 Public Works Department
 255 Glacier Drive
 Martinez, CA 94553

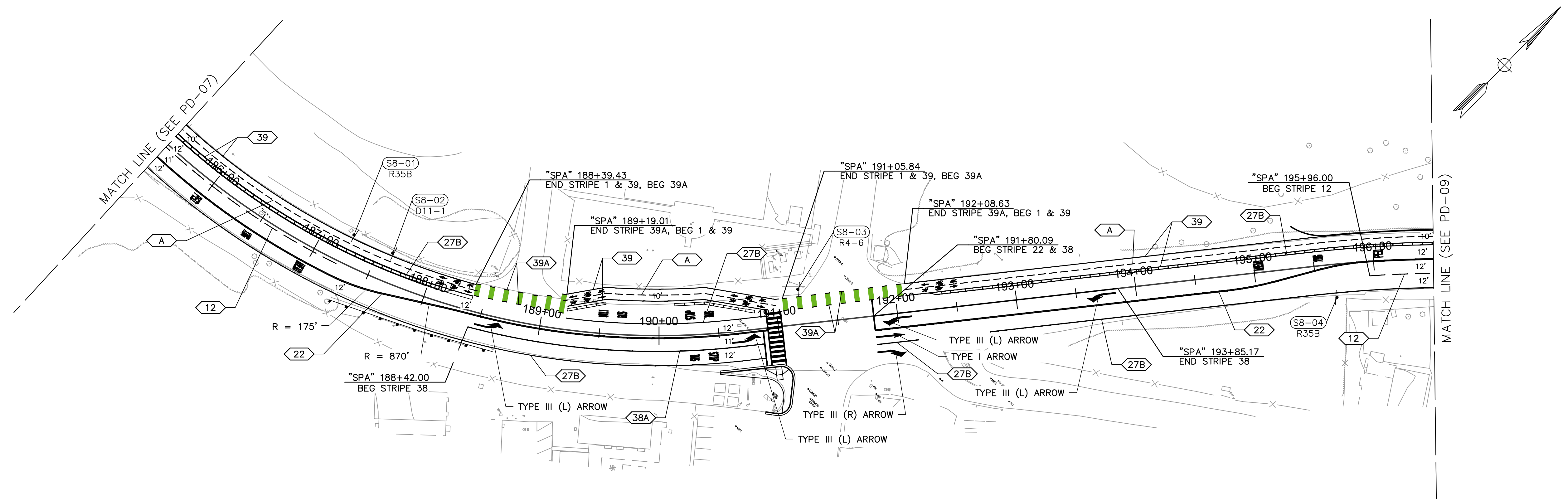
**PRELIMINARY
 65% DRAWING**
 DATED 2/20/2026



SAN PABLO AVENUE COMPLETE STREETS - BAY TRAIL GAP CLOSURE	
PAVEMENT DELINEATION PLAN	
FILE NO.	SHEET 53 OF 87
FILE NAME:	PEN TBL:

NOTES:

1. FOR GENERAL NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-01.
2. FOR DETAILED RIGHT-OF-WAY DATA, SEE RIGHT-OF-WAY MAPS AT CONTRA COSTA COUNTY OFFICE.
3. FOR DETAIL A STRIPING, SEE PD-01

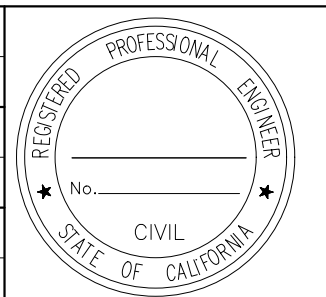


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PD-8

REVISIONS			
NO.	DESCRIPTION	BY	DATE

DES.: BS
 DRAWN: WC
 CHKD.: AC
 DATE: 02/20/2026
 WO#:
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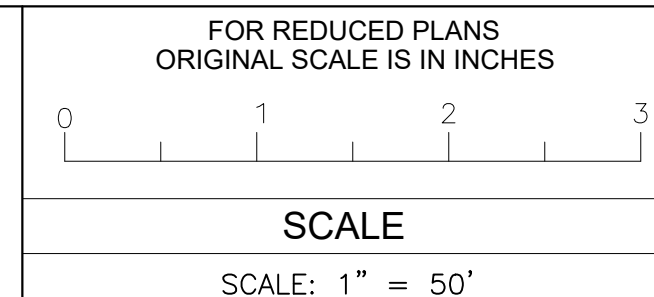


PROJECT ENGINEER
 PLANS APPROVAL DATE



Contra Costa County
 Public Works Department
 255 Glacier Drive
 Martinez, CA 94553

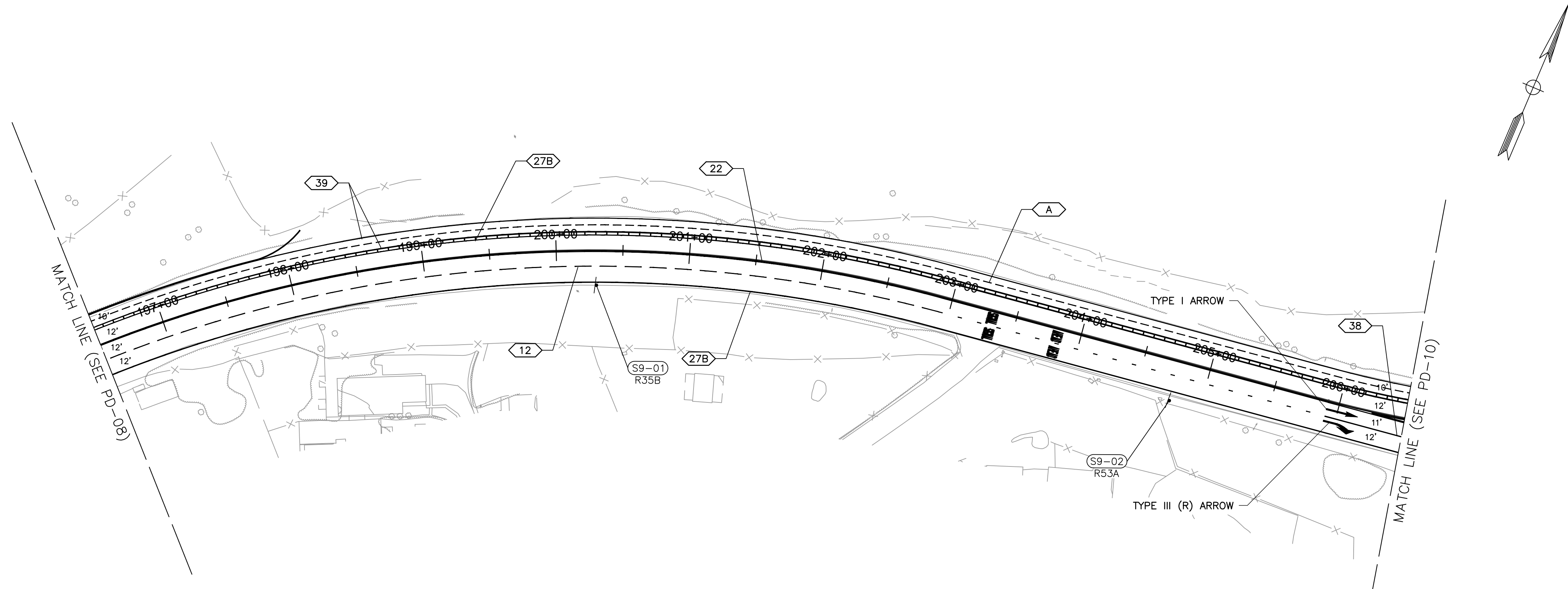
**PRELIMINARY
 65% DRAWING**
 DATED 2/20/2026



