

Lamar Thorpe, Chair  
Antioch  
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

Cortney Jones  
Antioch  
Planning Commission

Kristopher Brand  
Brentwood  
Planning Commission

Leonard Price  
Oakley  
Planning Commission

Sarah Foster  
Pittsburg  
Planning Commission

Bob Mankin  
Contra Costa  
Planning Commission

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# TRANSPLAN Committee Meeting

## Thursday, November 14, 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/98267419949?pwd=4DQITdid5doRIYycGa60IO9EHFQmLx.1>  
**Meeting ID: 982 6741 9949**  
**Passcode: 737245**

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.

If the Zoom connection malfunctions for any reason, the meeting may be paused while a fix is attempted. If the connection is not reestablished, the Board may continue the meeting in person without remote access.

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 September 12, 2024 TRANSPLAN Meeting. ♦ Page 3
  - 4. ACCEPT** environmental register. ♦ Page 11
  - 5. ACCEPT** status report on major East County transportation projects. ♦ Page 14
  - 6. ACCEPT** miscellaneous communication:
    - Letter from the Contra Costa Transportation Authority (CCTA) Re: September 18, 2024 Board Meeting
    - September 12, 2024 TRANSPLAN Committee Meeting Summary Letter
    - November 4, 2024 SWAT Summary Report ♦ Page 23

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

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

**7. RECEIVE** update on Tri Delta Transit's Comprehensive Operational Analysis. ♦ Page 31

**8. RECEIVE** presentation on Draft Contra Costa Countywide Comprehensive Transportation Safety Action Plan (CCTSAP) for Local Agencies, **PROVIDE** input, and **RECOMMEND** CCTA Board approval and adoption of Draft CCTSAP for Local Agencies. CCTA encourages that each local agency adopts its applicable chapter in CCTSAP's appendices. ♦ Page 41

**9. RECEIVE** report on CCTA activities from TRANSPLAN Committee representatives.

**10. RECEIVE** miscellaneous TRANSPLAN Committee member comments.

**11. ADJOURN** to next meeting on Thursday, December 12, 2024, at 6:30 p.m. or other date/time as deemed appropriate by the Committee.

**ITEM 3**

**ADOPT MINUTES FROM SEPTEMBER 12, 2024 MEETING.**

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

MINUTES

September 12, 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 6:40 P.M.

**PLEDGE OF ALLEGIANCE**

Chair Thorpe led the Pledge of Allegiance.

**ROLL CALL / CALL TO ORDER**

PRESENT: Kristopher Brand (Brentwood), Diane Burgis (Contra Costa County), Sarah Foster (Pittsburg), Cortney Jones (Antioch), Bob Mankin\* (Contra Costa Planning Commission), Leonard Price (Oakley), and Chair Lamar Thorpe (Antioch)

\*Arrived after Roll Call

ABSENT: Aaron Meadows (Oakley), Shanelle Scales-Preston (Pittsburg) and Vice Chair Joel Bryant (Brentwood)

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

Given the question as to whether or not there a quorum to hold a meeting if there was not a quorum of elected members of the TRANSPLAN Committee present at this time, there was a motion to Suspend the Rules for the current meeting and start the meeting with agenda items that needed a vote.

On motion by Diane Burgis, seconded by Sarah Foster, TRANSPLAN Committee members approved the Suspension of Rules for this meeting, which carried by the following voice vote:

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

## **PUBLIC COMMENTS**

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

## **CONSENT ITEMS**

BRUCE OHLSON, East County's "Mr. Bicycle," requested the removal of Item 3 from the Consent Calendar for discussion.

On motion by Diane Burgis, seconded by Sarah Foster, TRANSPLAN Committee members adopted the Consent Items, with the removal of Item 3, carried by the following voice vote:

1. ADOPTED Minutes from the June 13, 2024 TRANSPLAN Meeting
2. ACCEPTED TRANSPLAN Environmental Register
3. ACCEPT Status Report on Major East County Transportation Projects **[REMOVED FOR DISCUSSION]**
4. ACCEPTED Miscellaneous Communications:
  - a) June 13, 2024 TRANSPLAN Committee Meeting Summary Letter
  - b) Letter from the Contra Costa Transportation Authority (CCTA) Re: June 13, 2024 Board Meeting
  - c) Letter from CCTA Re: July 17, 2024 Board Meeting
  - d) June 13, 2024 TRANSPAC Meeting Status Letter
  - e) July 8, 2024 TRANSPAC Meeting Status Letter
5. APPOINTED Anju Pillai (Brentwood) as the TRANSPLAN Representative to the CCTA Technical Coordinating Committee (TCC).

Ayes: Brand, Burgis Foster, Jones, Price, Thorpe

Noes: None

Abstain: None

Absent: Bryant, Mankin, Meadows, Scales-Preston

BRUCE OHLSON, East County's "Mr. Bicycle," spoke to the Status Report on Major East County Transportation Projects, specifically with respect to State Route 4 (SR 4) Operational Improvements, and explained that bicycles were permitted on the freeway between the Willow Pass Road Interchange and the Port Chicago Highway Interchange because Caltrans had ultimately agreed with bicyclists that there were no other "safe" routes along that segment for bicyclists to "safely" transit through.

Given that the Contra Costa Transportation Authority (CCTA) wanted to widen eastbound SR 4, Mr. Ohlson reported that bicyclists had requested as part of any construction, efforts were to be made to get bicycles off the freeway. He suggested the best way to do that would be to build a bike path along the north side of the freeway between the Willow Pass Road Interchange and the Port Chicago Highway Interchange to connect the existing bike path that led from the corner to SR4.

Mr. Ohlson emphasized that only a one-half mile segment of bike path was missing and he urged the CCTA to put that segment into the List of Projects to get bicycles off of SR 4. He advocated for the inclusion of that segment on the regional level.

