

Sean Wright, Chair  
Antioch  
City Council

Robert Taylor, Vice-Chair  
Brentwood  
City Council

Kevin Romick  
Oakley  
City Council

Juan Banales  
Pittsburg  
City Council

Diane Burgis  
Contra Costa County  
Board of Supervisors

Kerry Motts  
Antioch  
Planning Commission

Emily Cross  
Brentwood  
Planning Commission

Doug Hardcastle  
Oakley Planning  
Commission

James Coniglio  
Pittsburg  
Planning Commission

Duane Steele  
Contra Costa  
Planning Commission

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# TRANSPLAN Committee Meeting

Thursday, November 14, 2019 – 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 6/27/19 TRANSPLAN Meeting ♦ **Page 3**
- 4. ACCEPT** Correspondence ♦ **Page 10**
- 5. ACCEPT** Status Report on Major Projects ♦ **Page 14**
- 6. ACCEPT** Calendar of Events ♦ **Page 21**
- 7. ACCEPT** Environmental Register ♦ **Page 23**
- 8. ADOPT** 2020 TRANSPLAN meeting calendar ♦ **Page 26**
- 9. APPOINT** Nhat Phan (Pittsburg) to the Contra Costa Transportation Authority Accessible Transportation Plan Oversight Committee, as recommended by the TRANSPLAN Technical Advisory Committee. ♦ **PAGE 28**
- 10. APPOINT** Steve Kersevan (Brentwood) to the Contra Costa Transportation Authority Vision Zero Working Group, as recommended by the TRANSPLAN Technical Advisory Committee. ♦ **PAGE 30**

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

- 11. STANDING ITEM:** *Concord Community Reuse Project (former Concord Naval Weapons Station) Update. (Information)*
- 12. RECEIVE** *update on the Contra Costa County Northern Waterfront Short-Line Railroad Feasibility Study. (Robert Sarmiento, Contra Costa County staff) (Information)*  
♦ **PAGE 32**
- 13. APPOINT** *TRANSPLAN Representative to the Contra Costa Transportation Authority (“CCTA”) Board. ♦ Page 36*
- 14. ELECT** *Chair and Vice-Chair for 2020: The TRANSPLAN Committee elects its officers on a rotational basis 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 history of TRANSPLAN elections since 2015. ♦ Page 40*
- 15. RECEIVE** *update on TRANSPLAN staffing and administration. (Information) ♦ Page 43*

**16. TRANSPLAN** *Committee Member Comments/Updates.*

**17. ADJOURN** to next meeting on Thursday, December 12, 2019 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

**ITEM 3**  
**6/27/19 MEETING MINUTES**

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

MINUTES

June 27, 2019

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

**ROLL CALL / CALL TO ORDER**

PRESENT: Juan Banales (Pittsburg), Diane Burgis (Contra Costa County), Emily Cross (Brentwood), Kerry Motts (Antioch), Kevin Romick (Oakley), Robert (Bob) Taylor (Vice Chair, Brentwood), and Sean Wright (Chair, Antioch)

ABSENT: Sarah Foster (Pittsburg), Doug Hardcastle (Oakley), and Duane Steele (Contra Costa Planning Commission)

STAFF: Jamar Stamps, Senior Planner, Contra Costa County Department of Conservation and Development

**PUBLIC COMMENTS**

There were no comments from the public.

**DEVELOPMENT OF DRAFT TRANSPORTATION EXPENDITURE PLAN (TEP)** DISCUSS the Contra Costa Transportation Authority (CCTA) Draft Transportation Expenditure Plan (TEP); provide comments and AUTHORIZE TRANSPLAN staff to transmit the Committee's final comments to CCTA prior to the July 10, 2019 CCTA Authority Board Special meeting.

Jamar Stamps presented a two-page draft comment letter on the TEP from the TRANSPLAN Committee, reviewed the comments in the draft letter one by one, and provided context based on the TAC meetings when the TEP had been discussed. He sought input from the Committee as to any changes requested for the comments and noted that the CCTA had yet to make a decision on the duration of the TEP, although the assumptions had been based on 30 years (2020 to 2050) with a level of return to source allocation at 15.2 percent.

With respect to the draft letter, Mr. Stamps presented the position the TRANSPLAN TAC had taken for each item, with support for a 30-year measure and 23 percent return to source for local street maintenance. He noted that the CCTA had considered SB1 and RM3 when recommending the return to source rate of 15 percent.

With respect to draft Policy statements, Mr. Stamps stated that the TRANSPLAN TAC did not have comments on all the policies.

Of the policies considered, the TAC had recommended that the policy with respect to the Urban Limit Line (ULL) should remain unchanged. It was recommended that the new Transit Policy be modified, where necessary, to ensure that transit operating funds be used to support all service and not just new transit service. With respect to the new Vision Zero Policy, a concept to reduce traffic deaths on roadways at some point in time, the TAC had recommended striking Exception #2 suggesting that it was too generous and wanted it removed, although if that did not happen the TAC wanted the phrase “excessively disproportionate” to be defined, phase in improvements or find a more cost effective solution. The TAC had also requested that Exception #3 be modified to strike “projected user demand” given that it would not be an effective metric to justify foregoing pedestrian and bicycle improvements.

## PUBLIC COMMENTS

DAVE CAMPBELL, Advocacy Director with Bike East Bay, stated they had been very involved in the process, had attended all the Regional Transportation Planning Committee (RTPC) meetings, supported the 10 percent for bike/ped projects, and supported signature projects to get the necessary two-thirds vote to approve the measure and avoid having to do this again in two years as long as it encouraged people to get out of their cars. He suggested that first mile/last mile options should help. He requested an option to get the plan to where 60 percent of the money would be directed to transit/walking/bike/alternative kinds of projects, and noted that CCTA staff had asked each RTPC to get up to 50 percent. He asked what 55 percent for transit/walking/biking would look like for East County, which he suggested would garner the necessary support to pass the measure.

Bob Taylor clarified that East County was more spread out than West County and commuters had to commute on Vasco Road and Highway 4 just to get around.

BRUCE OHLSON, representing Delta Pedalers, the bicycle club of East County, stated that automobile traffic lanes were not being built fast enough to avoid gridlock, the process to put traffic on the road was expensive, and there was a very long lead time. He recommended alternatives such as BART, bus, and bike which was where bicyclists wanted the money to be spent. He referred to the adoption of the Countywide Bicycle Pedestrian Plan and asked for a high place for bike/ped in the plan. He also recommended whenever a street was widened to add a traffic lane that a bike lane should also be added even if not called out in the countywide plan. With respect to the Vision Zero Policy, he stated that vulnerable road users wanted to see vision zero, with no exception.

