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City Council

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Joel Bryant  
Brentwood  
City Council

Aaron Meadows  
Oakley  
City Council

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Contra Costa County  
Board of Supervisors

Kerry Motts  
Antioch  
Planning Commission

Kristopher Brand  
Brentwood  
Planning Commission

Leonard Price  
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Sarah Foster  
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# TRANSPLAN Committee Meeting

## Thursday, June 8, 2023 – 6:30 PM

**Meeting Location:**  
**Tri Delta Transit Board Room**  
**801 Wilbur Avenue, Antioch 94509**

This is an in-person meeting of the TRANSPLAN Committee, with the option for members of the public to appear in person or to participate via Zoom teleconference. Persons who wish to address the Board during public comment or with respect to an item on the agenda may comment in person or may call in or log in to the meeting via Zoom.

**Join Zoom Meeting:**  
<https://zoom.us/j/92243716933?pwd=Qk0yUUEREHR0YnBGVzdWZlR2ZdFE1UT09>

**To participate by phone, dial 669 900 6833.**  
**The meeting ID is 922 4371 6933 Passcode: 051006**

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 Robert Sarmiento at [Robert.Sarmiento@dcd.cccounty.us](mailto:Robert.Sarmiento@dcd.cccounty.us) or at (925) 655-2918.

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 Committee 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 Committee 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 Robert Sarmiento at [robert.sarmiento@dcd.cccounty.us](mailto:robert.sarmiento@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 5/11/23 TRANSPLAN Meeting. ♦ Page 3

**4. ACCEPT** environmental register. ♦ Page 9

**5. ACCEPT** status report on major East County transportation projects. ♦ Page 13

**6. ACCEPT** miscellaneous communication:

- a. Letter from the Contra Costa Transportation Authority (CCTA) Re: May 17, 2023 Board Meeting ♦ Page 21

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

**7. APPOINT** TRANSPLAN representatives to the CCTA Countywide Bicycle and Pedestrian Advisory Committee (CBPAC). CCTA is seeking a TRANSPLAN TAC

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

\* = All Consent items are listed within the gray square.

Primary Representative and Alternate Representative and a Citizen Representative to its Countywide Bicycle and Pedestrian Advisory Committee. ♦ Page 25

**8. REVIEW** TRANSPLAN's proposed Fiscal Year 2023/2024 budget and work program, **REVISE** as necessary, **ADOPT** the budget, and **DIRECT** staff to invoice member agencies. The proposed budget and workplan does not anticipate any significant deviations from prior years. ♦ Page 33

**9. ADJOURN** to next meeting on Thursday, July 13, 2023, at 6:30 p.m. or other date/time as deemed appropriate by the Committee.

**ITEM 3**

**ADOPT MINUTES FROM MAY 11, 2023 MEETING.**

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

**MINUTES**

May 11, 2023

The regular meeting of the TRANSPLAN Committee was convened as an in-person meeting with the option for members of the public to appear in person or to participate via Zoom teleconference. Persons who wished to address the Board during public comment or with respect to an item on the agenda were able to comment in person or call in or log in to the meeting via Zoom.

Chair Shanelle Scales-Preston convened the meeting at 6:30 P.M.

**ROLL CALL / CALL TO ORDER**

**PRESENT:** Joel Bryant (Brentwood), Diane Burgis (Contra Costa County), Sarah Foster (Pittsburg), Aaron Meadows (Oakley), Kerry Motts (Antioch), Leonard Price (Oakley), Vice Chair Lamar Thorpe (Antioch), and Chair Scales-Preston (Pittsburg)

**ABSENT:** Kristopher Brand (Brentwood), and Bob Mankin (Contra Costa Planning Commission)

**STAFF:** John Cunningham, TRANSPLAN Staff, Contra Costa County Department of Conservation and Development (CCCD)CD)  
Robert Sarmiento, TRANSPLAN Staff, CCCDCD  
Stephen Siptroth, Deputy County Counsel

**PUBLIC COMMENTS**

The public's ability to speak was identified. No written comments were submitted, or oral comments made, by any member of the public.

**CONSENT ITEMS**

- a. ADOPTED Minutes from February 9, 2023 TRANSPLAN Meeting
- b. ACCEPTED Environmental Register
- c. ACCEPTED Status Report on Major East County Transportation Projects
- d. ACCEPTED Miscellaneous Communications, as follows:
  - 1) February 9, 2023 TRANSPLAN Committee Meeting Summary Letter
  - 2) Letter from the Contra Costa Transportation Authority (CCTA) Re: February 15, 2023 Board Meeting
  - 3) Letter from the Contra Costa Transportation Authority (CCTA) Re: March 15, 2023 Board Meeting

- 4) Letter from the Contra Costa Transportation Authority (CCTA) Re: April 19, 2023 Board Meeting
- 5) February 9, 2023 TRANSPAC Meeting Status Letter
- 6) March 9, 2023 TRANSPAC Meeting Status Letter
- 7) April 14, 2023 TRANSPAC Meeting Status Letter
- 8) March 6, 2023 SWAT Committee Meeting Summary Report
- 9) January 27, 2023 WCCTAC Board Meeting Summary Letter
- 10) 511 Contra Costa Summer Bike Challenge Materials
- 11) 511 Contra Costa Summer Youth Pass Materials

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

On motion by Aaron Meadows, seconded by Diane Burgis, TRANSPLAN Committee members adopted the Consent Items, as shown, which carried by the following Roll Call vote:

Ayes: Bryant, Burgis, Foster, Meadows, Motts, Price, Thorpe, Scales-Preston  
Noes: None  
Abstain: None  
Absent: Brand, Mankin

### **RECEIVE UPDATE ON THE DYNAMIC PERSONAL MICROTRANSIT (DPMT) PROJECT**

Stephanie Hu, Director of Projects, Contra Costa Transportation Authority (CCTA), and Frank Furger, Advanced Mobility Group (AMG), presented an update on the East Contra Costa County Dynamic Personal Micro Transit (DPMT) Feasibility Study to support a potential DPMT in the region. The DPMT was described as a closed system with driverless electric vehicles to be operated on demand in a no-ride-sharing-system where the rider would order the app. The system would be run in a financially sustainable model with fares similar to today's transit fares.

The project hoped to tackle the priority in East County to improve the experience and provide equitable access with new traffic technology that would show the benefit of transit and identify advantages of the system. The project would provide greater transit connectivity for low income families, could be constructed cost effectively, each ride would be on demand and each was private and would be personal and safe for the user.

