

TRANSPLAN Committee Meeting

Thursday, January 16, 2014 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact Jamar Stamps at 925-674-7832 or jamar.stamps@dcd.cccounty.us

AGENDA

Items may be taken out of order based on the business of the day and preferences of the Committee.

- 1. OPEN** the meeting.
- 2. ACCEPT** public comment on items not listed on agenda.

Consent Items (see attachments where noted [♦])

- 3. ADOPT** Minutes from 11/14/13 TRANSPLAN Meetings ♦ **PAGE 2**
- 4. ACCEPT** Correspondence ♦ **PAGE 12**
- 5. ACCEPT** Status Report on Major Projects ♦ **PAGE 16**
- 6. ACCEPT** Calendar of Events ♦ **PAGE 24**
- 7. ACCEPT** Environmental Register ♦ **PAGE 26**

End of Consent Items

Open the Public Meeting

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

8. ELECT Chair and Vice-Chair for 2014: *The TRANSPLAN Committee elects its officers at the beginning of each calendar year. Elections of chair and vice chair are done in two separate motions. Both must be elected officials. The attachment shows the officers of TRANSPLAN for the past seven years.* ♦ **PAGE 28**

9. APPOINT TRANSPLAN Representative to the Contra Costa Transportation Authority (CCTA) Board. ♦ **Page 30**

10. ADOPT revised 2014 TRANSPLAN meeting calendar: *Staff recommends changing the scheduled July 10, 2014 meeting due to a conflict with the Contra Costa Mayors Conference.* ♦ **Page 35**

11. RECEIVE update on Public Forum on Revitalizing Contra Costa County's Northern Waterfront. Link: http://www.cccounty.us/northernwaterfront_event

12. ADJOURN to next meeting on Thursday, February 13, 2014 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

Kevin Romick, Chair
Oakley
City Council

Salvatore Evola, Vice-Chair
Pittsburg
City Council

Wade Harper
Antioch
City Council

Robert Taylor
Brentwood
City Council

Mary N. Piepho
Contra Costa County
Board of Supervisors

Kerry Motts
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Duane Steele
Contra Costa
Planning Commission

Vacant
Representing the
Contra Costa County
Board of Supervisors

Doug Hardcastle
Oakley
Planning Commission

Bruce Ohlson
Pittsburg
Planning Commission

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ITEM 3
11/14/13 TRANSPLAN COMMITTEE MEETING MINUTES

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

MINUTES

November 14, 2013

The regular meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Kevin Romick at 6:30 P.M.

ROLL CALL

PRESENT: Salvatore (Sal) Evola (Pittsburg), Doug Hardcastle (Oakley), Wade Harper (Antioch), Kerry Motts (Antioch), Bruce Olson (Pittsburg), Duane Steele (Contra Costa County Planning Commission), Robert (Bob) Taylor (Brentwood), and Chair Kevin Romick (Oakley)

ABSENT: Mary N. Piepho (Contra Costa County Board of Supervisors), and Joe Weber (Brentwood)

STAFF: Jamar Stamps, TRANSPLAN Staff

Chair Romick introduced Kerry Motts, the new representative to the TRANSPLAN Committee from the Antioch Planning Commission.

PUBLIC COMMENT FOR ITEMS NOT LISTED ON THE AGENDA

There were no comments from the public.

CONSENT ITEMS

On motion by Bob Taylor, seconded by Wade Harper, TRANSPLAN Committee members unanimously adopted the Consent Calendar, as follows:

3. Adopted Minutes from October 10, 2013 TRANSPLAN meeting
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register
8. Adopted 2014 Calendar of Meetings

RECEIVE PRESENTATION ON COUNTYWIDE TRANSPORTATION PLAN (CTP) VISION, GOALS, AND CURRENT ISSUES FOR THE 2014 CTP UPDATE

Mr. Stamps introduced Martin Engelmann, CCTA Deputy Director for Planning, to present the CTP Vision, Goals, and Current Issues for the 2014 CTP Update.

Mr. Engelmann, Contra Costa Transportation Authority (CCTA) Deputy Director for Planning, referred to the *Discussion Paper: Refining the Vision and Goals for the 2014 Countywide Transportation Plan: Issues and Opportunities* included in the TRANSPLAN Committee packets related to the visions and goals for the 2014 CTP. He explained that the CCTA had a Countywide vision since the 2000 CTP, which was updated each year. In 2009, the CCTA's vision was to *Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and a strong economy to benefit the people and areas of Contra Costa, sustained by 1) a balanced, safe, and efficient transportation network; 2) cooperative planning; and 3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.* He explained that as part of the 2014 update, the CCTA wanted to see if that vision supported what was intended over the next 25 years.

Mr. Engelmann identified the four goals that followed the vision statement: 1) enhance the movement for people and goods on highways and arterial roads; 2) manage the impacts of growth to sustain Contra Costa's economy and preserve its environment; 3) expand safe, convenient and affordable alternatives to the single-occupant vehicle; and 4) maintain the transportation system.

Mr. Engelmann explained that much had happened since the 2009 plan in that just before the adoption of that plan, SB 375 had been adopted which required the Metropolitan Transportation Commission (MTC) to develop a sustainable strategy, and MTC had adopted the first sustainable strategy for the Bay Area region setting forth a land use scenario which would develop a 15 percent reduction of greenhouse gas emissions. With respect to what drove that strategy, he referred to a graphic in the document where equity, economy and environment overlapped to form a "sweet spot" for sustainable development which would grow the economy and protect the environment, resulting in equity among all the communities in the Bay region, which was being incorporated into the 2014 CTP.

Noting the difficulty of getting the concept of sustainability across, Mr. Engelmann explained that the paper talked about sustainability in simple terms; the ability to achieve all our needs both now and in the future making decisions now that don't compromise the ability of our children and grandchildren to meet their needs in the future. He referred to the challenges and opportunities and highlighted the proposed changes to the vision and goals for the 2014 CTP.

Mr. Engelmann referred to a proposed revision to the vision that had been proposed to insert the word 'sustainable,' to read: *Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and a strong economy to benefit the people and areas of Contra Costa, sustained by 1) a balanced, safe, sustainable, and efficient transportation network; 2) cooperative planning; and 3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.*

Revisions had also been proposed to the goals: (1) Support the efficient and reliable movement of people and goods; (2) manage growth to sustain Contra Costa's economy, preserve its environment and support its communities; (3) expand safe, convenient, and affordable alternatives to the single-occupant vehicle; (4) maintain the transportation system; and a new goal had been recommended to (5) continue to invest wisely to maximize the benefits of available funding.