JOHN BLAKE, the Director of Public Works, City of Antioch, introduced himself and stated that Antioch was falling behind on road maintenance and it was important to hit all modes of traffic. Given the need to catch up, he emphasized the importance of as much return to source as possible to be able to compete for projects.

Juan Banales supported a 23 percent return to source and emphasized the importance of return to source to Pittsburg in terms of the ability to maintain roads.

Kevin Romick reported on his request for a demonstration of the polling numbers at the next meeting and noted that while 23 percent was great fixing potholes and roads was not the priority of the public right now. He noted that Measure J would extend to 2034 and the next measure would go from 2030 to 2050, and there would be 14 years of dual funding. At this point, 15.2 percent was an average over the 30 years, and during those 14 years before Measure J ended, there would be an overlapping return to source. He added that the polling had identified what would be able to pass, and no matter the return to source percentage, if the measure was not approved there would be no additional return to source.

Bob Taylor clarified that the return to source could be used by each city at its own discretion. He commented that the CCTA Board members had indicated that the polling would not support a 23 percent return to source.

Tim Haile, CCTA, reported that CCTA had gone through some public opinion research in April and May 2019, which had played into the decision of whether or not to pursue another measure. The big topic of the focus groups was tax fatigue as well as accountability, which had been reinforced at last week's CCTA meeting where the public was concerned with the amount of taxes paid and where the money was being spent. He explained that the public felt it had voted for roads through Proposition 6 last November. The polling had sought funding for congestion relief which was the number one concern, and the plan had been crafted to focus on congestion relief to respond to what the voters were looking for. In terms of the top percentage of importance by region, the number one concern in East County was to require that the funds directly benefit local residents and commuters. The next priorities were to reduce congestion on highways and major roads; reduce congestion on I-680, I-80, and SR-24 to make commutes faster; make BART trains in Contra Costa County cleaner and safer; and synchronize traffic lights on major roads. The repair of local roads and potholes was in the top 15. He stated that no one discounted the need for local road maintenance, although there was a greater need to reduce congestion.

Kevin Romick stated that the TEP and the policies were evolving and the hope was at the next meeting to bring in what was current. He verified the TRANSPLAN Committee would have until the end of July to return comments, and comments could still be provided on specific programs and projects before reaching final consensus. He suggested there should be another meeting before the TEP was near completion.

Tim Haile stated that last week at the special CCTA Board meeting, staff had asked for input and had focused on a goal of transit and alternative modes and the CCTA had provided a goal of 50 percent on alternative modes with a desire for signature projects.

The current version had been focused on three major signature projects: State Route 4 and SR-242 Corridors and connecting the subregions of East County and Central County given that 70 percent of East County travelers were going west, which included the completion of the I-680/SR-4 Interchange; the projects at I-80; and the I-680 Corridor northbound and the SR-24 Corridor. Those three signature projects would address the most heavily used corridors in Contra Costa County. Each of those projects would be summarized in a two-page spread.

With respect to BART, Mr. Haile characterized BART as a double-edged sword. Everyone wanted cleaner, safer, more reliable BART, but everyone was wondering what was happening with all the funding that had been going to BART. He referred to the category Cleaner, Safer BART looking at station modernization, improving fare gate evasion, making sure there was frequent cleaning of the stations as well as making sure there was more enforcement at the stations and on the cars. He commented that BART called that station hardening. Working with BART, they were dealing with a maintenance of effort criteria and a system-wide plan that outlined all the improvements in Contra Costa County as well as the other improvements that would go outside the county, and a dollar-by-dollar match with a goal to develop a system-wide plan approved by the RTPCs, BART, and CCTA, and set up a reimbursement basis.

With respect to the BART Parking and Access Improvements category, Mr. Haile stated that would be dollars used at the stations while another category was specifically for East County to purchase additional e-BART cars, and dollars for access to BART to look at satellite type parking such as Park & Ride to BART.

Kevin Romick described the reasons for and why satellite BART parking stations (BART proximate) were being considered.

Diane Burgis referred to Measure X and wanted to see results given the desire to pass the measure. She suggested that one of the components to providing BARTable, bikable, walkable would be if labor markets could be established for East County. She suggested the solutions needed to be emphasized along with the importance of local control. She wanted to advocate for something that would actually be able to pass.

Chair Wright characterized the current process as negotiating to get everyone on board; the communities, the bike community, and the like, and once that was done there would have to be a campaign to promote the measure to ensure passage. He noted that some communities would like to hold out for a tax measure of their own instead of a regional one. The City of Antioch supported a 23 percent return to source given the condition of roads. He sought the difference between a 15 and 18 percent return to source and suggested that while the voters would not know the difference and the polls would not be able to identify that level of concern, it would have to be identified from the community standpoint. He asked whether East Contra Costa would have a say over its percentage of return to source or whether everyone else would have to approve the same percentage.

Mr. Haile stated that depending on the subregion, a separate category could be set up for additional local streets and roads in a subregion as long as the dollars were available to get to that added percentage. While the CCTA Board had recommended a 15 percent return to source in the initial draft, once all the input from all the RTPCs had been submitted, there would be a discussion of how to determine the final input in August. The discussions in the subregion were considering a balance between maintenance and congestion relief. It would be up to the TRANSPLAN Committee to determine how the funds would be spent in East County.

Bob Taylor noted that the City of Brentwood's demand for road maintenance was not that great, although the infrastructure of some East County cities were older than Brentwood's.

Kevin Romick reiterated that the 15.2 percent was an average over the 30 years and for 14 years there would be 12 percent with Measure J, and there had been discussions about saving money during the years of double funding. He added that 18 percent was a compromise through the entire measure, or as a last resort there could be 23 percent over the entire measure.

On the discussion, Bob Taylor supported 18 percent, although Chair Wright did not see a difference to the voters between 15 and 18 percent and suggested that local relief could promote congestion relief.

Juan Banales suggested that even with the 23 percent option, there would still be heavy investment in all the categories and the question was a matter of allocation and money. He suggested that a 23 percent return to source would help put money back in a city's control for prioritization, would give cities more flexibility, and was tremendously needed. He encouraged that when the final product was submitted there would still be all the projects that had been identified by the poll results and there would be money for road improvements.

Chair Wright verified that there was a month to get a finalized letter and while he personally wanted to see 23 percent, he wanted a measure that would pass and he would wait to hear from the consultant as to what could be approved by the electorate.

Bob Taylor agreed and noted there had to be some compromise.

Mr. Haile advised that the CCTA Board had given direction to consider a 30-year draft TEP but depending on the input the Board could consider a 35- or 40-year measure, which would be polled. With respect to the Transit Policy, there had been frequent meetings with the transit operators and the transit operators supported the transit policy as currently written. He added that the Vision Zero Policy was being revised to take a more active approach, collect data, develop hot spots, and develop a more proactive plan to address those hot spots and incorporate vision zero in the streets and transit policies. Those policies would be brought back to CCTA's Ad Hoc Committee on July 3 to add a requirement that the local jurisdictions adopt a Vision Zero Policy, although some cities had already done so.



