

Lamar Thorpe, Chair
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City Council

Joel Bryant, Vice-Chair
Brentwood
City Council

Aaron Meadows
Oakley
City Council

Shanelle Scales-Preston
Pittsburg
City Council

Diane Burgis
Contra Costa County
Board of Supervisors

VACANT
Antioch
Planning Commission

Kristopher Brand
Brentwood
Planning Commission

Leonard Price
Oakley
Planning Commission

Sarah Foster
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TRANSPLAN Committee Meeting

Thursday, April 11, 2024 – 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/97530390002?pwd=OFc1blc0dnBuTEVmamE3RGpRV3ppZz09>

To participate by phone, dial +1 669 444 9171
Conference code: 834346

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 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.

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 February 8, 2024 TRANSPLAN Meeting. ♦ Page 3

4. ACCEPT environmental register.

- a. TRANSPLAN Environmental Register
- b. TRANSPLAN Comment Letter on City of Pittsburg's "Technology Park Specific Plan" ♦ Page 12

5. ACCEPT status report on major East County transportation projects. ♦ Page 19

6. ACCEPT miscellaneous communication:

- c. February 8, 2024 TRANSPLAN Committee Meeting Summary Letter
- d. Letter from the Contra Costa Transportation Authority (CCTA) Re: January 17, 2024 Board Meeting
- e. Letter from CCTA Re: February 21, 2024 Board Meeting
- f. February 8, 2024 TRANSPAC Meeting Status Letter

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

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

Consent Items* (see attachments where noted [◆]) [continued]

- g. March 14, 2024 TRANSPAC Meeting Status Letter
- h. February 5, 2024 SWAT Meeting Summary Report
- i. March 4, 2024 SWAT Meeting Summary Report
- j. Streetsblog SF article: “Eyes on the Overcrossing: Mokelumne Bike Bridge Opens” ◆ Page 27

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

7. RECEIVE presentation on BART’s “Safe and Clean Plan.” BART has initiated the Safe and Clean Plan, which will improve rider safety, cleanliness, and service reliability, particularly on nights and weekends. BART Board Vice President Mark Foley will provide an overview of this initiative. ◆
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8. RECEIVE report on CCTA activities from TRANSPLAN Committee representatives.

9. RECEIVE miscellaneous TRANSPLAN Committee member comments.

10. ADJOURN to next meeting on Thursday, May 9, 2024, at 6:30 p.m. or other date/time as deemed appropriate by the Committee.

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

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

ITEM 3

ADOPT MINUTES FROM FEBRUARY 8, 2024 MEETING.

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

MINUTES

February 8, 2024

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 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 Lamar Thorpe convened the meeting at 6:30 P.M.

ROLL CALL / CALL TO ORDER

PRESENT: Kristopher Brand (Brentwood), Diane Burgis (Contra Costa County), Bob Mankin (Contra Costa Planning Commission), Aaron Meadows (Oakley), Leonard Price (Oakley), Vice Chair Joel Bryant (Brentwood), and Chair Lamar Thorpe (Antioch)

ABSENT: Sarah Foster (Pittsburg), and Shanelle Scales-Preston (Pittsburg)

STAFF: Robert Sarmiento, TRANSPLAN Staff, Contra Costa County Department of Conservation and Development (CCDCD)

PUBLIC COMMENTS

There were no written comments submitted or other oral comments made by the public.

CONSENT ITEMS

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

- a. ADOPTED Minutes from the December 14, 2023 TRANSPLAN Meeting
- b. ACCEPTED Environmental Register
- c. ACCEPTED Status Report on Major East County Transportation Projects
- d. ACCEPTED Miscellaneous Communications:
 - 1) December 14, 2023 TRANSPLAN Committee Meeting Summary Letter
 - 2) Letter from the Contra Costa Transportation Authority (CCTA) Re: December 20, 2023 Board Meeting
 - 3) December 14, 2023 TRANSPAC Meeting Status Letter
- e. APPOINTED TRANSPLAN Representatives to the CCTA Technical Coordinating Committee (TCC)

- f. APPOINTED TRANSPLAN Alternate Representative to the CCTA Countywide Bicycle and Pedestrian Advisory Committee (CBPAC)

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

Robert Sarmiento, TRANSPLAN Staff, advised that there would be only one discussion item on the meeting agenda.

RECEIVE UPDATE ON TRAVEL DEMAND MANAGEMENT (TDM) 2.0 AND CCTA TRANSPORTATION FUND FOR CLEAN AIR (TFCA) POLICY

Tim Haile, Executive Director of the Contra Costa Transportation Authority (CCTA) spoke to the ongoing partnership between the CCTA and the Regional Transportation Planning Committees (RTPCs). He sought input from the TRANSPLAN Committee on what he identified as Travel Demand Management (TDM) 2.0. TDM 2.0 was a new policy under consideration by all of the RTPCs. He stated that Ying Smith, CCTA's Director of Mobility Programs, had met with the Technical Advisory Commissions (TACs) and the RTPCs on the new policy and had made tweaks and modifications to that policy.

Mr. Haile provided an overview of the TDM program and described the history of Measure J, approved in 2004 and set to expire in 2034. He explained that once expired there was no new measure and many of today's programs would come to an end. As a result, there was a need to focus on a renewal of that measure. He reported that Measure J had been structured with 58 percent for programs and 42 percent for projects and about 93 percent of all Measure J funds had been expended.

In eastern Contra Costa County, Mr. Haile stated that Highway 4 had been a key project as had e-BART. About \$1.2 billion had been spent on projects delivering 95 percent of the capital side of TDM. He described the multimodal Expenditure Plan as very diverse, and explained that program funding had focused on trying to get people into alternative modes. Much of the program funding went to Express Bus, local transportation service, and accessible transportation. He offered examples of projects delivered in partnership with the TRANSPLAN Committee, noted that all the projects had been delivered, and stated that could not have been done without that partnership. He emphasized the good job of leveraging a lot of Measure J funds and noted that the commutes would have been much worse without it. All the projects in 1988 had been delivered and the Measure C and Measure J combined \$1.4 billion of local funds and \$4.2 billion in state, regional and federal funds had produced \$5.6 billion in investments in Contra Costa County over the last 12 to 15 years.

Mr. Haile stated that much of the money had gone directly into local jurisdictions with over \$200 million invested to improve pavement, \$60 million invested to improve local streets and roads, and \$53 million invested to complete bicycle and pedestrian projects in Contra Costa County. A big part of that was the Growth Management Programs (GMPs).