Mr. Engelmann explained that the item had been submitted to the TRANSPLAN Committee for discussion and hopefully acceptance, or that TRANSPLAN would have comments, which he emphasized would have to be submitted by the end of November 2013, with a return in December, to be included in the adoption of the 2014 CTP. He requested that TRANSPLAN staff be directed to receive comments from the TRANSPLAN Committee and forward those comments to the CCTA by its deadline.

Bob Taylor verified with Mr. Engelmann that the changes had been vetted by the CCTA's Planning Committee and were currently being circulated.

Mr. Engelmann described the changes as minor and noted that this was the vetting process.

Chair Romick stated that any comments would be submitted to Mr. Stamps who would update the CCTA with those comments.

There were no other comments at this time.

RECEIVE UPDATE ON DRAFT EAST COUNTY ACTION PLAN FOR ROUTES OF REGIONAL SIGNIFICANCE AND AUTHORIZE THE RELEASE OF THE DRAFT ACTION PLAN FOR REVIEW AND COMMENT

Mr. Stamps noted that the item was to receive an update on the progress of the Action Plan Update. Action would be required of the TRANSPLAN Committee to authorize release of the plan to the other Regional Transportation Planning Committees (RTPCs) for review and comment.

For those new members of the TRANSPLAN Committee who may not be familiar with the process, Mr. Engelmann highlighted a document entitled *What is an Action Plan?* He explained that an Action Plan is a transportation planning document that identifies Routes of Regional Significance (RORS), sets performance objectives for those routes, and establishes actions for achieving those objectives.

Mr. Engelmann explained that Actions Plans had originated with the approval of Measure J by Contra Costa voters in 2004. Measure J included a Growth Management Program (GMP) that required multi-jurisdictional, cooperative planning where each jurisdiction shall participate in an ongoing process to create a balanced, safe, and efficient transportation system. Through the RTPCs, Measure J required that local jurisdictions work to identify RORS, establish performance objectives (Multimodal Transportation Service Objectives (MTSOs)) and Actions for achieving them, use the model to evaluate General Plan Amendments (GPAs), create a development mitigation program (the East Contra Costa Regional Fee and Financing Authority (ECCRFFA)), and help develop plans and studies to address other transportation issues.

Mr. Engelmann reported that a Route of Regional Significance had been defined in the Implementation Guide as a route that connects two or more subareas of Contra Costa, enters or leaves the County, carried a significant amount of through traffic, or provides access to a regional highway or transit facility (e.g., a BART station or freeway interchange). He referred to the 500-mile system of routes comprising 15 percent of the roadways in the County and noted the 80/20 rule where 80 percent of the traffic was on 20 percent of the roadways and the 90/10 rule where 90 percent of the congestion was on 10 percent of the roadways.

For East County, Mr. Engelmann noted questions of how State Route 4 would operate, whether the intent was for drivers to get through as fast as possible, stay off arterials, and stay off side streets, and stated this would be an opportunity to discuss the objectives of the routes and figure out actions, programs, projects, and initiatives to help get there. He reported that Bailey Road had now been designated as a RORS and the conversation would take place amongst all RTPCs to agree on objectives and measures. He noted that the CCTA played a role and would knit the five Action Plans into a Countywide Transportation Plan (CTP).

Referring to some criticism that Action Plans were only about roadways, Mr. Engelmann stated that was not true in that they were multimodal in nature. He explained that one of the objectives of the GMP is to support infill and redevelopment in existing urban and brownfield areas; some RTPCs had discussed designating BART and the Iron Horse Trail as RORS; and an RTPC may identify segments of regional routes that are subject to specific MTSOs to accommodate Transit Oriented Development (TOD) or infill development, adopt or propose Traffic Mitigation Programs, or conflicts with regional, statewide, or federal programs.

Mr. Engelmann described all the state, regional, and local agencies involved in the process and referred to a network of High Occupancy Toll (HOT) lanes that MTC would develop and the question of how to work with that in the objectives.

Mr. Engelmann described the Action Plan components as long-range assumptions of how the world would look in 2040, and part of the GMP would ask local jurisdictions how they would carry out the actions in the Action Plans, and include a Regional Development Review Process. With respect to the Regional Development Review Process, he noted that each jurisdiction's adopted General Plan had been used in the Action Plans to see how everything would look in 2040; the model would be evaluated to see if everything could be achieved by 2040 to know what had to be done to get there, and if there was a GPA, there were requirements for circulation of Environmental Impact Reports (EIRs) to allow comments and procedures for a review of impacts resulting from proposed local GPAs, and the Actions Plan could go into further detail of how the process would be implemented. Noting that the Action Plans were subject to the California Environmental Quality Act (CEQA), he added that each RTPC-developed draft Action Plan would be knit together by the CCTA, which would conduct a full EIR of the Countywide Transportation Plan and certify the EIR, after which the RTPCs could adopt the final Action Plans.

Julie Morgan of Fehr and Peers presented the Administrative Draft of the East County Action Plan Update at this time, walked through the process, and highlighted some of the major topics the plan covered. She opened a discussion of the document and sought action to authorize the release of the draft plan to the other RTPCs and local jurisdictions, noting that the Action Plan had last been updated in 2009 when the CTP had also been updated. She reported on meetings with the TRANSPLAN Technical Advisory Committee (TAC) which had been reviewing the Action Plan since February 2013, and which had reviewed the proposal in detail from the 2009 CTP, and had updated what had changed in the region and what had changed in terms of the larger policy goals. Given the Countywide effort, she explained that each RTPC was doing the same thing.

Ms. Morgan described the major topics in the East County Action Plan, introduction to the relationship to Measure J and the GMP, identifying and designating RORS in East County, growth trends, overarching goals in the major routes, listing of regional actions, and a section on the procedures for review and monitoring which had been laid out in Measure J and the Implementation Guide. She explained that there were guidelines in Measure J for how to decide on RORS. She presented a map of the RORS network and noted there were no changes to the routes which were the same designated in 2009, although there were some changes to the boundary.