Bob Taylor requested that the pollster be available at the next meeting, and Mr. Haile agreed and added that information related to Measure X would also be provided at that time.

Mr. Haile also explained, when asked, that the CCTA Board would make the ultimate decision related to the percentage of return to source and whether one region or another could have different returns.

Mr. Stamps recommended deferring any action on the comment letter at this time.

The TRANSPLAN Committee determined to cancel its regularly scheduled meeting on July 11 and schedule a special meeting on July 25, 2019. It was emphasized that if Committee members could not attend that meeting their alternates should attend in their stead.

### **ADJOURNMENT**

Chair Wright adjourned the meeting of the TRANSPLAN Committee at 7:40 P.M. to the special meeting on July 25, 2019 at 6:30 P.M.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk

**ITEM 4  
CORRESPONDENCE**



# SWAT

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Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

October 9, 2019

Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

**RE: SWAT Meeting Summary Report for October 2019**

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met Monday, October 7, 2019. The following is a summary of the meeting and action items:

1. Appointed Adam Foster, City of Orinda and Bill Keeshen, Town of Danville Resident as the SWAT representatives to the Countywide Bicycle Pedestrian Advisory Committee.
2. Received update and approved East Bay Regional Park District Request for Appropriation of 2019 Measure J Funds for the Lafayette-Moraga and Iron Horse Trail Paving Projects.
3. Received status update from SWAT jurisdictions on Resolution of Support for Contra Costa Transportation Authority.

Please contact me at (925) 973-2651, or email at [lbobadilla@sanramon.ca.gov](mailto:lbobadilla@sanramon.ca.gov), if you need additional information.

All the best,

A handwritten signature in blue ink that reads "Lisa".

Lisa Bobadilla  
SWAT Administrator

Cc: SWAT; SWAT TAC; Hisham Noeimi, CCTA; Matt Todd, TRANSPAC; John Nemeth, WCCTAC; Jamar Stamps, TRANSPLAN

**TRANSPAC**  
**Transportation Partnership and Cooperation**

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
1211 Newell Avenue, Suite 200  
Walnut Creek, CA 94596  
(925) 937-0980

October 10, 2019

Randell H. Iwasaki  
Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

**RE: Status Letter for TRANSPAC Meeting – October 10, 2019**

Dear Mr. Iwasaki:

At its regular meeting on October 10, 2019, the TRANSPAC Board of Directors took the following actions that may be of interest to the Contra Costa Transportation Authority (CCTA):

1. Held a Closed Session to discuss Public Employee Performance Evaluation Pursuant to Government Code §54957 for Managing Director.
2. Approved the appointment of Smadar Boardman, Walnut Creek, to the CCTA Vision Zero Working Group
3. Approved the appointment of Kathryn Reisinger, Walnut Creek, to the CCTA Accessible Transportation Strategic Plan Study TAC
4. Reviewed and provided input on action items to implement strategic planning identified priorities.
5. Received report on the status of 2020 Transportation Expenditure Plan development.

TRANSPAC hopes that this information is useful to you. Please contact me if you have any questions or want to further discuss the above items.

Sincerely,



Matthew Todd  
Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff  
Martin Engelmann and Hisham Noemi, CCTA Staff  
Jamar I. Stamps, TRANSPLAN; Sean Wright, Chair, TRANSPLAN  
Lisa Bobadilla, SWAT; David Hudson, Chair, SWAT  
John Nemeth, WCCTAC; Chris Kelly, Chair, WCCTAC  
Tarienne Grover, CCTA Staff  
June Catalano, Diane Bentley (City of Pleasant Hill)



COMMISSIONERS

Robert Taylor,  
Chair

Julie Pierce,  
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

Teresa Gerringer

Federal Glover

Loella Haskew

David Hudson

Karen Mitchoff

Kevin Romick


Randell H. Iwasaki,  
Executive Director

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# MEMORANDUM

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To: Matt Todd, TRANSPAC  
Lisa Bobadilla, SWAT  
Jamar Stamps, TRANSPLAN  
Cedric Novenario, TVTC  
John Nemeth, WCCTAC  
Mike Moran, LPMC

From:   
Randell H. Iwasaki, Executive Director

Date: October 18, 2019

Re: Item of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

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At its October 16, 2019 meeting, the Authority discussed the following item, which may be of interests to the Regional Transportation Planning Committees:

- 2020 State Transportation Improvement Program (STIP) Candidate Projects.** The Contra Costa Transportation Authority (Authority) received six applications totaling approximately \$15.781 million in STIP funding requests in response to the Call for Projects issued in July. Staff sought approval of the STIP Evaluation Subcommittee recommendations, as well as Resolution 19-57-P, which is a Resolution of Local Support for the Authority sponsored State Route 4 (SR4) Operational Improvements, Westbound (WB) project. *The Authority Board approved the 2020 STIP Evaluation Subcommittee recommendations and approved Resolution 19-57-P, demonstrating Local Support for the Authority sponsored State Route 4 (SR4) Operational Improvements, Westbound (WB) project.*

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**ITEM 5**  
**STATUS REPORT ON MAJOR PROJECTS**

# TRANSPLAN: Major East County Transportation Projects

- State Route 4 Widening • State Route 4 (former) “Bypass”
- State Route 239 • eBART

## Quarterly Status Report: January – March 2019

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

### STATE ROUTE 4 WIDENING

#### A. SR4 Widening: Railroad Avenue to Loveridge Road **COMPLETED**

**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:** Completed.

**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 **COMPLETED**

**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:** Completed.

**Project Status:** Caltrans accepted the contract on June 30, 2014. The construction contract is now closed with no outstanding claims.

**Issues/Areas of Concern:** None.

## 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 (landscape).*

**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

Segment was open to traffic in December 2013.

**Segment 2:** Contra Loma Interchange & G St. Overcrossing

Construction began in March 2012 and was completed in February 2016.

**Segment 3A:** A Street Interchange and Cavallo Undercrossing

Construction began in August 2012 and was accepted as complete in May 2017.

**Segment 3B:** Hillcrest Avenue to SR160

*Construction began in March 2013 and was substantially completed in September 2016 and closeout activities are ongoing. Bike safety improvements have been implemented.*

**Corridor-wide:**

Ribbon cutting ceremony held on July 20, 2016.