In East County, the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), which was required through Measure J, required every local jurisdiction to have a Traffic Mitigation Program, and ECCRFFA provided that requirement on behalf of Measure J. Another requirement was that every city had to have TDM, and the TRANSPLAN Committee had determined how each program partnered with Measure J. As a result, \$338 million in developer fees had been generated in Contra Costa County to focus on mitigating all the impacts. The Growth Management Program protected agricultural land and open space and helped to ensure developments were paying their fair share.

Noting that programs were more pay as you go, Mr. Haile explained that revenue today was roughly \$20 million per year, which had drastically changed with COVID, but now that people were working and spending more money that revenue was now more local since more people were working from home and staying home, which had increased revenue sales locally. He stated \$475 million had now been allocated over the life of the measure for programs, with a lot going to transit, local streets and roads, and return to source. Return to source would only apply when there was compliance with the GMP.

Further describing the early years, Mr. Haile explained that the RTPCs had been formed under Measure C in 1988 to produce a formal jurisdictional planning process with Contra Costa cities and the County to mitigate transportation impacts from regional traffic, and to identify and recommend projects into the Action Plans and Routes of Regional Significance. The Action Plans provided insight to let locals identify and recommend projects to the CCTA and be included in the Countywide Transportation Plan (CTP). Local recommendations were leveraged and the applicable RTPC would identify which project and program was desired. He explained that in East County, the capital side was very active while the program side was minimal whereas West County had less on capital and more on the program side.

In response to Diane Burgis, Mr. Haile verified that the funding was allocated based on what each region wanted. He offered examples of how that worked and explained how geographic equity worked. When asked if geographic equity actually did work, he stated he would return with a response to the question.

Diane Burgis noted that projections did not necessarily mean anything because more people were working from home, for instance.

Mr. Haile described the structure of the CCTA Board of Directors and noted that two members of each RTPC were appointed to the CCTA Board along with two representatives of the County Board of Supervisors, and one from the County Conference of Mayors.

There were also three ex-officio members representing AC Transit, BART and MTC on the CCTA Board, and separate committees.

Mr. Haile clarified the role of the RTPCs and the funding it approved along with the funding recommended by the RTPCs to the CCTA Board. He referred to the subregional programs in the Expenditure Plan and clarified that each region had its own requests for funding. He noted that without compliance with the GMP, the RTPCs were not eligible for return to source funds. He commented with respect to the new TDM policy that items started at the RTPC level, and once there had been consensus at that level items would be brought to the CCTA Board.

Mr. Haile also explained that the laws had changed with respect to transportation and there was currently a huge emphasis at the state level to focus on Greenhouse Gas (GHG) reduction levels and Vehicle Miles Traveled (VMT). A big part of the TDM program and the new policy was how to incentivize people to get back into transit and provide more programs to incentivize that effort. Through the Integrated Transit Plan, the focus was on system management and working closely with local jurisdictions on a small signal program and attempting to maximize the efficiency of the system.

With respect to infrastructure and the fact there was in many cases no room to add pavement, Mr. Haile stated there was a need to reprioritize pavement and reanalyze the use of lanes, either during certain times of the day or permanently. He referred to the Northbound I-680 Express Lanes project where an alternative to an express lane had been discussed as well as an alternative to compare the benefits of adding an express lane of seven miles of widening or adding a lane by converting the existing infrastructure.

The CCTA was also considering new ideas such as bike share, transit, microtransit Tri MyRide, and value proposition to get people back into transit. The focus was on how to evolve the organization to meet the future with more performance-based measures and accountability.

Along with everything else, Mr. Haile reported that the CCTA was looking at how to measure itself with the necessary tools to collect the data it needed and how to report on that data. He referred to the Countywide data center and being able to turn the CCTA into a digital road manager, to take the transportation system, put it into the cloud, and understand transportation on an hourly and daily basis to be able to connect all the systems together. He referred to the use of bus bridges, how they were used, where they were used, and how to make that system more efficient and digitized to know when and where bus bridges were needed and to prioritize all traffic signals to that location. There was a desire to digitally manage the system to operate it more efficiently and more quickly using data analysis to deliver that new vision by identifying the framework with digital asset management, digital construction and digital traffic management to connect the system together.

In response to Diane Burgis as to communications, Mr. Haile explained that the Smart Signal Project would do that and give CCTA access to all, and once that basic infrastructure was in place it would be layered with management.

Ms. Burgis noted that East County was growing exponentially and still putting in infrastructure and still designing public transit, using Tri Delta Transit management to use the system locally. She liked the idea of connecting all the different transit options but noted that East County did not have all that infrastructure and East County was trying to set something up culturally that was not there yet in terms of transit.

Mr. Haile explained that the CCTA was conducting more public outreach engagement through the Countywide Transportation Plan (CTP) among others, an integral part of defining the Integrated Management Plan. To pay for it, he wanted to leverage it with other regional programs but needed to make sure if it was built it would get used.

While Diane Burgis wanted transit to be improved to meet all environmental and quality of life issues, Mr. Haile explained they needed to decide who the customer would be since not everyone would ride transit.

There was a brief discussion on security and public safety, and Mr. Haile referred to a state appointed task force looking at that issue. He added that a local representative was a member of that state task force.

Mr. Haile identified the various components of the TDM program, reiterated that each subregion would get to recommend and determine what the subregional programs would be, and identified how the program was funded split between Program 17 and the Transportation Fund for Clean Air (TFCA). He identified the Countywide programs and other subregional programs, stated they were great programs but it was confusing to the public. He emphasized the need for a good set of Countywide TDM programs and subregional programs and emphasized that the needs of each subregion might be different. He commented that Contra Costa County was unique in that it was the only county in California that had a subregional transportation structure with a collaborative process.

Mr. Haile explained that the existing program and values, program effectiveness was measured by the Bay Area Air Quality Management District (BAAQMD) calculation based on self-reporting, which would not be adequate in the future. He pointed out that relationships were being built with commuters and he referred to the 511 Contra Costa Program that he described as the biggest program in that it touched people every day and helped to identify the CCTA. It had a distribution list of about 15,000 people, the largest list in the CCTA. It was community based and was returning customers.

Mr. Haile also identified the existing program challenges and noted no consistency throughout Contra Costa County on distribution or reporting of the programs.

Mr. Haile expressed the need to evaluate existing programs to make sure the programs were cost-effective and delivered what they should be delivering. The goal of TDM 2.0 was to focus on a streamlined, cohesive Countywide implementation focusing on how the dollars could be advanced to achieve the vision. As such, the programs may need to be adjusted. The programs also had to be modernized since many were paper based. He suggested a mobile app could be used to help modernize and make them data driven.