Ms. Hu explained that in 2021, East County cities had collaborated on an assessment study. The study had assumed Glydways technology; developed a conceptual routing plan and evaluated the feasibility of attracting private financing; determined that a Public, Private Partnership (P3) could be feasible; and received feedback from the TRANSPLAN Committee and the TRANSPLAN Technical Advisory Commission (TAC). She noted that Glydways was not the only company to deliver a DPMT system and she presented videos from two other DPMT system providers. One video was for the Beep system and the other was for To Get There.

Ms. Hu reported that since the completion of the feasibility study, Tri Delta Transit and CCTA staff had collaborated on how to deliver the project. Industry outreach had been conducted during February 2022 and useful feedback had been provided as to how to construct the model from interested firms. The P3 model had a range of funding opportunities. In July 2022, the CCTA and the Tri Delta Transit Board of Directors had entered into a Memorandum of Understanding (MOU) to define the responsibilities of the two agencies including collaborating on the project using the P3 model if found to be feasible financially. Tri Delta Transit would develop a team that would contract with both CCTA and Tri Delta Transit.

Ms. Hu identified the required parameters of the system that had to be on demand with a short waiting time, a personal micro transit system for one party from Point A to Point B along with exploring the possibility of picking up riders along the way, the system had to be fully autonomous, federal funding for the project would be pursued and the project had to comply with all federal rules and Americans with Disabilities Act (ADA) accessibility requirements. It would also need to be operated in both directions separately, at grade or separated, and the technology could be different from Glydways.

Ms. Hu explained that once CCTA and Tri Delta Transit had selected a developer team, both agencies would contract with the developer team through a System Pre-Development Agreement (SPDA) to cover three phases of development. Phase 1 and Phase 2 would be developer financed. Phase 1 would identify an initial segment through a combination of potential grant funding sources and ongoing project revenue, identify a technology solution, develop a funding plan for each phase of the work, review and analyze the assumptions made in the feasibility study, and develop an approach and cost for completing the environmental review of both the initial segment and future phases of the project. Phase 2 would begin environmental scoping and apply for and obtain grant funding for Phase 3 and the implementation phase.

When successful for Phases 1 and 2, the Phase 3 work could be pursued to design the segment to 30 percent design and to complete California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) clearances and analyses. The three phases would be covered under the SPDA.

Ms. Hu added that if the initial segment was financially feasible, CCTA and Tri Delta Transit would proceed with a Development Agreement and complete the design of the initial segment, obtain rights of way, and approve and construct the initial segment. The SPDA could also include additional segments.

Ms. Hu explained that one-on-one meetings had been held with prospective proposers and the current schedule called for proposals to be submitted in April 2023 with final proposals due in June 2023. Approval of the SPDA would be pursued in June or July, and Phase 1 work could commence in late summer 2023.

Ms. Hu responded to comments from the TRANSPLAN Committee and clarified the map provided. While there were other routes in consideration, the dash lines on the map were reported to be conceptual and the solid lines had been used for the feasibility study and financial considerations. It was also clarified that a segment that was financially sustainable would be pursued. She also explained that the Request for Proposal (RFP) had been released in November 2022, there were teams interested in the conversations and the process was moving forward, and if going smoothly would be considered by the Tri Delta Transit Board of Directors in June 2023, and the CCTA Board of Directors in July 2023.

Ms. Hu also responded to other questions and explained that the timeline was based on funding and she was confident to be able to move forward with Phases 1 and 2 that would be paid by the developer. The time it would take to get the DPMT constructed would depend on how long it would take to secure funding in Phase 2 and the funding needed for construction.

Mr. Furger stated because of the simplicity of the infrastructure since the DPMT did not run on a track and ran on grade in a protected area with a rubber tired vehicle, the project could take three to five years to design and the construction for the initial segment depended upon funding.

John Cunningham asked if there had been any discussion to develop a new parallel transit system at the same time with conventional existing transit, although Ms. Hu did not think the DPMT system would negatively impact the BART system, for instance, or any other transit system already in place.

Mr. Furger commented that the P3 model put the operations at the risk of the private sector but de-risked the public participation.

As to whether there was a fallback plan should the major transportation system become untenable, such as if BART service terminated or stopped temporarily, whether the plan could work in East County cities and serve as a primary transportation option for some of the schools, colleges and business hubs in East County, Ms. Hu stated the system could increase mobility of key destinations in a city and one of the routes could be to the city colleges, employment centers or business hubs.

While the DPMT could not replace BART, for instance, Ms. Hu stated it could increase mobility for the region and become a positive with or without BART. She suggested it was a complementary system to East County cities and the county.

As to whether there would be any barrier between existing traffic and the new system, such as a railing or a curb, Mr. Furger explained there would be a barrier separated with a K-rail and a fence so that pedestrians would not wander into the pathway of the DPMT.

## PUBLIC COMMENTS

BRUCE OHSON suggested the DPMT sounded like a bicycle with a few changes. He noted that bicyclists had not been completely successful in securing a completed network and if the land was to be dedicated, he asked that bicycles be allowed to tag along to complete the bicycle network.

With respect to bicycles, Ms. Hu clarified that the DPMT could accommodate a wheelchair or a bicycle; and that the speed of the vehicle versus an electric bicycle could be explored.

Ms. Hu also clarified when asked whether other working DPMTs were located in the United States that the Beep system had operated at Bishop Ranch and in Florida while the To Get There system was not currently operating in the U.S.

### **COMMENTS FROM BOARDMEMBERS**

It was reported that the Mokelumne Trail Bike/Pedestrian Overcrossing project was moving along well and would be completed soon to offer easier access for bicyclists and pedestrians in the future.