SAN PABLO AVENUE COMPLETE STREETS - BAY TRAIL GAP CLOSURE	
PAVEMENT DELINEATION PLAN	
FILE NO.	SHEET 54 OF 87
FILE NAME:	PEN TBL:

NOTES:

1. FOR GENERAL NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-01.
2. FOR DETAILED RIGHT-OF-WAY DATA, SEE RIGHT-OF-WAY MAPS AT CONTRA COSTA COUNTY OFFICE.
3. FOR DETAIL A STRIPING, SEE PD-01

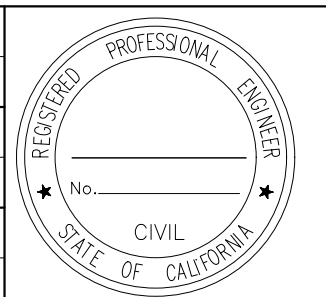


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PD-9

REVISIONS			
NO.	DESCRIPTION	BY	DATE

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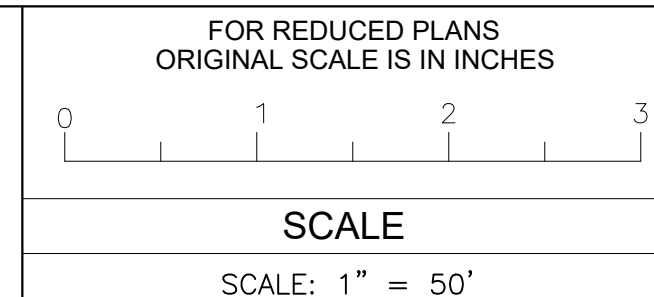


PROJECT ENGINEER
 PLANS APPROVAL DATE



Contra Costa County
 Public Works Department
 255 Glacier Drive
 Martinez, CA 94553

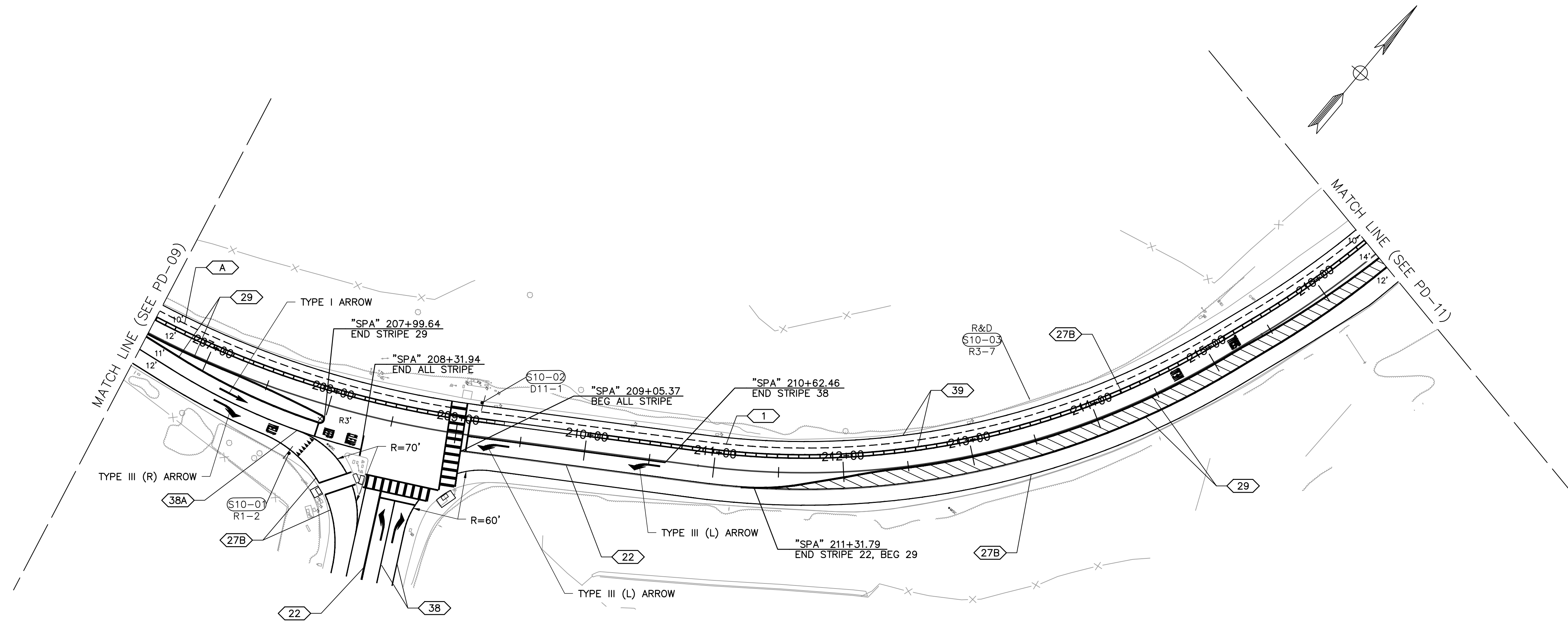
**PRELIMINARY
 65% DRAWING**
 DATED 2/20/2026



SAN PABLO AVENUE COMPLETE STREETS - BAY TRAIL GAP CLOSURE	
PAVEMENT DELINEATION PLAN	
FILE NO.	SHEET 55 OF 87
FILE NAME:	PEN TBL:

NOTES:

1. FOR GENERAL NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-01.
2. FOR DETAILED RIGHT-OF-WAY DATA, SEE RIGHT-OF-WAY MAPS AT CONTRA COSTA COUNTY OFFICE.
3. FOR DETAIL A STRIPING, SEE PD-01

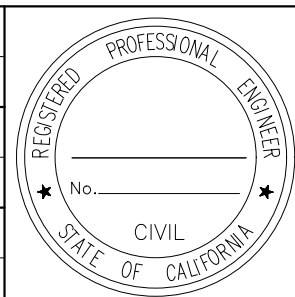


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PD-10

REVISIONS			
NO.	DESCRIPTION	BY	DATE

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 CHKD.: AC
 DATE: 02/20/2026
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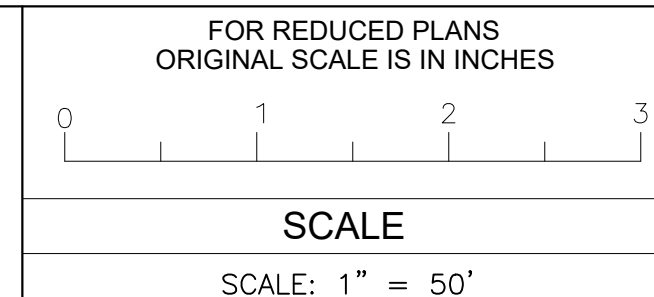


PROJECT ENGINEER
 PLANS APPROVAL DATE



Contra Costa County
 Public Works Department
 255 Glacier Drive
 Martinez, CA 94553