One boundary change was the inclusion of Bailey Road where TRANSPAC had agreed that it made sense to include Bailey Road as a RORS in the Central County Action Plan, and it was now showing as a consistent designation between Central and East County, and some routes had been renamed, such as the SR4 Bypass instead of Highway 4.

Ms. Morgan referenced the growth trends affecting East County related to population growth in that East County was forecast to continue to grow significantly, over one percent per year, which equated to a growth of 125,000 population over that time period, or 44,000 additional dwelling units. Regarding jobs compared to other RTPC areas, she stated that Central County remained the employment center of the County and would remain so although East County would double its jobs. She explained that amount of growth would translate into increases in the amount of traffic projected to occur, which appeared in the Action Plan itself.

Ms. Morgan explained that they had worked with the TAC as to how to translate that to goals defined for East County. Noting there were good goals present in the 2009 plan, most had been retained and consolidated to define an overarching goal statement over the previous goals. She identified the major goals as maintaining or improving efficiency of freeway and arterial operations; supporting an efficient and effective transit system; improving multi-modal mobility and decrease single-occupant vehicle travel; maintaining the existing transportation network to support safety and efficiency; and managing the effects of growth on the transportation system.

Ms. Morgan stated in terms of actual performance measures, MTSOs, they had been shown as defined for each regional route, which had been maintained from the 2009 plan. One change had been the accommodation of MTSOs on arterial routes of Priority Development Areas (PDAs) in that the physical improvements were being identified to meet levels or standards that should be evaluated on the effects of all transportation users; vehicle, transit, and cyclists in that PDAs were intended to be more transit in nature.

Referring to regional actions in the Action Plan, Ms. Morgan noted that many were updates of programs that had been in East County for some time such as SR4, eBART, the TriLink study, and ramp metering. New actions to support the extension of eBART, to study future needs along SR 160, and to continue implementation of bicycle and trail projects had been included along with actions related to transit coordinated with Tri Delta Transit and BART, and actions related to Transportation Demand Management (TDM), and non-motorized modes coordinated with 511 Contra Costa.

Ms. Morgan sought authorization to release the Administrative Draft of the East County Action Plan for use by others.

Wade Harper recognized that job numbers were increasing with a greater need for transportation, and he asked where the numbers in the plan had originated, to which Ms. Morgan explained that the numbers had come from a consistent projection used throughout the County; a projection prepared for MTC and the Association of Bay Area Governments (ABAG) Regional Transportation Plan (RTP).

In further response to Mr. Harper as to whether criteria had been included for a reprioritization of projects in the Action Plan, Ms. Morgan explained that the Action Plan was intentionally a non-constrained plan in that it was not the document for which a prioritization process would occur.

As to the actions related to Tri Delta Transit in response to Mr. Harper, Ms. Morgan referred to Chapter 5, Section 2e) of the actual document where there was a series of actions related to pursuing funding opportunities for bus service, rerouting local buses for the eBART system, travel signal management, bus prioritization to work with local jurisdictions, and expansion of Park & Ride lots.

When asked by Mr. Harper, Mr. Engelmann explained that the Action Plan itself assumed that eBART had been completed, which actual completion date was expected to be at the end of 2017.

Doug Hardcastle asked about ramp metering and any feedback available on that metering, to which Mr. Engelmann stated he had not heard anything bad. He explained that ramp metering was settling in, was working, and people were getting a better ride. In the AM westbound it was working great on Highway 4 and SR 242, although the issue now was that everyone was arriving at the I-680/SR 24 interchange which was the new 'brick wall' and the delays there had increased. In addition, with the drop in unemployment rates, more people were working and driving, and I-680/SR 24 had become an issue.

Bob Taylor verified with Ms. Morgan that Actions Plans were updated every five years. He urged some attention to make certain that ABAG was aware of East County's problems and its needs.

Chair Romick emphasized that the East County Action Plan was East County's opportunity of advising ABAG of what it was all about and identifying East County's concerns, priorities, and needs.

As a bicyclist, Bruce Ohlson stated that RORS were also important to bicyclists, which should be mentioned in the plan. He also wanted to see the Delta de Anza Trail and the Mokelumne Aqueduct Trail added as RORS, especially since the Iron Horse Trail had been included.

Ms. Morgan stated that any change to the RORS would require TRANSPLAN Committee action, which would have to be recommended to the CCTA.

Sal Evola referred to the report where the RORS had been listed and asked about the difference between the statement for Leland Road that "Once the westward extension of West Leland Road is constructed, it will also be a designated regional route within East County," and Buchanan Road which included a statement "Note that Buchanan Road will no longer be designated as a route of Regional Significance once the James Donlon Boulevard extension is constructed."

Ms. Morgan explained that the Buchanan Road Bypass (James Donlon Boulevard) was in the same category in that once the future extension of James Donlon Boulevard had been built, it would automatically be designated as a RORS, which was the same concept with Leland Road which would also be designated as a RORS. She added that Leland Road would be designated as a RORS for East County and once connected it would be up to TRANSPAC as to whether it would be designated as a RORS in that area.

Mr. Evola stated that Leland Road would meet all the qualifiers of a RORS and he wanted to advocate to TRANSPAC to include Leland Road as well when extended.

Mr. Ohlson recommended specific MTSOs for bicycles to encourage increased bicycle use, to which Ms. Morgan stated that would be couched as an action item, "encouragement to continue to build unbuilt segments."

Ms. Morgan referred to Section 2d) on Page 37 of the plan itself related to active presentations, "Emphasize the construction of unbuilt segments of Class II and Class III bikeways on the Countywide Bikeway Network, as identified in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan."

Mr. Ohlson preferred to see that reference in the MTSOs and arterials, and commented that in his opinion the Countywide Bicycle and Pedestrian Plan left a lot to be desired.

With respect to the Delta de Anza and Mokelumne Trails, Mr. Stamps noted the struggle to identify performance measures for non-motorized routes since motorized routes could be measured by delays, for instance, while it was difficult to get a set of meaningful criteria related to the use of trails or bicycle routes. He explained there were specific actions to address the gaps and completion of facilities and noted that as projects were completed they still experienced growth and there had to be a way to direct those users onto other modes which included transit and bicycling. He added that the actions would be the better method for those facilities, and noted that Delta de Anza and Mokelumne Trails were probably underutilized and should be encouraged to be utilized.