### **ADJOURNMENT**

Chair Scales-Preston adjourned the meeting of the TRANSPLAN Committee at 7:04 P.M. to the next meeting on Thursday, June 8, 2023 at 6:30 P.M. or other date/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk



**ITEM 4**

**ACCEPT ENVIRONMENTAL REGISTER.**

# TRANSPLAN ENVIRONMENTAL REGISTER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE
City of Pittsburgh	420 East 3rd Street, southwest of the intersection of East 3rd Street and Harbor Street	Notice Of Availability: Draft Environmental Impact Report	<b>Harbor View Project</b>	207 single-family residential units, 20 mixed-use live/work duplexes.	5/1/23	No
City of Pittsburgh	North of Willow Pass Road and south of Honker Bay	Notice of Preparation	<b>Bay Walk Mixed-Use Project</b>	(1) remedial activities, and (2) new development within the project site. A Specific Plan is being prepared to define the potential development of the project site. Overall, the proposed Specific Plan could result in the development of a range of uses, including approximately 1,999 residential units, 18.8 acres of Employment Center Industrial (ECI) uses, 6.5 acres of mixed-use development, a 120-room hotel, and various park, recreation, and open space areas	11/29/22	Yes
City of Pittsburgh	Buchanan Road, between Ventura Drive and Meadows Ave., Pittsburgh	Notice of Intent to Adopt MND	<b>LMK Petro</b>	New gas station with ancillary uses, including a Convenience Store, and a Car Wash. Requires a General Plan Amendment, rezone, use permit, and design review.	11/28/22	No
City of Pittsburgh	420 East 3rd Street, southwest of the intersection of East 3rd Street and Harbor Street	Notice of Preparation	<b>Harbor View Project</b>	207 single-family residential units, 20 mixed-use live/work duplexes.	9/12/22	No
City of Oakley	Oakley	Notice of Public Hearing	<b>Public Review Draft of 2023-2031 Housing Element Update</b>	Updating of the Oakley Housing Element for 2023 to 2031	7/12/22	No

TRANSPLAN ENVIRONMENTAL REGISTER

City of Brentwood	South of Contiente Avenue, west of Walnut Boulevard, and north of the ECCID Main Canal	Initial Study / Mitigated Negative Declaration	<b>Walnut Villas</b>	The project includes a rezone to PD-47 to establish uses and development standards specific to the site; a vesting tentative subdivision map to subdivide approximately 25.59 acres into 77 single-family residential parcels and related improvements; and a design review for four house plans to be constructed on the 77 parcels.	7/20/20	No
City of Brentwood	The project site is located at the western terminus of Sand Creek Road and to the west of State Route (SR) 4	Notice Of Availability: Draft Environmental Impact Report	<b>Bridle Gate Project</b>	A Vesting Tentative Subdivision Map to subdivide the approximately 137.3 project site into 4.3 acres for public parks; 13.98 acres for up to 258 multi-family units, approximately 28.35 acres for permanent open space, 252 single-family units, an 11.35-acre elementary school site (or, alternatively, a residential overlay that could accommodate an additional 63 single-family units if development of the school does not occur), and 19.59 acres for future commercial development	7/15/20	Yes
City of Oakley	2480 Oakley Road	Notice Of Public Hearing	<b>2480 Oakley Road Residential Development Subdivision 9537</b>	1. General Plan Amendment to re-designate apx. 4.6 acres from Light Industrial (LI) to Single Family Residential, High Density (SH); 2. Rezone from LI (Light Industrial) District to R-6 (Single Family Residential) District; 3. Tentative Map to subdivide apx. 4.6 acres into 22 single family residential lots with a looped, private road access from Oakley Road, storm water treatment bio-retention areas, and right of way dedication and frontage improvements along Oakley Road; and 4. Design Review for the project, including home designs consisting of four floor plans (1 single-story and 3 two-stories) ranging from 1,289 sf. to 2,399 sf	6/23/20	No

TRANSPLAN ENVIRONMENTAL REGISTER

City of Oakley	Southeast and southwest corners of Carpenter Road/Simoni Ranch Road and Rose Avenue and zoned P-1	Notice Of Public Hearing	<b>Stonewood 3 Subdivision 9183 Tentative Map Extension</b>	The approved Vesting Tentative Map consists of approximately 11.3 acres subdivided into thirty one (31) detached single family residential lots.	6/23/20	No
City of Oakley	North side of Brownstone Rd. apx. 600' west of Main St	Notice Of Public Hearing	<b>Brownstone Subdivision 8803 Tentative Map Extension</b>	The approved Vesting Tentative Map consists of approximately 11 acres subdivided into 50 detached single family residential lots.	5/12/20	No

**ITEM 5**

**ACCEPT STATUS REPORT ON MAJOR EAST COUNTY  
TRANSPORTATION 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 2023**

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Information updated from previous report is in underlined italics.

### **ACTIVE PROJECTS**

#### **STATE ROUTE 4 WIDENING**

##### **A. 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

At San Marco Boulevard I/C and b/w San Marco Boulevard I/C & Bailey Road 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.

**Update from Previous Quarterly Report**

Project work is currently on hold until next steps to address SB 743 are determined.

**B. State Route 4 Integrated Corridor Management (ICM) (#28002)**

**CCTA Fund Source:** Measure J/FHWA/TBD

**Lead Agency:** Contra Costa Transportation Authority

**Project Description:** Use state-of-the-practice Intelligent Transportation System (ITS) technologies to enhance the effectiveness of the existing transportation system along State Route 4 (SR4) and parallel/crossing arterials between SR160 and Interstate 80 (I-80). Project elements include the following:

- Operational strategies based on real-time traffic conditions along the corridor (a.k.a. Decision Support System)
- Adaptive ramp metering
- Incident management with speed harmonization
- Traffic and transit Information System
- Arterial and transit improvements
- Connected Vehicle (CV) applications/technologies
- Integration with the I-80 Integrated Corridor Management (ICM).

The SR 4 ICM may be combined with one or more packages of the SR 4 Operational Improvements (Project 6006).

**Current Project Phase:** Environmental Clearance

**Project Status:**

- Project was awarded a Federal Highway Administration (FHWA) ICM Planning Grant.
- Completed Systems Engineering Management Plan (SEMP) 2 System Requirements Concept of Operations (ConOps) report.

**Issues/Areas of Concern:** Must compete for additional grants:

- a) \$6 million for Phase 2 implementation
- b) \$4.75 million CV Pilot Deployment

**Update from Previous Quarterly Report**

Project is on hold pending future funding.

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

### C. 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:** Construction.

**Project Status:**

- The CEQA clearance is complete.
- Design is complete.
- A Joint Exercise Powers Agreement (JEPA) between SR4 Bypass Authority (SR4BA), ECCRFFA, City of Brentwood and CCTA to define and establish the roles and responsibilities for the project was approved by the Authority Board in July 2020.
- The Authority awarded the construction contract to Joseph J. Albanese in September 2021.
- Groundbreaking ceremony was held on March 18, 2022.

**Issues/Areas of Concern:**

None

**Update from Previous Quarterly Report**

- Currently the abutments and columns are complete, and construction of the superstructure is under way.
- Construction is estimated to be complete in the Summer of 2023.
- Due to delays related to the adjustment in grade and adverse weather conditions, project cost has increased by \$2 million.
- Cost and funding have been updated based on the latest information.