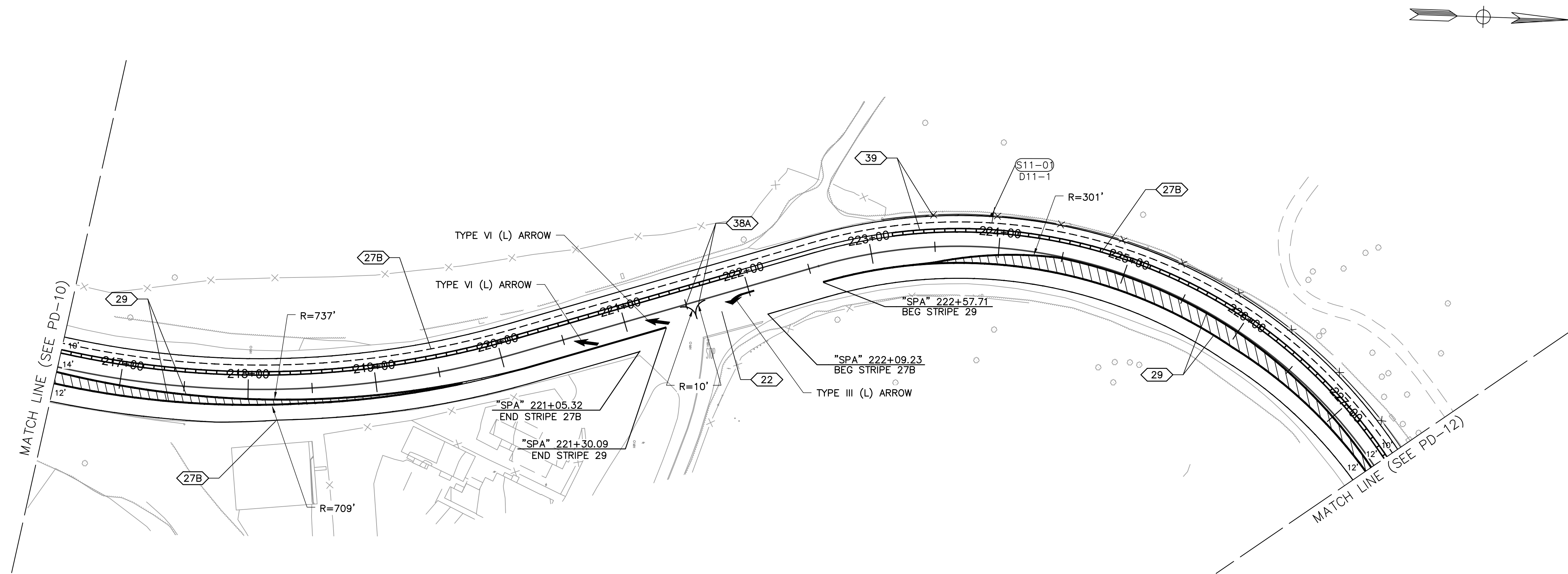
**PRELIMINARY
 65% DRAWING**
 DATED 2/20/2026



SAN PABLO AVENUE COMPLETE STREETS - BAY TRAIL GAP CLOSURE	
PAVEMENT DELINEATION PLAN	
FILE NO.	SHEET 56 OF 87
FILE NAME:	PEN TBL:

NOTES:

1. FOR GENERAL NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-01.
2. FOR DETAILED RIGHT-OF-WAY DATA, SEE RIGHT-OF-WAY MAPS AT CONTRA COSTA COUNTY OFFICE.
3. FOR DETAIL A STRIPING, SEE PD-01

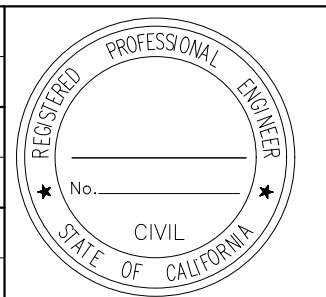


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PD-11

REVISIONS			
NO.	DESCRIPTION	BY	DATE

DES.: BS
 DRAWN: WC
 CHKD.: AC
 DATE: 02/20/2026
 WO#:
 FLD. BK.:



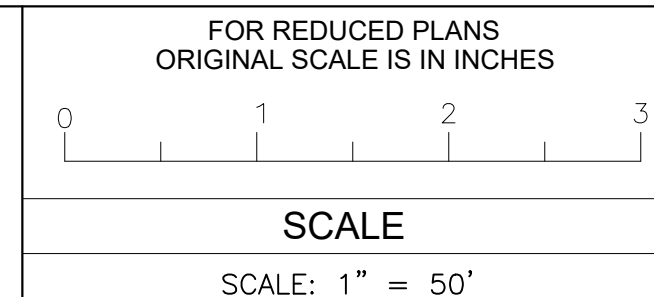
PROJECT ENGINEER

 PLANS APPROVAL DATE



Contra Costa County
 Public Works Department
 255 Glacier Drive
 Martinez, CA 94553

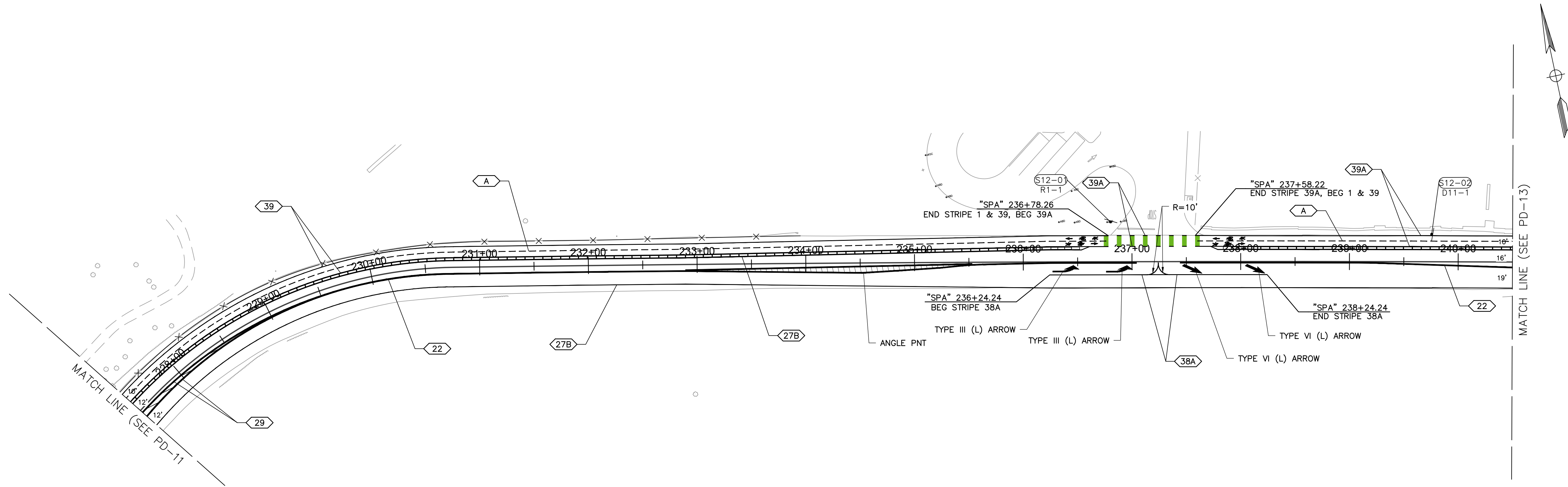
**PRELIMINARY
 65% DRAWING**
 DATED 2/20/2026



SAN PABLO AVENUE COMPLETE STREETS - BAY TRAIL GAP CLOSURE	
PAVEMENT DELINEATION PLAN	
FILE NO.	SHEET 57 OF 87
FILE NAME:	PEN TBL:

NOTES:

1. FOR GENERAL NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-01.
2. FOR DETAILED RIGHT-OF-WAY DATA, SEE RIGHT-OF-WAY MAPS AT CONTRA COSTA COUNTY OFFICE.
3. FOR DETAIL A STRIPING, SEE PD-01