Mr. Ohlson suggested there were many things that were not measurable. He suggested that bicycles represented a larger number than expected.

On motion by Sal Evola, seconded by Wade Harper, TRANSPLAN Committee members unanimously approved the draft East County Action Plan for circulation to local jurisdictions and adjacent RTPCs for review and comment, with comments due by the end of the calendar year. Comments received would be brought back to the TRANSPLAN-TAC in January 2014. The Action Plan would then be revised, and prepared for submittal to CCTA in February.

On an unrelated matter, Mr. Stamps announced that the two-year term for the CCTA Board Representative (Bob Taylor) would be expiring on January 31, 2014; the CCTA had requested that Mr. Taylor either be reappointed or a new appointment be made by that date. Mr. Stamps noted that there were two opportunities to meet before then and the item would be agendaized for either of those meetings to appoint or reappoint for the two-year term for the CCTA Board Representative, which term would be from February 1, 2014 to January 1, 2016.

Mr. Taylor expressed a desire to be reappointed as a CCTA Board Representative.

Mr. Stamps also announced there would be a meeting of the San Joaquin Joint Powers Agency (JPA) on November 22, 2013 at 11:00 A.M. in the City of Martinez Council Chambers. He advised that the County was represented by Supervisor Glover and Councilmember Tatzin from Lafayette. The meeting would allow an opportunity for the public to attend.

Wade Harper announced a fundraiser on November 21, 2013 at the Roddy Ranch Golf Course at 6:00 P.M. to raise money to fight brain cancer in that Antioch Councilmember Gary Agopian had been diagnosed with terminal brain cancer. He added that tickets to the fundraiser were \$50 each and there was a flyer online.

Mr. Harper wished everyone a Happy Thanksgiving.

ADJOURNMENT

Chair Romick adjourned the TRANSPLAN Committee meeting at 7:26 P.M. to December 12, 2013 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

**ITEM 4
CORRESPONDENCE**



COMMISSIONERS

Janet Abelson,
Chair

Kevin Romick,
Vice Chair

Newell Americh

Tom Butt

David Durant

Federal Glover

Dave Hudson

Mike Metcalf

Karen Mitchoff

Julie Pierce

Robert Taylor

MEMORANDUM

To: Barbara Neustadter, TRANSPAC

Andy Dillard, SWAT, TVTC

Jamar Stamps, TRANSPLAN

Jerry Bradshaw, WCCTAC

Shawna Brekke-Read, LPMC

From: 
Randell H. Iwasaki, Executive Director

Date: November 21, 2013

Re: Items approved by the Authority on November 20, 2013, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its November 20, 2013 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

Randell H. Iwasaki,
Executive Director

1. **Draft 2013 Measure J Strategic Plan.** *Staff presented the main components of the draft 2013 Measure J Strategic Plan for review and comment. The 2013 Measure J Strategic Plan reflects revised financial assumptions, anticipated project schedules, and input from the Regional Transportation Planning Committees. The adoption of the Strategic Plan is targeted for December 2013.*
2. **Approval of the City of Pittsburg's Growth Management Program (GMP) Compliance Standing with Respect to Participation in a TRANSPLAN-approved Regional Transportation Mitigation Program (RTMP).** *The Authority approved payment of \$1.25 million in LSM funds to the City of Pittsburg after making a finding that the City of Pittsburg now fully complies with all of the requirements of the Measure J Growth Management Program.*

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COMMISSIONERS

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 Chair

Kevin Romick,
 Vice Chair

Newell Americh

Tom Butt

David Durant

Federal Glover

Dave Hudson

Mike Metcalf

Karen Mitchoff

Julie Pierce

Robert Taylor

MEMORANDUM

To: Barbara Neustadter, TRANSPAC

Andy Dillard, SWAT, TVTC

Jamar Stamps, TRANSPLAN

Jerry Bradshaw, WCCTAC

Shawna Brekke-Read, LPMC

From: 
 Randell H. Iwasaki, Executive Director

Date: December 27, 2013

Re: Items approved by the Authority on December 18, 2013, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its December 18, 2013 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

1. **Adoption of the 2013 Measure J Strategic Plan.** *The Authority approved Resolution 13-51-P adopting the 2013 Measure J Strategic Plan. The Plan reflects revised financial assumptions, anticipated project schedules, and input from the Regional Transportation Planning Committees on priorities. The Plan is available at <http://www.ccta.net/EN/footer/AvailablePublications.html>.*
2. **Legislation.** *Will Kempton, Executive Director of Transportation California, made a presentation on a proposed constitutional amendment that would provide a new source of transportation funding to address the State's critical roadway and transit preservation fiscal crisis. Working in collaboration with the California Alliance for Jobs, a final determination will likely be made in January about pursuing such a measure in 2014. Additional information is available at <http://transportationca.com>.*
3. **Adoption of Proposed 2013 Congestion Management Plan (CMP) Update.** *As the Congestion Management Agency (CMA) for Contra Costa, the Authority must prepare a Congestion Management Program (CMP) and update it every*

Randell H. Iwasaki,
 Executive Director

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other year. State law requires that the Authority adopt the CMP update at a noticed public hearing and submit it to MTC. *The Authority approved Resolution 13-60-G adopting the 2013 CMP Update.*

ITEM 5
MAJOR PROJECTS STATUS REPORT

TRANSPLAN: Major East County Transportation Projects

- **State Route 4 Widening** • **State Route 4 Bypass**
- **State Route 239** • **eBART**

Monthly Status Report: January 2014

Information updated from previous report is in *underlined italics*.

STATE ROUTE 4 WIDENING

A. SR4 Widening: Railroad Avenue to Loveridge Road

Lead Agency: CCTA

Project Description: The project widened the existing highway from two to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately $\frac{3}{4}$ mile west of Loveridge Road and provided a median for future transit.

Current Project Phase: Highway Landscaping – Plant Establishment Period - *Complete*.

Project Status: Landscaping of the freeway mainline started in December 2009 and was completed in June 2010. A three-year plant establishment and maintenance period is currently in progress as required by the Cooperative Agreement with Caltrans, was complete on June 24, 2013. Caltrans has accepted the project and will take over the maintenance responsibilities. The CCTA Board accepted the completed construction contract, approved the final contractor progress payment, approved the release of the retention funds to the contractor, and authorized staff to close construction Contract No. 241 at its September 18, 2013 meeting.