In terms of implementing TDM 2.0, Mr. Haile stated the existing TDM programs would be evaluated and in conjunction develop a policy to focus on the VMT program and what was learned if delivering on the goals, to then focus on the Strategic Plan that would start tying in with Program 17 and the TDA program.

For existing programs, there was a need for a high level of quality, high-level verifiable data and because of the new state policies and disincentifying or discouraging lane additions by widening I-680 by seven miles, the CCTA had to prepare a VMT mitigation strategy comprised of adding a new Express Bus service on the corridor, shared mobility to provide an access bus and tripling the investment in TDM. Through that, and with the commitment to an environmental document, a Mitigation, Monitoring and Reporting Plan was required to report back to the state to verify that the commitment was being fulfilled. To do that, better data was needed with an identification of how the program was being measured and how it was impacting daily travel. Better verifiable data through a mobile app or through the digital road manager environment was required, which CCTA was trying to do to be consistent with state policy.

Mr. Haile emphasized it was all about VMT, which was why the TDM program was critical for the future and why CCTA was introducing the new policy to tie TDM to capital projects, along with the need to continue to comply with TDM ordinances and the GMP. He emphasized the new connection to capital projects.

Mr. Haile explained that the existing TDM program did not necessarily reduce VMT so evaluating programs would be important to make sure there was funding left over. He stated the popular Street Smarts program had just been funded and reprogrammed. Given the need to have money left over for the softer programs, a higher level, cost-effective program had to be developed to make sure there was money left over. He commented that school bus programs were highly effective in terms of VMT. He emphasized the importance of geographical equity to divide the program and recommendations and make sure the new data VMT type of approach was being met. Expanding eligible project types in programs and projects such as Tri MyRide and ride share, and expanding the eligible fund recipients to transit agencies, cities and counties was important.

Mr. Haile explained that CCTA generally relied on the TRANSPLAN Committee to handle subregional politics. He urged the TRANSPLAN Committee to work with TRANSPLAN staff collaboratively and with the cities where the TRANSPLAN TAC would have the conversation to reach a consensus on the types of projects to be recommended.

Mr. Haile emphasized an app would be a key element to increase the benefits, the compatibility of programs and the types of programs where the Countywide programs would still exist. The whole purpose of the approach would be to be strategic and think about transit looking at the market demand for transit and going through a strategic initiative for that particular area and be thoughtful of offering a program that worked. If it didn't work, something else could be done. He urged being strategic and thoughtful based on data. He explained that in Central County and even in East County, 511 Contra Costa transit passes did not provide sufficient data and neither did the Clipper® Cards.

Diane Burgis commented that transit was currently suffering and she asked whether the proposed vision would help stabilize transit. She was concerned about transit in general and questioned whether transit would be able to meet the expectations while still attempting to survive.

Mr. Haile emphasized there was not good data, which was why the manageable cloud was so important. Without good data good decisions could not be made and the funding could not be provided.

Mr. Haile explained that the Expenditure Plan would be taken to the CCTA Board next week to approve the new TDM policy. In April, CCTA would work with the RTPCs and staff to look at key programs, evaluate existing programs, understand how to measure, what data to use, understand how existing programs were working and in future years work to secure better data. There was a need to get the infrastructure in place to get better reporting and then work to improve the project list. CCTA would have to triple the investment in TDM in Central County. The money was not available now and the funds would have to come from other sources, and the I-680 Express Lane revenues could go to future TDM. The Countywide Mitigation Program based on developer fees could be a different funding source for the future. CCTA would start the work to understand the existing programs and collect data with full implementation next year to get that program in place for local programs.

BRUCE 'OLE' OHLSON emphasized that Routes of Regional Significance for cars were also important for bike lanes. He stated that electric bikes were poised to take off as much as cars had taken off after the war and there needed to be a complete network with bike lanes to extend all the way to the limit line of every intersection. Where Routes of Regional Significance were on the freeway there needed to be bike lanes parallel to the freeway on the arterial. He commented that many bicyclists found the lack of bike lanes to be too dangerous to use and he emphasized the need to improve the bike network.

RECEIVE REPORT ON CCTA ACTIVITIES FROM TRANSPLAN COMMITTEE REPRESENTATIVES

Aaron Meadows highlighted the discussions at the last meeting of the CCTA Board which included the discussion of the Mokelumne Trail Bike/Pedestrian Overcrossing project, which was near completion.

At that same meeting, Mr. Meadows described a presentation on Richmond ferry service performance and financial outlook, where financial issues had been identified.

Chair Thorpe noted that he served as Chair of the Projects and Administrative Committee of the CCTA and he highlighted the discussion at the last meeting with respect to the adoption of the legislative platform for this year; monitoring efforts to alter SB1 programs and expenditures; considering the voter threshold for infrastructure measures; considering an Autonomous Vehicle Policy and funding; working to preserve funding already allocated to transportation; and approving the Transit Signal Priority project with County Connection to prioritize buses and synchronize signals.

Mr. Haile stated with respect to the GoMentum Station that AAA had exited the program and CCTA was going through the process to keep the existing program in place, and was expanding GoMentum to an undisclosed location in eastern Contra Costa County and dealing with a potential developer. He expressed his hope something would happen in the next six weeks and staff was working on financing and trying to determine a public financing package to support the arrangement.

RECEIVE MISCELLANEOUS TRANSPLAN COMMITTEE MEMBER COMMENTS

TRANSPLAN Committee members expressed appreciation for the work being done to complete the Mokelumne Trail Bike/Pedestrian Overcrossing project.

ADJOURNMENT

Chair Thorpe adjourned the meeting of the TRANSPLAN Committee at 7:42 P.M. to the next meeting on Thursday, March 14, 2024 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 Pittsburg	2232 Golf Club Road, south of Leland Road	Notice of Preparation: Draft Environmental Impact Report	Pittsburg Technology Park Specific Plan	Specific Plan will serve as the overarching planning document for an area where a future technology-focused business park will be developed.	4/4/2024	Yes
City of Pittsburg	City of Pittsburg	Notice Of Availability: Draft Environmental Impact Report	2024 Pittsburg General Plan	Comprehensive update of City of Pittsburg's General Plan	2/9/2024	No
Contra Costa County	Unincorporated Contra Costa County	Notice of Preparation: Draft Environmental Impact Report	Contra Costa 2045 General Plan and Climate Action Plan	Comprehensive update of Contra Costa County's General Plan and Climate Action Plan	10/20/23	No
City of Pittsburg	420 East 3rd Street, southwest of the intersection of East 3rd Street and Harbor Street	Notice Of Availability: Draft Environmental Impact Report	Harbor View Project	207 single-family residential units, 20 mixed-use live/work duplexes.	5/1/23	No
City of Pittsburg	North of Willow Pass Road and south of Honker Bay	Notice of Preparation	Bay Walk Mixed-Use Project	(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