**Corridor Landscaping:**

- *Contract 1 (Loveridge to Century) bids were opened in December 2017. Construction started in early 2018 with project completion, inclusive of the plant establishment period, in 2021.*
- *Contract 2 (Somersville to Cavallo) was advertised on March 12, 2018 and construction has started. Completion, inclusive of plant establishment, is anticipated to be in 2022/23.*
- *Contract 3 (Hillcrest to Laurel Rd. and on SR 160) design was completed and construction bid opened in December 2018. The contract was awarded in February 2019 and completion, inclusive of plant establishment, is anticipated to be in 2022/23.*

**Issues/Areas of Concern:**



- No issues

**D. SR4 Bypass: SR4/SR160 Connector Ramps** **COMPLETED**

**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:** Completed.

**Project Status:**

- The project opened to traffic on February 29, 2016.
- Final paving is complete and a ribbon cutting was held on February 29, 2016.

**Issues/Areas of Concern:** None.

**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](mailto:mdana@bart.gov)

**Project Description:** Extend rail service eastward from the Pittsburg/Bay Point BART Station to Hillcrest Avenue within the median of SR 4 (Project 1). In addition, the parking lot at Antioch BART station at Hillcrest Avenue will be expanded by 800 spaces (Project 2).

**Current Project Phase:** Post Construction.

**Project Status:**

- *Project #1: Revenue service started in May 2018.*
- *Project #2: Currently in the environmental clearance and design phase.*

**Issues/Areas of Concern:** None.

**F. SR4 Operational Improvements: I-680 to Bailey Road (6006)**

**CCTA Fund Source:** Measure J

**Lead Agency:** Contra Costa Transportation Authority/City of Concord

**Project Description:** Improve SR4 between (b/w) I-680 & Bailey Road. Improvements to be evaluated include:

Eastbound:

*B/w Port Chicago Hwy Interchange (I/C) and Willow Pass Rd I/C*

- 1) *Add Aux lane b/w PCH on ramp & Willow Pass Rd off ramp. B/w Willow Pass Rd I/C and San Marco Blvd I/C*
- 2) *Add Aux lane b/w Willow Pass Rd on ramp & San Marco Blvd off ramp. At San Marco I/C*
- 3) *Add new mixed flow lane from San Marco Blvd off ramp to San Marco Blvd on ramp.*

*B/w San Marco Blvd I/C and Bailey Rd I/C*

- 4) *Add Aux lane from San Marco Blvd loop on ramp to existing deceleration lane at Bailey Rd off ramp.*

*From SR 242 off ramp to Port Chicago Highway off ramp*

- 5) *Extend existing mixed flow lane from I-680 on ramp to PCH off ramp.*

Westbound:

*At SR242/SR4 I/C*

- 6) *Modify one of the existing mandatory exit lanes to SR242 to an optional exit lane, allowing 3 lanes to both SR242 exit and WB SR4.*

*From Port Chicago Hwy I/C to Willow Pass Rd I/C*

- 7) *Add mixed flow lane from Willow Pass Rd on ramp to existing mainline lane just east of Port Chicago Hwy (PCH) off ramp.*
- 8) *Add second exit lane at Port Chicago Highway off ramp.*
- 9) *Add Aux lane from Willow Pass Road on ramp to second exit to PCH.*

*At Willow Pass Rd I/C*

- 10) *Add mixed flow lane b/w Willow Pass off ramp & Willow Pass on ramp. B/w Willow Pass Rd I/C and San Marco Blvd I/C*
- 11) *Add Aux lane b/w San Marco Blvd on ramp and Willow Pass off ramp. At San Marco Blvd I/C & b/w San Marco Blvd I/C and Bailey Rd I/C*
- 12) *Extend existing acceleration lane at Bailey Rd on ramp to existing Aux lane b/w San Marco on ramp & Willow Pass off ramp.*

**Current Project Phase:** *Initial Phase (Eastbound): 1) Replace the existing acceleration lanes at Port Chicago Highway (PCH) on ramp with an auxiliary (Aux) lane from PCH on ramp to Willow Pass Road off ramp. 2) Extend this Aux lane from Willow Pass Road off ramp to Willow Pass Road on ramp. 3) Add second exit lane San Marco Blvd off ramp.*

**Project Status:**

- PSR-PDS was approved in May 2017.
- The Initial Phase of the project is in the Project Approval/Environmental Document (PA/ED) Phase.

**Issues/Areas of Concern:** The Overall Project has significant funding shortfall.

## **STATE ROUTE 4 (FORMER “BYPASS” PROJECT)**

### **G. SR-4: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1** **COMPLETED**

**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:** Completed.

**Project Status:** Construction completed 2015.

**Issues/Areas of Concern:** None.

### **H. SR-4: 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:** Construction.

**Project Status:**

- *Project is in the construction closeout phase.*
- *The notice-to-proceed (NTP) for the construction contract was issued on February 6, 2017.*
- *PG&E, Kinder Morgan, and AT&T utility relocation activities are complete.*
- *Ribbon cutting was held on December 10, 2018.*
- *All interchange paving work was completed in January 2019.*

**Issues/Areas of Concern:**

*None.*

### **I. SR-4: 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. This project is required as a condition of approval under the SR-4 Bypass project.

**Current Phase:** Design, Right of Way and Utilities.

**Project Status:**

- *The CEQA clearance is complete.*
- *Right of Way appraisals are underway.*

**Issues/Areas of Concern:**

- Construction funding for the project has not been secured.
- Project costs may escalate as schedule is impacted by funding shortfall.
- The NEPA clearance, if needed, may be problematic.
- BART's eBART Next Segment Study identifies a potential future station in the vicinity of the Mokelumne Trail POC.

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

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

### **September 2017 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, Project Visioning/Strategy-Scenario Development, and preparation of the Draft Feasibility Study.

**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](mailto: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.

G:\Transportation\Committees\TRANSP\PLAN\TPLAN\_Year\2018-19\standing items\major projects status\Major Projects Report.doc

**ITEM 6**  
**CALENDAR OF EVENTS**

**Calendar of Upcoming Events\***

Date	Location	Event
		(none)

\*"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](mailto:jamar.stamps@dcd.cccounty.us)