Issues/Areas of Concern: None.

B. SR4 Widening: Loveridge Road to Somersville Road

Lead Agency: CCTA

Project Description: The project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) between Loveridge Road and Somersville Road. The project provides a median for future mass transit. The environmental document also addresses future widening to SR 160.

Current Project Phase: SR4 mainline construction.

Project Status: *Construction along Loveridge Road and the other local streets is complete with the exception of minor punch-list work.*

All SR4 lanes in the westbound direction, including ramp auxiliary lanes, were opened to traffic in mid-December. Additional SR4 lanes in the eastbound direction, including ramp auxiliary lanes, were

opened to traffic in early November. The current lane configuration eastbound is temporary until construction further east in the corridor is complete.

The remaining activities along the SR4 mainline consist of earthwork grading and installing electrical conduits and underdrain systems in the median for eBART, replacement of identified cracked concrete pavement panels, removal of the contractor's temporary concrete batch plant and construction of a storm drainage detention basin at the location currently occupied by the concrete batch plant.

The project construction is approximately 98% complete.

Issues/Areas of Concern: *Discussions were successful to determine methods to accelerate the work and to coordinate the open-to-traffic date with the SR4/Somersville project. A Notice of Potential Claim regarding cracked JPCP panel repair costs has been submitted and a hearing will be scheduled with the dispute review board.*

C. SR4 Widening: Somersville Road to SR 160

Lead Agency: CCTA

Project Description: This project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) from Somersville Road to Hillcrest Avenue and then six lanes to SR 160, including a wide median for transit. The project also includes the reconstruction of the Somersville Road Interchange, Contra Loma/L Street Interchange, G Street Overcrossing, Lone Tree Way/A Street Interchange, Cavallo Undercrossing and the Hillcrest Avenue Interchange.

Current Project Phase: Construction.

Project Status: The project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160.

Segment 1: Somersville Interchange

Final construction bid item and punch-list work is complete along both the north and south sides of the freeway and at the new bridges and eBART facilities. Final striping is complete on Mainline SR4 in the Eastbound and Westbound directions, the Somersville Interchange Ramps and on the Somersville Road/Auto Center Drive reconstruction. Project Acceptance letter was issued by Caltrans this month. Administrative closeout paperwork, including final Change Orders and final payment documents, remain to be finalized.

Segment 1 construction is approximately 100% complete.

Segment 2: Contra Loma Interchange and G Street Overcrossing

Construction of the Segment 2 widening began in March 2012 and is anticipated to be complete in summer 2015.

Retaining wall and soundwall construction, north and south of the freeway, east and west of G Street have continued. Work includes construction of pile caps, footings, walls, structure backfill and

miscellaneous drainage.

Work on the new Contra Loma Undercrossing continued in December with superstructure and approach slab construction.

Construction of the northbound eastern half of the new G Street Bridge over SR4 is well underway, with slope paving and bridge rail work in progress.

Traffic detour construction for mainline traffic switch construction continued in December.

Segment 2 construction is approximately 58% complete, through November 2013.

Segment 3A: A Street Interchange and Cavallo Undercrossing

Construction of Segment 3A started on August 28, 2012 and is anticipated to be complete in July 2015.

During the month of December, project work has continued with construction of the A Street Bridge superstructure concrete and prestressing steel construction. Change order wingwall construction work is also in progress. Progress on these activities has been impacted by low temperature weather in December.

Along the outside westbound lanes and ramps, soundwall, roadway excavation, embankment and subgrade work is in progress. Construction of associated drainage structures is also in progress.

Remaining local street construction and sign installation is continuing at Lone Tree/A Street and at Drake Street.

Segment 3A construction is approximately 43% complete through December 2013.

Segment 3B: Hillcrest Avenue to SR160

Construction of Segment 3B began in March 2013. Construction is anticipated to be complete in November 2015.

Construction of Retaining Walls (RW) 6, Soundwall 1 cast-in-drilled hole (CIDH) piling, and RW 5, 7 and 6 barrier rail is in progress along the south of SR4, East and West of Hillcrest Avenue. Construction of Retaining Wall 4 at Sunset and Hillcrest is in progress. Soundwall Masonry work is mobilizing to start work at the East end/South side of the project.

Eastbound mainline construction work is continuing with placement of aggregate subbase, lean concrete base (LCB) and Joint Plain Concrete Pavement (JPCP). Progress on these activities has been significantly impacted by low temperature weather in December.

Permanent and temporary drainage systems necessary to provide proper drainage for the upcoming rainy season have been constructed along the north side of the highway and throughout the project.

At Hillcrest overcrossing, construction is in progress for tieback walls, soil nail walls and retaining walls at each abutment.

Segment 3B construction is approximately 21% complete through December 2013.

Issues/Areas of Concern:

Segment 1

A Notice of Potential Claim regarding 2013 time impacts is under review by Caltrans staff.

Segment 2

None.

Segment 3A

Because of a misalignment at Lone Tree/A Street Bridge discovered during construction, redesign and modification of the wingwalls is required. This issue may cause a critical path delay to the project of up to three weeks.

Segment 3B

None.

Segments 0, 1 ,2, 3A, and 3B

BART has requested Certificate of Conformance requirements be included as part of the signoff and hand-over of the completed eBART work. Discussion is ongoing regarding requirements for construction, documentation and survey of the eBart work to ensure conformance with the eBART requirements.

Use of virgin aggregate base material in the median for eBART may be required in lieu of recycled material. Regional Water Quality Control Board (RWQCB) permit compliance requires use of virgin rock in exposed median areas, whereas the materials specification allows use of recycled material. This issue will likely affect all segments of the SR4 project.

D. SR4 Bypass: SR4/SR160 Connector Ramps

Project Fund Source: Bridge Toll Funds

Lead Agency: CCTA

Project Description: Complete the two missing movements between SR4 Bypass and State Route 160, specifically the westbound SR4 Bypass to northbound SR160 ramp and the southbound SR160 to eastbound SR4 Bypass ramp.