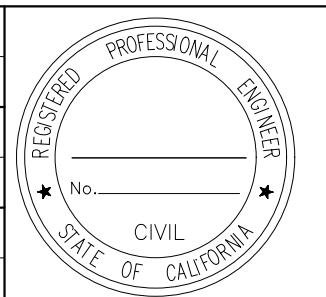


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PD-12

REVISIONS			
NO.	DESCRIPTION	BY	DATE

DES.: BS
 DRAWN: WC
 CHKD.: AC
 DATE: 02/20/2026
 WO#:
 FLD. BK.:

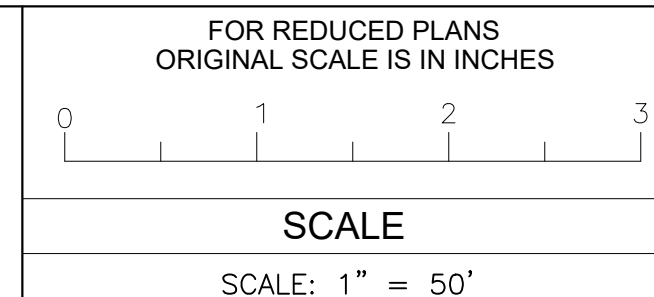


PROJECT ENGINEER
 PLANS APPROVAL DATE



Contra Costa County
 Public Works Department
 255 Glacier Drive
 Martinez, CA 94553

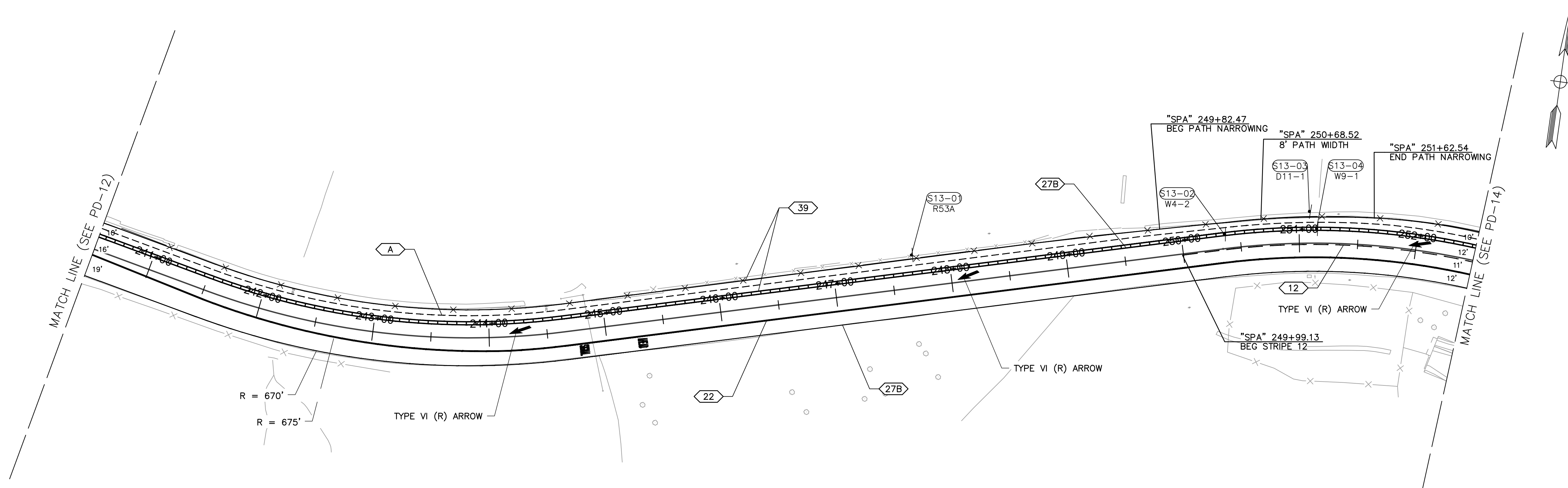
**PRELIMINARY
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 DATED 2/20/2026



SAN PABLO AVENUE COMPLETE STREETS - BAY TRAIL GAP CLOSURE	
PAVEMENT DELINEATION PLAN	
FILE NO.	SHEET 58 OF 87
FILE NAME:	PEN TBL:

NOTES:

1. FOR GENERAL NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-01.
2. FOR DETAILED RIGHT-OF-WAY DATA, SEE RIGHT-OF-WAY MAPS AT CONTRA COSTA COUNTY OFFICE.
3. FOR DETAIL A STRIPING, SEE PD-01

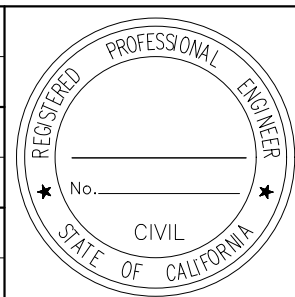


PD-13

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

DES.:	BS
DRAWN:	WC
CHKD.:	AC
DATE:	02/20/2026
WO#:	
FLD. BK.:	



PROJECT ENGINEER	
PLANS APPROVAL DATE	



Contra Costa County
Public Works Department
255 Glacier Drive
Martinez, CA 94553

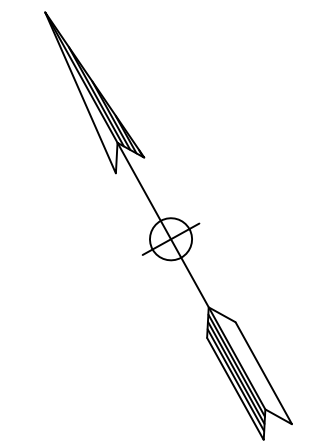
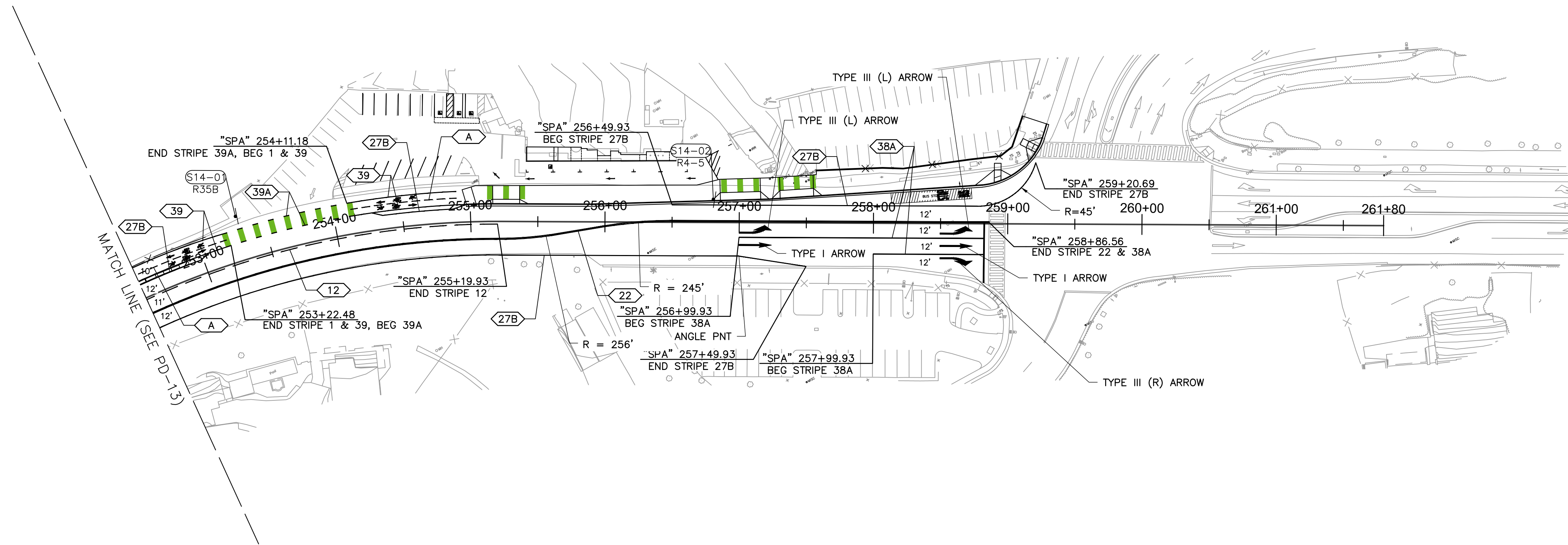
**PRELIMINARY
65% DRAWING**
DATED 2/20/2026