On the discussion, TRANSPLAN Committee members concurred with the need to address that issue, recommended that a letter be considered as a future agenda item, and recognized that the TRANSPAC Committee was responsible for that area and could be approached as to any plans or funding availability to address that issue.

On motion by Diane Burgis, seconded by Sarah Foster, TRANSPLAN Committee members ACCEPTED the Status Report on Major East County Transportation Projects, with the request to place a letter of recommendation related to Item 3 on a future meeting agenda, carried by the following voice vote:

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

The agenda was modified to switch the next two items on the agenda.

**REVIEW COUNTYWIDE PROPOSALS FOR TFCA PROGRAM FUNDS AND PROVIDE INPUT, AND REVIEW AND APPROVE TRI DELTA TRANSIT PROPOSAL FOR EAST COUNTY TFCA PROGRAM SUBREGIONAL FUNDS**

Ying Smith, Director of Mobility Programs, Contra Costa Transportation Authority (CCTA) presented an overview of the countywide proposals for the Transportation Fund for Clean Air (TFCA) program, a local fund source of the Bay Area Air Quality Management District (Air District). The TFCA was the \$4 surcharge on vehicles, 40 percent of which were transferred to Contra Costa County. The CCTA administered the fund.

Ms. Smith reported that the CCTA Board of Directors approved the TFCA 40% Fund Policy this year, after which the process had been opened for this fiscal year to project sponsors. There was a total of \$1.7 million available for projects in the entire county. Three weeks after the opening of the Call for Projects, the CCTA received ten project proposals, which proposals exceeded the total fund request by \$487,000.

Ms. Smith explained that the CCTA on behalf of Central and East County would be running a Transportation Demand Management (TDM) program and would promote transit to get people out of cars and reduce vehicle trips and vehicle miles traveled (VMT). She noted that after finding that all ten projects were eligible, CCTA had moved on the process using staff. Because the programs were undersubscribed by half a million dollars, there was a need to modify the projects. At the end, some project sponsors had agreed to reduce the funding request at the countywide level to have more money for regional projects.

Ms. Smith identified the ten projects and reported that from East County, there was a proposal from Tri Delta Transit for a Tri MyRide Microtransit Expansion at a recommended allocation of \$216,078. She described some of the key components required of all projects and noted that the TFCA Policy outlined that each of the county's four subregions receive a benefit equal to the jobs housing formula and there was a requirement to look for project sponsors to demonstrate and validate VMT reductions. She advised that Tri Delta Transit proposed to use TFCA funding for the Tri MyRide Service Expansion to increase the number of all-day vehicles in service from three to five, and the proposal would use the entire TFCA subregional allocation for East County.

Mr. Sarmiento stated that staff was looking for an action by the TRANSPLAN Committee to review and approve the Tri Delta Transit proposal for the East County TFCA program subregional funds.

#### PUBLIC COMMENT

BRUCE OHLSON referred to the list of recommended projects and did not see a project between TRANSPLAN and TRANSPAC for a bike path that he had requested earlier in the meeting. He emphasized that TFCA funding was to get people out of their cars. He referred to his earlier comments for a bike path, described the situation that had created the ability for bicyclists to ride on the freeway between the Willow Pass Road Interchange and the Port Chicago Highway Interchange and urged that the highway be added so that bicyclists could get off the freeway. He noted he had been bicycling that portion of the freeway since 2006 and he had been stopped more often than not by the CHP for being on the freeway.

Sarah Foster asked about the original request versus the allocation, reported by Ms. Smith that all project sponsors had made some adjustments to reduce the cost of their projects. She also verified that of the ten original projects submitted for consideration, all had been awarded. She also clarified that in the past the CCTA had combined TFCA with Program 17 funds to the subregion which had been used to fund TDM programs. CCTA staff believed it was important to establish the TFCA Policy and to enforce priorities for this particular fund, which was generated at the original level.

Cortney Jones wanted to track the programs to make sure they were effective.

On motion by Diane Burgis, seconded by Cortney Jones, TRANSPLAN Committee members approved the Tri Delta Transit proposal for East County TFCA program subregional funds, carried by the following voice vote:

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

**RECEIVE UPDATE ON THE STATE ROUTE 239 PROJECT. CCTA STAFF WILL PROVIDE AN UPDATE ON THE CURRENT AND RECENT ACTIVITIES RELATED TO THE STATE ROUTE 239 PROJECT**

Stephanie Hu, Director of Projects, CCTA, offered an overview of the State Route 239 (SR 239) project, which included project history, location, goals, funding, tiered environmental document approach and status, project scope, timeline, coordination with third party projects and an implementation schedule. The four-lane project would be located between Brentwood and Tracy, with potential active transportation improvements that would include a comprehensive bike plan, in partnership with Contra Costa County which had asked CCTA to take the lead. The SR 239 project was to begin in eastern Contra Costa County specifically around Marsh Creek Road and travel to either Interstate 205 (I-205) near the Lammers Road Interchange in Tracy or to Interstate 580 (I-580), with the hope of connecting to Mountain House and Byron to among other things help alleviate cut-through traffic through the Town of Byron. For project funding, the county had secured a federal earmark and looked forward to an additional \$10 million in Regional Measure 3 money to fund access to the Byron Airport.

With respect to the tiered environmental document approach, Ms. Hu identified the Tier I Program Level Environmental Impact Report (EIR) in comparison with the Tier II Project Level EIR, and identified the studies to be conducted to support the environmental documents. The overall project was subject to VMT, which had changed the way to measure traffic impacts under the California Environmental Quality Act (CEQA). She stated that the overall project would have to mitigate for VMT, and CCTA had worked closely with Caltrans to create a VMT approach. The initial project would not cause a VMT impact, so there was no VMT mitigation implementation. VMT would only be shown in a programmatic level. The environmental milestones identified where CEQA and National Environmental Policy Act (NEPA) scoping had been completed.