TRANSPLAN ENVIRONMENTAL REGISTER

City of Pittsburg	Buchanan Road, between Ventura Drive and Meadows Ave., Pittsburg	Notice of Intent to Adopt MND	LMK Petro	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 Pittsburg	420 East 3rd Street, southwest of the intersection of East 3rd Street and Harbor Street	Notice of Preparation	Harbor View Project	207 single-family residential units, 20 mixed-use live/work duplexes.	9/12/22	No
City of Oakley	Oakley	Notice of Public Hearing	Public Review Draft of 2023-2031 Housing Element Update	Updating of the Oakley Housing Element for 2023 to 2031	7/12/22	No

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

March 29, 2024

Alison Hodgkin, Associate Planner
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

RE: Notice of Preparation for a Draft Environmental Impact Report – Pittsburg Technology Park Specific Plan

Dear Ms. Hodgkin:

On behalf of the TRANSPLAN Committee, I would like to thank you for the opportunity to provide comments on the Notice of Preparation (“NOP”) for a Draft Environmental Impact Report (“DEIR”) for the City of Pittsburg’s (“City”) proposed Pittsburg Technology Park Specific Plan (“proposed project”). This letter provides comments on multiple aspects of the proposed project, which include the following:

1. approval of a specific plan, and
2. subsequent future developments on the site:
 - a. data center and corresponding substation use up to 347,740 square feet on a 22.05-acre portion of the plan area (Phase I), and
 - b. “Employment Center Industrial” uses, for instance, professional offices, manufacturing, warehousing, and distribution centers, up to 761,118 square feet on a 54.33-acre portion of the plan area (Phase II and Phase III).

TRANSPLAN is the sub-regional transportation planning committee (“RTPC”) in eastern Contra Costa County and is comprised of five member agencies (cities of Antioch, Brentwood, Oakley and Pittsburg, and Contra Costa County), and includes partner agencies such as Tri-Delta Transit, BART, and 511 Contra Costa. TRANSPLAN coordinates the transportation interests of the communities in eastern Contra Costa County and administers the East County Action Plan for Routes of Regional Significance (“Action Plan”). The Action Plan facilitates establishment of goals and performance measures (called Multimodal Transportation Service Objectives, or “MTSOs”) for designated Routes of Regional Significance (“RRS”), and outlines a set of projects, programs, measures, and actions that will support achievement of the MTSOs.

The comments below on the NOP for the proposed project are derived from the current adopted Action Plan (2017)¹. It should be noted that TRANSPLAN, in coordination with the Contra

¹ <https://ccta.net/wp-content/uploads/2018/10/59cd5bc624446.pdf>

Costa Transportation Authority (“CCTA”), is currently in the process of updating the Action Plan², which will result in a number of revisions, including:

- the establishment of multimodal (i.e. bike/pedestrian and transit) RRS,
- a change in nomenclature from MTSOs to Regional Transportation Objectives, or “RTOs,” and
- the establishment of new RTOs related to active transportation (i.e. biking and walking), transit, safety, equity, climate change, and technology.

The updated Action Plan was approved by the TRANSPLAN Committee in 2023 and is expected to be formally adopted by CCTA as part of the Countywide Transportation Plan in 2025.

Comments

Freeways and Roadways

1. TRANSPLAN staff recommends that the DEIR’s Traffic Impact Analysis (“TIA”) evaluate signalized intersections (or freeway ramps) to which at least 50 net new peak hour vehicle trips would be added by the proposed project. The DEIR should also analyze impacts to existing freeway ramp metering operations (e.g. ramp queues).

The MTSOs for freeway and arterial routes are as follows:

MTSOs on Freeways:

- *The Delay Index should not exceed 2.5 during the AM or PM peak period.*
- *HOV lane utilization should exceed 600 vehicles per lane in the peak direction during the peak hour.*

MTSOs on Suburban Arterial Routes:

- *Maintain LOS D or better at all signalized intersections, except:*
 - *On Bailey Road, where LOS E will be acceptable; or,*
 - *At Traffic Management Program (TMP) sites that use performance measures other than average intersection delay.*
- *Within Priority Development Areas, any physical improvement identified as a result of applying the above standard shall be evaluated for its effects on all intersection users, including pedestrians, cyclists, and transit users.*

Transit

2. Transit productivity is an East County area-wide objective of the Action Plan. Therefore, the DEIR’s TIA should consider the proposed project’s potential impacts on transit service. The Action Plan’s measures for the purpose of monitoring this objective include:

Bus Riders per Service Hour:

² CCTA Action Plan Update webpage: <https://ccta.net/planning/countywide-transportation-plan>

• *The average number of riders boarding a fixed-route bus during an hour of scheduled bus service when persons may board with a fare or pass.*

BART Ridership:

• *The average number of weekday riders on all BART trains between Bay Point and North Concord Stations. (Note: this MTSO was established prior to the completion of the BART extension to Antioch. Evaluation should consider trains between Antioch and North Concord.)*

The proposed project will likely induce demand on existing transit systems (including BART). Several Tri-Delta Transit bus routes, some of which connect to local BART stations, serve areas adjacent to the proposed project site. The DEIR's TIA should determine if existing transit service from the aforementioned providers is adequate or if augmentation of existing service or establishment of new service to accommodate transit demand from the proposed project would be needed.

Active Transportation

3. The Action Plan encourages active transportation to improve multimodal mobility and decrease single-occupant vehicle travel. The DEIR's TIA should identify opportunities to provide appropriate infrastructure to eliminate physical barriers (i.e. freeway interchanges, lengthy street crossings, expansive parking lot driveways, etc.) and enhance network connectivity for bicycle and pedestrian travel to, from and within the project area.

“Pittsburg Moves³,” the City’s adopted active transportation plan, identifies proposed Class I separated paths within or in the vicinity of the proposed project, including along:

- a. the Contra Costa Canal and
- b. West Leland Road from the Contra Costa Canal (connecting to the aforementioned future trail) to the Delta De Anza Trail.

In addition, the proposed project should consider providing on-site short and long-term bicycle parking infrastructure (e.g. bicycle racks (short-term) and bicycle lockers (long-term) or a similar secure bicycle enclosure).

Transportation Demand Management

4. Consistent with a goal and an action in the Action Plan related to transportation demand management (“TDM”), the proposed project is encouraged to implement TDM strategies, which can benefit the region by promoting the use of travel modes that are more efficient and environmentally friendly. TDM strategies can potentially decrease the number of single-occupant auto trips, and therefore the proposed project’s impact on roadway network congestion. Project proponents should consult with the County’s TDM Agency, 511 Contra Costa⁴, to develop TDM strategies.