**ITEM 7  
ENVIRONMENTAL REGISTER**

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE
City of Oakley	east of the Wilbur Avenue and Bridgehead Road intersection	Notice of Preparation	Oakley Logistics Center Contact: Joshua McMurray, Planning Manager <a href="mailto:mcmurray@ci.oakley.ca.us">mcmurray@ci.oakley.ca.us</a>	1) Development Agreement (DA 01-18); 2) General Plan Amendment to remove the Utility Energy and Business Park land use designations from the project site 3) Rezone (RZ 08-18) to rezone the property from Specific Plan (SP-3 pending) to the Planned Development (P-1) District; 4) A Tentative Map to create 7 industrial parcels and 4 open space lots; and 5) Design Review for the site development and building design of an approximately 2,249,544 square foot light industrial logistic center.	3/21/19	Yes
City of Concord	Multiple	Notice of Preparation	Concord Reuse Project Specific Plan Contact: Joan Ryan, AICP (925) 671-3370 <a href="mailto:joan.ryan@cityofconcord.org">joan.ryan@cityofconcord.org</a>	Notice of Preparation of a Draft Environmental Impact Report Concord Reuse Specific Plan	12/20/18	Yes
City of Oakley	APN037-100-048, 037-100-049, 037-100-13, 19 and 23	Request for Comments/Conditions of Approval	The Village at Main	1) General Plan Amendment from Commercial (CO) to Multi-Family, Low Density (ML); 2) Rezone from the General Commercial (C) District to Multi-Family Residential (M-9) District; 3) a Tentative Map to subdivide the 21.3-acre site consisting of 5 parcels into 153 single family lots; and 4) Design Review for the home designs, site landscaping, fence plans and site design.	10/16/18	No Comments
City of Brentwood	APN007-380-002 007-380-003	Request for Comments/Conditions	Cowell Ranch	140 unit subdivision	9/22/2017	No Comments
City of Brentwood	APN019-020-071	Request for Comments/Conditions	Lone Tree Way Commercial Contact: <a href="mailto:Planning@brentwoodca.gov">Planning@brentwoodca.gov</a>	Commercial/retail center	9/8/2017	No Comments



City of Brentwood	APN007-100-130 007-100-131 019-120-038	General Plan Amendment/ Rezone	SHADOW LAKES/ DEER RIDGE REINVESTMENT PROJECT Contact: <a href="mailto:Planning@brentwoodca.gov">Planning@brentwoodca.gov</a>	proposes two (2) new senior living villages, combining the Deer Ridge and Shadow Lakes Golf Club into one combined 18-hole course, as well as a proposed golf cart bridge over Balfour Road	N/A	No Comments
City of Pittsburg	APN097-180-006 097-200-002 097-230-006 097-240-002 097-190-002	Notice of Public Scoping Meeting	Faria/Southwest Hills Annexation Contact: Hector Rojas (925) 252-4043 <a href="mailto:hrojas@ci.pittsburg.ca.us">hrojas@ci.pittsburg.ca.us</a>	Public scoping meeting for project Environmental Impact Report	4/7/17	No Comments
City of Pittsburg	APN086-160-009, -011, -012 and 086-151-001	Request for Comments/Conditions	Liberty Residential Subdivision Contact: Hector Rojas (925) 252-4043 <a href="mailto:hrojas@ci.pittsburg.ca.us">hrojas@ci.pittsburg.ca.us</a>	57-unit single family residential development on 4.98-acre site. General Plan amendment, rezoning, subdivision and design review.	3/9/17	No Comments
City of Oakley	APN033-240-015	Notice of Public Hearing	Bopari Minor Subdivision Contact: Ken Streelo, Senior Planner <a href="mailto:strelo@ci.oakley.ca.us">strelo@ci.oakley.ca.us</a>	Request for approval of a Tentative Parcel Map subdividing one 1.07 acre lot into two lots of 0.51 and 0.56 acres	2/23/16 (hearing date)	No Comments
City of Pittsburg	APNs: 089-010-010 089-020-009; - 011; -014; -015	Notice of Public Hearing and Avail. of FEIR	Montreux Residential Subdivision Contact: Kristin Pollot, Project Planner (925) 252-6941 <a href="mailto:kpollot@ci.pittsburg.ca.us">kpollot@ci.pittsburg.ca.us</a>	Rezoning ("Hillside Planned Development" to Single Family Residential/6k sq. ft. lots), annexation and subdivision of 148.3 acres into 351 SFR lots	8/17/15 (meeting date)	No Comments
City of Pittsburg	APN096-100-034	Notice of Preparation	WesPac Pittsburg Infrastructure Project Contact: Kristin Pollot, Project Planner (925) 252-6941 <a href="mailto:kpollot@ci.pittsburg.ca.us">kpollot@ci.pittsburg.ca.us</a>	Modernization and reactivation of existing fuel storage and distribution systems	7/31/15	No Comments
City of Oakley	APN032-050-003	Notice of Public Hearing	Dal Porto South Subdivision Contact: Ken Streelo, Senior Planner <a href="mailto:strelo@ci.oakley.ca.us">strelo@ci.oakley.ca.us</a>	Vesting tentative map w/ approx. 403 residential lots (183 acres)	7/14/15 (hearing date)	No Comments
City of Oakley	APN033-240-004	Notice of Public Hearing	Retail and Self-Storage Contact: Joshua McMurray, Planning Manager <a href="mailto:mcmurray@ci.oakley.ca.us">mcmurray@ci.oakley.ca.us</a>	Use Permit and Design Review for a new retail (5,120 sq. ft.) and self-storage (approx. 97,000 sq. ft.) project.	6/9/15 (hearing date)	No Comments

**ITEM 8**  
**2020 TRANSPLAN MEETING CALENDAR**

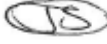
# **TRANSPLAN COMMITTEE**

EAST COUNTY TRANSPORTATION PLANNING

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

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

**FROM:** Jamar Stamps, TRANSPLAN staff 

**DATE:** November 14, 2019

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

---

## **2020 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 9<sup>th</sup> (may be subject to change due to Contra Costa Mayors Conference)

February 13<sup>th</sup>

March 12<sup>th</sup>

April 9<sup>th</sup>

May 14<sup>th</sup>

June 11<sup>th</sup>

July 9<sup>th</sup>

August 13<sup>th</sup>

September 10<sup>th</sup>

October 8<sup>th</sup>

November 12<sup>th</sup>

December 10<sup>th</sup>

## **2020 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 21<sup>st</sup>

February 18<sup>th</sup>

March 17<sup>th</sup>

April 21<sup>st</sup>

May 19<sup>th</sup>

June 16<sup>th</sup>

July 21<sup>st</sup>

August 18<sup>th</sup>

September 15<sup>th</sup>

October 20<sup>th</sup>

November 17<sup>th</sup>

December 15<sup>th</sup>

## **RECOMMENDATION**

ADOPT the 2020 TRANSPLAN Committee and Technical Advisory Committee Meeting Calendar.

**ITEM 9**  
**ACCESSIBLE TRANSPORTATION PLAN OVERSIGHT COMMITTEE**

# **TRANSPLAN COMMITTEE**

## **EAST COUNTY TRANSPORTATION PLANNING**

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

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**TO:** TRANSPLAN Committee  
**FROM:** TRANSPLAN Technical Advisory Committee (“TAC”)  
**DATE:** November 14, 2019  
**SUBJECT:** CCTA Accessible Transportation Strategic Plan

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### **Recommendation**

**APPOINT** Nhat Phan (Pittsburg) to the Contra Costa Transportation Authority Accessible Transportation Plan Oversight Committee, as recommended by the TRANSPLAN Technical Advisory Committee.