Two alternatives had been considered for SR 239. Alternative A was from SR 4 to I-205/I-580 junction; Alternative B was SR 4 to I-205, in Tracy. Both alternatives were 17 miles long with four lanes in each direction. CCTA had coordinated with the Department of Water Resources and the Contra Costa Water District (CCWD) on Los Vaqueros Reservoir to make sure they were aware of the process and to eliminate conflict with other projects.

In response to comments from the TRANSPLAN Committee, Ms. Hu explained that the CCTA had to follow Caltrans' guidance since Caltrans was the lead agency for the preparation of the environmental document. As a result, the Caltrans method was being used.

Francis Lo, the day-to-day Project Manager, referred to the Tier 1 and Tier 2 environmental document approach and explained that the two projects were different in nature and in the calculations used. He clarified that staff was working with the Habitat Conservancy to address wildlife safety and wildlife corridors.



Cortney Jones referred to the multimodal options and found there was no real viability for bus transportation. She asked if there were any other options available.

Ms. Hu responded to questions and referred to a market analysis study for transit and reported she had communicated with Tri Delta Transit staff to see if transit was a viable option. Other options were also being explored such as microtransit, which would utilize space along the SR 239 ultimate roadway. The possibility of supporting an express bus was noted, although that might not be a financially stable option.

Ms. Hu further clarified for Cortney Jones that SR 239 had been legislatively designated in 1959, and the CCTA and Caltrans had entered into a cooperative agreement in 2019. If cleared for environmental clearance, CCTA would have to seek funding and hoped to start by 2028.

Ms. Hu explained that if pursuing another phase, a Tier 2 environmental document would be required and would have to comply with VMT, and the project would have to mitigate for VMT induced fees. Initial fees for the Byron Connector would make it easier to move forward since no VMT mitigation was needed and that segment was the most desired by the Town of Byron. She noted that the Regional Transportation Plan (RTP) did not include SR 239 because it was so far out and did not yet have environmental clearance.

Bob Mankin referred to a long-ago plan for a toll road but Ms. Hu clarified that the SR 239 process was not looking at toll roads or express lanes.

In response to Sarah Foster, Mr. Lo stated based on commuters the issue was that the Byron Highway affected other cities, including Brentwood, and people who used the corridor were likely traveling to the Livermore Lab or Dublin.

Sarah Foster asked if commute patterns were being watched by BART. She suggested that as BART added stations, people were modifying their patterns of commute or moving to live along the BART line.

### **RECEIVE REPORT ON CCTA ACTIVITIES FROM TRANSPLAN COMMITTEE REPRESENTATIVES**

Chair Thorpe reported the CCTA Board would next meet on September 18, 2024.

### **RECEIVE MISCELLANEOUS TRANSPLAN COMMITTEE MEMBER COMMENTS**

Robert Sarmiento, TRANSPLAN Staff, introduced a BART staffer to provide an update.

Shelehia Meisner from BART, reported that BART's Next Generation Fare Gates would be installed at the Antioch BART station this month.

Ms. Meisner commented that the new fare gates would also be installed at the Richmond BART station this month, starting on September 20, 2024 and expected to be completed by 2025.

**ADJOURNMENT**

Chair Thorpe adjourned the meeting of the TRANSPLAN Committee at 7:54 P.M. to the next meeting on Thursday, October 10, 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 Availability: Draft Environmental Impact Report	<b>Pittsburg Technology Park Specific Plan</b>	Specific Plan will serve as the overarching planning document for an area where a future technology-focused business park will be developed.	8/19/2024	No
City of Oakley	East of Bethel Island Road, north of East Cypress Road, and west and south of Sandmound Boulevard.	Notice of Preparation: Supplemental Environmental Impact Report	<b>East Cypress Corridor Specific Plan</b>	Redesign to “Planning Area 2” of the East Cypress Corridor Specific Plan, further subdivision of the project site into 443 residential lots through six Builder’s Remedy Tentative Maps, and an analysis of the feasibility of a new Rock Slough Bridge.	6/10/2024	Yes
City of Oakley	West of Big Break Road, east of Bridgehead Road, and north of Main Street	Notice of Preparation: Environmental Impact Report	<b>Bridgehead Industrial Project</b>	Removal of the existing vineyard and associated buildings and subsequent construction of 10 light industrial buildings (Buildings 1 through 10) totaling 3.18 million sf of new building space, along with supporting infrastructure improvements.	6/10/2024	Yes
City of Pittsburg	2232 Golf Club Road, south of Leland Road	Notice of Preparation: Draft Environmental Impact Report	<b>Pittsburg Technology Park Specific Plan</b>	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	<b>2024 Pittsburg General Plan</b>	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	<b>Contra Costa 2045 General Plan and Climate Action Plan</b>	Comprehensive update of Contra Costa County’s General Plan and Climate Action Plan	10/20/23	No

TRANSPLAN ENVIRONMENTAL REGISTER

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	<b>Harbor View Project</b>	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	<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 Pittsburg	Buchanan Road, between Ventura Drive and Meadows Ave., Pittsburg	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 Pittsburg	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

**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: April – June 2024

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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:**

***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.

***Future Phases (as funding becomes available):*** 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 Phase:** Environmental Clearance

**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 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:** Post Construction.

**Project Status:**

- 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.
- Ribbon cutting was held in March 2024.

**Issues/Areas of Concern:**

Germination of the permanent erosion control features has not been sufficient to close the environmental permits. Additional erosion control work will need to be performed, extending the contract completion date.