Current Phase: *Construction.*

Project Status: Caltrans has approved the final plans and the right-of-way certification. *The construction contract advertisement period began on September 19, 2013 and six bids were opened on*

November 13, 2013. Staff reviewed and evaluated all bids received and subsequently issued a preliminary Recommendation of Award for approval at the December 2013 Board meeting. Union Pacific Railroad (UPRR) approved the design in early August 2013 and review of the Construction and Maintenance Agreement with UPRR is underway. The California Public Utilities Commission (CPUC) approved the new crossings application on September 5, 2013.

Issues/Areas of Concern: The Project requires a Construction and Maintenance (C&M) Agreement with the Union Pacific Railroad, which was submitted with the 95% plans. The project will be advertised with a contractor-restricted workaround the railroad areas until the C&M approval is complete.

E. East County Rail Extension (eBART)

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

eBART Construction Contact: Mark Dana: mdana@bart.gov

Project Description: Implement rail transit improvements in the State Route 4 corridor from the Pittsburg Bay Point station in the west to a station in Antioch in the vicinity of Hillcrest in the east.

Current Project Phase: Final Design and Construction.

Project Status: *BART is the lead agency for this phase. Construction of the Transfer Platform and eBART Facilities (Contract 110) in the median to Railroad Avenue is continuing. Construction of the parking lot and maintenance facilities for the Antioch Station (Contract 120) is well underway.*

The overall construction work for Contract 110 is 95% complete. Installation of the train control and communication systems continues. Testing will be the final phase.

Most of the work is complete for the parking lot area for Contract 120. Work continues on curb and gutter, as well as the bus shelters. Paving of the lot will occur in late September/October. The foundation footings for the maintenance building are complete. The contractor is currently working on utilities and structural steel work for the building.

Coordination between BART and CCTA is ongoing because the construction is directly north and adjacent to the Segment 3B construction area. A master integrated schedule has been developed for the eBART and SR4 construction contracts.

Issues/Areas of Concern: Coordination of SR4 highway construction contracts and eBART contracts continues. BART, MTC and CCTA have developed a strategy to fund the design of the Pittsburg Railroad eBART station for possible inclusion in Contract 130, the rail contract.

STATE ROUTE 4 BYPASS PROJECT

F. SR4 Bypass: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road, and construct the Sand Creek Interchange. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant.

Current Phase: Construction.

Project Status: Substantial bridgework on the four bridges of the project; the Lone Tree Way Undercrossing, the Sand Creek Bridge, the Sand Creek Road Undercrossing, and the San Jose Avenue Undercrossing has been completed. *In late October, traffic was switched to the new eastbound and westbound alignments. This traffic switch alleviated significant congestion on eastbound SR4 at Lone Tree Way. SR4 is now a full freeway between Lone Tree Way and Sand Creek. Work is beginning for the change order to construct the new westbound Sand Creek Road Bridge Undercrossing (Left), Sand Creek Bridge (Left) widening and additional roadway improvements.*

Issues/Areas of Concern: *The Authority approved a Contract Change Order (CCO) to construct the second Sand Creek Road Overcrossing Undercrossing (Left) in this contract. Initial discussions have begun continued involving the Authority, the SR4 Bypass Authority, ECCRFFA, Project Designer, Caltrans and the Contractor to develop the best schedule to complete this work. Widening of the Sand Creek Bridge is also subject to this additional CCO. The 100% plans have been completed and submitted to Caltrans for final approval. The authorization of this work would extend the project completion from April 2014 to December 2014.*

G. SR4 Bypass: Balfour Road Interchange – Phase 1 (5005)

CCTA Fund Source: East Contra Costa Regional Fee and Finance Authority (ECCRFFA)

Lead Agency: CCTA

Project Description: The Phase 1 project will include a new SR4 bridge crossing over Balfour Road, providing one southbound and one northbound lane for SR4; northbound and southbound SR4 loop on-ramps, servicing both westbound and eastbound Balfour Road traffic; and northbound and southbound SR4 diagonal off-ramps.

Current Phase: Design.

Project Status: Project Development Team (PDT) meetings with Caltrans are occurring on a monthly basis. In July 2013, the Authority approved an amendment to the Kinder Morgan agreement for design services to relocate the existing petroleum booster pump station in the interchange area. A Longitudinal Utility Exception Request from Caltrans for Contra Costa Water District (CCWD) to leave a 90-inch water line within the project limits in place has been tentatively approved, saving taxpayers an estimated \$18 million. *The designer has submitted the 65% design and structural type selection has occurred. Design is anticipated to be complete in late 2014.*

Issues/Areas of Concern: *Additional funding was identified with the approval of the 2013 Measure J Strategic Plan Update, however additional project features have been required, resulting in a shortfall. Staff is evaluating actions to eliminate the shortfall.*

H. SR4 Bypass: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project 5002)

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at SR4. The overcrossing will include a multi-span bridge with columns in the SR4 median. Bridge approaches will be constructed on earthen embankments. The path width is assumed to be 12 feet wide.

Current Phase: Design.

Project Status: *The 35% complete plans were submitted to Caltrans on November 6, 2013 for review and approval.*

BART announced that the recommended new station location for a future eBART extension should be at a location adjacent to the pedestrian overcrossing. Impacts of this decision will need to be considered.

Issues/Areas of Concern: Construction funding for the project has not yet been identified.

STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY) PHASE 1 - PLANNING

Staff Contact: Martin Engelmann, (925) 256-4729, mre@ccta.net

July 2013 Update – No Changes From Last Month

Study Status: Current project activities include model development, compilation of mapping data/conceptual alignments, development of staff and policy advisory groups, and Project Visioning/Strategy-Scenario Development.

Administration: Responsibility for the State Route 239 Study the associated federal funding was transferred from Contra Costa County to the Contra Costa Transportation Authority in January 2012.

eBART Next Segment Study

eBART Next Segment Study Contact: Ellen Smith: esmith1@bart.gov

The Next Segment Study is a pre-feasibility evaluation of the Bypass and Mococo alignments beyond Hillcrest Avenue, and review of six possible future station site opportunities. Station sites being evaluated on the Bypass alignment are: Laurel Road, Lone Tree Way, Mokelumne Trail crossing of SR4, Sand Creek Road, Balfour, and a location near Marsh Creek Road and the Bypass serving Byron and Discovery Bay. The Next Segment Study will be completed in early 2013.

Staff will provide updates as needed.