### **Background**

The Contra Costa Transportation Authority (“CCTA”) has initiated the Accessible Transportation Strategic (“ATS”) Plan which will study how accessible transportation (ADA Public paratransit, non-profit provided paratransit, dial-a-ride, etc.) is provided and administered in Contra Costa County. The plan includes an Oversight Committee, a Policy Advisory Committee (elected officials, executive directors, etc.), and a Technical Advisory Committee (“TAC”) that is comprised of agency staff or other individuals with knowledge or experience with paratransit issues. CCTA will have several rider summits, conferences and meetings to solicit input from users of paratransit service.

The TAC includes a seat for each subregional transportation planning committee (“RTPC”). CCTA is asking TRANSPLAN to nominate an individual. Ideally, the individual would be a public agency employee but that is not absolutely necessary. In the TRANSPLAN region, it could be an individual from a locally run senior shuttle service or a senior center with a transportation service. Regardless, they will be representing the entire TRANSPLAN subregion. This effort is meant to be inclusive of all operators, non-profit and public transit. However, this particular oversight seat is for one of the non-public transit service providers. The transit operators already have their own specific seat on the Committee and therefore do not need to be considered for this appointment.

The TRANSPLAN TAC nominates Nhat Phan, City of Pittsburg as the appointment to the Accessible Transportation Strategic Plan Technical Advisory Committee.

For a more detailed understand of the ATS Plan scope of work, the Request for Proposals can be accessed here: <https://cocodcd.egnyte.com/dl/hluMKh9LIp>.

**ITEM 10**  
**VISION ZERO WORKING GROUP**

# **TRANSPLAN COMMITTEE**

## **EAST COUNTY TRANSPORTATION PLANNING**

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

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**TO:** TRANSPLAN Committee  
**FROM:** TRANSPLAN Technical Advisory Committee (“TAC”)  
**DATE:** November 14, 2019  
**SUBJECT:** CCTA Vision Zero Working Group

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### **Recommendation**

**APPOINT** Steve Kersevan (Brentwood) to the Contra Costa Transportation Authority Vision Zero Working Group, as recommended by the TRANSPLAN Technical Advisory Committee.

### **Background**

The Contra Costa Transportation Authority (“CCTA”) has requested the TRANSPLAN TAC discuss and nominate a volunteer to serve on the CCTA Vision Zero Working Group (“Working Group”). Vision Zero is a multi-national road traffic safety project that aims to achieve a transportation system with no fatalities or serious injuries involving road traffic. This group will support development of Vision Zero-related technical procedures for countywide application.

September 19, 2019, during the CCTA Technical Coordinating Committee (“TCC”) meeting Authority staff requested one TCC member from each subregional transportation planning committee (“RTPC”) serve on the Working Group. However, the TCC declined to nominate its own members and instead reached consensus to request each RTPC TAC nominate a transportation/mobility planner or engineer to serve on the Working Group in order to incorporate more local jurisdiction staff. That said, the nominee need not be a member of the TRANSPLAN TAC.

The TRANSPLAN TAC nominates Steve Kersevan, City of Brentwood as the appointment to the CCTA Vision Zero Working.

**NORTHERN WATERFRONT SHORT-LINE RAILROAD FEASIBILITY STUDY  
ITEM 12  
UPDATE**



**Department of  
Conservation and  
Development**

30 Muir Road  
Martinez, CA 94553

Phone:1-855-323-2626

**Contra  
Costa  
County**



**John Kopchik**  
Director

**Aruna Bhat**  
Deputy Director

**Jason Crapo**  
Deputy Director

**Maureen Toms**  
Deputy Director

**Kelli Zenn**  
Business Operations Manager

November 14, 2019

Jamar Stamps, Staff  
TRANSPLAN  
30 Muir Road  
Martinez, CA 94553

**Re: Northern Waterfront Short-Line Railroad Feasibility Study**

Dear Mr. Stamps:

This letter provides background information, a status update, and next steps on Contra Costa County's *Northern Waterfront Short-Line Railroad Feasibility Study* ("Study").

**Background**

The Study will analyze existing conditions in the Wilbur Avenue Corridor ("Study Area") to determine if implementation of a short-line railroad is feasible. If found to be feasible, the study will identify additional studies, potential funding sources, and other next steps required for further project development.

A short-line railroad is a track or set of tracks that provide a "first/last-mile" freight rail connection between a Class I railroad (e.g. Burlington Northern Santa Fe [BNSF], Union Pacific) track and a site (e.g. factory, warehouse, distribution center). Train operations on a short-line railroad are usually managed by a local short-line rail company or a regional or national rail company that specializes in short-line rail operations. Short-line rail companies have become more prevalent as Class I railroad companies have sold off or abandoned unprofitable railroad track segments. Short-line rail companies enjoy lower labor, overhead, and regulatory costs and thus are able to earn a profit when taking over and operating on these track segments.

The Study Area encompasses an area along Wilbur Avenue from the Fulton Shipyard in Antioch to the west to the North Point (formerly Dupont) site in Oakley to the east (Attachment A). A BNSF railroad track runs the entire length of the Study Area. The Study Area includes a number of sites with existing industrial uses or the potential for industrial development or reuse. Some of these sites already have existing rail connections, both active and inactive, to the BNSF railroad tracks. Prior to selecting the Study Area, County staff researched and reached out to jurisdictions within the Northern Waterfront about potential study locations.

The short-line railroad would be a component of the Northern Waterfront Economic Development Initiative, a Contra Costa County-led effort to create jobs in the Northern Waterfront area. The conduct of the Study was one of the actions recommended in the County's 2019 *Northern Waterfront Economic*

*Development Initiative Strategic Action Plan* to identify opportunities to improve goods movement and attract manufacturers.<sup>1</sup>

The Study commenced in July 2019. County staff has been collaborating with Antioch and Oakley staffs throughout development of the Study, since the Study Area includes portions of those two cities. The Study is funded by a grant from the U.S. Economic Development Administration and the County's General Fund.

### **Current Status**

The consultant for the Study has recently produced an Existing Conditions Technical Memo. The memo consists of an:

1. analysis of existing engineering conditions and constraints,
2. environmental assessment,
3. analysis of commercial and economic opportunities, and
4. existing goods movement analysis.

The consultant is developing a Market Analysis Technical Memo that will determine the feasibility of short-line railroad service in the Study Area. Specifically, the memo will identify:

1. potential land development opportunities within the Study Area,
2. potential customers that would benefit from short-line rail service,
3. potential short-line operators, and
4. BNSF's interest in connecting a new short-line railroad to its railroad line.

