

TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

DATE & TIME: September 10, 2026 • 1:30 PM – 3:30 PM

LOCATION: WCCTC Offices • 6333 Potrero Ave. at San Pablo Avenue, El Cerrito, CA 94530

TRANSIT OPTIONS: Accessible by AC Transit #72, #72M, & El Cerrito del Norte BART

1. **CALL TO ORDER**

Estimated Time:* 1:30 PM

2. **PUBLIC COMMENT**

Estimated Time:* 1:30 PM, (3 minutes)

The public is welcome to address the TAC on any item that is not listed on the agenda. Please fill out a speaker card and hand it to staff. Please limit your comments to 3 minutes. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The WCCTC TAC may direct staff to investigate and/or schedule certain matters for consideration at a future TAC meeting.

3. **CONSENT CALENDAR**

Estimated Time:* 1:33 PM (2 minutes)

A. **Minutes from August 13, 2026.**

Recommendation: Approve as presented.

Attachment: Yes

4. **REGULAR AGENDA ITEMS**

A. **Transportation Expenditure Plan (TEP) Framework**

Description: CCTA is developing a new Transportation Expenditure Plan to guide future countywide transportation investments. Building on listening sessions held with each Regional Transportation Planning Committee, including WCCTAC's session on August 20, 2026, CCTA staff will present the emerging TEP framework, including proposed key outcomes, investment categories and programs, and potential "Named Projects," and will seek TAC input on the initial draft TEP.

Recommendation: Receive presentation and provide input.

Attachments: Yes

Presenter/Lead Staff: Tim Haile, CCTA Executive Director

Estimated Time:* 1:35 PM, (60 minutes)

* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

5. **STANDING ITEMS**

A. **Technical Coordinating Committee (TCC) Report**

Description: TCC representatives will report on the last TCC meeting.

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTC's TCC Representatives & WCCTC Staff

Estimated Time:* **2:35 PM** (5 minutes)

B. **Staff and TAC Member Announcements**

Description: TAC members or WCCTC staff can make comments or announcements.

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTC Staff and TAC Members

Estimated Time:* **2:40 PM** (5 minutes)

6. **ADJOURNMENT**

Description / Recommendation: Adjourn.

Estimated Time:* **2:45 PM**

The next regular meeting of the TAC is October 8, 2026. The next meeting of the WCCTC Board is Friday, October 23, 2026.

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- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTC TAC meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.
 - If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
 - Handouts provided at the meeting are available upon request and may also be viewed at WCCTC's office.
 - Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
 - A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

DRAFT WCCTC TAC Meeting Action Minutes

MEETING DATE: August 13, 2026

MEMBERS PRESENT: Mike Roberts, Hercules; Celestine Do, BART; Finn Wurtz, WestCAT; Jamar Stamps, Contra Costa County; Regina Tran, AC Transit; Yvettah Ortiz, El Cerrito; Josef Munoz, Richmond; Jimmy Zhou, San Pablo.

GUESTS: Julie Morgan and Gabby Picado-Aguilar, Fehr & Peers

STAFF PRESENT: John Nemeth, Leah Greenblat, Coire Reilly

ACTIONS LISTED BY: WCCTC Staff

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 1:30 PM
2.	Public Comment	None
3A.	Consent Calendar: Minutes from July 13, 2026, meetings.	Motion to Approve: Josef Munoz Seconded: Jamar Stamps Ayes: M. Roberts, C. Do, F. Wurtz, J. Stamps, R. Tran, Y. Ortiz, J. Munoz, J. Zhou Abstain: None Consent Calendar was approved unanimously
Regular Agenda Items		
4A.	2027 STMP Nexus Study: Draft Project List	Staff provided background noting that over the past several months, TAC members had submitted updates on the status of 2019 STMP projects and identified potential new projects for the 2027 Update. WCCTC's consultant, Fehr & Peers, compiled this input into a Draft 2027 STMP Update Project List, accompanied by a memo prepared to guide discussion. Fehr & Peers and staff walked the TAC through the full Draft Project List, and the TAC discussed and made adjustments to the proposed projects.