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES	
0	1 2 3
SCALE	
SCALE: 1" = 50'	

SAN PABLO AVENUE COMPLETE STREETS - BAY TRAIL GAP CLOSURE	
PAVEMENT DELINEATION PLAN	
FILE NO.	SHEET 59 OF 87
FILE NAME:	PEN TBL:

NOTES:

1. FOR GENERAL NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-01.
2. FOR DETAILED RIGHT-OF-WAY DATA, SEE RIGHT-OF-WAY MAPS AT CONTRA COSTA COUNTY OFFICE.
3. FOR DETAIL A STRIPING, SEE PD-01

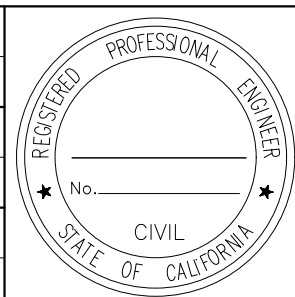


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PD-14

REVISIONS			
NO.	DESCRIPTION	BY	DATE

DES.: BS
 DRAWN: WC
 CHKD.: AC
 DATE: 02/20/2026
 W/O#:
 FLD. BK.:

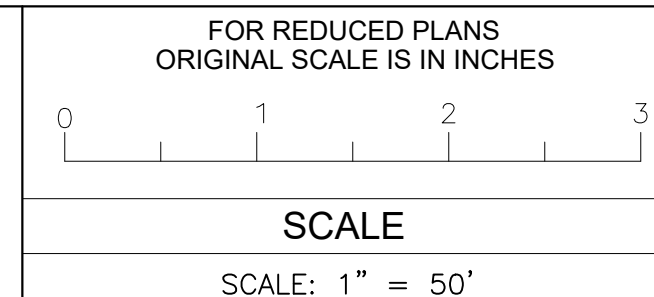


PROJECT ENGINEER
 PLANS APPROVAL DATE



Contra Costa County
 Public Works Department
 255 Glacier Drive
 Martinez, CA 94553

**PRELIMINARY
 65% DRAWING**
 DATED 2/20/2026



SAN PABLO AVENUE COMPLETE STREETS - BAY TRAIL GAP CLOSURE	
PAVEMENT DELINEATION PLAN	
FILE NO.	SHEET 60 OF 87
FILE NAME:	PEN TBL:



Contra Costa County
Public Works
Department

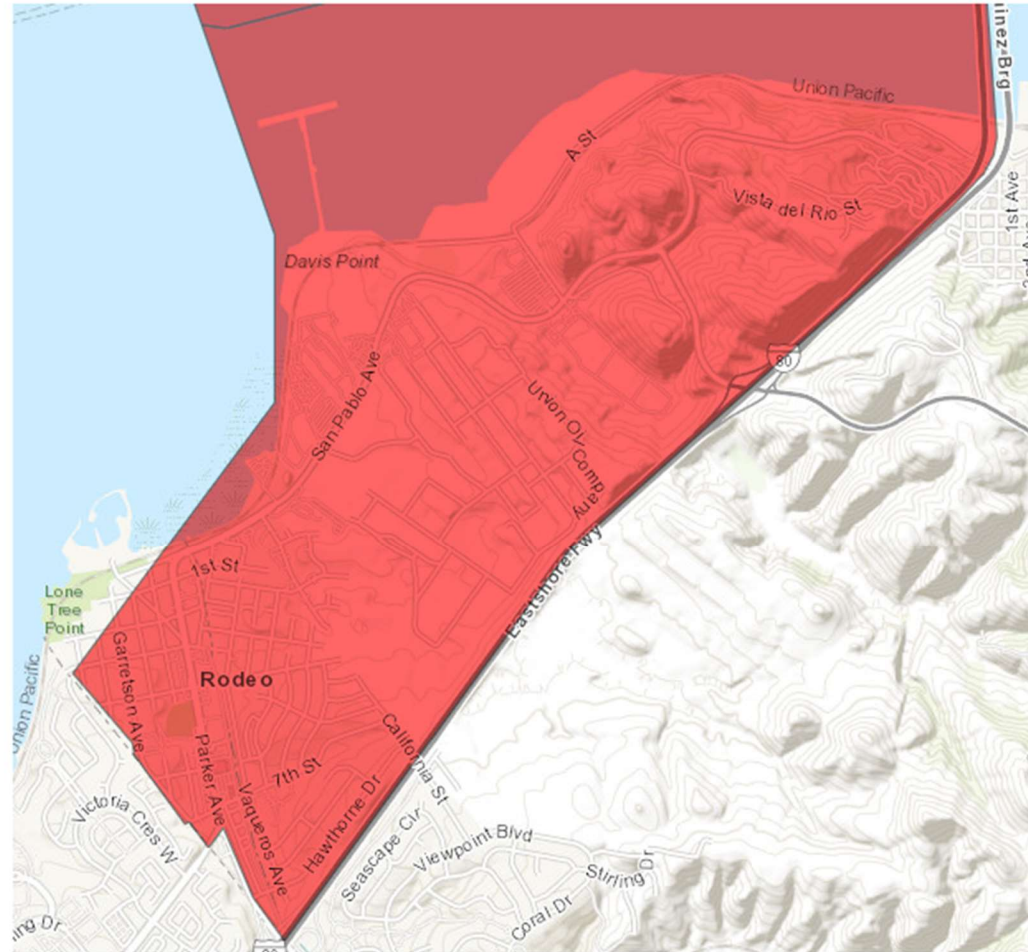
Attachment D

Disadvantaged Communities

Map

San Pablo Avenue Complete Streets Disadvantaged Communities Map

SB 535 Disadvantaged Communities 2022 (Census Tracts and Tribal Areas)





Contra Costa County
Public Works
Department

Attachment E

Letters of Support



Western Contra Costa
Transit Authority

May 19, 2022

Brian Balbas, Director
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553

RE: San Pablo Avenue Complete Streets Project

Dear Mr. Balbas:

On behalf of Western Contra Costa Transit Authority, I would like to express our continued support of the San Pablo Avenue Complete Streets Project. I understand that the purpose of the project is to incorporate bicycle and pedestrian facilities along San Pablo Avenue between Rodeo and Crockett. The project would provide for all modes of travel along the roadway and construct a portion of the San Francisco Bay Trail. All members in the region will benefit from improved bicycle and pedestrian connections in the area.

You have my support for the completion of this project. Please let me know if there is anything I can do to assist in this process.

Sincerely,

Robert Thompson
Assistant General Manager





May 19, 2022

Jerry Fahy
Transportation Engineering Division Manager
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553

Re: San Pablo Avenue Complete Street/Bay Trail Gap Closure
Project

Dear Mr. Fahy:

Bike East Bay is pleased to provide enthusiastic support for Contra Costa County's ATP application for the San Pablo Avenue Complete Street/Bay Trail Gap Closure Project. This project will provide a shared use path, separate from motorized vehicles, in a cost efficient manner by implementing a road diet along existing San Pablo Avenue between the unincorporated communities of Rodeo and Crockett. The stakeholders for this project have worked for several years in studying alternatives, design options, and traffic modeling. The project team has also incorporate community feedback into the project design by including additional safety measures.