## STATE ROUTE 239 (#5007)

### Study Status: Scope

State Route 239 (SR239) was first legislated in 1959 as a possible roadway linking SR4 in Brentwood to I-205 or I-580 west of Tracy. A Feasibility Study and a Project Initiation Document were completed in 2015. The current scope is to complete the preliminary engineering and environmental document (PAED) for SR239 to determine its alignment, complete the State Route Adoption process, and to identify and obtain environmentally approval for an initial segment to proceed with design and construction.

**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.

### Status

- Feasibility study and project initiation document have been completed.
- The PAED work is ongoing.

### Issues/Areas of Concern

- Significant funding is needed to complete project and a two-tiered process is being contemplated to be consistent with project phasing.
- The proposed hybrid programmatic and project level PAED is new to Caltrans District 4. Staff is working with Caltrans to develop and address new mandates and policies on Vehicle Miles Traveled and Climate Change. The includes transit and other transportation modes.
- COVID-19 has significantly impacted traffic movement and the project team is developing an alternative approach to conduct traffic study for the project.
- Coordination with other projects in the project area will minimize potential major conflicts.

### Update from Previous Quarterly Report

- Consultant is continuing focus on outreach, traffic, data collection, field reviews and design alternative analysis.
- Successfully conducted the State and Federal environmental public scoping process with good public participation from the public and agencies. The project team is reviewing comments received which will be considered as the project progresses.
- Project alternatives are being updated based on coordination with other projects and public input.
- A transit market study was completed, and a draft bike plan is being updated. Held meeting with Caltrans on potential multi-modal project elements.

## COMPLETED PROJECTS

### STATE ROUTE 4 WIDENING

#### D. 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 ¾ 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 completed 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.

**E. 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.

**F. SR4 Widening: Somersville Road to SR 160** **COMPLETED**

**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 (plus auxiliary lanes), including a wide median for transit, and then six lanes to SR160 and the new SR4 Bypass.*

**The project was constructed in five segments:**

- Segment 1: Somersville Road to Contra Loma Boulevard.
- Segment 2: Contra Loma Boulevard to A Street/Lone Tree Way.
- Segment 3A: A Street/Lone Tree Way to Hillcrest Avenue.
- Segment 3B: Hillcrest Avenue to SR160.
- Corridor-wide: Landscaping.

**Current Project Phase:** Completed.

**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. Project History Files have been submitted to Caltrans.

**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 and BART bike safety improvements have been completed.

**Corridor-wide:**  
Ribbon cutting ceremony held on July 20, 2016.

**Issues/Areas of Concern: None**

**G. 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.

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

**H. 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.

**I. SR-4: Balfour Road Interchange – Phase 1 (5005) COMPLETED**

**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:** Completed.

**Project Status:** Project completed in 2022.

**Issues/Areas of Concern:** None

**EAST COUNTY RAIL EXTENSION (eBART) (# 2001/2101)  
COMPLETED**

**Scope**

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).

**Status**

- Project #1: Completed. Revenue service started in May 2018.
- Project #2: Completed

**Issues/Areas of Concern**

None

Staff will provide updates as needed.

**ITEM 6**

**ACCEPT MISCELLANEOUS COMMUNICATION.**



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

Federal Glover,  
Chair

Newell Americh,  
Vice Chair

Ken Carlson

Paul Fadelli

Loella Haskew

David Hudson

Chris Kelley

Aaron Meadows

Sue Noack

Renata Sos

Lamar Thorpe


Timothy Haile,  
Executive Director

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

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## MEMORANDUM

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To: Matt Todd, TRANSPAC  
Chris Weeks, SWAT  
Robert Sarmiento, TRANSPLAN  
Sai Midididdi, TVTC  
John Nemeth, WCCTAC  
Sivakumar Natarajan, LPMC 

From: Timothy Haile, Executive Director

Date: May 23, 2023

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

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At its May 17, 2023 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

- A. Consider the Conduct for Meetings of the Legislative Bodies of the Authority for June 2023

**Recommendation:** Staff requested that the Authority Board, having reconsidered the circumstances, continue conducting in-person meetings with a hybrid component for public participation for the regular Authority Board meetings and remote meetings for all other legislative bodies of the Authority and special meetings of the Authority Board pursuant to the Brown Act provision exemptions of Assembly Bill 361 (AB361) and consistent with the Contra Costa Health Services' recommendations for social distancing for public meetings, to adhere to the 30-day reconsideration requirement of AB361.

**Action:** *The Authority Board authorized staff to continue in-person meetings with a hybrid component for public participation for the regular Authority*

*Board meetings and continue conducting remote meetings for all other legislative bodies of the Authority and special meetings of the Authority Board pursuant to the Brown Act provision exemptions of Assembly Bill 361 (AB361) and consistent with the Contra Costa Health Services' recommendations for social distancing for public meetings, to adhere to the 30-day reconsideration requirement of AB361.*

- B.** Allocation of Contra Costa County Measure X Funds to Eastern Contra Costa Transit Authority (ECCTA) for the East County Means-Based Fare Pilot (Pilot)

**Recommendation:** Staff sought approval of Resolution 23-14-G to allocate Contra Costa County Measure X funds in an amount not-to-exceed \$75,000 in Fiscal Year (FY) 2022-23 to ECCTA for the cost of the Paratransit Program tickets for the Pilot.

*Action: The Authority Board approved Resolution 23-14-G to allocate Contra Costa County Measure X funds in an amount not-to-exceed \$75,000 in FY 2022-23 to ECCTA for the cost of the Paratransit Program tickets for the Pilot.*

- C.** Approval of the City of Pleasant Hill Calendar Years 2020 and 2021 Measure J Growth Management Program (GMP) Compliance Checklist

**Recommendation:** Staff sought approval of the City of Pleasant Hill GMP Compliance Checklist and payment of \$771,491 in Fiscal Year (FY) 2021-22 Local Street Maintenance and Improvement funds to the City of Pleasant Hill, with a second (off-year) payment of FY 2022-23 funds on the one-year anniversary of the first payment.

