

Aaron Meadows, Chair
Oakley
City Council

Diane Burgis, Vice-Chair
Contra Costa County
Board of Supervisors

Joel Bryant
Brentwood
City Council

Holland White
Pittsburg
City Council

Lamar Thorpe
Antioch
City Council

Kerry Motts
Antioch
Planning Commission

Anita Roberts
Brentwood
Planning Commission

Anissa Williams
Oakley City Council

Sarah Foster
Pittsburg
Planning Commission

Bob Mankin
Contra Costa
Planning Commission

Staff Contact:
John Cunningham
TRANSPLAN
30 Muir Road
Martinez CA 94553
Phone
(925) 674-7755
Email
john.cunningham@dcd.cccounty.us
Website
www.transplan.us

TRANSPLAN Committee Meeting

Wednesday November 17, 2021 – 4:30 PM*

*Please note the atypical day/time/week, the meeting was rescheduled to accommodate the Veterans Day holiday

To slow the spread of COVID-19, the Contra Costa County Health Officer's most recent order of March 31, 2020, continues to prevent public gatherings. In lieu of a public gathering, the TRANSPLAN meeting will be accessible via Zoom Meeting to all members of the public, as permitted by the Governor's Executive Order 29-20. Members of the public may participate in the meeting online, or by telephone. To participate in the meeting please use the information.

Join Zoom Meeting:

When: Nov 17, 2021 04:30 PM Pacific Time (US and Canada)

Topic: TRANSPLAN Committee Meeting

Please click the link below to join the webinar:

<https://cccounty-us.zoom.us/j/81692808377>

Meeting ID: 816 9280 8377

Or Telephone:

Dial:

USA 214 765 0478 US Toll

USA 888 278 0254 US Toll-free

Conference code: 198675

In lieu of making public comments at the meeting, members of the public also may submit public comments before or during the meeting by emailing comments to John Cunningham at john.cunningham@dcd.cccounty.us or at (925) 655-2915.

All comments submitted by email to the above email address before the conclusion of the meeting will be included in the record of the meeting. When feasible, the Board Chair, or designated staff, also will read the comments into the record at the meeting, subject to a two-minute time limit per comment.

The TRANSPLAN Chair may reduce the amount of time allotted to read comments at the beginning of each item or public comment period depending on the number of comments and the business of the day. Your patience is appreciated. A break may be called at the discretion of the Board Chair.

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 John Cunningham at john.cunningham@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 10/14/21 TRANSPLAN Meeting. ♦ **Page 3**

4. RECEIVE Miscellaneous Communication. ♦ **Page 14**

5. ADOPT a resolution authorizing TRANSPLAN to conduct teleconference meetings under Government Code section 54953(e) and make related findings (Assembly Bill 361-*Open meetings: state and local agencies: teleconferences*). ♦ **Page 16**

End of Consent Items

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

6. PRESENTATION of the East County Integrated Transit Study Findings. CCTA and consultant staff will provide an overview of the East County Integrated Transit Study. CCTA was awarded a Caltrans Sustainable Communities Planning Grant in 2019 to study

♦ = An attachment has been included for this agenda item.

g:\transportation\committees\transplan\plan_year\2021-22\meetings\committee\11 - november 2021\transplan-cmtee-nov-2021.doc

a high-capacity transit service from the current BART terminus at Antioch to the planned Brentwood Intermodal Center. Over the course of the last two years the team has been working through the project stakeholder Technical Advisory Committee and Steering Committee to develop project goals, potential modal alternatives, and evaluation criteria. The results of the alternatives evaluation and what we heard during the public outreach effort will be shared, along with a recommendation for the locally preferred alternative to be advanced for further conceptual design. The Committee will be asked to weigh in on the Study recommendations. ♦ **Page 23**

7. ADJOURN to next meeting on Thursday, December 9, 2021, at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

♦ = An attachment has been included for this agenda item.

ITEM 3
ADOPT MINUTES FROM OCTOBER 2021 MEETING

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

MINUTES

October 14, 2021

The regular meeting of the TRANSPLAN Committee was convened via a web-based platform in locations not open to the public to provide the safest environment for staff and the public pursuant to the Ralph M. Brown Act provisions under Assembly Bill 361. In lieu of a public gathering, the Board of Directors was accessible via Zoom Meeting to all members of the public as permitted under Government Code Section 54953(e) (Assembly Bill 361). Members of the public were allowed to participate in the meeting online, or by telephone.

Chair Meadows opened the meeting at 6:45 P.M.

ROLL CALL / CALL TO ORDER

PRESENT: Joel Bryant (Brentwood), Diane Burgis (Contra Costa County), Bob Mankin (Contra Costa Planning Commission), Kerry Motts (Antioch), Anita Roberts (Brentwood), Lamar Thorpe (Antioch), Holland White (Pittsburg), and Chair Aaron Meadows (Oakley)

ABSENT: Sarah Foster (Pittsburg), and Anissa Williams (Oakley)

STAFF: John Cunningham, TRANSPLAN Staff, Contra Costa County Department of Conservation and Development

PUBLIC COMMENTS

No written comments were submitted, or oral comments made, by any member of the public.

CONSENT ITEMS

On motion by Holland White, seconded by Anita Roberts, TRANSPLAN Committee members adopted the Consent Calendar, as follows, which carried by the following Roll Call vote:

- ADOPTED Minutes from the August 12, 2021 TRANSPLAN Meeting (*September 2021 meeting cancelled*).
- RECEIVED Miscellaneous Communications.

Ayes: Bryant, Burgis, Mankin, Motts, Roberts, Thorpe, White, Meadows
Noes: None
Abstain: None
Absent: Foster, Williams

**CONSIDER ADOPTING A RESOLUTION AUTHORIZING TRANSPLAN TO CONDUCT
TELECONFERENCE MEETINGS UNDER GOVERNMENT CODE SECTION 54953(e)
AND MAKE RELATED FINDINGS (ASSEMBLY BILL 361)**

Mr. Cunningham stated that the series of Executive Orders imposed by Governor Newsom to allow teleconferenced meetings had expired on September 30, 2021, and Assembly Bill 361 effective October 1, 2021 had modified sections of the Brown Act to allow telephonic meetings due to COVID-19. The proposed resolution would continue to allow meetings telephonically and would require a determination every 30 days to allow that to continue to occur.

Mr. Cunningham requested an amendment to Item 2 on Page 2 of Resolution No. 21-01, to read: *As authorized by Assembly Bill 361, the TRANSPLAN Committee and all subcommittees will use teleconferencing for its meetings in accordance with the provisions of Government Code Section 54953(e).*

Diane Burgis recommended approval of the resolution because of the high spread of COVID-19 in East Contra Costa, the low vaccination rate in East Contra Costa, with no intent to encourage the spread of COVID-19, and given the current masking order anyone in the room not vaccinated would require a mask for everyone, which would not create an ideal situation. She therefore recommended continuing to meet virtually.

On motion by Director Burgis, seconded by Director Bryant, the TRANSPLAN Committee adopted Resolution 21-01 authorizing TRANSPLAN to hold teleconference meetings under Government Code Section 54953(e) (Assembly Bill 361), which carried by the following Roll Call vote:

Ayes:	Bryant, Burgis, Mankin, Motts, Roberts, Thorpe, White, Meadows
Noes:	None
Abstain:	None
Absent:	Foster, Williams

The TRANSPLAN Committee moved into a Joint meeting at 6:59 P.M. with the TRANSPAC Committee of Central Contra Costa County.

**JOINT
TRANSPAC COMMITTEE**
Antioch - Brentwood - Oakley - Pittsburg and Contra Costa County

TRANSPAC COMMITTEE
**Clayton - Concord - Martinez - Pleasant Hill - Walnut Creek
and Contra Costa County**

MINUTES

October 14, 2021

TRANSPAC Committee Vice Chair Loella Haskew called the meeting to order at 7:00 P.M. and explained the meeting had been called because of the common issues affecting TRANSPAC and TRANSPAC, and the need for a good working relationship to communicate with one another to maximize the best possible outcomes.

TRANSPAC Committee Chair Aaron Meadows looked forward to working with the TRANSPAC Committee on current and future transportation investments in Central and East County. While no presentation had been planned for the area encompassed by the former Concord Naval Weapons Station (CNWS) at this time, he looked forward to an update in the future.

Self-introductions followed for both the TRANSPAC and TRANSPAC Committees.

TRANSPAC Member Carlyn Obringer, a member of the Concord City Council, pointed out that Concord Reuse Director Guy Bjerke and Joan Ryan had previously provided the TRANSPAC Committee with an update of the plans for the CNWS and would be happy to provide a current update when there was more information to share.

Diane Burgis pointed out that there was essentially an entire new membership of the TRANSPAC Committee since the last update on the CNWS from the City of Concord.

JOINT MEETING: ACCEPT PUBLIC COMMENT ON ITEMS NOT LISTED ON AGENDA

No written comments were submitted, or oral comments made, by any member of the public.

RECEIVE CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA)
PRESENTATION: CCTA staff to provide information to the TRANSPAC and TRANSPAC Committees on CCTA's current projects and programs and planned activities over the next few years including an update on proposed improvements and associated planning efforts on the State Route 4 Corridor, status update on the Interstate 680/SR4 Interchange construction project, status update on the overall Measure J Program, and the upcoming process of updating the Action Plans in preparation for the update to the Countywide Transportation Plan (CTP).