There have been fatalities on this portion of San Pablo Avenue in Crockett. This project, by encouraging more people to walk and bike, would make a difference. The Board of Supervisors accepted the Feasibility Report for the proposed project and the project is also consistent with the County's Complete Street Policy and the land use policies identified in the Sustainable Community Strategies.

Implementation of this project in the context of the surrounding improvements along the Bay Trail and the completion of the Hercules Intermodal Station will result in community benefits and Healthy Lifestyle Options that extend beyond this single trail segment.

I strongly support the County's efforts to complete the Bay Trail from Rodeo to Crockett and look forward to future operation of this facility.

Sincerely,

A handwritten signature in black ink that reads "Dave Campbell".

Dave Campbell
Advocacy Director



FEDERAL D. GLOVER SUPERVISOR DISTRICT V
CONTRA COSTA COUNTY BOARD OF SUPERVISORS

Antioch (North)
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Martinez
Pinole (North)
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Alhambra Valley
Bay Point
Briones
Clyde
Crockett Mt.
View
Pacheco Port
Costa Reliez
Valley
Rodeo
Tormey
Vine Hill

August 26, 2020

Jerry Fahy
Assistant Public Works Director
Transportation Engineering
255 Glacier Drive,
Martinez CA 94553

Re: Support for Costa County's ATP application for the San Pablo Avenue Complete Street/Bay Trail Gap Closure Project

Dear Mr. Fahy:

As the Contra County Supervisor for District V, representing the communities in which the grant would be implemented, I am pleased to provide my enthusiastic support for Contra Costa County's ATP application for the San Pablo Avenue Complete Street/Bay Trail Gap Closure Project. This project will provide a shared use path, separate from motorized vehicles in a cost-efficient manner by implementing a road diet along existing San Pablo Avenue between the unincorporated communities of Rodeo and Crockett. The stakeholders for this project have worked for several years in studying alternatives, design options, and traffic modeling. The project team has also incorporated community feedback into the project design by including additional safety measures.

The Board of Supervisors accepted the Feasibility Report for the proposed project in June of this year. The project is also consistent with the County's Complete Street Policy and the land use policies identified in the Sustainable Community Strategies.

Implementation of this project in the context of the surrounding improvements along the Bay Trail and the completion of the Hercules Intermodal Station will result in community benefits and Healthy Lifestyle Options that extend beyond this single trail segment.

I strongly support the County's efforts to complete the Bay Trail from Rodeo to Crockett and look forward to future operation of this facility.

Sincerely,

Supervisor Federal D. Glover, District V

Ph: 925-608-4200
510-942-4200
Fx: 925-608-4209
510-942-4210

190 East 4th Street Pittsburg, CA 94565



June 13, 2022

Mr. Austin Pato
Staff Engineer – TE Division
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553

Re: Support for San Pablo Avenue Complete Street/Bay Trail Gap Closure Project

Dear Mr. Pato,

The Bay Area Ridge Trail Council is an enthusiastic supporter of Contra Costa County Public Works Department's application for grant funding for the San Pablo Avenue Complete Street/Bay Trail Gap Closure Project. This project will provide a shared-use path for pedestrians and bicyclists to travel separately from motorized vehicles. With the inclusion of this path, pedestrians and bicyclists will be able to travel safely along San Pablo Avenue.

This path will also close a gap in the San Francisco Bay Trail and connect residents of the nearby communities to parks and open spaces via the Bay Trail. Residents will now have the means to live a healthier lifestyle as a safe and accessible pedestrian and bike path is available for them to use for commute or recreation.

The Ridge Trail overlaps with Bay Trail across the Carquinez Bridge, and this project will support safe connections and greater public access to the Ridge Trail. The Ridge Trail is a planned 550-mile regional trail linking nine counties along the Bay Area ridgelines. There are over 400 miles open today, and the trail is almost 90% complete in Contra Costa County.

Thank you for creating an active transportation infrastructure that reflects the needs of the local community and communities at the sub-regional and regional levels. We hope that funding is secured to make this project idea a reality.

Sincerely,

A handwritten signature in black ink that reads "Ryan Mack". The signature is fluid and cursive.

Ryan Mack
Deputy Director
ryanmack@ridgetrail.org



June 3, 2022

Brian M. Balbas, Director
Contra Costa County
Public Works Department
255 Glacier Drive
Martinez, CA 94553

Re: Support for Contra Costa County's Active Transportation Program Application for the San Pablo Avenue Complete Streets Project between Rodeo and Crockett


Dear Mr. Balbas:

The San Francisco Bay Trail Project is pleased to provide its enthusiastic support of Contra Costa County's San Pablo Avenue Complete Streets Project between Rodeo and Crockett. This project would provide bicycle and pedestrian facilities to complete approximately 2.5 miles of Bay Trail in Contra Costa County.

When completed, this segment of Bay Trail will be part of the continuous Bay Trail system that stretches from Alameda County through western Contra Costa County to Solano County across the Zampa Bridge. Along with several other Bay Trail projects currently under way at Point Pinole, Lone Tree Point, the Carquinez Strait, and the future Hercules Intermodal Station, this segment of Bay Trail will be an important piece of providing both a recreational opportunity and an active transportation corridor in western Contra Costa County. It will also provide a critical connection to the future Hercules Intermodal Station for the communities in western Contra Costa County. The Bay Trail is playing an increasingly prominent role as both a recreational and active transportation corridor in the Bay Area. This segment of Bay Trail is identified in Contra Costa Transportation Authority's recently updated Countywide Bicycle and Pedestrian Plan as a high priority alignment in the County network.

The Bay Trail Project strongly supports the County's efforts to provide bicycle and pedestrians facilities to complete the Bay Trail from Rodeo to Crockett and urges approval of the County's ATP application for the full amount of \$10 million. We look forward to working with the County on this and many other Bay Trail improvements.

Sincerely,

DocuSigned by:

E82568021CBA4D9...

John Woodbury
Chair, San Francisco Bay Trail Project Board of Directors

El Cerrito

Hercules

June 24, 2020

Pinole

Jerry Fahy
Transportation Engineering Division Manager
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553

RE: San Pablo Avenue Complete Streets Project

Richmond

Dear Mr. Fahy,

San Pablo

On behalf of the West Contra Costa Transportation Advisory Committee (WCCTAC), I would like to express my support for the County's San Pablo Avenue Complete Streets Project. I understand that the purpose of the project is to incorporate bicycle and pedestrian facilities along San Pablo Avenue between Rodeo and Crockett. The project would provide for all modes of travel along the roadway and construct a portion of the San Francisco Bay Trail. All in the region will benefit from improved bicycle and pedestrian connections in this area of Contra Costa County.

Contra Costa
County

Please let me know if there is anything that WCCTAC can do to assist in this process

Sincerely,



AC Transit

John Nemeth
WCCTAC Executive Director

BART

WestCAT



March 19, 2026

Leah Greenblat
Transportation Manager
West Contra Costa Transportation Advisory Committee

Subject: STMP Cycle 3 Submission, Letter of Interest

Dear Ms. Greenblat,

We respectfully request consideration for the STMP funding program for a Bay Trail Gap closure project. Please do not hesitate to reach out with additional questions. Thank you for your consideration.