³ <https://www.pittsburgca.gov/home/showpublisheddocument/12728/637479142624630000#page=35>

⁴ <https://511contracosta.org>

Thank you for your consideration. TRANSPLAN appreciates the opportunity to participate in the review process for the proposed project and looks forward to reviewing future documents when appropriate. If you have any questions, please do not hesitate to contact me at Robert.sarmiento@dcd.cccounty.us or (925) 655-2918.

Sincerely,



Robert Sarmiento
TRANSPLAN Staff

cc: TRANSPLAN TAC

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: October - December 2023

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:

A design change to bring bridge slopes into compliance with the Americans with Disabilities Act (ADA) regulations is being finalized. Project completion will be impacted by this change.

Update from Previous Quarterly Report

- Construction is estimated to be complete in the Spring of 2024.
- All structural concrete in the bridge structure has been placed.
- Embankments are complete.
- The pathway has been paved.
- Construction is 96% complete. Project schedule has 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.
- Project has to adapt to changing environmental protocols.

Update from Previous Quarterly Report

- Consultant is continuing with field reviews and surveys. Various environmental technical studies are ongoing.
- Project alternatives are being updated, refined and evaluated based on coordination with other projects, public input and to minimize environmental impacts.
- A draft bike plan is being updated with other planned public access and trail improvements. Project includes multi-modal project elements which may include accommodation for future micro-transit.
- The project team is preparing studies and plan to meet SB 743 requirements to address induced VMT.
- Project schedule has been updated based on the latest information.

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.

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

February 13, 2024

Mr. Timothy Haile, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Haile:

The TRANSPLAN Committee took the following actions during its meeting on February 8, 2024:

1. Appointed Khristin Labao (Pittsburg) to the Technical Coordinating Committee.
2. Appointed Khristin Labao (Pittsburg) to the Countywide Bicycle and Pedestrian Advisory Committee.
3. Received a presentation on Travel Demand Management (TDM) 2.0 and the Contra Costa Transportation Authority's (CCTA) Transportation Fund for Clean Air (TFCA) policy from CCTA staff. The TRANSPLAN Committee sought clarification on the formula that ensures geographic equity when allocating Measure J funding to the different subregions. The TRANSPLAN Committee commented that infrastructure needs and the transit use culture in East County may impact the program's effectiveness. The TRANSPLAN Committee emphasized the need to combine implementation of new programs with increased support for transit operators.

Should you have any questions, please feel free to contact me at 925-655-2918 or robert.sarmiento@dcd.cccounty.us.

Sincerely,



Robert Sarmiento
TRANSPLAN Staff

c: TRANSPLAN Committee M. Todd, TRANSPAC T. Grover, CCTA
S. Midididdi, TVTC J. Nemeth, WCCTAC TRANSPLAN TAC
C. Weeks, SWAT J. Hoang, CCTA

Phone: 925.655.2918 :::: robert.sarmiento@dcd.cccounty.us :::: www.transplan.us



COMMISSIONERS

Federal Glover,
Chair

Newell Arnerich,
Vice Chair

Ken Carlson

Paul Fadelli

Loella Haskew

Chris Kelley

Aaron Meadows

Sue Noack

Scott Perkins

Renata Sos

Lamar Thorpe

Timothy Haile,
Executive Director

MEMORANDUM

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: February 6, 2024

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

At its January 17, 2024 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

- A. Quarterly Project Status Report for October – December 2023

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

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

- B. Innovate 680 – Shared Mobility Hubs (Project 8009.04) (Project) – Authorization to Issue Request for Proposals (RFP) No. 24-1 for Environmental and Engineering Services

Recommendation: Staff sought authorization to issue RFP No. 24-1 to obtain proposals from firms interested in providing the Authority with environmental and engineering services for the Project.

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

Action: The Authority Board authorized staff to issue RFP No. 24-1 to obtain proposals from firms interested in providing the Authority with environmental and engineering services for the Project.

- C. Quarterly Project Status Report for Transportation for Livable Communities and Pedestrian, Bicycle, and Trail Facilities Projects for October – December 2023

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

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

- D. Appointment of an Authority Board Member to Represent East Contra Costa County to Serve on a Sub-Committee of the Authority Board to Oversee the Countywide Transportation Plan 2050 (CTP2050) Development

Recommendation: Staff sought appointment of one additional Authority Board member from East Contra Costa County to serve on the CTP2050 Sub-Committee to help guide the development of the CTP2050.

Action: The Authority Board appointed Commissioner Thorpe as the East Contra Costa County representative from the Authority Board to serve on the CTP 2050 Sub-Committee to help guide the development of the CTP2050.



COMMISSIONERS

Newell Arnerich,
Chair

Lamar Hernandez-
Thorpe, Vice Chair

Ken Carlson

Paul Fadelli

Federal Glover

Loella Haskew

Chris Kelley

Aaron Meadows

Sue Noack

Scott Perkins

Renata Sos

MEMORANDUM

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: March 5, 2024

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

Timothy Haile,
Executive Director

At its February 21, 2024 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

- A. Regional Measure 3 (RM3) Allocation Request Concurrence – Approval of Resolution 24-06-P Concurring with the Allocation of RM3 Funds for the Interstate 580 Richmond Parkway Interchange Operational Improvements Project (Project)

Action: The Authority Board approved Resolution 24-06-P, which concurs with the RM3 allocation request in the amount of \$950,000, for the Project in the City of Richmond. This allocation will fund the Project Initiation Document, environmental, and preliminary engineering for the Project.

- B. Innovate 680 – Interstate 680 Part-Time Transit Lane/Transit Bus on Shoulder Testing and Training at GoMentum Station (Project 8009.03) – Authorization to Execute Agreement No. 683 with Kimley-Horn and Associates, Inc. (KHA) for Environmental and Engineering Services

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PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

Action: The Authority Board authorized the Chair to execute Agreement No. 683 with KHA in the amount of \$637,000, for environmental and engineering services, and to allow the Executive Director or designee to make any non-substantive changes to the language.

- C. State Route 4 Mokelumne Bike Trail/Pedestrian Overcrossing (Project 5002b) – Approval to Increase the Construction Allotment for Agreement No. 561 with Joseph J. Albanese for Construction Services

Action: The Authority Board approved Resolution 21-41-P (Rev 3), which will increase the construction allotment amount by \$600,000, for a new total construction allotment value of \$10,934,257, to provide additional construction services.