*Action: The Authority Board approved the City of Pleasant Hill GMP Compliance Checklist and payment of \$771,491 in FY 2021-22 Local Street Maintenance and Improvement funds to the City of Pleasant Hill, with a second (off-year) payment of FY 2022-23 funds on the one-year anniversary of the first payment.*

- D.** Approval of the City of Concord Calendar Years 2020 and 2021 Measure J Growth Management Program (GMP) Compliance Checklist

**Recommendation:** Staff sought approval of the City of Concord GMP Compliance Checklist and payment of \$2,170,998 in Fiscal Year (FY) 2021-22 Local Street Maintenance and Improvement funds to the City of Concord,

with a second (off- year) payment of FY 2022-23 funds on the one-year anniversary of the first payment.

*Action: The Authority Board approved the City of Concord GMP Compliance Checklist and payment of \$2,170,998 in FY 2021-22 Local Street Maintenance and Improvement funds to the City of Concord, with a second (off- year) payment of FY 2022-23 funds on the one-year anniversary of the first payment.*

- E. Interstate 680/State Route 4 Interchange Improvements: Projects 6001a/6001b – Project Status Update

**Recommendation:** Staff provided an update on the status of the Interstate 680/State Route 4 Interchange Improvements project (Projects 6001a/6001b).

*Action: This was an informational item only; no staff recommendation at this time.*

- F. Interstate 680/State Route 4 Interchange Improvements: Phase 3 (Project 1117/6001) – Approval of Construction Work and Issue Final Payment to Brosamer & Wall, Inc. (Brosamer) for Construction Services

**Recommendation:** Staff sought approval of Resolution 23-27-P, which would authorize acceptance of the construction work under Agreement No. 505 with Brosamer as being complete and satisfactory and authorize staff to proceed with contract closeout pending the receipt of project acceptance documentation from the California Department of Transportation (Caltrans).

*Action: The Authority Board approved Resolution 23-27-P to authorize acceptance of the construction work under Agreement No. 505 with Brosamer as being complete and satisfactory and authorize staff to proceed with contract closeout pending the receipt of project acceptance documentation from Caltrans.*

- G. Update on the Contra Costa Countywide Smart Signals Project (Project)

**Recommendation:** Staff provided an update on the Project.

*Action: This was an informational item only; no staff recommendation at this time.*



**ITEM 7**

**APPOINT TRANSPLAN REPRESENTATIVES TO THE CONTRA COSTA  
TRANSPORTATION AUTHORITY COUNTYWIDE BICYCLE AND  
PEDESTRIAN ADVISORY 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:** Robert Sarmiento, TRANSPLAN Staff  
**DATE:** June 8, 2023  
**SUBJECT:** TRANSPLAN Appointments to the Countywide Bicycle and Pedestrian Advisory Committee

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### Recommendation

RE-APPOINT Kirsten Riker as the Primary TRANSPLAN Staff Representative, APPOINT Julissa Rico Ruiz as the Alternate TRANSPLAN Staff Representative, and RE-APPOINT Bruce Ohlson as the Citizen TRANSPLAN Representative to the Contra Costa Transportation Authority's Countywide Bicycle-Pedestrian Advisory Committee (CBPAC).

### Background

The CBPAC bylaws state that member appointments are for two-year terms. The term for the current Primary TRANSPLAN staff representative, Kirsten Riker (511 Contra Costa) has expired. The Alternate TRANSPLAN staff representative position has been vacant since October 2022. The term for the current TRANSPLAN citizen representative, Bruce "Ole" Ohlson, will expire on June 10, 2023.

Ms. Riker has expressed interest in being reappointed to the Primary TRANSPLAN staff representative position for another two-year term. Julissa Rico Ruiz (Pittsburg) has expressed interest in being appointed to the Alternate TRANSPLAN staff representative position for a two-year term. TRANSPLAN staff solicited applications to the public for the TRANSPLAN citizen representative position (Exhibit A) for a two-year term in the month of April and received one letter of interest (Exhibit B), from Mr. Ohlson, the current TRANSPLAN citizen representative. TRANSPLAN TAC has concurred on the re-appointment of Ms. Riker and Mr. Ohlson to the Primary TRANSPLAN staff representative and TRANSPLAN citizen representative, respectively, and the appointment of Ms. Ruiz to the Alternate TRANSPLAN staff representative.

Details on Ms. Riker and Ms. Ruiz's qualifications can be seen below in their respective bios. Mr. Ohlson's qualifications can be found in his letter of interest.

***Kirsten Riker** is a project manager of the 511 Contra Costa TDM program. She has managed the Street Smarts Diablo Safe Routes to School program since 2012, providing in person bicycle and pedestrian safety education and encouragement activities for all of eastern Contra Costa's K-12 schools. To expand public outreach and encourage communitywide bike-ped safety education and initiatives, she has built relationships with AUSD, BUSD, LUHSD, OUESD, and PUSD school principals and superintendents, city staff from each jurisdiction, local law enforcement teams, the CHP and the County Sheriff. She served on the City of Pittsburg's Safe Streets Task Force from 2016-2018, is a current TAC member of Contra Costa County's Vision Zero Task Force and serves as a Citizen Member of Pleasant Hill's Traffic Safety Commission. Kirsten leads 511 Contra Costa's active transportation initiatives serving east Contra Costa residents including the Summer Bike Challenge, E-Bike Rebate Program, Bike to Work Day, and the Winter Walk Challenge.*

***Julissa Rico Ruiz is a consultant engineer with the City of Pittsburg. She is currently involved with a number of bicycle and pedestrian improvement projects in the city. She actively participates in the following associations: Institute of Transportation Engineers, Society of Hispanic Professional Engineers, and American Public Works Association (APWA). In her spare time, Julissa enjoys riding her electric scooter.***

att: Exhibit A: Call for a TRANSPLAN CBPAC Citizen Representative  
Exhibit B: Bruce Ohlson - Letter of Interest as the TRANSPLAN appointee to the CCTA CBPAC

cc: TRANSPLAN TAC

# TRANSPLAN

## Committee

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**Call for a TRANSPLAN Citizen Representative**  
***Countywide Bicycle and Pedestrian Advisory Committee of the Contra Costa***  
***Transportation Authority***

TRANSPLAN seeks an individual to serve as the TRANSPLAN Citizen Representative on the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) of the Contra Costa Transportation Authority (CCTA). The individual should be passionate about biking and walking and have extensive knowledge and experience on bicycle and pedestrian policies and issues in East Contra Costa County. The individual selected for this position must reside within the TRANSPLAN region ([https://transplan.us/wp-content/uploads/2023/03/County\\_Wide\\_Map\\_Cities\\_TRANSPLAN RTPC-1-scaled.jpg](https://transplan.us/wp-content/uploads/2023/03/County_Wide_Map_Cities_TRANSPLAN RTPC-1-scaled.jpg)), be available to attend committee meetings on the 4<sup>th</sup> Monday of every odd month at 11:00 a.m., which are normally held at the CCTA offices, located at 2999 Oak Road, Suite 100, Walnut Creek, CA 94597, and have the ability to review CBPAC meeting packets and develop input on agenda items beforehand. Due to the COVID-19 pandemic, meetings presently occur via videoconference. The individual will serve a two-year term in a volunteer capacity.