### **Next Steps**

The consultant will develop a Draft Short-Line Railroad Feasibility Study ("Draft Study"). County staff will circulate the Draft Study to the appropriate parties, including Antioch and Oakley staffs, for review and comment. Ultimately, the final Draft Study will be brought before the County Board of Supervisors for consideration for adoption. The tentative timeline for the release of the Draft Study and consideration of the final Draft Study by the County Board of Supervisors is late 2019 and early 2020, respectively.

### **Benefits**

In addition to creating jobs in the Northern Waterfront area by attracting businesses that desire rail connections, the proposed short-line railroad will reduce the number of truck trips in East Contra Costa County, since more goods would be shipped by rail. This would in turn reduce:

1. congestion on SR-4 and local roads,
2. vehicle miles traveled, and
3. greenhouse gas emissions.

In addition, the reduction in the number of truck trips would improve:

1. neighborhood quality of life,
2. bicycle and pedestrian safety, and
3. road pavement life.

Sincerely,

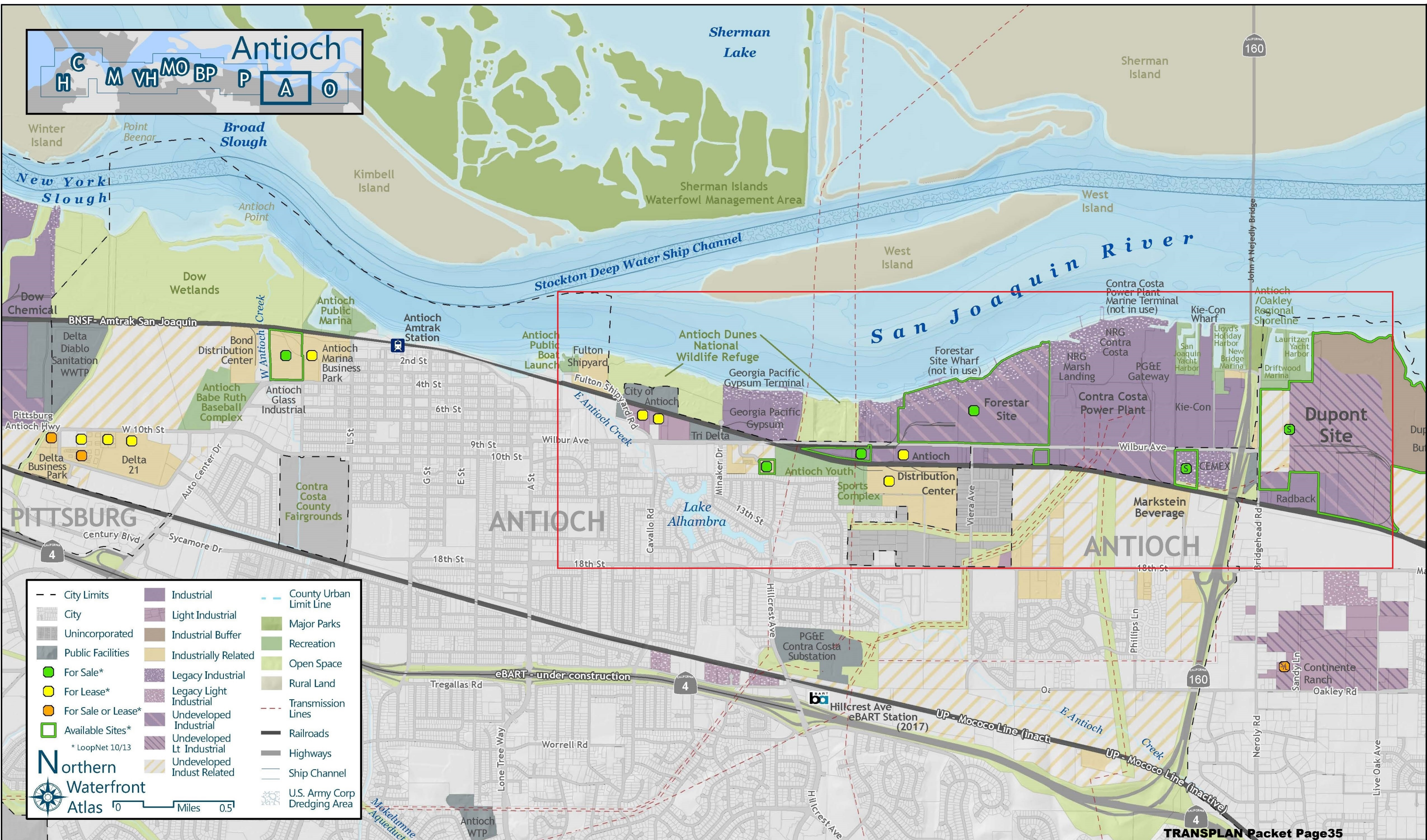


Robert Sarmiento  
Planner, Transportation Planning Section

Attachment A – Study Area Map

<sup>1</sup> <https://www.contracosta.ca.gov/DocumentCenter/View/56680/Northern-Waterfront-Initiative-Strategic-Action-Plan-PDF?bidId=>, p. 11.

# Antioch



--- City Limits	Industrial	County Urban Limit Line
City	Light Industrial	Major Parks
Unincorporated	Industrial Buffer	Recreation
Public Facilities	Industrially Related	Open Space
● For Sale*	Legacy Industrial	Rural Land
● For Lease*	Legacy Light Industrial	- - - Transmission Lines
● For Sale or Lease*	Undeveloped Industrial	— Railroads
□ Available Sites*	Undeveloped Lt Industrial	— Highways
* LoopNet 10/13	Undeveloped Indust Related	— Ship Channel
<b>N</b> Northern Waterfront Atlas		— U.S. Army Corp Dredging Area

0 Miles 0.5

**ITEM 13**  
**TRANSPLAN CCTA REPRESENTATIVE**


# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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**TO:** TRANSPLAN Committee

**FROM:** Jamar Stamps, TRANSPLAN Staff 

**DATE:** November 14, 2019

**SUBJECT: Expiration of Authority Member Term and Appointment of Representative for the February 1, 2020 through January 31, 2022 Period.**

---

### Recommendation

**APPOINT** a TRANSPLAN Committee member to the even year primary representative seat for the Contra Costa Transportation Authority (“CCTA”) Board for the 2/1/2020 through 1/31/2022 term.

**APPOINT** a TRANSPLAN Committee member as the even year alternate for the CCTA Board for the 2/1/2020 through 1/31/2022 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).

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”).