- D. StreetLight Subscription Cost Share – Authorization to Execute Amendment No. 3 to Memorandum of Understanding (MOU) No. 80.09.02 with Cities/Town Participating in the Cost Share for the StreetLight Subscription to Add Contra Costa County.

Action: The Authority Board authorized the Chair to execute Amendment No. 3 to MOU No. 80.09.02 between the Authority and jurisdictions participating in the cost share for the StreetLight Multi-Domain License and to allow the Executive Director or designee to make any non-substantive changes to the language.

- E. One Bay Area Grant Cycle 3 Project - Contra Costa Countywide Safe Routes to Schools (SRTS): Bicycle/Pedestrian Safety Education and Encouragement Program (Project) – Authorization to Execute Agreement No. 679 with Contra Costa County (County), Agreement No. 684 with the City of San Ramon (City), and Approval of Resolution 21-22-G (Rev 1) to Reallocate the Previously Allocated Measure J Program 17 Funds as the City's Local Match for the Project

Action: The Authority Board approved Resolution 21-22-G (Rev 1) to reallocate the previously allocated Measure J Program 17, Commute Alternatives funds to the Project as the City's local match obligation, authorization for the Chair to execute Agreement No. 679 with the County in the amount of \$1,768,060 for the implementation of the Project at public K-12 schools in unserved areas of West County and public high schools in East and Central County and Agreement No. 684 with the City in

the amount of \$936,920 for the implementation of the Project at public K-12 schools in Alamo, Town of Danville, and the City.

- F. Authorization to Execute Funding Agreement No. 08C.08 with Central Contra Costa Transit Authority (County Connection) for Innovative Deployments to Enhance Arterials Grant – Central Transit Signal Priority (TSP) System

Action: The Authority Board authorized the Chair to execute Funding Agreement No. 08C.08 with County Connection for partial reimbursement of the SWIFTLY subscription costs for one year, in the amount of \$20,000, for the central TSP system, and to allow the Executive Director or designee to make any non-substantive changes to the language.

- G. Connected Vehicle and Autonomous Vehicle Program – Approval to Utilize Fund Exchange Reserve (FER) Funds to Support GoMentum Station and Seek Input on the Draft Master Cooperative Agreement

Action: Staff provided an overview of the draft master cooperative agreement and sought input from the Authority Board related to the framework and terms of the agreement. The Authority Board approved Resolution 24-09-P, which will utilize FER funds in the amount of \$1 million, to support transition activities and operations at GoMentum Station.

- H. Approval to Issue an Urban Limit Line (ULL) Policy Advisory Letter to Local Jurisdictions

Action: The Authority Board approved transmitting an Annual ULL Policy Advisory Letter to all Contra Costa County jurisdictions.

- I. Approval of Fiscal Year (FY) 2024-25 Transportation Fund for Clean Air (TFCA) 40% Fund Expenditure Plan

Action: The Authority Board approved Resolution 24-07-G, incorporating the Authority’s FY 2024-25 TFCA Expenditure Plan and allocation of the TFCA 40% funds in the amount of \$1,841,290, and authorization for the Executive Director or designee to sign and submit the Expenditure Plan Summary application to the Bay Area Air Quality Management District.

TRANSPAC
Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
1320 Mount Diablo Blvd, Suite # 206, Walnut Creek, CA 94596
(925) 937-0980

March 8, 2024

Timothy Haile
Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: Status Letter for TRANSPAC Meeting – February 8, 2024

Dear Mr. Haile:

The TRANSPAC Committee met on February 8, 2024. The following is a summary of the meeting and action items:

1. Accepted the TRANSPAC Quarterly Financial Report for the period ended December 31, 2023.
2. Accepted the late submittal of the Choice in Aging application for the Measure J Line 20a Funds Program for FY 2024/2025 –2025/2026.
3. Accepted the Annual Financial Report as of June 30, 2023, and 2022 with Independent Auditors' Reports thereon.
4. Reviewed TRANSPAC FY 2023/2024 Workplan Progress Report.
5. Reviewed the current Planning Commissioner Vacancies.
6. Received the information of Travel Demand Management 2.0 and CCTA Transportation Fund Clean Air Policy.

Please contact me at (925) 937-0980, or email at matt@graybowenscott.com if you need additional information.

Sincerely,



Matthew Todd
Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Matt Kelly and Hisham Noemi, CCTA Staff
Robert Sarmiento, TRANSPLAN; Diane Burgis, Chair, TRANSPLAN
Darlene Amaral, SWAT; Karen Stepper, Chair, SWAT
John Nemeth, WCCTAC; Chris L Kelley, Chair, WCCTAC
Tarienne Grover, CCTA Staff
Ethan Bindernagel, Diane Bentley (City of Pleasant Hill)

TRANSPAC
Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
1320 Mount Diablo Blvd, Suite # 206, Walnut Creek, CA 94596
(925) 937-0980

March 14, 2024

Timothy Haile
Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: Status Letter for TRANSPAC Meeting – March 14, 2024

Dear Mr. Haile:

The TRANSPAC Committee met on March 14, 2024. The following is a summary of the meeting and action items:

1. Received information on the Measure J Line 20A Funds Program - FY 2024/2025 And FY 2025/2026. The TRANCPAC Board also received presentations from the following Measure J Line 20a Fund Program applicants:
 - a. City of Concord - City of Concord Go GO Concord Fixed Route Van Service and TNC;
 - b. City Of Walnut Creek - City of Walnut Creek Social Services Transportation Program;
 - c. County Connection - Midday Free Rides Program;
 - d. Center for Elders' Independence (CEI) - Central Costa County Transportation Initiative.
2. Received information on the BART Safe and Clean Plan.

Please contact me at (925)-937-0980, or email at matt@graybowenscott.com if you need additional information.

Sincerely,



Matthew Todd
Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Matt Kelly and Hisham Noemi, CCTA Staff
Robert Sarmiento, TRANSPLAN; Lamar Hernandez-Thorpe, Chair, TRANSPLAN
Chris Weeks, SWAT; Renata Sos, Chair, SWAT
John Nemeth, WCCTAC; Rita Xavier, Chair, WCCTAC
Tarienne Grover, CCTA Staff
Ethan Bindernagel, Diane Bentley (City of Pleasant Hill)



SWAT

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

February 8, 2024

Mr. Tim Haile, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: SWAT Meeting Summary Report for February 5, 2024

Dear Mr. Haile:

The Southwest Area Transportation Committee (“SWAT”) met Monday, February 5th, 2024.