CURRENT ACTIVITIES/PROJECTS

State Route 4 Corridor Proposed Improvements and Planning Efforts

Stephanie Hu, Director of Projects, CCTA, identified the relevant projects and studies along the State Route 4 Corridor given that Highway 4 had congestion westbound in the morning and eastbound in the evening. She reported that the CCTA had completed the project initiation document which had been set up in multiple packages in both directions to move forward with packages as funding became available. She explained how the implementation of SB 743 required the transportation impact analyzing measure to be VMT (vehicle miles traveled) as opposed to LOS (level of service) and how that new measure affected the project in that while the improvements were operational in nature with a small VMT increase, it needed to comply with the new SB 743 requirements.

Given the effect of VMT on the project, CCTA opted to put the project on hold and was currently engaged with working groups at Caltrans with still much to learn about how to move forward with the project. CCTA was also conducting a study on VMT mitigation. She reported that \$7.5 million in State Transportation Improvement Program (STIP) funds were available for the first eastbound project and \$3 million in STIP funds for the westbound project. Once the implementation of SB 743 had been more defined, it would help preserve Measure J dollars.

With respect to the State Route 239 project, Ms. Hu advised that it had first been identified in 1959 as a possible road linking Highway 4 in Brentwood to I-205 or I-580 west of Tracy. The County had received an earmark in 2005 for implementation in 2012, and since then had done a study in 2014, and another document in 2015. The current project was to improve connectivity between eastern Contra Costa County and western San Joaquin County, improve economic development in the area, and provide access to the Byron Airport.

The SR4 Integrated Corridor Management project using ITS technology and the transportation system along the corridor along with parallel arterials along I-680 and others pursued an application of connective technology. A study in 2017 had been funded by Measure J, and Phase 2 included the implementation of technologies. The project was currently unfunded and had been put on hold.

Ms. Hu reported that CCTA had partnered with the Metropolitan Transportation Commission (MTC) on an alternative investment study for Highway 4 between I-680 and Hillcrest Avenue to study a range of near term options for Highway 4, and included a Technical Advisory Committee with participation with local agencies. Eleven concepts had been evaluated against criteria of cost, funding, constructability, converting an HOV lane into an express lane and using the shoulder into an express lane, with a third concept to convert the existing HOV lane into an express lane. The three concepts would provide significant reduction in connections and would support existing and future transit services.

The East County Integrated Transit Study evaluated high capacity transit options with the goal to improve transit, improve air quality with a reduction of VMT, support economic development and support future traffic investments. Six alternatives and routes had been considered, including rail, and the alternatives were being evaluated between flexible service, time to implement, cost effectiveness, dedicated transit right-of-way, and a community preferred solution. The results of the evaluation and recommendation would be submitted to the TRANSPLAN Board of Directors in November 2021.

In addition to regional planning and study, Ms. Hu identified the proposal to help riders with larger regional transit development using East Contra Costa County Dynamic Personal Micro Transit (DPMT), driverless electric vehicles on demand in a dedicated pathway, with conceptual alignment development and vehicle technology being tested at the GoMentum station, with on demand service offering first mile/last mile options around Antioch BART.

Ms. Hu also reported that CCTA had conducted future science research as part of the 680 program, a survey had been completed and meaningful data from residents along I-680 had been received. The same would be done for Highway 4 and 680 to provide insight to how the corridors were being used and information gathered would be critical to building responsive projects and more efficient use of the corridor. All studies and projects presented were ongoing and when completed CCTA wanted to create a vision for Highway 4 as had been done for 680 with ongoing analyses and studies for the corridor along with helping gas reduction goals and better understanding the travel needs of residents along the corridor.

Carlyn Obringer was pleased that the Glydways DPMT had been included. She had gone to the GoMentum station in Concord at the former CNWS/East Bay Regional Park District (EBRPD) lands, and asked how the map had been generated in partnership with the TRANSPLAN Committee, how the project would be funded, and whether it was conceptual at this point. She sought more information, to be presented to the TRANSPAC Committee.

Ms. Hu advised that the study had been conducted in April, had been concluded, and had been developed with key stakeholders in East County. The study had been presented to the TRANSPLAN Committee. It was conceptual at this time and funding had not been secured. It was not an active plan but those involved in the study could be asked to provide more information. She would be happy to make the same presentation to the TRANSPAC Committee.

Diane Burgis added that Tri Delta Transit was working with the Glydways project and Mr. Cunningham explained that the project had been directed by a team and Glydways itself, and the TRANSPLAN Committee had a minimal role.

Ms. Burgis further explained that they had agreed to work with the Glydways team. She would be interested in something from the Antioch BART station to the new Amazon Center, which might be something doable in terms of location and not having to go too far.

TRANSPLAN Chair Joel Bryant thanked Ms. Hu for the presentation that had been long-awaited by East County residents. The improvements on Highway 4 had been significant and helpful over the last few years along with the knowledge that more would be forthcoming.

TRANSPAC Chair Sue Noack noted that some of the challenges and opportunities on SR4 were similar to Innovative 680 and she hoped that some of the systems driven by those technologies could be applied to State Route 4.

TRANSPAC Director Matt Todd referred to the evaluation of express lane activities on Highway 4 and the Highway 4 Interchange with connections between routes for a continuous express lane or an HOV lane.

Ms. Hu explained that they were limited in budget and had gone to the three concepts that would be explored further, which would require a formal Caltrans project and there were operational improvements that would be needed to make it successful. A vision document would also be needed to pursue those connections. She added that they were learning a lot with Innovate 680. The project on Highway 4 was funded by Measure J and they had encountered the VMT issue that would require funding. When asked if there were earmark opportunities, she noted significant state dollars and stated the operational improvements had STIP funding that had been programmed and secured but she did not know about earmarks. She noted that they were doing connective signals that overlapped TRANSPLAN and TRANSPAC areas.

Hisham Noeimi, Director of Programming, CCTA, stated the federal earmarks submitted did not include anything on Highway 4, although they had asked for some money related to the Bicycle Garden in Antioch and he would have to verify that situation. He stated the problem was that the earmarks were limited to a maximum of \$10 million and anything on Highway 4 would be much greater than that. He added that they were always looking for funding.

Public Comment

Bruce "Ole" Ohlson, Antioch, stated with respect to Highway 4 that the bicycle community wanted to see the removal of bicycles on Highway 4 from the Willow Pass Road Interchange and the Port Chicago Highway Interchange with a safer alternative, and bicyclists wanted to see CCTA cooperate and support Caltrans with their bicycle superhighway proposal, which could be acceptable if reduced with a parallel street with bicycle lanes on each side of the freeway.

I-680/SR4 Interchange Project

Ivan Ramirez, Director of Construction, CCTA, and the Project Manager for other projects in the design phase, spoke about the interchange between I-680 and SR4, and the Phase 3 construction project that had been ongoing for the last 2.5 years. He presented graphics to show the scope of the overall project with an overall cost of \$600 million, and explained CCTA had to break the project down into segments to be able to do the work.

Mr. Ramirez presented a graph to identify the phases involved and reported that Phase 3 would widen the freeway between just east of Morello Avenue to just east of SR-242 in both directions, with an additional HOV lane in the eastbound direction. The other phases were broken down into Phases 1, 2A, 2B, 4 and 5 related to funding.

Mr. Ramirez advised that the current construction project had started in 2018 with about \$80.6 million in cost and an overall allotment of \$97.7 million, which would be spent. He identified the limits of the project and stated it was in the middle of the county and was important for commuters, although there were construction impacts. He highlighted some of the improvements and noted that utilities had to be moved, two miles of HOV lanes would be added in the eastbound direction with six miles added in the eastbound/westbound, bridges had to be widened, there had to be improvements to the Grayson Road Bridge, and there were a number of challenges with restrictions on the channels, which had to be returned to regular contours and the creek had to be reversed during construction. He offered a series of pictures to show the various aspects of the construction and explained that most of the important work occurred at night.

Mr. Ramirez explained that it had been a very difficult, challenging project with a number of problems, multiple work had been done, and the project was getting ready for completion. He was currently overseeing the design of Phase I, which would provide a direct connector for northbound 680 onto westbound Highway 4, and would eliminate one of the merges given that the short merges in the intersection created insufficient and hazardous traffic flow. Metering lights were expected when merging into the main line along the south of 680. The only portion of Phase 2 would be to improve the connector to help the flow onto the freeway and a portion of Phase 2 not currently budgeted would have to wait for future funding. He identified the current scheduling and expected to have the design completed by late 2024 and be in construction later on that year or 2025. The cost for Phases 1 and 2A would be \$236 million, a large portion from Regional Measure 3, and some from SB1. Phases 1 and 2A were \$8 million underfunded. The cost of Phases 2B, 4 and 5 was expected to be \$231 million with funding yet to be determined.

Bruce "Ole" Ohlson, Pittsburg, stated that he regularly rode his bike between East County and Central County. As a reminder, he stated that both current and previous CCTA Directors had verbally assured the bicycle community that the Iron Horse Trail would be through the interchange to the Contra Costa Trail with a real trail to EBRPD standards. He pointed out that the entire interchange rebuild would be in excess of half a billion dollars while the bike path would be only a few million.

UPCOMING PLANNING ACTIVITIES

Status of Measure J Program

Hisham Noeimi, Director of Programming, CCTA provided an update on Measure J. He stated that they had submitted a \$25 million grant to complete the funding for the I-680/SR4 Interchange and hoped to hear back in November. Part of that application was some funding to study the bike path.

Mr. Noeimi explained that he had been part of the team that had developed Measure J almost 20 years ago and TRANSPLAN and TRANSPAC, along with the other Regional Transportation Planning Committees (RTPCs) had been instrumental in producing Measure J, which was now in Year 12 with 13 years to go before the measure expired. The Measure J Expenditure Plan guided how the dollars were spent, assigned 57 percent to programs and 43 percent to capital projects and also paid for debt service on bonds and paid for program management.