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
		Following discussion, the TAC voted to approve the Draft Project List for forwarding to the WCCTC Board for its consideration at the September 4, 2026 Board meeting. Motion: Jamar Stamps Seconded: Celestine Do Ayes: M. Roberts, C. Do, F. Wurtz, J. Stamps, R. Tran, Y. Ortiz, J. Munoz, J. Zhou Noes: None Abstain: None Motion passed unanimously
4C	Recommendations for CCTA Technical Coordinating Committee (TCC) Positions	WCCTC currently has a primary vacancy due to the recent resignation of Heba El-Guindy, as well as an optional third alternate seat that remains open. Currently, Leah Greenblat and Josef Munoz serve as the primary representatives and Janney Lockman and John Nemeth serve as alternates. The TAC nominated Jimmy Zhou. Board will finalize confirmation of Jimmy Zhou subject to Mr. Zhou confirming his interest. Motion: Mike Roberts Seconded: Regina Tran Ayes: M. Roberts, C. Do, F. Wurtz, J. Stamps, R. Tran, Y. Ortiz, J. Munoz, J. Zhou Noes: None Abstain: None Motion passed unanimously
Standing Items:		
5A.	Technical Coordinating Committee (TCC) Report	TCC members noted that they received a presentation related to the Countywide Transportation Plan, and would invite Matt Kelley to discuss with the TAC in the near future.
5B.	Staff and TAC Member Announcements	WestCAT schedule change September 12, 2026, partnering with AC Transit and WCC USD school bridge service for Betty Reid and Pinole Middle School, San Pablo has a new Public Works Director, Melissa Tigbao.
6.	Adjournment	The meeting adjourned at 3:30 PM

TO: WCCTC TAC

MEETING DATE: September 10, 2026

FR: John Nemeth, Executive Director

RE: Transportation Expenditure Plan (TEP) Framework

REQUESTED ACTION

Receive presentation and provide input. This is an informational item; no action is requested.

BACKGROUND AND DISCUSSION

CCTA has provided a memo (Attachment A) outlining the emerging framework for its Transportation Expenditure Plan, including proposed outcomes, investment categories, and potential Named Projects. A list of potential Named Projects under consideration is included as Appendix I (Attachment B).

ATTACHMENTS

A: CCTA Memo – Transportation Expenditure Plan Framework

B: Appendix I – List of Named Projects

MEMORANDUM

TO: Regional Transportation Planning Committees (RTPCs)

FROM: Timothy Haile, Executive Director
Contra Costa Transportation Authority

DATE: September 3, 2026

SUBJECT: Transportation Expenditure Plan Framework

SUMMARY

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

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

The discussion will focus on:

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

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

BACKGROUND

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

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

The process is organized into four phases:

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

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

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

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

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

TEP LIVING PILLARS

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

Community-First Approach

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

Keep It Simple

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

Apply a Countywide Lens

We are all in this together. Together, we consider the transportation needs of the entire county, balancing local priorities with regional benefits. We build transportation systems that improve quality of life for communities across Contra Costa.

Emphasize Accountability

We are committed to establishing clear and consistent expectations for how funds are

allocated and the results they are intended to achieve. We will ensure that the commitments we make are fulfilled and the outcomes are promised and delivered.

Focus on Significant Outcomes

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

BUILDING ON THE LISTENING PROCESS

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

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

CCTA has also conducted listening sessions with each RTPC Board:

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

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

DEVELOPING THE TEP FRAMEWORK

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

1. Developing funding projections;
2. Setting funding allocations and determining benefits;
3. Determining Return to Source and modernizing the Growth Management Program;

4. Creating major investment categories;
5. Defining how projects and programs will be selected and evaluated; and
6. Determining how programs will be structured and administered.

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

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

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

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

TRANSFORMATIVE VISIONS AND INVESTMENT CATEGORIES

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

Provide Reliable Freeway and Roadway Travel

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

Build a Complete, Reliable Transit Network

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

Create People-First Streets

Potential investments include major roadway safety improvements, pedestrian improvements, local streets and roads, trails and bikeways, Safe Routes to School, smart signals, streetscape and livability improvements, clean mobility, and climate resilience and evacuation improvements.

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

KEY OUTCOMES AND PERFORMANCE MEASURES

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

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

Key Outcome	Proposed Direction
Congestion	Reduce traffic travel times
Safety	Reduce fatal and serious injury crashes
Transit	Improve safety and transit reliability
Access	Enhance travel options for seniors, students, people with disabilities, and low-income residents
Connectivity	Expand safe and connected routes for walking and biking
Thriving Communities	Build a transportation system that supports a strong economy
Environment	Reduce transportation-related pollution

Each outcome will be supported by more detailed objectives and performance measures. Examples include average daily delay per traveler for congestion; fatal and serious injury crashes for safety; access to jobs within a defined transit travel time for transit; access to destinations using low-stress walking and bicycling facilities for connectivity; pavement condition for thriving communities; and transportation-related greenhouse gas emissions for the environment.

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

POTENTIAL PROGRAMS

The TEP is anticipated to include a combination of Named Projects and programs. Programs allow the TEP to address groups of transportation investments that share a

common purpose while maintaining flexibility to respond to needs that may change over the life of the expenditure plan.

Two general types of programs are being considered.

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

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

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

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

POTENTIAL NAMED PROJECTS

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

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

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

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

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

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

EVALUATION FRAMEWORK

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

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

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

RTPC INPUT AND NEXT STEPS

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

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

Appendix I. List of Named Projects

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

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

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

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

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

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