The following is a summary of the meeting and action items:

1. Elected of 2024 SWAT Chair Renata Sos (Moraga) and SWAT Vice Chair Scott Perkins (San Ramon) a for one-year term effective January 31, 2024, through January 31, 2025.
2. Appointed San Ramon Valley SWAT representative Scott Perkins (San Ramon) and alternate Karen Stepper (Danville) to Contra Costa Transportation Authority for a two-year term effective January 31, 2024, through January 31, 2026.
3. Appointed SWAT TAC Staff Representative Chris Weeks (San Ramon), alternate Patrick Gollier (Lafayette) and SWAT Citizen Representative Bill Keeshen (Danville Resident) to the CBPAC for a two-year term effective January 1, 2024, through December 31, 2025.

Please contact me at (925) 973-2547 Desk, (925) 678-4955 Cell, or email cweeks@sanramon.ca.gov, if you need more information.

Regards,

A handwritten signature in black ink, appearing to read "Chris Weeks".

Chris Weeks
San Ramon Transportation Division Manager
SWAT Administrator

Cc: SWAT;SWAT TAC; Hisham Noemi ,CCTA; Stephanie Hu, CCTA; Matt Kelly, CCTA; John Hoang, CCTA; Matt Todd, TRANSPAC; Tiffany Gephart, TRANSPAC; John Nemeth, WCCTAC; Robert Sarmiento, TRANSPAN



SWAT

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

March 4, 2024

Mr. Tim Haile, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: SWAT Meeting Summary Report for March 4th, 2024

Dear Mr. Haile:

The Southwest Area Transportation Committee (“SWAT”) met Monday, March 4, 2024.

The following is a summary of the meeting and action items:

1. SWAT appointed four SWAT TAC staff members to the Contra Costa Transportation Authority Technical Coordinating Committee (TCC) for the term of March 4, 2024, through March 4, 2026.

	Primary Representative	Alternate Representative
Planning:	Chris Weeks, San Ramon	Vacant
Engineering:	Shawn Knapp, Moraga	Vacant
Transportation:	Andy Dillard, Danville	Patrick Golier, Lafayette

2. SWAT received a presentation from Bay Area Rapid Transit (BART) representative Bradley Dunn, Manager of Local Government and Community Relations, called Safe and Clean Plan.
3. SWAT received a presentation from Contra Costa Transportation Authority (CCTA) representative Tim Haile, Executive Director of the Contra Costa Transportation Authority, called People-Centered Mobility.

Thank you for your presentation.

Please contact me at (925) 973-2547 Desk, (925) 678-4955 Cell, or email cweeks@sanramon.ca.gov, if you need more information.

Regards,

Chris Weeks

San Ramon Transportation Division Manager/SWAT Administrator

Cc: SWAT;SWAT TAC; Hisham Noemi ,CCTA; Stephanie Hu, CCTA; Matt Kelly, CCTA; John Hoang, CCTA; Matt Todd, TRANSPAC; Tiffany Gephart, TRANSPAC; John Nemeth, WCCTAC; Robert Sarmiento, TRANSPAN



USA NYC MASS LA CHI SF CAL

CONTRA COSTA

Eyes on the Overcrossing: Mokelumne Bike Bridge Opens

Bike East Bay deserves a thanks for pushing to get bike and pedestrian gaps filled in throughout the Bay Area

By **Roger Rudick**

4:20 PM PDT on March 20, 2024





Cyclists trying out the new bridge. Photo: Contra Costa

A project to bridge two communities on the eastern edge of the Bay Area officially opened today, allowing people who walk and roll to get across a highway in Brentwood.

The Mokelumne Trail Bicycle and Pedestrian Overcrossing project spans Highway 4, closing a gap in the trail that was created by the highway's expansion. "Bridges are about connections. One of the benefits is being able to connect with your neighbors and people you haven't met before," said Brentwood Mayor Joel Bryant during Wednesday morning's ribbon-cutting event.

"It's like a quilt when we're building these trails, sometimes it's big pieces and sometimes little pieces. Today is a big piece," added County Supervisor Diane

Burgis.

Bike East Bay X
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It's open! Thanks to all who joined us for a gorgeous ride to the new Mokelumne Trail Brentwood-Antioch Hwy 4 overcrossing ribbon cutting today, to [@CCTA](#), & especially to stalwart local advocate Ole Ohlson for getting this project prioritized & seeing it through!

ALT

1:34 PM · Mar 20, 2024 ⓘ

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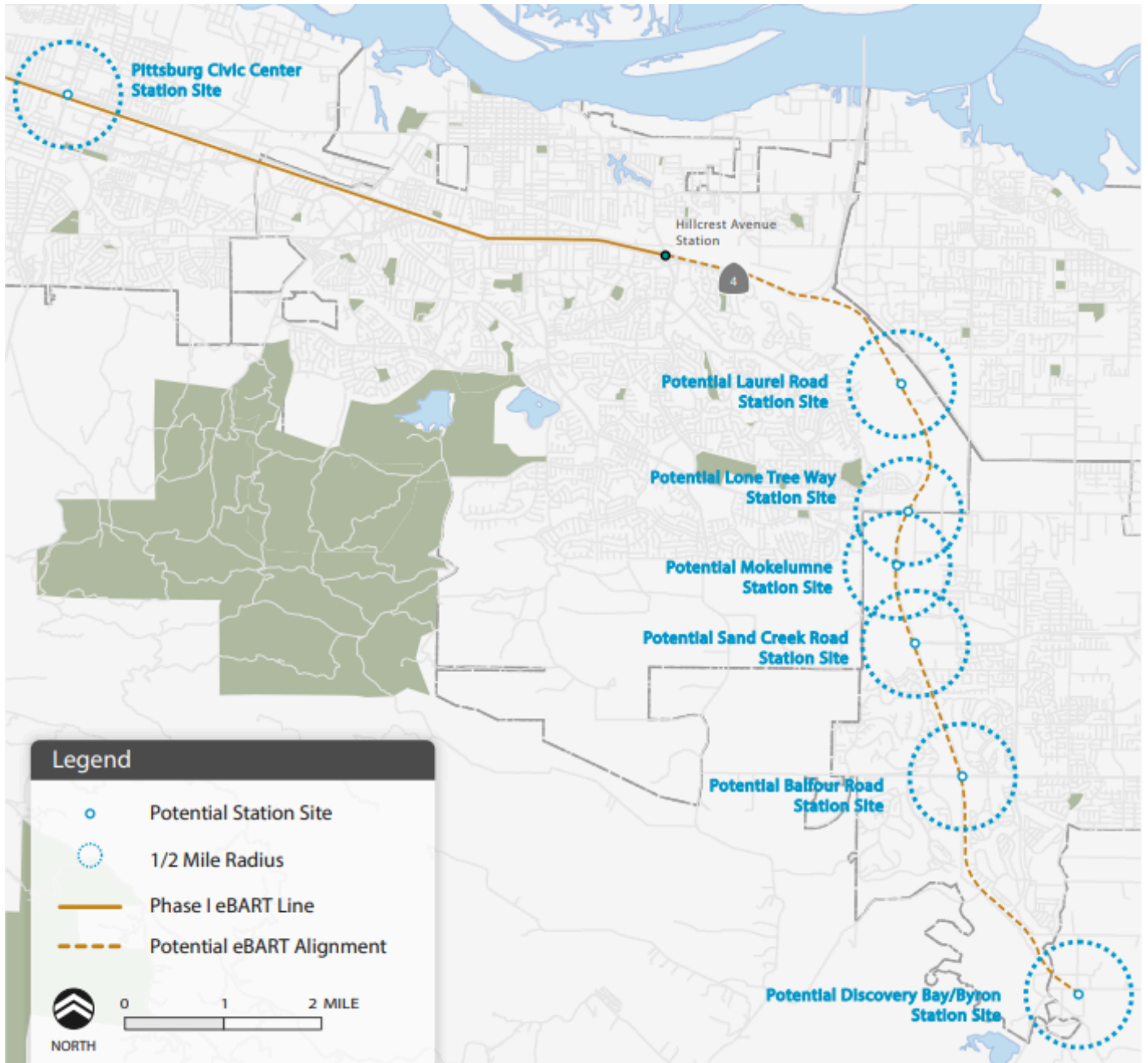
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The cost to design and build the bridge was \$13 million, with funding from Measure J taxpayer dollars, the State Route 4 Bypass Authority, and bridge toll funds.