Commissioner Robert Taylor’s term on the CCTA Board will be expiring on 1/31/2020. CCTA has requested that TRANSPLAN make an appointment to the CCTA Board for the two-year period from 2/1/2020 through 1/31/2022. The Committee also must reappoint or replace Commissioner Sean Wright (alternate). The history of TRANSPLAN appointments to the CCTA Board is enclosed.

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))

att: TRANSPLAN CCTA Appointment History

cc: TRANSPLAN TAC

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

### Odd Year Seat (Feb 1 to Jan 31)

Term	Appointment	Alternate
2/1/2019 to 1/31/2021	Kevin Romick (Oakley)	Juan Banales (Antioch)
2/1/2017 to 1/31/2019	Kevin Romick (Oakley)	Sal Evola (Pittsburg)
2/1/2015 to 1/31/2017	Kevin Romick (Oakley)	Sal Evola (Pittsburg) (mid-term appointment)
2/1/2013 to 1/31/2015	Kevin Romick (Oakley)	Wade Harper (Antioch)
2/1/2011 to 1/31/2013	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 1/31/2011	Jim Frazier (Oakley) ~ ~ ~ Michael Kee (Pittsburg) (2/1/2009 to 12/2009)	Brian Kalinowski (Antioch)

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### Even Year Seat (Feb 1 to Jan 31)

Term	Appointment	Alternate
2/1/2020 to 1/31/2022		
2/1/2018 to 1/31/2020	Robert Taylor (Brentwood)	Sal Evola (Pittsburg)
2/1/2016 to 1/31/2018	Robert Taylor (Brentwood)	Sal Evola (Pittsburg)
2/1/2014 to 1/31/2016	Robert Taylor (Brentwood)	Sal Evola (Pittsburg)
2/1/2012 to 1/31/2014	Robert Taylor (Brentwood)	Wade Harper (Antioch) ~ ~ ~ Brian Kalinowski (Antioch) (2/2012 to 12/2012)
2/1/2010 to 1/31/2012	Robert Taylor (Brentwood)	Brian Kalinowski (Antioch)

**ITEM 14**  
**CHAIR AND VICE-CHAIR FOR 2020**




# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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**TO:** TRANSPLAN Committee  
**FROM:** Jamar Stamps, TRANSPLAN Staff   
**DATE:** November 14, 2019  
**SUBJECT:** Chair and Vice-Chair for 2020

---

### Recommendation

ELECT Chair and Vice-Chair for 2020.

### Background

The TRANSPLAN Committee established an annual Chair/Vice-Chair rotation in 2015 based on jurisdiction. The order of the rotation, beginning 2015, is as follows: *Antioch (Chair), Brentwood (Vice-Chair), Oakley, Contra Costa County, and Pittsburg.*

The attachment reflects the established rotation, which results in the cities of Brentwood and Oakley assuming the Chair and Vice-Chair roles in 2020, respectively. However, the Committee maintains full discretion in the election of officers.

att: TRANSPLAN Election History

cc: TRANSPLAN TAC

**TRANSPLAN COMMITTEE OFFICERS**

*TRANSPLAN Chair and Vice Chair would rotate annually based on jurisdiction starting in 2015 as follows: Antioch, Brentwood, Oakley, Contra Costa County, and Pittsburg.*

<b>Year</b>	<b>Chair</b>	<b>Vice Chair</b>
<b>2020</b>	<b><i>Brentwood</i></b>	<b><i>Oakley</i></b>
2019	Mayor Sean Wright, Antioch	Mayor Robert Taylor, Brentwood
2018	Supervisor Diane Burgis, County	Mayor Sean Wright, Antioch
2017 <sup>1</sup>	Councilmember Sal Evola, Pittsburg	Supervisor Diane Burgis, County
2016	Councilmember Doug Hardcastle, Oakley	Supervisor Mary Piepho, County
Mid-2015 <sup>2</sup>	Mayor Robert Taylor, Brentwood	Councilmember Doug Hardcastle, Oakley
2015	Mayor Wade Harper, Antioch	Mayor Robert Taylor, Brentwood

<sup>1</sup> County and Pittsburg swapped Chair/Vice-Chair; normal rotation expected to resume in 2018.

<sup>2</sup> Rotation reset with departure of the Chair from TRANSPLAN Committee mid-year.

**ITEM 15**  
**TRANSPLAN STAFFING AND ADMINISTRATION**

# **TRANSPLAN COMMITTEE**

## **EAST COUNTY TRANSPORTATION PLANNING**

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

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**TO:** TRANSPLAN Committee  
**FROM:** Jamar Stamps, TRANSPLAN staff  
**DATE:** November 14, 2019  
**SUBJECT:** **TRANSPLAN Staffing**

---

### **TRANSPLAN Staffing Duties**

Per the TRANSPLAN Joint Exercise of Powers Agreement, Section II.4., the TRANSPLAN TAC shall *“designate staff from Contra Costa County Community Development Department, as the designated Project Manager for the TRANSPLAN Committee or designate a Project Manager by other means as determined by the TRANSPLAN Committee.”*

It should be noted that while the County will agree to continue to assume staffing duties, the TAC has the authority to recommend to the TRANSPLAN Committee designation of a different project manager (e.g. other TAC members or third-party contract).

The TAC discussed this at the October 15, 2019 Technical Advisory Committee meeting and agreed to continue to designate County staff as TRANSPLAN staff, citing preferences for maintaining consistency, institutional knowledge and cost effectiveness. County staff will initiate the transfer of TRANSPLAN staffing duties to Colin Pieth, Planner in the County Department of Conservation and Development. Colin’s appointment to the TRANSPLAN staff role will become effective 1/1/2020.

### **TRANSPLAN Website**

TRANSPLAN staff has preliminarily inquired about potentially upgrading the TRANSPLAN website and hosting platform to improve TRANSPLAN’s public interface, information and document archiving and backend user (i.e. TRANSPLAN staff) efficiency. The estimate TRANSPLAN staff received from the current website host (Blinktag) is \$21,850. This would generally include: development meeting with the TRANSPLAN TAC, website design, development and content migration.

After researching other subregional transportation planning committee (“RTPC”) websites update projects staff discovered varying degrees of cost. In order to get the most cost effective project and ensure a fair procurement process, staff will be issuing a request for proposals (“RFP”) in 2020 to select a website consulting firm for the update. The TAC will review and discuss the RFP and scope of work and return to the Committee to request authorization for its release. The website update could commence mid-2020.

A project of this nature will have to be funded by the TRANSPLAN Committee budget. The TAC agreed to incorporate costs into future (FY 20/21) dues invoices. The exact cost will be known when the RFP process has been completed and a consultant selected. The April/May 2020 draft budget will be known augmented to reflect the increased cost. Preliminary estimates indicate dues could be approximately \$10,000 to \$15,000 based on recent dues trends, TRANSPLAN work program and prior RTPC website update costs.