Sincerely,

Katy Hornbeck, Grants Manager
East Bay Regional Park District
(510) 544-2204 | KHornbeck@ebparks.org

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Richmond Bay Trail Gap Closure Project

Project Description and Use of STMP Funds

The Richmond Bay Trail Gap Closure Project will construct approximately 0.9-miles of new paved Class I multi-use trail along the San Francisco Bay shoreline between Pinole Point Business Park in Richmond and Point Wilson in Contra Costa County. The project will close one of the final gaps in the San Francisco Bay Trail in West Contra Costa County, creating a continuous and safe route for bicyclists and pedestrians along the shoreline.

STMP funds will be used to complete final plans, specifications, and estimates (PS&E), associated permitting, and Right-of-Way (ROW) activities necessary to advance the project to construction. These activities include final engineering design, preparation of bid-ready construction documents, environmental compliance support, and coordination with permitting agencies and adjacent property owners. Completing this work will ensure the project is ready to proceed to construction and that all regulatory approvals and technical requirements are met.

The completed trail will provide a safe, separated facility for pedestrians and bicyclists while improving shoreline access and connectivity between communities, parks, employment centers, and regional trail destinations.

Project Location

The project sits along the San Francisco Bay shoreline between Point Pinole Regional Shoreline and Wilson Point in Richmond, Contra Costa County, California.

The project map below shows the proposed trail alignment connecting existing segments of the Bay Trail network. The map illustrates the planned Point Pinole to Wilson Point Trail Connection, existing bicycle facilities, and surrounding roadways and neighborhoods.

The project corridor runs adjacent to shoreline industrial lands and residential neighborhoods and will connect existing trails at Point Pinole Regional Shoreline to the broader Bay Trail network serving Richmond and surrounding communities.

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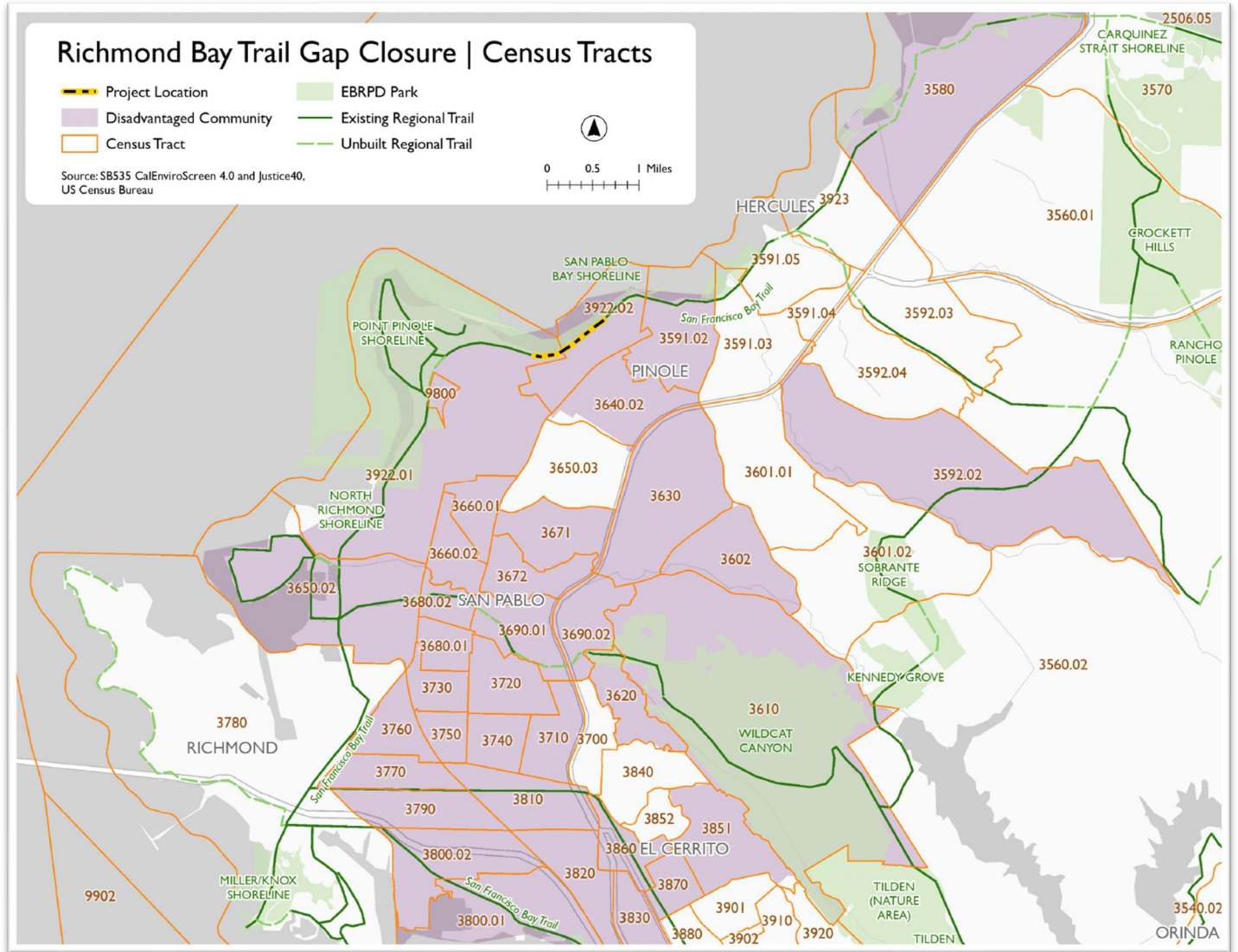
Lynda Deschambault
Ward 2

Luana España
Ward 4

John Mercurio
Ward 6



PROJECT LOCATION MAP



SOURCE: SB535 CalEnviroScreen4.0

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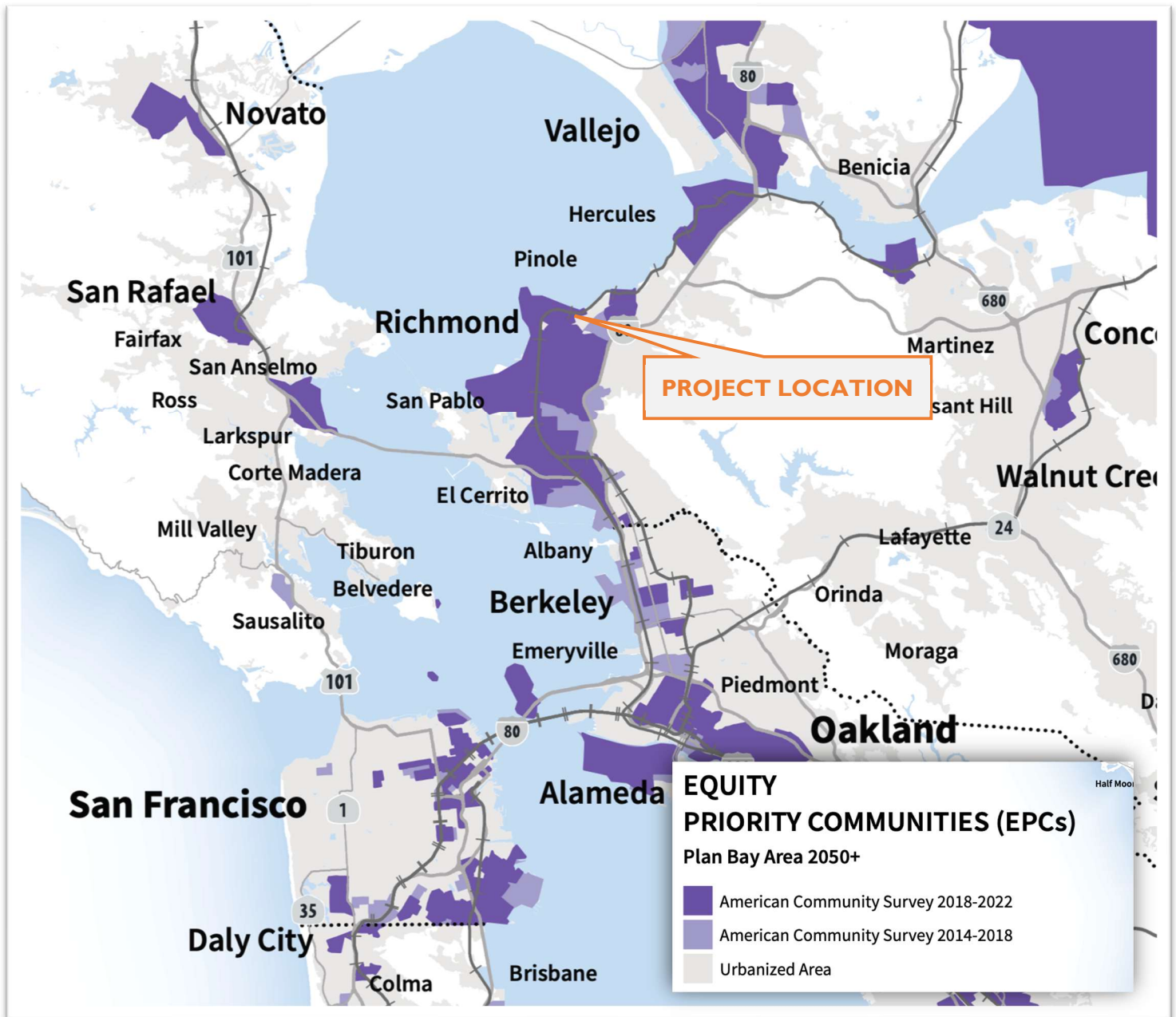
Luana España
Ward 4