When Measure J was developed, each subregion decided how much of their share would go to capital projects (all in 2004 dollars). Mr. Noeimi presented charts of Measure J revenues since 2004 when the voters had approved the measure. He reported that revenues were close to 60 percent in 2018, and expected Measure J revenues had gone down to almost 30 percent. New projections just approved by the CCTA Board of Directors last month showed slower growth moving forward 3.3 percent compared to the previous 4.6 percent, and despite that the total Measure J revenues over the life of the measure would be \$2.8 billion and would remain the same. Despite the impact of the Great Recession in 2007 and 2008, the CCTA had kept its promise to the voters and had delivered two thirds of Measure J projects and had not yet reached the mid-point of the measure. By using bonds, all fixed rate, completed projects and those under construction had totaled \$2.5 billion.

Mr. Noeimi reported that as of June 30, 2020, 90 percent of Measure J funds programmed for projects in the Strategic Plan had been spent. There was a total of \$750 million of program projects and as of last year \$679 million had been spent. He identified some of the major projects completed or under construction in Central County, including I-680 SB HOV/Express Lane, I-680/SR4 Interchange project Phase 3, Kirker Pass Truck Lanes (northbound) and the Concord BART Plaza Redesign project. The remaining projects in Central County included Highway 4 Operational Improvements as well as a BART Transit Oriented Development (TOD) project in Walnut Creek and other improvements on Pacheco Boulevard. East County projects included eBART, Highway 4 Widening, the Interchange at Highway 4 and Sand Creek Road, and the Mokelumne Trail Overcrossing, which was just starting construction, and funding on James Donlon Boulevard. Projects completed in West County were also noted.

Mr. Noeimi advised that 57 percent of Measure J revenues were dedicated to programs on an annual basis. Two of those programs were Transportation for Livable Communities and the Pedestrian, Bicycle and Trail Program. It was estimated that there would be \$142 million for those two programs over the life of Measure J, and as of last year \$60 million had been programmed for 86 projects, 64 of which were complete or under construction. He identified some of those projects. In regard to other programs, as of the end of last fiscal year a third of what each program expected over the life of Measure J had been allocated. The only exception was the West County Ferry Program in that the Richmond Ferry had started only two years ago and due to COVID-19 not much had been done with that program.

Mr. Noeimi stated the status of getting projects shovel ready had allowed the better use of Measure J funds and there was still a significant amount of money to be appropriated.

Appropriations applied to I-680/SR4, I-680, Highway 239, and Vasco Road connectors, which projects would continue to compete for future funding sources.

Mr. Todd noted that the Transportation Demand Management (TDM) monies were supporting 511 Contra Costa where similar staff were being used to support both parts of the County. He pointed out that each part of the County had been assigned different funds when Measure J had initially been created and TRANSPAC had requested additional funding to improve programs for seniors specifically in the TRANSPAC area of the county.

Mr. Cunningham stated that the paratransit line item in Measure J had been dedicated to current operations and there was no funding in the revenue source to dedicate to the Contra Costa Transportation Authority's Accessible Transportation Strategic (ATS) plan, which was why new funding was being sought.

Diane Burgis commented that some Measure X funds had also been sought for that item.

Action Plan/Countywide Transportation Plan (CTP) Updates

John Hoang, Director of Planning, CCTA, stated that all the projects presented had related from a vision and concept and planning effort. CCTA staff had been asked to provide CCTA's vision for Contra Costa County for transportation and the new Executive Director had provided four elements. First was seamless integration of transportation, leveraging technology in a performance-based approach data driven and identifying costs and strategies of where to apply the monies and investment; create a transportation network while providing easy, efficient and cost-effective travel options; and sustainability to reduce VMT; and safety and vision zero doing what was necessary to eliminate fatalities on the roadway.

Mr. Hoang mentioned the Countywide Transit Plan, a plan looking at the transit network to address ridership in the communities and identifying projects and an upcoming mega measure among other elements. Another effort was being led by the Water Emergency Transportation Authority (WETA), which was in the stage of developing a vision plan. He noted that Measure J provided funding for the operations of the current ferry in Contra Costa, the Richmond Ferry, but also to expand ferry service to Antioch, Hercules and Martinez.

With respect to Action Plans, Mr. Hoang stated that in alignment with the vision, staff had been taking the process of updating the Countywide Transportation Plan (CTP) and working with the four RTPCs to update the Action Plans. Four RTPCs and five Action Plans, with the idea that the Action Plans fed into the CTP. This year would be focused on concepts in addition to infrastructure, analyzing VMT, multimodal transportation, equity and safety. Action Plans were required as part of the Measure J Growth Management Plans (GMPs) and the RTPCs had started the process last month, which would go into next year.

Mr. Hoang explained that the CTP, a long-term document, would be innovative and incorporate the visions. CCTA planned outreach throughout the CTP development process.

Mr. Hoang stated that this year there would be overlap and the need to coordinate effort from the Action Plans and transfer that to the CCTA of the four regions to accommodate a wider network. Overlapping activities would expedite the CCTA's schedule. Action Plans would incorporate other regional planning efforts by CCTA and other regional agencies. Some of the broad approaches being considered included elements that would re-envision transportation in the county with a corridor-based approach of freeway, major arterial and transit that ran along the corridors, working with the RTPCs and the cities to increase the engagement and outreach efforts to produce an outcome that would be supported by the community. Transportation objections would include climate change, safety and equity in the process. He recapped the summary of the CTP process and emphasized increased efforts on technology, innovation and considering more equity, sustainability, VMT and electronic vehicles. The process of updating the Action Plans and the CTP would take a year and a half and the process should be completed by June 2023.

Bruce "Ole" Ohlson stated he had recently had the pleasure of commenting on a project on the border of one of the communities that had a bicycle plan that did not call for bike lanes along a minor arterial fronting the project. The Contra Costa Countywide Bicycle and Pedestrian Plan (CBPP) called for bike lanes along the entire length of the roadway in both adjacent communities. The Traffic Engineer of the first community did not care about the CBPP and followed the jurisdiction's plan and bicyclists had been taken aback by the bad attitude. He asked if the CBPP could include anything to mitigate that problem.

Mr. Hoang stated the CCTA was aware of that specific project and the conflict between a local city plan and the CBPP and an unincorporated plan. He stated CCTA had engaged the three agencies involved and the CCTA's role was not to eliminate any facilities but would do what it could to solve the problem and was actively engaged in doing that to make sure that the countywide efforts tied in with the local plans.

Vice Chair Haskew expressed appreciation for the attendance at the joint meeting, the questions, and the CCTA for its presentations.

ADJOURNMENT

Chair Meadows adjourned the meeting of the TRANSPLAN Committee at 8:17 P.M. to the next meeting on November 11, 2021 at 6:30 P.M. or other day/time as deemed appropriate by the Committee.

Respectfully submitted,


Anita L. Tucci-Smith
Minutes Clerk

ITEM 4

RECEIVE MISCELLANEOUS COMMUNICATION

MEMORANDUM

To: Matt Todd, TRANSPAC
Lisa Bobadilla, SWAT
John Cunningham, TRANSPLAN
Lisa Bobadilla, TVTC
John Nemeth, WCCTAC
Bret Swain, LPMC

From: Timothy Haile, Executive Director 

Date: November 4, 2021

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

At its October 20, 2021 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

A. Quarterly Project Status Report

Recommendation: This was an informational item only with no staff recommendation at this time.

Action: The Authority Board received an informational report on the status of the current Measure projects.

B. Measure J Allocation Plan (Allocation Plan) – Authorization to Resume Measure J Appropriations

Recommendation: Staff sought approval of Resolution 21-42-P, which would authorize the resumption of Measure J appropriations to the remaining locally-sponsored projects in the Allocation Plan.

Action: The Authority Board approved Resolution 21-42-P, which authorizes the resumption of Measure J appropriations to the remaining locally-sponsored projects in the Allocation Plan.

- C. NEW ITEM: Consideration to Continue Conducting Remote Teleconferencing Meetings of the Legislative Bodies of the Authority Pursuant to Assembly Bill (AB) 361

Recommendation: Staff sought approval to proclaim a local emergency, ratify the proclamation of a State of Emergency, and authorize the continuation of conducting remote teleconference meetings of the legislative bodies of the Authority for the period of November 2021 pursuant to the Brown Act provisions under AB 361.

Action: The Authority Board proclaimed a local emergency, ratified the proclamation of a State of Emergency, and authorized the continuation of conducting remote teleconference meetings of the legislative bodies of the Authority for the period of November 2021 pursuant to the Brown Act provisions under AB 361.

- D. Approval of Fiscal Year (FY) 2021-22 Measure J Allocation Program: Sub-Regional West County Additional Transportation Services for Seniors and People with Disabilities (Program 20b)

Recommendation: Staff sought approval of Resolution 21-26-G, to allocate Measure J Program 20b funds for FY 2021-22, in the amount of \$647,869, which included a reconciliation from FY 2019-20 in the amount of \$10,869.

Action: The Authority Board approved Resolution 21-26-G, to allocate Measure J Program 20b funds for FY 2021-22, in the amount of \$647,869, which included a reconciliation from FY 2019-20 in the amount of \$10,869.

- E. Approval of City of Pleasant Hill Calendar Years 2018 and 2019 Measure J Growth Management Program (GMP) Compliance Checklist

Recommendation: Staff sought approval of the City of Pleasant Hill's GMP Checklist and payment of \$608,601 in Fiscal Year (FY) 2019-20 Local Street Maintenance and Improvement funds, to the City of Pleasant Hill, with a second (off-year) payment of FY 2020-21 funds on the one-year anniversary of the first payment.