### **Update from Previous Quarterly Report**

- Project is in the Permanent Erosion Control Establishment phase.
- Closeout of applicable portions of the project has commenced.
- Project will be moved to the completed list in the next update.

## **STATE ROUTE 239 (#5007)**

### **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.

**Current Phase:** Environmental Clearance

### **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 has completed most of the field reviews and surveys and is focusing on preparing various environmental technical studies. Caltrans is coordinating with resource agencies to discuss specific issues.
- Project alternatives are continually being updated, refined, and evaluated based on coordination with other projects, public input and to minimize environmental impacts, utilizing information from the latest field surveys.
- A draft bike plan is continually 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 had submitted a plan to meet Senate Bill 743 (SB 743) vehicle miles traveled (VMT) requirements for Caltrans review.

- The project funding deadline was extended to June 30, 2026 to reflect the complex nature of the project.

## **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.**



COMMISSIONERS

Newell Americh,  
Chair

Lamar Hernandez-  
Thorpe, Vice Chair

Ken Carlson

Paul Fadelli

Federal Glover

Loella Haskew

Chris Kelley

Aaron Meadows

Sue Noack

Scott Perkins

Renata Sos

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, TRANSPAN  
Diane Friedmann, TVTC  
John Nemeth, WCCTAC  
Shawn Knapp, LPMC

From: Timothy Haile, Executive Director

Date: October 4, 2024

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

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At its September 18, 2024 meeting, the Authority discussed and approved the following agenda item recommendations, which may be of interests to the Regional Transportation Planning Committees:

- A. *The Authority Board authorized the Chair to execute Amendment No. 1 to Agreement No. 701 with Excelsior Technologies, LLC, to lease the car share vehicles for \$1 per vehicle for the duration of the contract and maintain the vehicles per industry standards, and allowed the Executive Director or designee to make any non-substantive changes to the language for the Innovate 680 – Bay Area Mobility-on-Demand/ Mobility-as-a Service (Project 8009.05).*
- B. *The Authority Board authorized the Chair to execute Amendment No. 2 to Agreement No. 654 with May Mobility in the amount of \$214,924, to provide vehicle wrapping and additional personnel to manage the operation of the*



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*Autonomous Vehicles and allowed the Executive Director or designee to make any non-substantive changes to the language for the Innovate 680 – Automated Driving System (Project 8009.07).*

- C. The Authority Board authorized the Chair to approve Resolution 24-53-P, which will utilize \$183,200.04 in Fund Exchange Reserve (FER) funds for the Automated Driving System project (Project 8009.07), approve Resolution 24-54-P, which will utilize \$443,391.69 in FER funds for the Mobility-on-Demand project (Project 8009.05), authorized the Chair to execute Amendment No. 2 to Agreement No. 589 with Beep, Inc. (Beep) in the amount of \$183,200.04 and extend the agreement termination date from February 28, 2025 to September 20, 2025, and Amendment No. 3 to Agreement No. 591 with Beep in the amount of \$443,391.69 to provide autonomous shuttles for demonstration projects and extend the agreement termination date from December 31, 2024 to July 31, 2025, and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- D. The Authority Board approved Resolution 24-28-G to allocate Countywide Transportation Services for Seniors and People with Disabilities (Program 15) Measure J funds for Fiscal Year 2024-25 in the amount of \$6,000,000.*
- E. The Authority Board approved Resolution 24-33-G to allocate Sub-Regional Central County Additional Transportation Services for Seniors and People with Disabilities (Program 20a) Measure J funds in the amount of \$1,477,766 and authorized the Chair to enter into cooperative agreements and amendments as necessary with agencies to receive funds listed in Resolution 24-33-G, Exhibit 1.*
- F. The Authority Board authorized the Chair to execute Amendment No. 4 to Memorandum of Understanding No. 80.90.02 between the Authority and jurisdictions participating in the cost share for the Streetlight Multi-Domain License for Fiscal Year 2024-25 and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- G. The Authority Board authorized the Chair to execute Amendment No. 1 to Agreement No. 605 with Fehr and Peers, in the amount of \$1,000,000, for a*

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*new total agreement value of \$2,000,000, to provide additional Countywide Transportation Plan development services, and allowed the Executive Director or designee to make any non-substantive changes to the language.*

- H. *The Authority Board approved Resolution 24-50-G, which allowed the Executive Director or designee to execute a restricted grant agreement and any amendments thereto with the California Department of Transportation related to the Countywide Emergency Evacuation Plan.*
- I. *The Authority Board approved Resolution 24-49-G, which authorized submittal of an allocation request to the Metropolitan Transportation Commission, in the amount of \$1,000,000 in Regional Measure 3 funds from the "Interstate 80 Corridor Transit Improvement in Contra Costa County" category for extensive public outreach and an economic analysis on the impact of proposed improvements in the San Pablo Avenue Corridor in the cities of El Cerrito, Richmond, and San Pablo.*
- J. *The Authority Board approved Resolution 24-37-G, which approves the Fiscal Year 2024-25 Contra Costa County Transportation Fund for Clean Air 40% fund projects that comply with the Bay Area Air Quality Management District's Board-approved policies and authorizes the Executive Director or designee to execute cooperative agreement with the fund recipients.*
- K. *The Authority Board approved the overall approach and schedule for the development of the 2025 Measure J Strategic Plan, which is targeted for adoption in June 2025.*
- L. *The Authority Board approved moving forward with the development of a Financing Plan to refinance the 2015A Bonds through the issuance of Refunding Bonds, evaluating additional financing opportunities to generate debt service savings, and assemble legal teams and an underwriting team (as may be needed).*

**\*To view the full meeting packet with additional agenda item information, please visit our meetings webpage [here](#). Attachments to the Authority Board packet can be found in the Administration and Projects Committee and Planning Committee packets as referenced in the staff report.**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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September 17, 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 undertook the following activities during its meeting on September 12, 2024:

1. Directed the TRANSPLAN Technical Advisory Committee to hold a discussion about a potential bicycle facility along the State Route 4 corridor between Port Chicago Highway and Willow Pass Road in Concord and develop a letter on the item for approval by the TRANSPLAN Committee to submit to the Contra Costa Transportation Authority (CCTA).
2. Approved the proposal for expansion of Tri Delta Transit Tri MyRide microtransit service to receive Fiscal Year 2024/2025 Transportation for Clean Air (TFCA) East County subregional funds.
3. Received an update on the State Route 239 project from CCTA staff.