John Mercurio
Ward 6



Documentation of Equity Priority Community Status

SOURCE: [Equity Priority Communities \(EPCs\) Plan Bay Area 2050+](#)



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Project Readiness and Funding Status

The Richmond Bay Trail Gap Closure Project is well positioned to advance to the next phase of implementation. Preliminary engineering, ROW, and environmental review began in June 2021, and the project team has continued advancing design and coordination activities.

The requested STMP funding will support the final design, plans, specifications, and estimates (PS&E), as well as the securing ROW and permitting phase, which is expected to begin in September 2026. These funds would likely be expended between September 2026 and December 2027, after which the project would proceed toward construction.

We anticipate the final PSE, ROW, and permitting phase of the project will be completed by December 2027. Construction would tentatively begin in Summer 2028 and be completed/open to the public by 2030. Start of construction is dependent on securing funding for the construction.

PROJECT TIMELINE

Activity Description	Estimate Start	Estimate Completion
Plans, Specifications, and Estimate (PSE) / ROW / Permitting start	September 2026	December 2027
Procurement & Construction Start	March 2028	November 2029
Opening to Public	January 2030	n/a

STMP funding will help the project advance to a stage where it can compete successfully for major construction funding.

Final design, ROW, and permitting is estimated to cost approximately \$1 - \$1.5 million. The Park District has secured \$500,000 from a previous round of STMP funding as well as \$25,000 from the Rails to Trails Conservancy. The Grants Department continues to pursue grant funding for both this phase and construction phase.

PROJECT BUDGET

Phase	Amount
100% Final Plans, Specifications, and Estimates	\$1,000,000
Permitting	\$250,000
Right of Way Agreements	\$50,000
TOTAL	\$1,300,000.00

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Value of STMP Funds

STMP funds are critical to advancing the project from planning to construction readiness. The requested funds will allow the project team to complete final design documents, ROW, permitting, and engineering analysis required for bidding and construction.

Without STMP funding, the project would likely experience delays in completing the PS&E phase, which could postpone the ability to secure construction funding and begin construction. By supporting this key stage of project development, STMP funds will help unlock larger funding sources and accelerate the delivery of this important regional trail segment.

Improvement to Alternative Mode Networks

The Richmond Bay Trail Gap Closure Project significantly strengthens the regional bicycle and pedestrian transportation network.

By completing this missing segment of the San Francisco Bay Trail, the project will create approximately 30 miles of continuous shoreline trail from Lone Tree Point in Rodeo to Oakland and Treasure Island! This new connection will link previously funded trail segments and improve mobility throughout the East Bay shoreline.

The project will:

- Provide a safe, separated Class I trail for bicyclists and pedestrians;
- Improve connections between neighborhoods, parks, employment areas, and transit;
- Expand opportunities for active transportation and zero-emission travel; and
- Reduce reliance on automobile travel for short trips along the shoreline;

The project will also improve access to regional open space and recreation areas, including Point Pinole Regional Shoreline and the broader Bay Trail network.

Benefits to Disadvantaged Communities

The Richmond Bay Trail Gap Closure Project will provide meaningful benefits to disadvantaged communities in the Richmond area.

Many neighborhoods near the project corridor have historically experienced limited access to safe bicycle and pedestrian infrastructure and limited access to the shoreline. Completing this trail segment will provide residents with a safe and accessible route for recreation, commuting, and active transportation.

The project will improve connectivity between residential areas, parks, employment centers, and regional transportation corridors, allowing residents to reach destinations without relying on automobiles. Access to safe trails and outdoor recreation is also associated with improved physical health, reduced transportation costs, and increased opportunities for outdoor activity.

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STMP Cycle 3 Required Summary Project Information Form

1. **STMP Project ID# (include sub-category if relevant):** #4 in Other Bicycle and Pedestrian-Focused Improvements
2. **Relevant STMP Project Name (as it appears on Project List):** Bay Trail Gap Closure
3. **Agency's Project Name (if different):** Richmond Bay Trail Gap Closure
4. **Amount of STMP Funds Requested:** \$500,000
5. **Total Estimated Project Cost:** \$1,300,000
6. **Phase/Use of Funds Requested (Select all that apply):**
 - a. PS&E
 - b. ROW
 - c. Other: Permitting
7. **Brief Summary Description (2-3 sentences):**

The Richmond Bay Trail Gap Closure Project will advance design and environmental review for a critical missing segment of the San Francisco Bay Trail along the Richmond shoreline in Contra Costa County. This project will close one of the remaining gaps in the regional Bay Trail network, improving access to shoreline parks, supporting active transportation, and enhancing connections between communities and the San Francisco Bay.

If awarded funding, the money will complete the planning and design for a new multi-use trail segment, including construction documents/100% PSE, required permits, bid-ready documents, and right of way agreements to advance the project to construction.
8. **Agency Name:** East Bay Regional Park District
9. **Contact Name:** Katy Hornbeck
10. **Contact Email:** KHornbeck@ebparks.org
11. **Contact Phone #:** (510) 544-2204
12. **Schedule and Cost (include month, year, and amount of STMP funds to be used):**

Phase	Begin Date	End Date	Amount of STMP Cycle 3 funds Requested	Secured Funding	Pending (other grant applications; EBRPD budget)	Total Cost by phase and Grand Total
100% Final PS&E	Sept 2026	Dec 2027	\$500,000	\$250,000	\$250,000	\$1,000,000
ROW	Sept 2026	Dec 2027	\$0	\$25,000	\$25,000	\$50,000
Permitting	Sept 2026	Dec 2027	\$0	\$250,000	\$0	\$250,000
TOTAL			\$500,000	\$525,000	\$275,000	\$1,300,000

Board of Directors