Action: The Authority Board approved the City of Pleasant Hill's GMP Checklist and payment of \$608,601 in FY 2019-20 Local Street Maintenance and Improvement funds, to the City of Pleasant Hill, with a second (off-year)

payment of FY 2020-21 funds on the one-year anniversary of the first payment.

- F. Approval of Fiscal Year (FY) 2021-22 Transportation Fund for Clean Air (TFCA) Projects that Meet the Bay Area Air Quality Management District's (BAAQMD) Cost Effectiveness Criteria

Recommendation: Staff sought approval of Resolution 21-44-G, which approves the FY 2021-22 Contra Costa TFCA County Program Manager projects that meet the BAAQMD cost effectiveness criteria.

Action: The Authority Board approved Resolution 21-44-G, which approves the FY 2021-22 Contra Costa TFCA County Program Manager projects that meet the BAAQMD cost effectiveness criteria.

- G. Quarterly Project Status Report for Transportation for Livable Communities and Pedestrian, Bicycle, and Trail Facilities Projects

Recommendation: This was an informational item only with no staff recommendation at this time.

Action: The Authority Board received an informational report on the status of the current Measure projects.

- H. Adoption of Strategic Communications Roadmap and Budget, and Authorization to Prepare and Issue a Request for Qualifications (RFQ) for Strategic Communication and Marketing Services

Recommendation: Staff sought adoption of the Strategic Communications Roadmap and proposed 2022 Strategic Communications Roadmap Budget, Activities, and Performance Metrics, and requested authorization to prepare and issue an RFQ for strategic communication and marketing services.

Action: The Authority Board adopted the Strategic Communications Roadmap and proposed 2022 Strategic Communications Roadmap Budget, Activities, and Performance Metrics, and authorized staff to prepare and issue an RFQ for strategic communication and marketing services.

ITEM 5

**CONSIDER ADOPTING A RESOLUTION AUTHORIZING TRANSPLAN TO
CONDUCT TELECONFERENCE MEETINGS UNDER GOVERNMENT
CODE SECTION 54953(E) AND MAKE RELATED FINDINGS (ASSEMBLY
BILL 361-OPEN MEETINGS: STATE AND LOCAL AGENCIES:
TELECONFERENCES).**

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee
FROM: John Cunningham, TRANSPLAN Staff
DATE: October 14, 2021
SUBJECT: TRANSPLAN Committee Teleconference Meetings

Recommendation

ADOPT Resolution 21-01 authorizing TRANSPLAN to hold teleconference meetings under Government Code Section 54953(e) (Assembly Bill 361).

Background

When the COVID-19 pandemic began, Governor Newsom issued an executive order that allowed local agencies to meet remotely without complying with the strict teleconferencing requirements of the Brown Act. Executive Order N-29-20 suspended the Brown Act's non-emergency teleconferencing rules, including the requirements that each teleconference location must be physically accessible to the public and that the public must be given an opportunity to comment at each teleconference location. Since March 2020, TRANSPLAN has been meeting virtually, as authorized by Executive Order N-29-20 and subsequent orders. This authority expired September 30, 2021.

Assembly Bill 361 amended the teleconferencing provisions of the Brown Act, Government Code section 54953. Effective October 1, 2021, subsection (e) of Government Code section 54953 authorizes a local agency to use special teleconferencing rules when the legislative body of the local agency holds a meeting during a state of emergency declared by the state, and either (a) state or local officials have imposed or recommended measures to promote social distancing, or (b) the legislative body is meeting to determine, or has determined, that meeting in person would present imminent risks to the health or safety of meeting attendees.

The following rules apply to teleconferencing meetings held under Government Code section 54953(e):

- The agency must provide notice of the meeting and post an agenda as required by the Brown Act, but the agenda does not need to list each teleconference location or be physically posted at each teleconference location.
- The agenda must state how members of the public can access the meeting and provide public comment.
- The agenda must include an option for all persons to attend via a call-in or internet-based service option.
- The legislative body must conduct the meeting in a manner that protects the constitutional and statutory rights of the public.

- If there is a disruption in the public broadcast of the call-in or internet-based meeting service, the legislative body must stop and take no further action on agenda items until public access is restored.
- The agency may not require public comments to be submitted in advance of the meeting and must allow virtual comments to be submitted in real time.
- The legislative body must allow a reasonable amount of time per agenda item to permit members of the public to comment, including time to register or otherwise be recognized for the purposes of comment.
- If the legislative body provides a timed period for all public comment on an item, it may not close that period before the time has elapsed.
- The legislative body must reconsider the circumstances of the state of emergency and the findings in support of emergency teleconference meetings every 30 days or every time it meets.
- AB 361 sunsets on January 1, 2024.

A resolution authorizing teleconferencing under Government Code section 54953(e) is attached. It would determine that the state has declared a state of emergency related to COVID-19 and find that social distancing recommendations are in place and that there is an imminent risk of harm to the public, staff, and officials if live meetings are conducted. If adopted, the resolution would authorize TRANSPLAN to hold teleconference meetings consistent with the above rules.

If TRANSPLAN wishes to continue teleconferencing under Government Code section 54953(e), every 30 days after adopting the resolution or every time it meets, TRANSPLAN must reconsider the circumstances of the state of emergency and that one of the following circumstances exists: the emergency continues to directly impact the ability of members to safely meet in person, or state or local officials continue to impose or recommend measures to promote social distancing. If the state-declared emergency no longer exists, or if TRANSPLAN does not make these findings by majority vote, then TRANSPLAN will no longer be exempt from the Brown Act's non-emergency teleconferencing rules.

att: Draft Resolution 21-01
cc: TRANSPLAN TAC

RESOLUTION NO. 21-02

A RESOLUTION OF THE TRANSPAN COMMITTEE AUTHORIZING TELECONFERENCE MEETINGS UNDER GOVERNMENT CODE SECTION 54953(e) (ASSEMBLY BILL 361)

Recitals

- A. On March 4, 2020, Governor Gavin Newsom proclaimed the existence of a state of emergency in California under the California Emergency Services Act, Gov. Code § 8550 et seq.
- B. On March 10, 2020, the Contra Costa County Board of Supervisors found that due to the introduction of COVID-19 in the County, conditions of disaster or extreme peril to the safety of persons and property had arisen, commencing on March 3, 2020. Based on these conditions, pursuant to Government Code section 8630, the Board of Supervisors adopted Resolution No. 2020/92, proclaiming the existence of a local emergency throughout the County.
- C. On March 17, 2020, Governor Newsom issued Executive Order N-29-20, which suspended the teleconferencing rules set forth in the California Open Meeting law, Government Code section 54950 et seq. (the Brown Act), provided certain requirements were met and followed.
- D. On June 11, 2021, Governor Newsom issued Executive Order N-08-21, which clarified the suspension of the teleconferencing rules set forth in the Brown Act and further provided that those provisions would remain suspended through September 30, 2021.
- E. On September 16, 2021, Governor Newsom signed Assembly Bill 361, which provides that under Government Code section 54953(e), a legislative body subject to the Brown Act may continue to meet using teleconferencing without complying with the non-emergency teleconferencing rules in Government Code section 54953(b)(3) if a proclaimed state of emergency exists and state or local officials have imposed or recommended measures to promote social distancing.
- F. On September 20, 2021, the Contra Costa County Health Officer issued recommendations for safely holding public meetings that include recommended measures to promote social distancing.
- G. Among the Health Officer's recommendations: (1) on-line meetings (teleconferencing meetings) are strongly recommended as those meetings present the lowest risk of transmission of SARS-CoV-2, the virus that causes COVID-19; (2) if a local agency determines to hold in-person meetings, offering the public the opportunity to attend via a call-in option or an internet-based service option is recommended when possible to give those at higher risk of an/or higher concern about COVID-19 an alternative to participating in person; (3) a written safety protocol should be developed and followed, and it is recommended that the protocol require social distancing – i.e., six feet of separation between attendees – and face masking of all attendees; (4) seating

arrangements should allow for staff and members of the public to easily maintain at least six-foot distance from one another at all practicable times.

- H. The California Department of Public Health (CDPH) and the federal Centers for Disease Control and Prevention (CDC) caution that the Delta variant of COVID-19, currently the dominant strain of COVID-19 in the country, is more transmissible than prior variants of the virus, may cause more severe illness, and even fully vaccinated individuals can spread the virus to others resulting in rapid and alarming rates of COVID-19 cases and hospitalizations.
- I. As of October 6, 2021, the COVID-19 case rate in Contra Costa County was in the “substantial” community transmission tier, the second-highest tier of the CDC’s four community transmission tiers.
- J. In the interest of public health and safety, as affected by the emergency caused by the spread of COVID-19, the TRANSPLAN Committee intends to invoke the provisions of Assembly Bill 361 related to teleconferencing.

NOW, THEREFORE, the TRANSPLAN Committee resolves as follows:

- 1. The TRANSPLAN Committee finds that: the state of emergency proclaimed by Governor Newsom on March 4, 2020, is currently in effect; the Contra Costa County Health Officer has strongly recommended that public meetings be held by teleconferencing as those meetings present the lowest risk of transmission of SARS-CoV-2, the virus that causes COVID-19; and meeting in person would present imminent risks to the health or safety of attendees because the case rate of COVID-19 infections in the County is in the “substantial” community transmission tier, the second-highest of the CDC’s four community transmission tiers.
- 2. As authorized by Assembly Bill 361, the TRANSPLAN Committee, and all subcommittees will use teleconferencing for its meetings in accordance with the provisions of Government Code section 54953(e).
- 3. TRANSPLAN Staff is authorized and directed to take all actions necessary to implement the intent and purpose of this resolution, including conducting open and public meetings in accordance with Government Code section 54953(e) and all other applicable provisions of the Brown Act.