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

Sincerely,



Robert Sarmiento  
TRANSPLAN Staff

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

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



# SWAT

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

November 5, 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 November 4th, 2024**

Dear Mr. Haile:

The Southwest Area Transportation Committee (“SWAT”) met Monday, November 4th, 2024. The following is a summary of the meeting and action items:

1. SWAT recommended the appointment of Nate Levine, staff of the City of Moraga to Primary Engineering representative to the Authority’s Technical Coordinating Committee (TCC) for the current three-year term through March 31, 2026. Shawn Knapp will serve as the Alternate Representative for the same time period. SWAT appointed staff as recommended by TAC at the October 16<sup>th</sup> SWAT TAC Meeting.

	<b>Primary Representative</b>	<b>Expires</b>	<b>Alternate Representative</b>
Transportation:	Patrick Golier, Lafayette	03/31/2026	Vacant
Engineering:	<b><i>Nate Levine, Moraga *</i></b>	03/31/2026	<b><i>Shawn Knapp, Moraga**</i></b>
Planning:	Chris Weeks, San Ramon	03/31/2026	Vacant
<b><i>* New Appointment</i></b>		<b><i>** Moved from primary to alternate</i></b>	

2. SWAT **received** a presentation of the Draft Countywide Comprehensive Transportation Safety Action Plan Draft (CCTSAP) and **approved** that the plan should move forward to the Planning Committee of CCTA with the following comments:
  - a. Clarification of the source of all data sets added in footnotes of charts.
  - b. Clarification of representation of LRSP data and date ranges for each jurisdiction.
  - c. Titles on all graphics for ease of review and consideration.
  - d. Deemphasize the representation of crash data on highways. It’s out of the purview of local cities and towns.

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, TRANSPLAN; Ying Smith, CCTA



# SWAT

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- e. Clarification that a Bicycle Pedestrian Advisory Committee is just one way to get public input. Other committees, such as a Transportation Advisory Committee (TAC) that is empowered and staffed to address cyclists' concerns or implement complete streets can provide equal if not better input.
- f. Economic Impact of Collisions slide is misleading percentage for jurisdictions without a freeway or freeway adjacent. Consider change to financial impact of "Type of Incident" rather than "Jurisdiction."
- g. Recognition and discussion of evacuation routes and how they must utilize strategies that are flexible enough to allow evacuation routes to not be impeded when needed. Request for SWAT BOD presentation of the Countywide Evacuation Plan and how that integrates with Countywide Comprehensive Transportation Safety Action Plan. Proposed for December SWAT BOD.
- h. Recommended Next Steps slide should be focused on how the local jurisdiction moves forward.

Please contact me at (925) 973-2547 Desk, (925) 678-4955 Cell, or email [cweeks@sanramon.ca.gov](mailto: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, TRANSPLAN; Ying Smith, CCTA

**ITEM 7**

**RECEIVE UPDATE ON TRI DELTA TRANSIT'S COMPREHENSIVE  
OPERATIONAL ANALYSIS.**

## **Background**

In February 2024 Eastern Contra Costa Transit Authority (ECCTA) awarded a contract to Nelson\Nygaard Consulting Associates, Inc. to conduct a Comprehensive Operational Analysis (COA) of ECCTA's overall transit system. The primary purpose of the COA is to address the significant decline in ridership that has not recovered post-COVID despite restoring service to pre-pandemic levels. The scope of work for the COA covers planning, scheduling, outreach, development of various service scenarios, and implementation support of a newly redesigned public transportation mobility network in response to the ever-changing landscape and travel patterns in eastern Contra Costa County

A kick-off meeting took place on April 18, 2024 with ECCTA staff and the Nelson\Nygaard project management team. The COA will be conducted over a 16-month period and the recommended service plan for the system redesign will be implemented in the Fall/Winter of 2025.

## **Discussion**

A member of the project management team from ECCTA will be at the November TRANSPLAN Committee meeting to provide an overview and update of the project.

## **Requested Action**

This is an informational item only. No action is needed at this time.





TRANSPLAN Committee Meeting  
November 14, 2024

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# EASTERN CONTRA COSTA TRANSIT AUTHORITY (TRI DELTA TRANSIT)

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- Tri Delta Transit is governed by an 11-member Board of Directors
  - Two appointed representatives from each of the five JPA members and one member-at-large
- Provide public transportation bus service in Eastern Contra Costa County:
  - Antioch, Brentwood, Oakley, Pittsburg, and unincorporated areas of Eastern Contra Costa County
- Service includes:
  - Local fixed route, paratransit, non-emergency medical transportation and micro-transit (Tri MyRide)
  - Operations of services is contracted with Transdev
  - Maintenance is performed in-house
- This facility in contains a dispatch center, maintenance shop, administration offices, and vehicle yard.
- ECCTA owns one park and ride lot in Oakley - 164 parking spaces, 6 bus bays, and EV charging stations.

# WHY A SYSTEM REDESIGN?



# PROJECT GOALS

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“Revitalize Tri Delta Transit” will look to transform service, not just make small tweaks.