**ITEM 6
CALENDAR OF EVENTS**

Calendar of Upcoming Events*

Fall 2013	Location	Event
September 27, 2013	Modesto	San Joaquin Joint Powers Authority (SJJPA) Meeting
October 2013	Multiple	Public Outreach Meetings for the TriLink (SR 239) Feasibility Study (dates/locations at www.trilink239.org)
November 22, 2013	Martinez	San Joaquin Joint Powers Authority (SJJPA) Meeting
Fall TBD	Orinda	Ribbon Cutting - Caldecott Fourth Bore Project
Winter 2013/2014	Location	Event
December 10, 2013	Riverside	California Transportation Commission (CTC) Meeting
December/January	Pittsburg/Antioch	Groundbreaking - State Route 4 Loveridge and Somersville segment (open to traffic)
January 16, 2014, 10am-11am (POSTPONED)	Pittsburg City Hall	Highway 4 Milestone Celebration
Spring 2014	Location	Event
Spring 2014 - Date TBD	Antioch/Oakley	Groundbreaking - SR4/160 Connector Ramps
Fall 2014	Location	Event
Fall 2014 - Date TBD	Brentwood	Ribbon Cutting - SR4 Widening and Sand Creek Interchange

*"Upcoming Events" are gleaned from public agency calendars/board packets, East Bay Economic Development Alliance Calendar of Events, submissions from interested parties, etc. If you have suggestions please forward to Jamar Stamps at jamar.stamps@dcd.cccounty.us

**ITEM 7
ENVIRONMENTAL REGISTER**

ENVIRONMENTAL REGISTER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Oakley	South of Cypress Road, west of Knightsen Avenue APN032-020-014	Notice of Public Hearing	Cola and Pagano Properties Preliminary General Plan Amendment (PA 02-13) Contact: Ken Streeelo, Senior Planner streeelo@ci.oakley.ca.us	Request to initiate a preliminary General Plan Amendment to consider changing land use designations on two adjacent properties from "Single-Family Very Low" (SV) and "Agricultural Limited" (AL) to "Single-Family High" (SH) on approximately 29 total acres.	10-8-13 (hearing date)	No comments
City of Oakley	3801 Daniel Drive; APN034-080-034	Notice of Public Hearing	Bella Estates Preliminary General Plan Amendment (PA 01-13) Contact: Ken Streeelo, Senior Planner streeelo@ci.oakley.ca.us	Request to initiate a preliminary General Plan Amendment to consider changing land use designation "Agricultural Limited" (AL) to "Single-Family Medium" (SM) on a 5-acre parcel.	9-10-13 (hearing date)	No comments
City of Oakley	Northeast corner of Sellers Avenue and East Cypress Road	Notice of Public Hearing	Gilbert Property Development Agreement First Amendment (DA 02-13) Contact: Josh McMurray, Senior Planner mcmurray@ci.oakley.ca.us	Amendments to development agreement to: extend term of agreement, include preliminary phasing plan, update development impact fee language.	8/13/13, 6:30pm (hearing date)	No comments
City of Pittsburg	North East terminus of Carion Court, north of Loveridge Rd	Notice of Intent to Consider Adoption of a Mitigated Negative Declaration	General Plan Amendment Contact: Leigha Schmidt, Associate Planner 925-252-4920 lschmidt@ci.pittsburg.ca.us	Request for a General Plan Amendment from Business Commercial to Medium Density Residential and approval of a vesting tentative map for 33-lot subdivision.	7/29/13	t.b.d.
City of Oakley	91 Brownstone Road	Notice of Public Hearing	Brownstone Gardens Conditional Use Permit Amendment Contact: Josh McMurray, Senior Planner mcmurray@ci.oakley.ca.us	Request for an amendment to CUP 02-11 to allow for the construction of an accessory building.	7/9/13, 6:30pm (hearing date)	No comments

ITEM 8
ELECT CHAIR AND VICE-CHAIR FOR 2014

**TRANSPLAN COMMITTEE OFFICERS
FOR PRIOR YEARS**


Year	Chair	Vice Chair
2014		
2013	Kevin Romick, Oakley	Sal Evola, Pittsburg
2012	Jim Frazier, Oakley	Sal Evola, Pittsburg
2011	Brian Kalinowski, Antioch	Jim Frazier, Oakley
2010	Robert Taylor, Brentwood	Brian Kalinowski, Antioch
2009	Federal D. Glover, Contra Costa County	Robert Taylor, Brentwood
2008	Will Casey, Pittsburg	Mary Piepho, Contra Costa County
2007	Brad Nix, Oakley	Ben Johnson, Pittsburg

ITEM 9
CCTA BOARD APPOINTMENT

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee
FROM: Jamar Stamps, TRANSPLAN Staff 
DATE: January 16, 2014
SUBJECT: **Expiration of Authority Member Term and Appointment of Representative for the February 1, 2014 through January 31, 2016 Period.**

Recommendation

APPOINT a TRANSPLAN Committee member to the even year primary representative seat for the Contra Costa Transportation Authority (CCTA) Board for the 2/1/2014 through 1/31/2014 term.

APPOINT a TRANSPLAN Committee member as the even year alternate for the CCTA Board for the 2/1/2014 through 1/31/2014 term.

Background

The CCTA Board is comprised of eleven (11) elected officials ("Commissioners") who have been appointed for two year terms by the Regional Transportation Planning Committees (RTPCs) (two appointed members each from SWAT, TRANSPAC, TRANSPLAN, and WCCTAC), the Conference of Mayors (one appointed member), and the County Board of Supervisors (two appointed members).

Commissioner Robert Taylor's term on the CCTA Board will be expiring on 1/31/2014. CCTA has requested that TRANSPLAN make an appointment to the CCTA Board for the two-year period from 2/1/2014 through 1/31/2016. The alternate, Commissioner Wade Harper, must also be reappointed or replaced. The history of TRANSPLAN appointments to the CCTA Board is attached.