PASSED AND ADOPTED on _____, 2021, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ITEM 6

**PRESENTATION OF THE EAST COUNTY INTEGRATED TRANSIT
STUDY FINDINGS**



CCTA East County Integrated Transit Study

TRANSPLAN Meeting

Presented by Matt Kelly

November 17, 2021

AGENDA

01 | Project Status

02 | Alternative Development

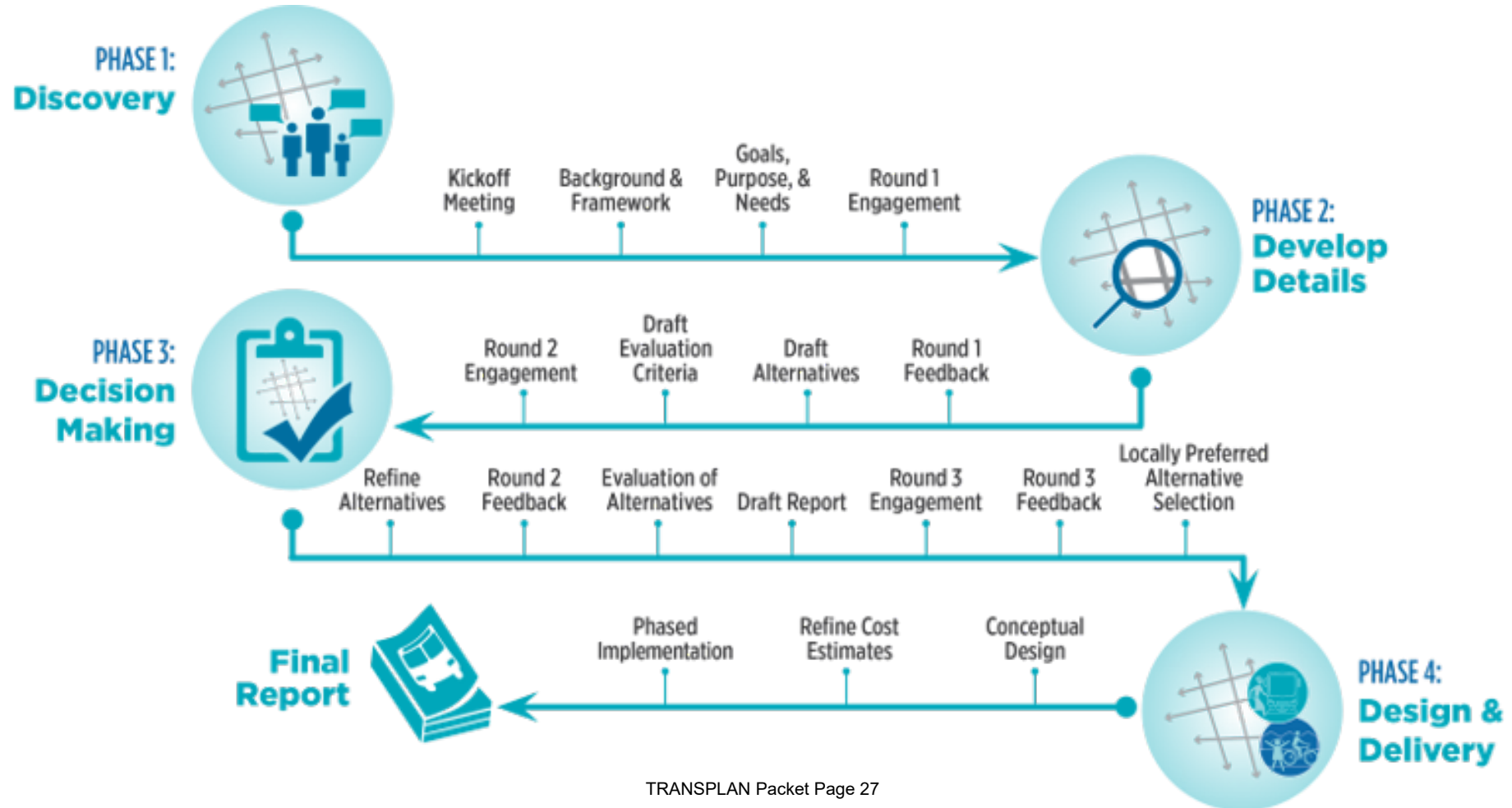
03 | Final Alternatives and Criteria

04 | Evaluation Results

05 | Next Steps

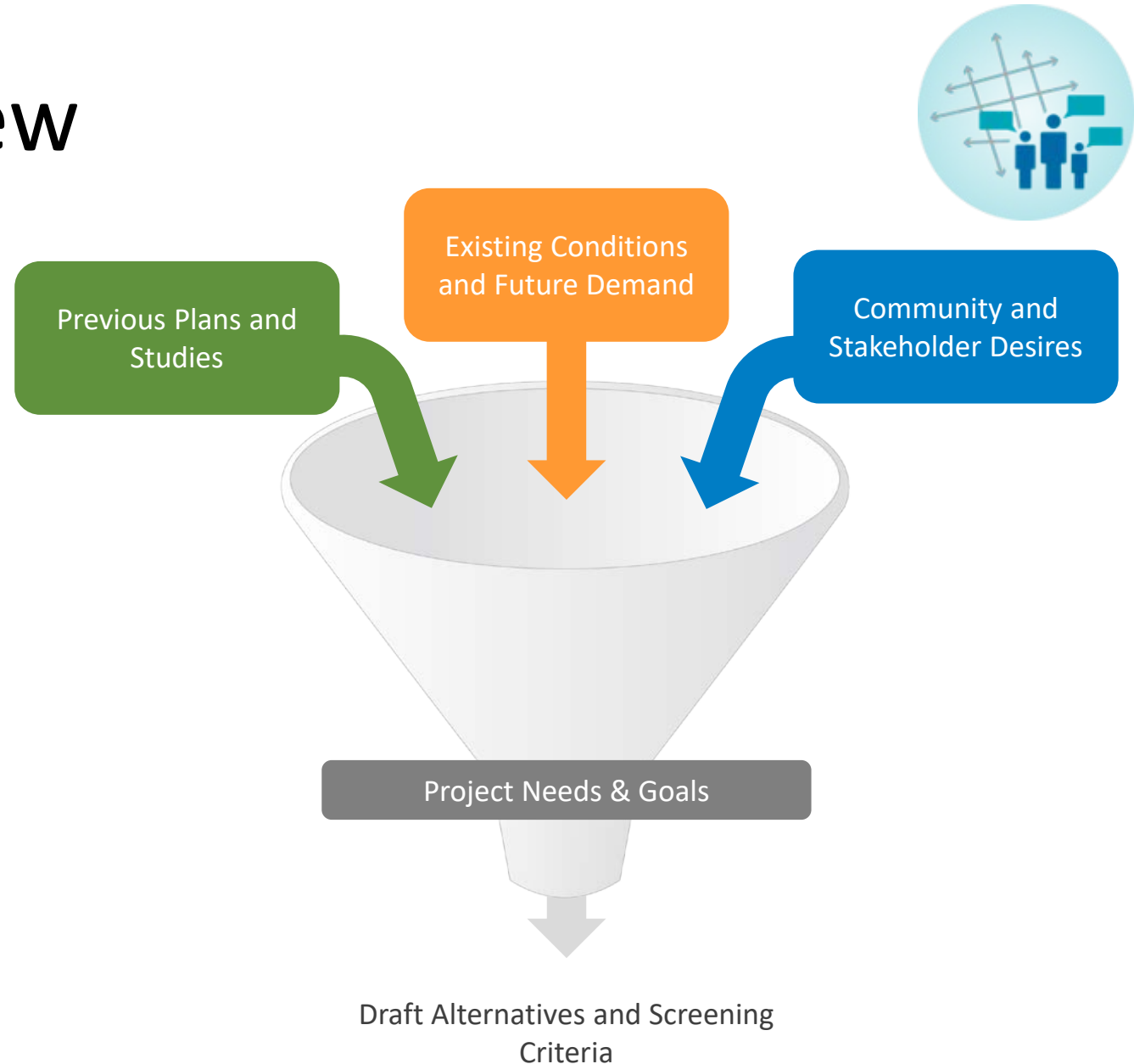
01 | Project Status

Project Workflow



01 | Phase 1 Overview

- Deepen understanding of **stakeholder** needs
- Clear and compelling **project needs statement**
- Create **foundation** for high-capacity modal alternatives / elements