Improved  
customer  
experience

Focusing on  
markets that  
work

Openness to  
New Modes

Future  
Expansion

Direct, less  
duplication

# PROJECT APPROACH

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The study evaluated travel patterns, existing plans, and local data.



We gathered feedback from transit riders and community stakeholders.



The study identified ways for Tri Delta Transit to operate more efficiently.

# PROJECT SCHEDULE



**Start Up**

**Market Assessment & Existing Conditions**

**Develop Alternatives**

**Preferred Service and Implementation**

March 2024

Spring 2024

Summer 2024

Fall / Winter 2025



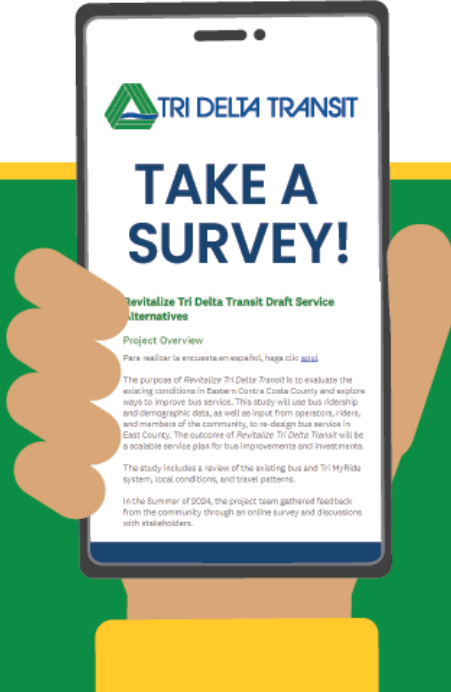
*We are here*

# NEXT STEPS - FEEDBACK NEEDED



**WE WANT TO HEAR FROM YOU!**

Scan the QR code and take a short survey to tell us what you think about the two alternatives.



<https://www.revitalizetridelta.com/>

# QUESTIONS?

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Agustin Diaz, Manager of Planning and Grants

[adiaz@eccta.org](mailto:adiaz@eccta.org)

925-754-6622 ext. 246



**ITEM 8**

**RECEIVE PRESENTATION ON DRAFT CONTRA COSTA COUNTYWIDE  
COMPREHENSIVE TRANSPORTATION SAFETY ACTION PLAN  
(CCTSAP) FOR LOCAL AGENCIES, PROVIDE INPUT, AND  
RECOMMEND CONTRA COSTA TRANSPORTATION AUTHORITY  
BOARD APPROVAL AND ADOPTION OF DRAFT CCTSAP FOR LOCAL  
AGENCIES.**

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## *Technical Coordinating Committee* **STAFF REPORT**

**Meeting Date:** October 17, 2024

<b>Subject</b>	<b>Draft Contra Costa Countywide Comprehensive Transportation Safety Action Plan (CCTSAP) for Local Agencies</b>
<b>Summary of Issues</b>	<p>In September 2021, the Authority Board adopted the Contra Costa Countywide Transportation Safety Policy and Implementation Guide (Guide) for Local Agencies, which provides a consistent countywide framework, with a hybrid reactive and increasingly proactive Safe Systems Approach to address inevitable human error, safety, and risk management. In September 2022, the Authority Board approved Resolution 21-40-G (Rev 1), strengthening the multi-jurisdictional commitment to its Countywide Vision Zero policy and establishing a timeline to eliminate fatal and severe injuries by 2034, with a 50 percent reduction by 2029. Over the past few years, Local Road Safety Plans (LRSPs) have been adopted locally, however, many were limited in scope and did not yet adequately address the Safe Systems Approach consistently or provide consistent local eligibility and national competitiveness for the multi-cycle federal Safe Streets and Roads for All (SS4A) grant program.</p> <p>The CCTSAP is intended to help local agencies satisfy state and federal requirements, provide regional consistency in addressing a Safe Systems Approach, empower local agencies to become their own Lead Applicant for future SS4A implementation grants from the United States Department of Transportation (USDOT), estimate economic impacts from fatal and severe-injury collisions, develop for countywide impact a project list that incorporates local prioritized safety</p>

	<p>projects consistent with the Safe Systems Approach and the Countywide Vision Zero Toolbox and policy, and that supported scoping and (multi-jurisdiction bundled) applications for grant funding opportunities to efficiently apply a Safe Systems Approach to achieve Countywide Vision Zero within the adopted timeline.</p>
<b>Recommendations</b>	<p>Staff seeks review and comment, in support of the Authority’s commitment to its Vision Zero policy, and recommendation for the Authority Board to adopt the CCTSAP, which would be integrated into the September 2021 Authority Board adopted Contra Costa Countywide Transportation Safety Policy and Implementation Guide for Local Agencies to help local staff use a Safe Systems Approach to eliminate fatal and severe injuries.</p>
<b>Staff Contact</b>	<p>Colin Clarke</p>
<b>Financial Implications</b>	<p>None</p>
<b>Options</b>	<p>The committee may direct staff to take alternative actions on the proposed CCTSAP.</p>
<b>Attachments</b>	<p>A. Draft CCTSAP – Draft viewed at Countywide Vision Zero webpage (via Planning webpage) located at <a href="https://ccta.net/planning/countywide-vision-zero/">https://ccta.net/planning/countywide-vision-zero/</a></p>
<b>Changes from Committee</b>	<p>N/A</p>

**Background**

The Authority’s Countywide Bicycle and Pedestrian Plan, adopted in July 2018, included as its first key recommendation for implementation the development of a consistent countywide multi-agency Vision Zero framework and “Safe Systems” approach. This approach acknowledges that responsibility for safety outcomes includes road design and is shared by road users, transportation and public health professionals, policymakers, decision-makers,

emergency response (including fire, police, and medical) personnel, and traffic safety officials.