The CBPAC advises CCTA on bicycle and pedestrian issues, oversees updates to the Countywide Bicycle and Pedestrian Plan ([https://ccta.net/active\\_studies/countywide-bicycle-and-pedestrian-plan](https://ccta.net/active_studies/countywide-bicycle-and-pedestrian-plan)) and other CCTA policy documents and helps implement the policies established therein, reviews and provides recommendations on applications for funding for bicycle and pedestrian projects and programs, and reviews and comments on “complete streets” checklists required of proposed projects. CBPAC members have an opportunity to influence bicycle and pedestrian issues within Contra Costa County through scheduled presentation by transportation experts, advocates, and CCTA staff. Additional information on the CBPAC can be found in its by-laws ([http://64.166.146.245/docs/2012/BOS/20120110\\_180/9758\\_%28Exhibit%20A%29CBPACBylawsAdopted2011-10-19.pdf](http://64.166.146.245/docs/2012/BOS/20120110_180/9758_%28Exhibit%20A%29CBPACBylawsAdopted2011-10-19.pdf)).

Should you have any questions, please call (925) 655-2918. To apply for this position, please send a letter of interest, along with your background in bicycle- and pedestrian-related matters, to Robert Sarmiento, TRANSPLAN staff, either via e-mail at [robert.sarmiento@dcd.cccounty.us](mailto:robert.sarmiento@dcd.cccounty.us) or via fax, to the attention of Robert Sarmiento, at (925) 655-2750. **Interested individuals should apply by April 30, 2023.**

From: [Bruce Ole Ohlson](#)  
To: [Robert Sarmiento](#)  
Cc: [Bike East Bay Advocacy Robert Prinz](#)  
Subject: Letter of Interest as the TRANSPLAN appointee to the CCTA CBPAC  
Date: Tuesday, April 18, 2023 4:36:45 PM

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## To Whom It May Concern:

I am interested in continuing to serve as the TRANSPLAN appointee to the Contra Costa Transportation Authority's Countywide Bicycle and Pedestrian Advisory Committee. In no particular order, here are some of the projects I'm working on:

Along with other bicycle activists and BikeConcord, we are urging staff and elected officials in Concord to provide a safe way for a bicyclist to get between the current terminus of the Delta de Anza Regional Trail (Willow Pass Road interchange of Highway 4) and downtown Concord. Currently we have two unacceptable routes. One involves going over the World-War-Two-era bridge on Willow Pass Road, which those of us not in automobiles call the suicide bridge. The other route involves riding on the shoulder of eight-lane Highway 4 between the Port Chicago Highway and the Willow Pass Road interchanges. By allowing bicyclists on the shoulder of their freeway, even Caltrans agrees that the suicide bridge is, in fact, a death trap for anyone not in an automobile. Concord will remove the suicide bridge and widen Willow Pass Road as part of its development of the inland portion of the former Concord Naval Weapons Station. Additionally, as part of the development of the former Naval Weapons Station, Evora Road will be extended on the north side of the freeway to connect with Arnold Industrial Way. Unfortunately, the construction of these two roads is many years in the future. Concord just let go of the second primary developer and began searching for the third primary developer for this property. They can't be too careful, this project will cost about six billion dollars by the time it is done. In the mean time, bicyclists are out in the cold.

In a larger sense, we need to consider the way that bicyclists can travel safely between East County and Central County. There are only four routes. Currently, each has a substantial problem that presents a

safety issue for a bicyclist who wants to ride his or her bicycle between these two portions of our County.

- **Marsh Creek Road.** Narrow and filled with high speed traffic, this route from Brentwood to Clayton is currently a death trap for bicyclists. The County is considering building a path between Round Valley Regional Preserve (the planned terminous of the Marsh Creek Regional Trail) and the town of Clayton, however, this path is not yet funded, they plan not to use eminent domain to obtain land for the route, and land owners along the way have united to voice strong opposition. Even if the path were currently built, using it would require SIGNIFICANT out-of-direction travel for someone living in Bay Point or Pittsburg who wanted to bicycle to Concord.
- 
- **Kirker Pass Road.** This route between East County and Central County includes the highest hill between these two portions of our County. The northbound side has a marked shoulder from the northernmost entrance to the Concord Pavillion almost to Buchanan Road, but the southbound side of the road lacks sufficient shoulder for about two-thirds the distance. Additionally, once the bicyclist arrives at the foot of the hill, there is a significant gap in facilities of any type for the bicyclist leading toward Concord or Clayton. I don't consider it a death trap for the bicyclist, but anyone riding a bicycle along this route is in the top five percent of brave when it comes to operating in traffic.
- 
- **Bailey Road.** This route between Bay Point and Concord is narrow with short sight-distance curves and rises. As constituted, it is a death trap for the bicyclist. Pittsburg just approved another 1,500 houses in the hills just to the west of this road, but there are no plans to widen the road and bring it into the 21<sup>st</sup> Century. Bailey Road is a death trap for the bicyclist.
- 
- **Willow Pass (the hill).** This route includes a segment of the EBRPD's Delta de Anza Regional Trail along the north side of the freeway. Note: The Delta de Anza Regional Trail currently extends to the east to Oakley and is planned to connect to the

Iron Horse Regional Trail in the west. Alas, the trail currently ends at the Willow Pass Road interchange with Highway 4. See the second paragraph of this missive for a description of the problems with getting from the current terminous of this path into Central County.

Our probable best option for a safe route between East County and Central County lies with the Contra Costa Transportation Authority. Their research indicates that widening the eastbound side Highway 4 between Highway 242 and the truck-climbing lane on Willow Pass (the hill) will significantly decrease motor vehicle congestion during the afternoon commute. Caltrans has said in no uncertain terms that bicyclists must be removed from Highway 4 before any construction can begin. CCTA hired a consultant to figure out how to get bicyclists off the freeway, and they determined that building a segment of the Delta de Anza Regional Trail between the Willow Pass Road interchange and the North Concord BART station would be their least expensive option. East Bay Regional Park District's policy is to "allow" other entities to build segments of their trails whenever possible.