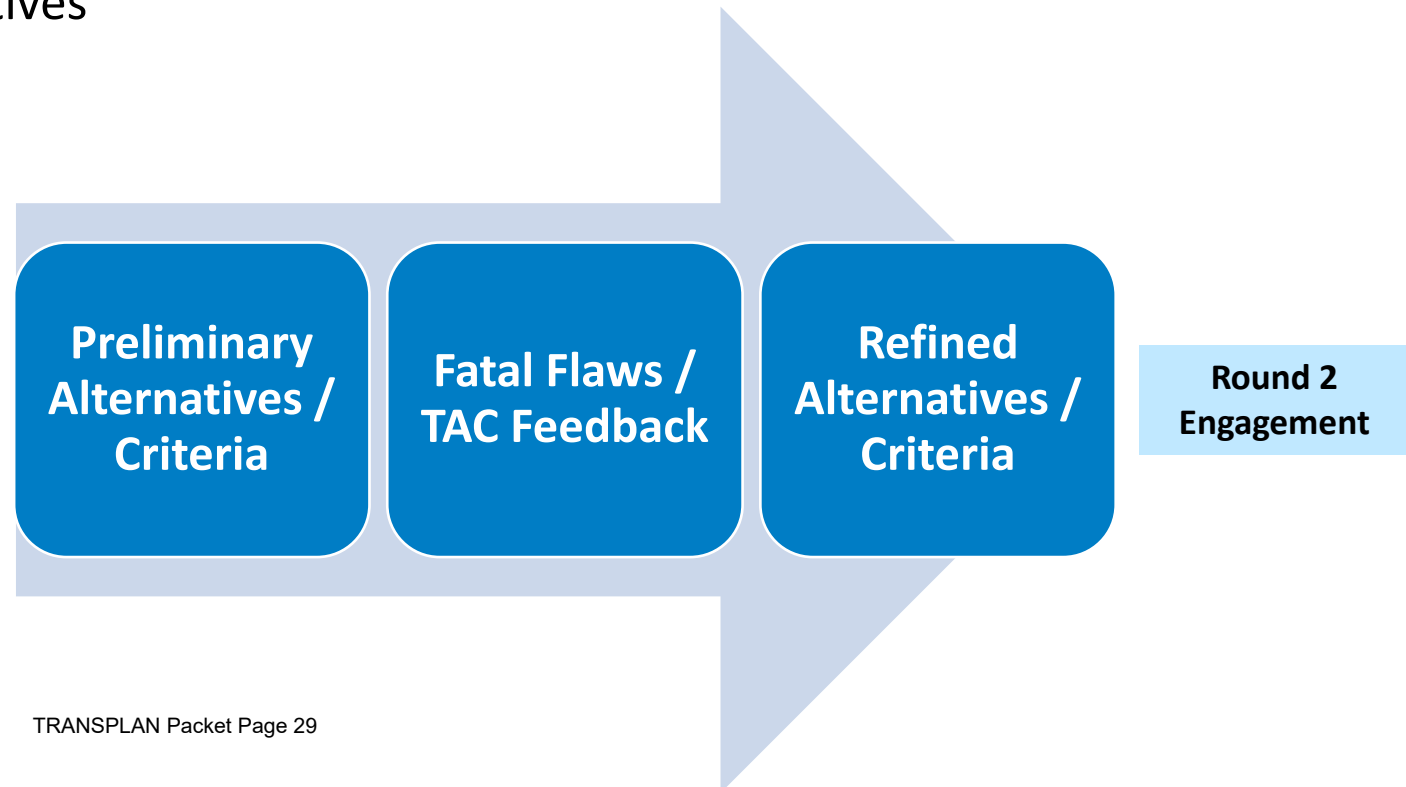
Objectives and Desired Outcomes

Develop reasonable set of Alternatives and Criteria for Round 2 community buy-in and detailed evaluation in Phase 3

- Based on Round 1 Goals and Objectives

Framework for evaluation of Alternatives

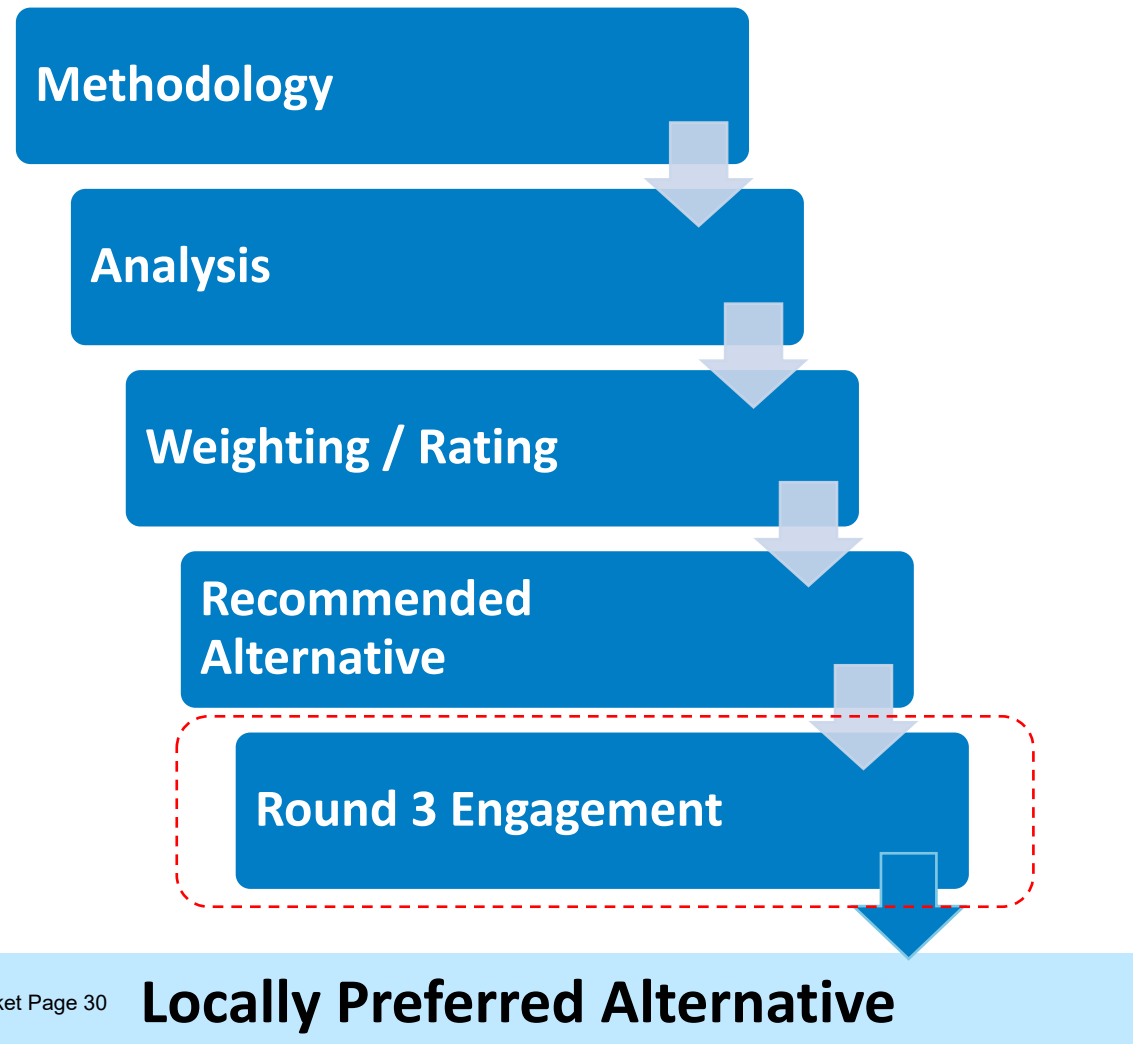
- Quantitative
 - Data-driven
 - Performance-based
- Qualitative
 - Community and equity
 - Relative comparisons



01 | Phase 3 Overview

Evaluation of Alternatives

- **Methodology** – define how each criteria will be measured, data collection, analysis parameters, and tools required
- **Analysis** – document assumptions, assess and analyze benefits / tradeoffs, and estimate performance
- **Weighting / Rating** – determine breakpoints and thresholds for scoring comparative performance



02 | Alternative Development

02 | ECITS Goals

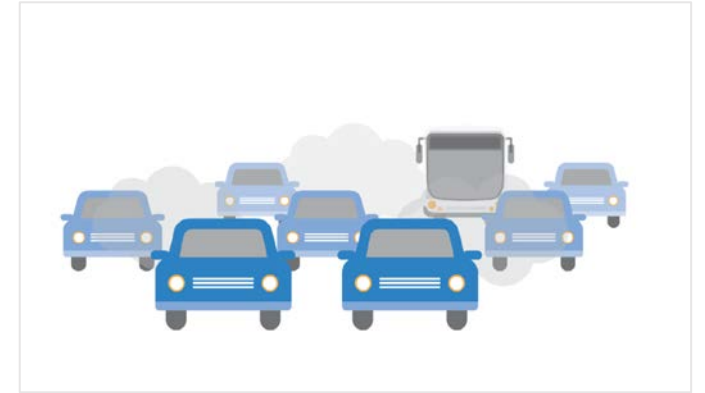
Improve Transit User Experience



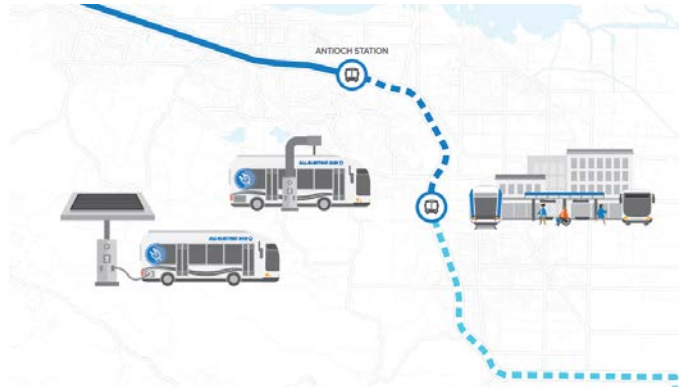
Respond to Equitable Access Needs



Improve Air Quality Through Reduced Auto Trips (VMT)



Support Economic Development



Support Future Transit Investments



Communicate the Benefits of Transit



02 | Alternative Components

- Zero Emission (ZE) and electric vehicle modes
- Alignment / guideway
- Critical infrastructure
- Technology requirements
- HCT integration at terminal station
- Station area access, circulation, and multimodal connectivity
- Service operating profile
- Traffic operations strategies
- Preservation of future ROW, infrastructure and/or support facilities