In September 2021, the Authority Board adopted Resolution 21-40-G, which included the Countywide Vision Zero framework and Safe Systems Approach. This approach assessed countywide collision patterns (identified as “Countywide Safety Priority” locations within a High-Injury Network) and developed the countywide “How-To” Guide for local agencies throughout Contra Costa. This Guide includes the Countywide Vision Zero Toolbox of strategies to improve safety by eliminating fatal and severe injuries. The Guide for Local Agencies was developed and summarized the analysis of road collision data from 2008 through 2017 (while the CCTSAP summarizes the analysis of road collision data from 2013 through 2022). On average, eight people walking or bicycling were involved in a collision on a road in Contra Costa County every week. People walking and bicycling in Contra Costa County were 2.4 times more likely to experience a collision resulting in severe injury or fatality (compared to people in vehicles). People walking and bicycling account for 38% of collisions with a fatality or severe injury, however, represents only 20% of all collisions (including drivers). Of the collisions that resulted in severe injury or fatality, 86% of those that involved people walking, and 81% of those that involved people bicycling, each occurred on three percent of roadways countywide.

The Guide and CCTSAP provide a consistent countywide framework, with a hybrid reactive and increasingly proactive Safe Systems Approach to address inevitable human error, safety, and risk management most effectively through innovative design and application of technology through the adoption and implementation of a LRSP. The Guide and CCTSAP provide maps with Countywide Safety Priority Locations (sometimes referred to as a high-injury network) within Countywide Pedestrian Priority Areas and a Toolbox with specific actions that can help local staff move toward Vision Zero, which acknowledges that fatalities and severe (life-altering and traumatic) injuries are preventable. The CCTSAP adds and bundles multi-jurisdiction projects and scoping for local agency implementation to more efficiently achieve Countywide Vision Zero sooner. Participating locations were identified in close coordination with local agency staff as part of CCTA’s CCTSAP based on their overlap with the Authority’s 2021 Vision Zero high-injury network (high injury network [HIN]: 2008—2017), the CCTSAP/Metropolitan Transportation Commission’s (MTC) BayViz Regional HIN (2013—2022), and locally identified priority safety enhancement locations (LRSP 2018—

2022).

The Guide, and the CCTSAP, provide elected representatives and the public the opportunity to learn about patterns from analysis across multiple jurisdictional boundaries. The Guide and CCTSAP encourage an approach that is both reactive (analysis of past collision data and patterns), and (increasingly) proactively identifies potential safety issues based on travel behavior, roadway design, and other built-environment factors that contribute to collisions that result in a fatality or severe injury. As the Authority coordinates with MTC and other agencies, nonprofit and private sector organizations, local agencies can contribute to and help maintain higher quality data, available for planning analysis and public works' action sooner, and aggregate different datasets to better inform decision-making at a countywide level and locally.

For the CCTSAP, analyzed data from the MTC regional safety data dashboard online tool for local agencies (<https://bayviz.mysidewalk.com>) allow for common collision patterns, maps, and data that can be used to initiate project development and gain community support. For example, each local agency can view the costs estimated, per jurisdiction boundary, to its local economy as a result of fatal and severe injury collisions. The cost to the local economy countywide is estimated at more than \$1.33 billion each year, on average (2013 through 2022).

### **Next Steps, Funding, and Project Delivery**

Using authentic engagement and other best practices described in the Guide and CCTSAP, local agencies can implement the Authority's recommended countywide priority projects as part of developing a project list within their multi-year Capital Improvement Program (CIP), repaving program, and LRSP, which the Highway Safety Improvement Program (HSIP) requires updating locally at least every five years. Authority staff support a core element known as comprehensive evaluation and adjustments. Local agency staff can support Authority staff in creating a list of prioritized projects to encourage and help move toward Countywide Vision Zero, such as CCTSAP- and Toolbox-informed projects near parks, senior and childcare facilities, and along safe routes to school, to help reduce or eliminate common countywide collision patterns, including the following elements:

- Unsafe speeding / aggressive driving

- Transit priority areas
- Channelized right turns (unsignalized or yield signed: slip lanes)
- Trail crossings (intersections with streets)
- Near highway on-ramps and off-ramps
- (Skewed) intersections
- Unprotected left turns at traffic signalized intersections
- Red light violations, e.g., right turns
- Vulnerable populations such as seniors and youth

The Authority does not have jurisdiction over local roadways and state highways, however, through its role as a funding agency can continue leading the framework for countywide consistency and influence the adoption of local Vision Zero policies and implementation of related projects and program criteria. The Authority can partner with local, regional, and state agencies for project delivery, and influence local policy and decision-making. The Authority can also encourage local agencies to leverage multiple existing funding sources to implement Countywide Vision Zero as part of routine maintenance (e.g., repaving and multi-year capital improvements program), design, (Complete Streets) construction, and operations as well as continue to provide technical assistance and support. For example, local projects can be implemented using countywide Measure J funding, e.g., from the Local Streets Maintenance program, and can be considered for discretionary funding, which is competitive at a countywide level, e.g., from the Transportation for Livable Communities and Pedestrian, Bicycle, and Trail Facilities programs, for which an upcoming call for projects may be released during Fiscal Year (FY) 2024-25 for expenditures that could commence in FY 2025-26. Measure J funding is not anticipated to be limited to only the project scopes or corridors or street segments on regional (MTC) or Countywide Vision Zero maps.

**Development Process**

The Countywide Vision Zero Working Group (VZWG) convened in December 2019, February 2020, October 2020, and May 2021 to steer development of the Guide; and in November 2023 to steer development of the CCTSAP. The VZWG includes representatives from the Countywide Bicycle & Pedestrian Advisory Committee (CBPAC), one CBPAC volunteer from each of the four Regional Transportation Planning Committees (RTPC), and one volunteer from each of the four RTPC sub-regions from the Authority’s Technical Coordinating

Committee (TCC). The other members include a representative from the Contra Costa County (planning and public works), transportation safety research (University of California, Berkeley), and advocacy organizations (Bike East Bay).