I am current working to obtain bicycle-safe infrastructure in the northwest corner of Brentwood along the Antioch/Oakley border. I was instrumental in obtaining the bicycle/pedestrian bridge over Highway 4 that is currently under construction there. A "crossing" for this regional bicycle path was an Environmental Impact Report requirement for the construction of the freeway, but they ALMOST got away with ignoring it. Currently, Costco wants to put in a 150,000 square-foot warehouse superstore with a 32-pump gas station at the western terminous just to the north of our bridge. AND, 260 acres is slated for development on both sides of the freeway on the south sides of our new bike/ped bridge. PLUS, TRANSPLAN is planning the next expansion station of eBART in the median of the freeway accessible from both sides of the freeway via our new bridge. I am working with Brentwood Staff to request that an EIR be required for the Costco project because the administrative law judge will require a LOT more mitigations than will the City of Brentwood if left to its own devices. The City of Brentwood WANTS this development and will require next to nothing in the way of mitigations.

Additionally, I am working with the Contra Costa Transportation Authority to add a bicycle path between the Iron Horse Regional Trail and the Contra Costa Canal Regional Trail through the interchange of Interstate 680 and Highway 4 with a stop-off at the Pacheco Transit Center. They are spending close to a half-billion dollars on reconstructing this interchange, which was designed back in the 1950s when drivers cooperated with one another and drove a bit slower to boot. There is space under each freeway bridge, so constructing the path will cost the equivalent of a rounding error in terms of the overall project. The Executive Director of the CCTA commutes to work by bicycle each day and has promised that a trail will be built. We just have to determine when. From the perspective of the bicyclist, sooner is MUCH better than later. The State Supreme Court refused to hear the appeal of the law suit in January, so Regional Measure Three funds became available. \$210 million is being applied to this project. I have my fingers crossed.

Thank you for considering my interest in this position.

All best wishes,

~Ole

Bruce "Ole" Ohlson  
Bike East Bay  
Delta Pedalers Bicycle Club  
Contra Costa Countywide Bicycle Advisory Committee  
CCTA Bicycle & Pedestrian Advisory Committee  
Caltrans District 4 Bicycle Advisory Committee  
TRANSPLAN appointee to Highway 4 Integrated Corridor  
Management Study  
Healthy and Livable Pittsburg Collaborative

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**ITEM 8**

**REVIEW TRANSPLAN'S PROPOSED FISCAL YEAR 2023/24 BUDGET  
AND WORK PROGRAM, REVISE AS NECESSARY, ADOPT THE BUDGET,  
AND DIRECT STAFF TO INVOICE MEMBER AGENCIES.**

# 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 Staff and TAC

**DATE:** June 8, 2023

**SUBJECT:** Fiscal Year 2023/2024 Proposed TRANSPLAN Work Program and Budget

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### Recommendation

ADOPT the Fiscal Year 2023/2024 (“FY 2023/24”) TRANSPLAN Work Program and Budget, and DIRECT staff to deliver member dues invoices to the member agencies.

### Background

The TRANSPLAN Committee adopts a budget and work program annually. Some of the tasks from the previous work program will carry over. Current budget and proposed budget and work program activities for the impending fiscal year are detailed in the following discussion.

### Fiscal Year 2022/2023 Budget Report

For Fiscal Year 2022/2023 (“FY 2022/23”), each TRANSPLAN member agency remitted a dues payment of \$1,368.04, for a total revenue of \$6,840.20, which along with a \$24,969.74 in actual Fiscal Year 2021/2022 surplus, would contribute towards a projected FY 2022/23 budget revenue totaling \$31,809.94.

Total actual expenditures through the first three quarters of FY 2022/23 (July 2022 – March 2023) are \$17,491.32. Revenue less actual expenditures and projected expenditures (\$4,000.00) for the remainder of FY 2022/23 results in a surplus of approximately \$10,318.62 ( $\$6,840.20 + \$24,969.74 - \$17,491.32 - \$4,000.00$ ). Table 1 below summarizes TRANSPLAN revenues and expenditures in FY 2022/23:

**Table 1: TRANSPLAN FY 2022/23 Revenues and Expenditures**

Available Funds (Fiscal Year 2021/22 Surplus)	\$24,969.74
FY 2022/2023 Member Dues (Total)	\$6,840.20
Actual Expenditures through March 2023	\$17,491.32
Projected Expenditures for April-June 2023	\$4,000.00
Remaining Funds	\$10,318.62

### Activities

The attached work program proposes the set of tasks to be undertaken during the 2023/24 fiscal year. As is typical, some of the items are continuing items, with three modifications noted below:

- **Countywide Transportation Plan (CTP) Update:** CCTA staff is updating the CTP. TRANSPLAN staff will assist in facilitating discussions on this item with both the TAC and the Committee.
- **State Route 4 (SR4) Corridor Vision Project:** The SR4 Project (“Project”) will identify the long-term, sustainable transportation vision needed to guide future investments along the SR4 Corridor from Western to Eastern Contra Costa County. The effort will examine the transportation infrastructure encompassing SR4, transit, freight, arterial roadways, and active transportation to define and prioritize future infrastructure investments along the SR4 Corridor within Contra Costa County. This Project will result in the development of a Comprehensive Multimodal Corridor Plan (CMCP) that will position the Project recommendations for future grant funding opportunities. TRANSPLAN staff will assist in facilitating discussions on this item with both the TAC and the Committee.
- **Integrated Transit Plan (ITP):** CCTA and the four bus transit operators in Contra Costa County are undertaking the development of an ITP, which will provide technical and planning guidance with a clear vision for delivering a robust transit network that will connect all major activity centers and regional hubs in Contra Costa. The deliverables of the project include: an assessment of existing services, a travel market analysis, an action plan to improve existing services, an institutional and policy changes white paper, and a prioritized list of potential capital improvements to support service. TRANSPLAN staff will assist in facilitating discussions on this item with both the TAC and the Committee.

### **Proposed FY 2023/24 Budget**

This budget includes approximately ten hours of a Transportation Planner per month<sup>1</sup>, two hours of secretarial time per month, and eight hours of the minutes-taker’s time per month. The budget also includes \$2,000 for ongoing maintenance of the TRANSPLAN website<sup>2</sup>, \$250 for office supplies and mailing costs, and a \$3,000 contingency reserve.