02 | Mode and Guideway

Primary Alternatives, plus possible sub-options

- HCT rail in SR 4 median
- Dedicated BRT in SR 4 median
- Freeway BRT in SR 4 GP / HOV lanes
- Arterial 'Rapid Bus' connection



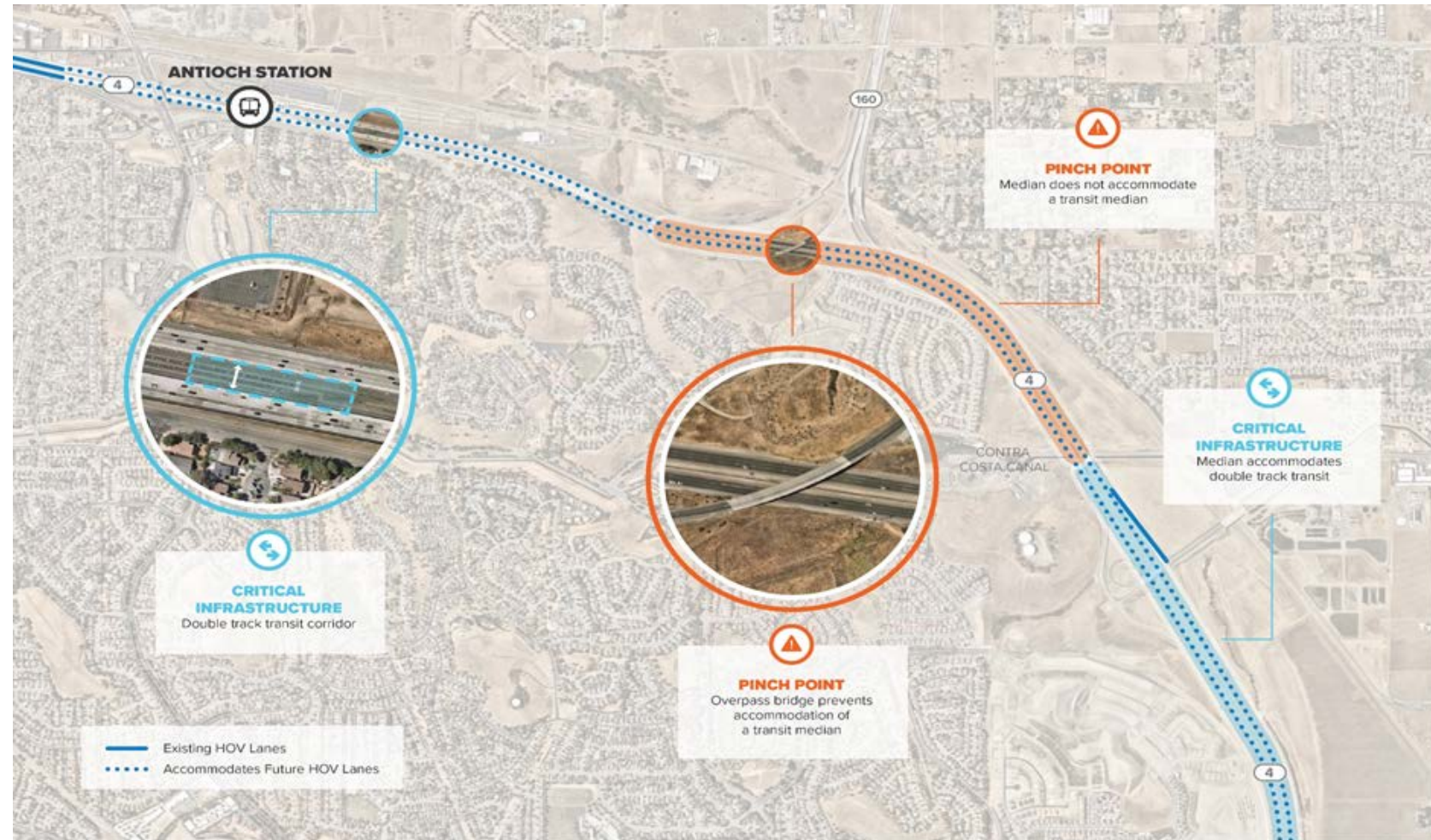
Proterra ZX5



Stadler GTW EMU

02 | Segmentation and Guideway Infrastructure

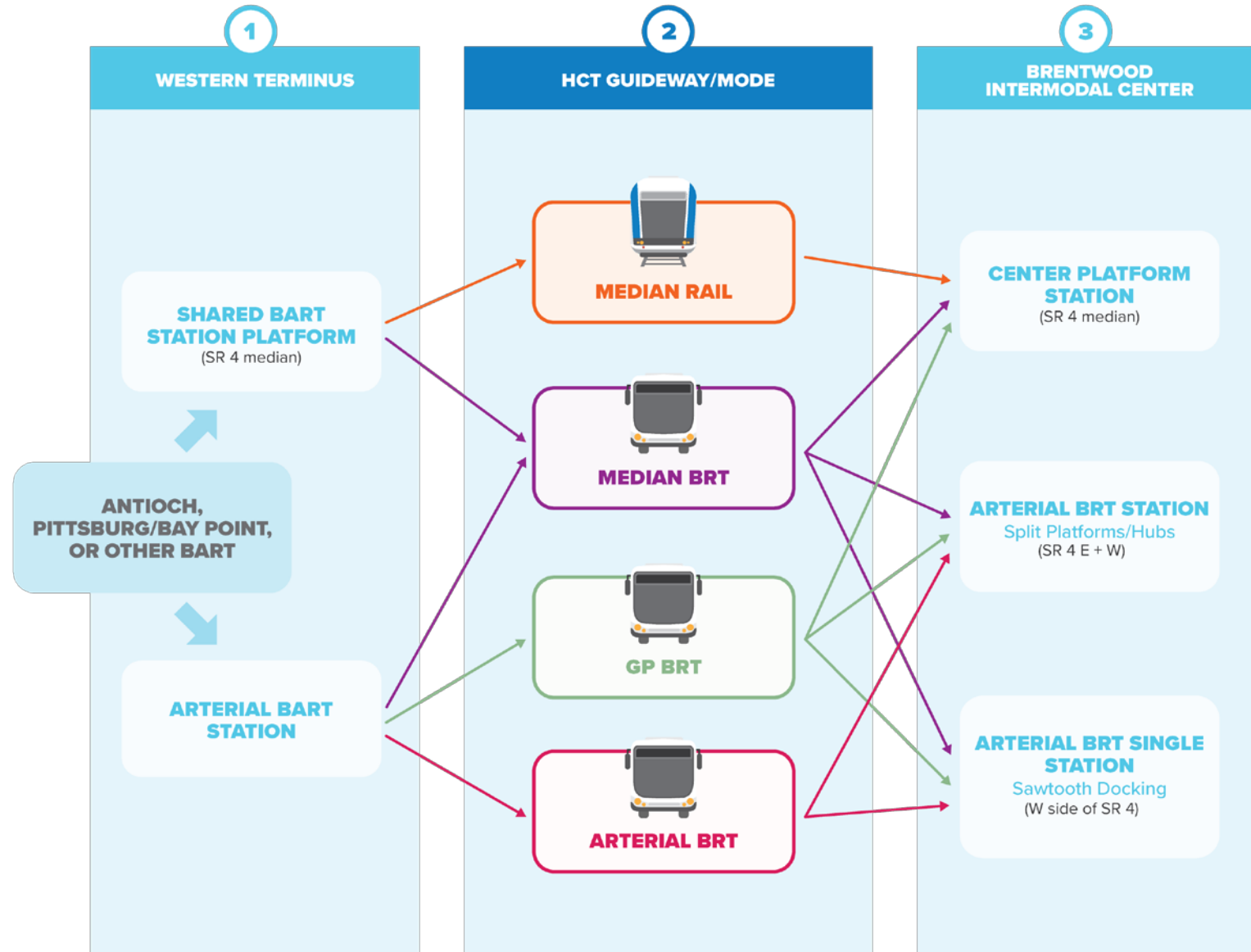
- Based on available median or ROW to install dedicated HCT guideway
- Site-specific challenges to maintain dedicated guideway at interchanges and station areas



02 | Alternative Framework

Critical considerations:

1. Western terminus and station platform tie-in
2. Mode & HCT guideway configuration
3. Brentwood Intermodal and station platform tie-in



Refining Alternatives

Fatal Flaw Assessment



Constructability

Does the option have any unique design challenges that may require highly custom infrastructure or construction equipment to install?



Safety & Security

Would any infrastructure or operating conditions create potential safety risks?



Compatible Operations

Does the option include mode technology or supporting infrastructure that create potential conflicts with existing transit service or mobility operations?



Jurisdiction / Regulatory

Does the option cause Agencies, Operators, or Users any potential conflicts with adopted laws, policies, regulations, or agreements?



Cost Effective

Is there an option that can meet the same infrastructure, service, and technology components – at a much lower price and with little-to-no difference in quality?

03 | Final Alternatives & Criteria

03 | Six (6) Refined Alternatives



1. **BART** rail extension between Brentwood and Antioch

2. **Freeway BRT** in median to Antioch

3. **Freeway BRT** to Pittsburg / Bay Pt

4. **Express Bus** in travel lanes to Antioch

5. **Express Bus** in travel lanes to Pittsburg / Bay Pt

6. **Rapid Bus** on arterials to Antioch

6a. Hillcrest Alignment

6b. Slatten Ranch Road Alignment



Zero Emission Vehicles
(ZEV)



Does not preclude
rail

03 | Evaluation Criteria



TRAVEL TIME SAVINGS

MEASUREMENT

What is the time spent traveling by car compared to the time spent traveling by transit from East County to various Bay Area destinations?