The Committee should be aware of provisions in the CCTA Administrative Code regarding the appointment of Commissioners to the CCTA Board (relevant excerpts below):

- *"The Board shall consist of the following: (2) Two members from TRANSPLAN, each of whom is an Elected Official."* (CCTA Admin. Code Ch. 1, Art. III, 103.2)
- *"Each participating Commissioner shall also have a designated alternate and may have a designated second alternate..."* (CCTA Admin. Code Ch. 1, Art. III, 103.2(b))
- *"An Elected Official may be designated by more than one Commissioner as an alternate, provided that such Elected Official shall not simultaneously serve on behalf of more than one Commissioner."* (CCTA Admin. Code Ch. 1, Art. III, 103.2(b))
- *"For election or recall of Commissioners, only City and County Elected Officials shall vote, and each City and Board of Supervisors shall have one vote for each such action."* (CCTA Admin. Code Ch. 1, Art. IV, 104.3(b))

The CCTA Board is empowered to administer the Expenditure Plan, the Growth Management and Congestion Management Programs, and to determine the use of sales tax revenue in conformance with the parameters established in Measure J. CCTA also serves as Contra Costa's Congestion Management Agency, and as such, has final approval of the County's Congestion Management Plan (CMP) and the Countywide Transportation Plan (CTP).

Attachments

c: TRANSPLAN TAC

G:\Transportation\Committees\Transplan\TPLAN_Year\2013-14\meetings\PAC\01_January 2014\CCTA Appointments SR.doc

Status/History of TRANSPLAN Appointments to the Contra Costa Transportation Authority

Odd Year Seat (Feb 1 to Jan 30)

Term	Appointment	Alternate
12/13/2012 to 1/30/2015	<i>Kevin Romick (Oakley)</i>	<i>Wade Harper (Antioch)</i>
2/1/2011 to 1/30/2013	Kevin Romick (Oakley) ~ ~ ~ Jim Frazier (Oakley) (12/2009 to 12/2012)	Wade Harper (Antioch) ~ ~ ~ Kevin Romick (Oakley) (1/2011 to 12/2012)
2/1/2009 to 1/30/2011	Jim Frazier (Oakley) ~ ~ ~ Michael Kee (Pittsburg) (2/1/2009 to 12/2009)	Brian Kalinowski (Antioch)
2/1/2007 to 1/30/2009	Michael Kee (Pittsburg) (1/7/2009 to 1/30/2009) ~ ~ ~ Brad Nix, (Oakley) – 2/2007 to 11/2008	Brian Kalinowski (Antioch) ~ ~ ~
2/2005 to 1/2007	Brad Nix (Oakley)	
2/2003 to 1/2005	Brad Nix (Oakley)	
12/2002 to 1/2003	Brad Nix (Oakley)	
12/2000 to 11/2002	Wade Gomes (Brentwood)	

Even Year Seat (Feb 1 to Jan 30)

Term	Appointment	Alternate
2/1/2014 to 1/30/2016	<i>t.b.d.</i>	<i>t.b.d.</i>
2/1/2012 to 1/30/2014	Robert Taylor (Brentwood)	Wade Harper (Antioch) ~ ~ ~ Brian Kalinowski (Antioch) (2/2012 to 12/2012)
2/1/2010 to 1/30/2012	Robert Taylor (Brentwood)	Brian Kalinowski (Antioch)
2/1/2008 to 1/30/2010	Robert Taylor (Brentwood) (1/7/2009 to 1/30/2009) ~ ~ ~ Don Freitas (Antioch) (2/2008 to 11/2008)	Jim Frazier (Oakley)
2/2006 to 1/2008	Don Freitas (Antioch)	
2/2004 to 1/2006	Don Freitas (Antioch)	
2/2002 to 1/2004	Don Freitas (Antioch)	
2/2000 to 1/2002	Don Freitas (Antioch)	
12/1998 to 1/2000	Don Freitas (Antioch)	



CONTRA COSTA
transportation
authority

COMMISSIONERS

November 7, 2013

Janet Abelson, Chair

Hon. Kevin Romick, Chair

Kevin Romick,
Vice Chair

TRANSPLAN

City of Oakley

Newell Americh

3231 Main Street

Oakley, CA 94561

Tom Butt

David Durant

Subject: Expiration of Authority Member Term and Appointment of Representative for the February 1, 2014 through January 31, 2016 Period

Federal Glover

Dave Hudson

Dear Chair Romick:

Mike Metcalf

CCTA Commissioner Taylor's term on the Authority Board will be expiring on January 31, 2014.

Karen Mitchoff

I am writing to request that TRANSPLAN make an appointment to the Authority for the two-year period from February 1, 2014 through January 31, 2016. The alternate(s) for this term must also be reappointed or replaced.

Julie Pierce

Robert Taylor

Please notify the Authority in writing of your appointments. We would also appreciate if you would provide us contact information for new appointees. If any changes occur during the two-year terms, please advise us in writing. We anticipate seating new members at the Authority's Planning Committee and Administration & Projects Committee meetings in February (February 5th and February 6th, respectively), and then formally at the Authority Board Meeting on February 19th, 2014.

Randell H. Iwasaki,
Executive Director

Thank you for your attention to this matter. Please feel free to contact me at (925) 256-4724, or Danice Rosenbohm at (925) 256-4722 if you have any questions.

Sincerely,

Randell H. Iwasaki

Executive Director

2999 Oak Road

Suite 100

Walnut Creek

CA 94597

PHONE: 925.256.4700

FAX: 925.256.4701

www.ccta.net

cc: Jamar Stamps, TRANSPLAN Staff
Commissioner's file


ITEM 10
2014 TRANSPLAN MEETING CALENDAR

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Board Members
TRANSPLAN Technical Advisory Committee (TAC)

FROM: Jamar Stamps, TRANSPLAN staff 

DATE: January 16, 2014

SUBJECT: Adoption of the TRANSPLAN Committee and TRANSPLAN Technical Advisory Committee Meeting Calendar

Recommendation: Staff recommends the Committee adopt the 2014 TRANSPLAN Committee and Technical Advisory Committee Meeting Calendar:

2014 TRANSPLAN Committee Meeting Dates

All meetings to be on Thursdays at 6:30 PM at the Tri-Delta Board Room (Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch) unless otherwise noticed:

January 9th
February 13th
March 13th
April 10th
May 8th
June 12th
July 10th (*Conflicts with Mayors Conference*)
August 14th
September 11th
October 9th
November 13th
December 11th

2014 TRANSPLAN Technical Advisory Committee Meeting Dates

All meetings to be on Tuesdays starting at 1:30 PM in the Antioch City Hall (200 H Street) unless otherwise noticed:

January 21st
February 18th
March 18th
April 15th
May 20th
June 17th
July 15th
August 19th
September 16th
October 21st
November 18th
December 16th