Whenever possible, individual TAC members assume liaison duties for various CCTA committees (e.g. Technical Coordinating Committee, Technical Model Working Group and Growth Management Program Working Group) and report any relevant activities to the full TAC. Essentially, the TAC’s participation also helps to minimize TRANSPLAN’s budget. Consistent with Committee direction from past years, staff will bill the jurisdictions for the difference in this year’s actual cost (any overrun will be added to the 2024/25 invoice, or surplus will be deducted).

FY 2023/24’s projected budget (Table 2) is \$39,412.48. When the previous year surplus of \$10,318.62 is applied towards the FY 2023/24 projected budget, the result is a total net budget of \$29,093.86. When divided by five, the dues payment for each of the five-member jurisdiction is \$5,818.77.

At its May 16, 2023 meeting, the TRANSPLAN TAC reviewed the FY 2023/2024 Budget and Work Plan and approved forwarding it to the TRANSPLAN Committee for adoption.

att: Draft Work Program for FY 2023/2024  
Table 2: Proposed TRANSPLAN Budget for FY 2023/24

<sup>1</sup> The Transportation Planner budget line item is based on eight (8) hours of staff time at a \$225.68 hourly rate and two (2) hours of staff time at a \$291.55 hourly rate per month, then multiplied by twelve (12).

<sup>2</sup> At the May 2020 TRANSPLAN Committee meeting, the TRANSPLAN Committee approved the release of a Request-for-Proposals (RFP) for a website developer to develop a new TRANSPLAN website. The RFP included language stating that “TRANSPLAN will budget \$2,000 annually for on-going website maintenance.”

## **Draft Work Program for FY 2023/2024**

**Task 1: Monitor the Brentwood-Tracy Expressway (SR 239) Project.** CCTA is the project manager; TRANSPLAN is a primary stakeholder. The public/external planning process for this effort began in 2011/12 and is now complete. CCTA is now working with Caltrans on next steps.

**Task 2: Review/Monitor major land use proposals within East County for compliance with East County Action Plan for Routes of Regional Significance.** This task will continue as an ongoing activity, required by Measure J and by TRANSPLAN's own procedures. It is part of the Measure J Growth Management Program.

**Task 3: Review land use proposals outside of East County that meet the Measure J threshold requirements (100 or more new peak-period vehicle trips) for potential traffic impacts on East County routes of regional significance.** This task will continue as an ongoing activity, similar to Task 2 above. It is part of the Measure J Growth Management Program.

**Task 4: Facilitate collaboration between member jurisdictions and the Contra Costa Transportation Authority in conducting planning activities requiring sub-regional consultation.** TRANSPLAN will provide ongoing assistance and local facilitation with CCTA, at a minimum for the State Route 4 Operational Improvements, the Congestion Management Program, the Measure J Strategic Plan, Measure J Growth Management Program ("GMP") (e.g. Countywide Transportation Plan/Action Plan for Routes of Regional Significance), the Countywide Bicycle and Pedestrian Plan, and various federal, state, regional and local funding programs. These efforts, while administered primarily by other agencies, require and benefit from local facilitation.

**Task 5: Represent TRANSPLAN at meetings of CCTA as needed, including the monthly CCTA Board meetings and the monthly meetings of its two committees (the Administration and Projects Committee, and the Planning Committee).** This task will continue.

**Task 6: Participate as needed in refining the East County portion of the countywide travel demand forecasting model and/or in adapting the model for local application.** Ongoing refinements, monitoring or consultation on the model are often required. The Measure J GMP requires local jurisdictions to consult with the Technical Advisory Committee ("TAC") when they use or adapt the model for local general plan amendments or CEQA review of large development proposals.

**Task 7: Monitor Ferry Planning.** Coordinate ferry service planning with member agencies, CCTA, the Water Emergency Transportation Authority, and other affected entities.

**Task 8: Growth Management Program Compliance.** Assist in administering the resolution of growth management compliance issues between member jurisdictions in cooperation with Contra Costa Transportation Authority staff per *TRANSPLAN Committee Administrative Procedures, Article III*.

**Task 9: Concord Community Reuse Project:** TRANSPLAN staff will monitor and report to the TAC and Committee on activities related to the subject project.

**Task 10: Countywide Transportation Plan (CTP) Update:** CCTA staff is updating the CTP. TRANSPLAN staff will assist in facilitating discussions on this item with both the TAC and the Committee.

**Task 11: State Route 4 (SR4) Corridor Vision Project:** The SR4 Project ("Project") will identify the long-term, sustainable transportation vision needed to guide future investments along the SR4 Corridor from Western to Eastern Contra Costa County. The effort will examine the transportation infrastructure encompassing SR4, transit, freight, arterial roadways, and active transportation to define and prioritize future infrastructure investments along the SR4 Corridor within Contra Costa County. This Project will result in the development of a Comprehensive Multimodal Corridor Plan (CMCP) that will position the

Project recommendations for future grant funding opportunities. TRANSPLAN staff will assist in facilitating discussions on this item with both the TAC and the Committee.

**Task 12: Integrated Transit Plan:** CCTA and the four bus transit operators in Contra Costa County are undertaking the development of an Integrated Transit Plan (ITP), which will provide technical and planning guidance with a clear vision for delivering a robust transit network that connects all major activity centers and regional hubs in Contra Costa. The deliverables of the project include: an assessment of existing services, a travel market analysis, an action plan to improve existing services, an institutional and policy changes white paper, and a prioritized list of potential capital improvements to support service. TRANSPLAN staff will assist in facilitating discussions on this item with both the TAC and the Committee.

**Table 2: Proposed TRANSPLAN Budget for FY 2023/24**

<b>Item</b>	<b>Proposed FY 2023/24 Budget</b>	<b>% of Proposed Budget</b>
Transportation Planner (10 hours/month)	\$28,662.48	73%
Secretary (2 hours/month)	\$2,000.00	5%
Minutes Taking (8 hours/month)	\$3,500.00	9%
<b>Subtotal for Personnel Costs</b>	<b>\$34,162.48</b>	
TRANSPLAN Website Ongoing Maintenance	\$2,000.00	5%
Offices Supplies and Services	\$250.00	1%
Contingency Reserve	\$3,000.00	8%
<b>Total FY 2023/24 Budget</b>	<b>\$39,412.48</b>	<b>100%<sup>3</sup></b>
Previous Fiscal Year Surplus	\$10,318.62	
Net Total FY 2023/24 Budget	\$29,093.86	
<b>Per Jurisdiction Contribution</b>	<b>\$5,818.77</b>	

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<sup>3</sup> The sum of the percentages may not equal 100% due to rounding.