"So far [this is] the 1st & only bike/walk overpass for the entire stretch of Hwy 4. Many more like it are needed," wrote Bike East Bay's Robert Prinz, who attended the event.



The bridge is part of a larger development for the area. Plans are afoot to extend the eBART line along Highway 4 from its current terminus at Hillcrest Avenue Station, with a station next to the bridge (the map below, from Brentwood planning documents, shows potential station locations).



Brentwood is also working on a mixed-use project called the "innovation center." It will include commercial space, retail, and relatively dense housing. And, from the looks of things, a whole lot of surface parking lots and asphalt:



At least the bridge "won't have to be built as a second thought, but the developments will arise around it," said Lindy Johnson, Director of External Affairs with the Contra Costa Transportation Authority.

And that's good news for today's recreational cyclists using the trail, and for future residents once there's more development and destinations around the bridge. In Streetsblog's view, it's refreshing, for once, to see bike infrastructure going in before a development, instead of years after. More pics below:



Aerial view of the Mokelumne trail over-crossing. Photo: Contra Costa



Another look at the bridge. Photo: Bike East Bay's Robert Prinz



People biked to the dedication! Photos: Bike East Bay's Robert Prinz

Bike East Bay's Robert Prinz contributed to this story. To learn more about Bike East Bay's efforts to close bike and pedestrian gaps, check out the "[Bridging the Bay](#)" page.

Icons for social media sharing: Facebook, X, Reddit, and Email.



Roger Rudick

Read More: [PROMOTED](#)

ITEM 7

RECEIVE PRESENTATION ON BART'S "SAFE AND CLEAN PLAN."



Moving BART Forward

TRANSPLAN Committee

April 11, 2024



BART's Safe and Clean Plan

BART launched its Safe and Clean Plan this fall, to enhance the rider experience by committing to rider safety, cleanliness, and better night and weekend service.

Who we are doing this for:

- 31% of BART riders live in households with income under \$50,000.
- 44% of BART riders do not have a vehicle.
- 67% of BART riders identify as non-white.



Commitment to Service Reliability



- New schedule encourages leisure and other non-work trips by increasing night and weekend service.
- Running only new Fleet of the Future trains as base schedule.
- Trains arrive every 20 minutes or less. Yellow line waits are even shorter.

Commitment to a Clean Ride



- Doubling the rate of deep cleaning on train cars.
- Adding nearly 66% more dedicated crews working to keep stations clean.
- Staffing restrooms at high-volume stations with attendants to guarantee cleanliness and safety.

 *Report a biohazard on the BART app or through **bart.gov/biohazard**.*

Commitment to Safety and Security



- Doubling BART Police presence systemwide and ensuring officers are riding trains to increase visibility and keep riders safe.
- Increased patrols help deter crime, aid in apprehending suspects, and enforcement of BART Code of Conduct.
- Running shorter trains to enhance safety.
- Number of trains delayed by unwanted behavior dropped by nearly 40% from May to October.

Commitment to Progressive Policing

The Progressive Policing Bureau connected 188 people with services from July through September 2023.

Crisis Intervention Specialists

- Background in social work and provide outreach to people in crisis struggling with homelessness, mental health, and substance abuse.



Ambassadors

- Unarmed personnel trained in de-escalation, equipped with masks, Narcan, and a police radio.

A report to MTC on the effectiveness of Progressive Policing programs is required for BART to receive state and regional operations funding.





Commitment to New Fare Gates

Antioch Station is included in the next phase of deployment in Summer 2024.

- Taller and stronger to deter fare evasion.
- Improve accessibility and reliability with modern equipment and advanced sensors.
- Eight stations identified for next phase of installation:
 - Civic Center, Montgomery, Powell, 24th Street, SFO, Fruitvale, Richmond, and Antioch.
 - Begins summer 2024.
- Systemwide installation of 700+ new fare gates by end of 2025.
- Project completion required for BART to receive state and regional operations funding.

Commitment to Equity: Clipper START



- Clipper START is a pilot program to provide discounts to eligible riders.
- Riders are eligible if household income is under 200% of the federal poverty level (a four-person household must earn under \$60,000).
- BART expanded our discount to 50% this year.
- Apply online at www.clipperstartcard.com.

Clipper BayPass is the Bay Area's first unlimited regional transit pass



For rides on all **bus, rail and ferry** services in the Bay Area



MTC and BART are inviting 10 employers to participate in a 2-year pilot for unlimited travel.

Complete the interest form for more information at www.clipperbaypass.com or email ClipperBayPass@bart.gov.



Long-term Reliable Funding Needed

SB 1031 (Wiener and Wahab) The Connect Bay Area Act

- Sponsored by the Metropolitan Transportation Commission (MTC) and allows for a regional transportation measure to be placed on the ballot in 2026 or later.
- Would generate a minimum of \$750 million per year to stabilize transit systems, avoid service cuts, and enhance service.
- Would include funding for roadways and other capital projects.
- Requires reforms to improve the rider experience including coordinated schedules, fares, and mapping among transit operators.
- Studies Bay Area transit agency consolidation.



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