TRANSFERS

MEASUREMENT

How many transfers would be needed to take transit from East County to various Bay Area destinations and how easy is it to make these connections?



QUALITY OF ACCESS

MEASUREMENT

Where do commuters from Antioch, Oakley, and Brentwood live? Are the stations accessible to them?



TRANSPORTATION COSTS

MEASUREMENT

What is the cost of driving and parking compared to the cost of taking transit, which includes the price of the transit pass/ticket, and costs associated with traveling by bike, car, or micromobility to transit station?



TRANSIT RIDERSHIP POTENTIAL

MEASUREMENT

How many new riders are expected to use the planned transit service?



EMISSIONS REDUCTION POTENTIAL

MEASUREMENT

What is the potential reduction in vehicle miles travelled, carbon dioxide and other vehicle emissions?



CAPACITY ON ROADWAY

MEASUREMENT

How many people could be moved through the State Route 4 (SR-4) corridor (in East County) with the proposed transit alternatives?



COMPATIBILITY WITH LOCAL AND REGIONAL PLANNING

MEASUREMENT

How does proposed station area and SR-4 improvements align with existing plans?

03 | Evaluation Criteria



FLEXIBLE SERVICE

MEASUREMENT

How flexible is the alternative to respond to potential future demands for high capacity transit connections in East County?



TIME TO IMPLEMENT

MEASUREMENT

How long will it take to build?



DEDICATED TRANSIT RIGHT-OF-WAY

MEASUREMENT

How much of the transit service will operate within space (lanes) designated for transit-only use?



COMMUNITY PREFERRED SOLUTION

MEASUREMENT

Based on community and stakeholder feedback, which alternative is most popular? Which alternative is least popular?



FUTURE RAIL EXTENSION

MEASUREMENT

Is the alternative compatible with BART median guideway design criteria?



COST EFFECTIVENESS

MEASUREMENT

What is the cost (per new rider) of building, operating and maintaining the transit infrastructure?

04 | Evaluation Results

04 | Draft Evaluation Results

Study Goals

Alternative	Description	From Brentwood to:	User Experience	Equitable Access	Improve Air Quality	Economic Development	Future Transit Investments	Communicate Benefits and Tradeoffs
1	 BART rail in SR 4 median	Antioch						
2	 Dedicated BRT in SR 4 median	Antioch						
3	 Dedicated BRT in SR 4 median	Pitt/Bay Pt						
4	 Express Bus in SR 4 travel lanes	Antioch						
5	 Express Bus in SR 4 travel lanes	Pitt/Bay Pt						
6a	 Rapid Bus on Lone Tree/Heidom	Antioch						
6b	 Rapid Bus on Slatten Ranch	Antioch						

04 | Evaluation Findings

Top performing:

- Alternative 1 BART rail extension

max - 70

max - 100

Additional Considerations:

- MTC and BART rail expansion guidelines
- Near-term implementation

Alt	Description	Total Score	Weighted Score	Ranking
1	BART Rail Extension	56	78.8	1
2	Freeway BRT to Antioch	42	60.4	4
3	Freeway BRT to Pittsburg / Bay Pt	41	59.4	5
4	Express Bus to Antioch	45	67.2	2
5	Express Bus to Pittsburg / Bay Pt	42	62.8	3
6a	Rapid Bus to Antioch (Lone Tree / Hillcrest)	39	57.8	6
6b	Rapid Bus to Antioch (Slatten Ranch)	34	49.2	7

04 | Differentiators

- Alternative 1: BART Rail in SR-4 Median
 - Positives
 - Reduced Travel Time
 - Increased Ridership, Capacity, and Emissions Reduction
 - Preservation of Dedicated Space for Transit and Compatibility with a Future Rail Extension
 - Drawbacks
 - Longer Implementation Timeline
 - Implementation Costs
- Alternative 4: Express Bus in SR-4 Travel Lanes, Brentwood to Antioch
 - Positives
 - Shorter Implementation Timeline
 - Compatibility with Local and Regional Planning
 - Service Flexibility and Service Extension
 - Cost Effectiveness and Implementation Costs
 - Drawbacks
 - Lower Ridership, Capacity, and Emissions Reduction
 - Preservation of Dedicated Space for Transit and Compatibility with a Future Rail Extension

04 | Comparison of Alternatives

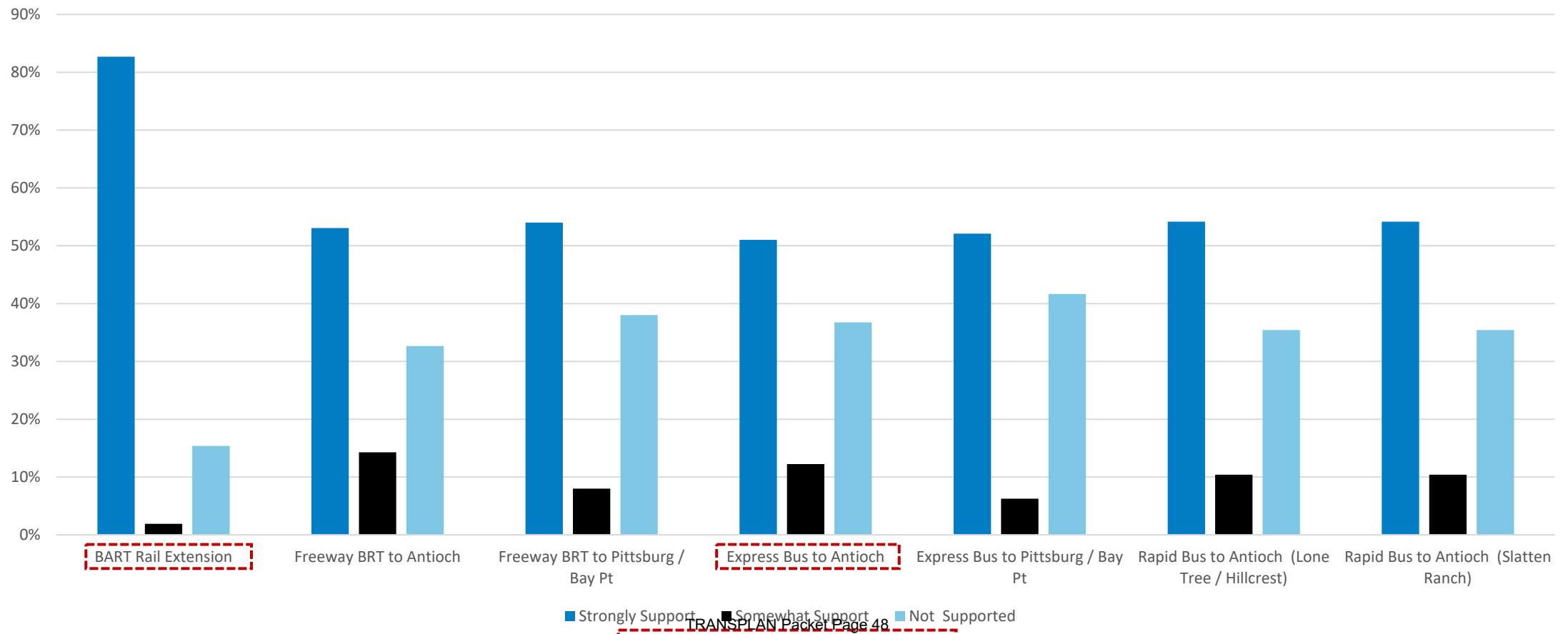
Alt	Description	Ridership (daily, bi-directional)	Capital Costs	Annual O&M Costs
1	BART Rail Extension	3,700	\$240m	\$6.9m
2	Freeway BRT to Antioch	780	\$151m	\$4.7m
3	Freeway BRT to Pittsburg / Bay Pt	800	\$102m	\$8.2m
4	Express Bus to Antioch	770	\$3.6m	\$4.7m
5	Express Bus to Pittsburg / Bay Pt	800	\$7.0m	\$7.9m
6a	Rapid Bus to Antioch (Lone Tree / Hillcrest)	250	\$5.2m	\$5.8m
6b	Rapid Bus to Antioch (Slatten Ranch)	250	\$28.7m	\$5.8m

04 | Travel from Brentwood to Walnut Creek

Alt	Description	Time (min) (one way)	User Cost (round trip)
1	BART Rail Extension	40.75	\$9.90
2	Freeway BRT to Antioch	52.80	\$13.50
3	Freeway BRT to Pittsburg / Bay Pt	54.80	\$9.20
4	Express Bus to Antioch	54.21	\$13.50
5	Express Bus to Pittsburg / Bay Pt	56.58	\$9.20
6a	Rapid Bus to Antioch (Lone Tree / Hillcrest)	60.33	\$13.50
6b	Rapid Bus to Antioch (Slatten Ranch)	57.3	\$13.50
	Driving	64	\$30.54

04 | Round Engagement 2 Results

Public Level of Support for Alternatives



Top Performing Alternatives - #1 and #4

05 | Next Steps

ECITS Phase 3 Milestones

05 | ECITS Timeline

Phase 3 and 4 Upcoming Activities

- Nov TAC Meeting, Draft Locally Preferred Alternative (LPA) approvals (TRANSPLAN, CCTA), and **begin Conceptual Design**
- Dec / Jan Identify design, construction, and operational issues and opportunities. Refine cost estimates and prepare Final Report
- Feb 2022 Project Closeout

<https://ccta.net/planning/eastcountystudy/>

THANK YOU!



Thaddeus Wozniak

415.281.6975

twozniak@nelsonnygaard.com

Jimi Mitchell

213.694.4457

jmitchell@nelsonnygaard.com



Matt Kelly

925.256.4730

mkelly@ccta.net

TRANSPLAN Packet Page 51