Using authentic engagement and other best practices described in the Guide, local agencies can recommend local priority projects as part of developing a LRSP. Countywide Vision Zero and the MTC regional safety data dashboard online tool for local agencies (<https://bayviz.mysidewalk.com>) continues to allow for common collision patterns, maps, and data that can be used to initiate project development, create demonstration projects that use quick-build materials, and gain community support. The Authority continues to encourage local agencies to leverage multiple existing funding sources to implement the Countywide Vision Zero and local safety projects as part of routine pavement maintenance, design, construction, and operations, as well as continue to provide technical assistance and support.

Local agencies can request advisory support and technical assistance from the Authority when developing LRSPs and implementing projects that can help move toward Countywide Vision Zero and coordinated compliance with USDOT’s requirements for a Comprehensive Safety Action Plan.

The CCTSAP encourages future funding opportunities under the federal Infrastructure Investment and Jobs Act. It also encourages local City Council or Board of elected officials in each jurisdiction, to adopt a Vision Zero or Safe Systems Policy (including a commitment to a timeline in which to achieve Vision Zero), e.g., City of Lafayette in November 2021, City of Walnut Creek in August 2023, Contra Costa County Board of Supervisors in November 2023 (without a timeline), and City of Clayton in April 2024. The goal is to prioritize safety before vehicle volumes and most critically speed in planning, scoping, design, engineering, construction, operations, and maintenance. The CCTSAP was developed, in part, to accomplish the following:

- Review policies and plans.
- Summarize public engagement and community outreach.
- Summarize updated collision data analysis and resources.
- Provide estimates of the economic costs of delaying Countywide Vision Zero to empower local agency staff, decision-makers, appointed representatives, and elected

- officials with more data to develop community support for local implementation.
- Estimated annual investment necessary to achieve Countywide Vision Zero targets (current CIPs, estimated costs, estimated crash reductions, crash modification factors).
  - Develop projects for implementation; and
  - Summarize next steps for SS4A compliance for local agency action.

This Draft CCTSAP will be provided for review to the Planning Committee and Authority Board. A draft was presented for input from the CBPAC on July 22, 2024.

The common countywide collision patterns known as emphasis areas (2010 through 2019), from the State Highway Safety Plan from Caltrans, are intersections, bicyclists, speed / aggressive driving, and pedestrians. From the population of vulnerable road users, people walking or bicycling make up for 16 percent of trips, yet account for 30 percent of all fatal and severe-injury collisions on average for all sub-regions (2013 through 2022). Collisions involving people walking or bicycling are twice as likely to result in a fatal or severe injury compared to collisions involving vehicles only.

#### **Adoption of the CCTSAP, for Integration into the Policy and Implementation Guide**

The Draft CCTSAP (which includes economic impact costs per sub-region and per jurisdiction) is available for review on the Authority's website (Countywide Vision Zero webpage) at <https://ccta.net/planning/countywide-vision-zero>.

Staff seeks review and comment, in support of the Authority's commitment to its Vision Zero policy, and recommendation for the Authority Board to adopt the CCTSAP, which would be integrated into the September 2021 Authority Board adopted the Guide for Local Agencies to help local staff use a Safe Systems Approach to eliminate fatal and severe injuries.



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CONTRA COSTA  
transportation  
authority

Contra Costa  
**Countywide  
Comprehensive  
Transportation  
Safety Action Plan**

Colin B. Clarke, AICP  
Planning Department

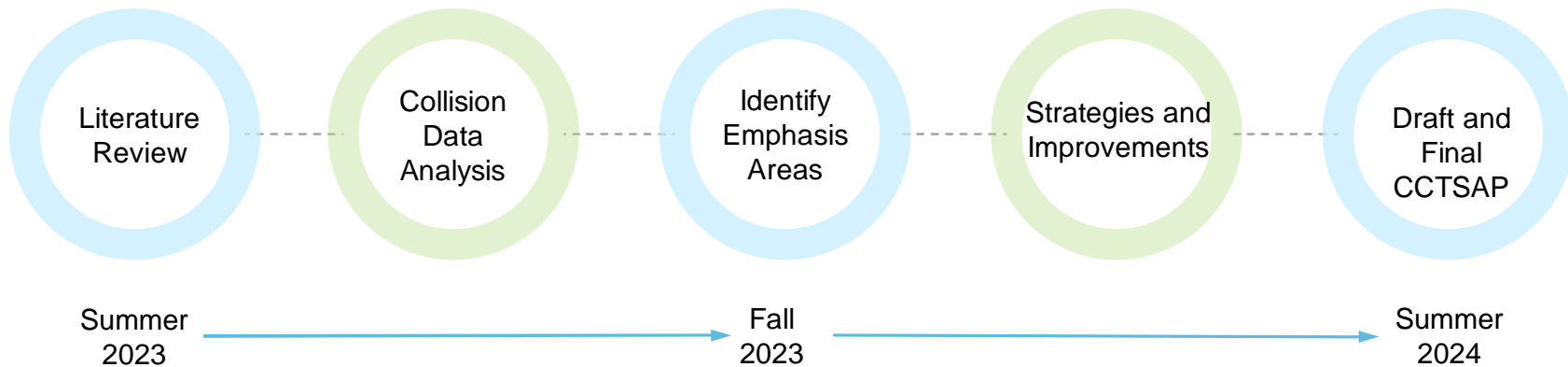


October 15, 2024

# Contra Costa Countywide Comprehensive Transportation Safety Action Plan (CCTSAP)

## What is it?

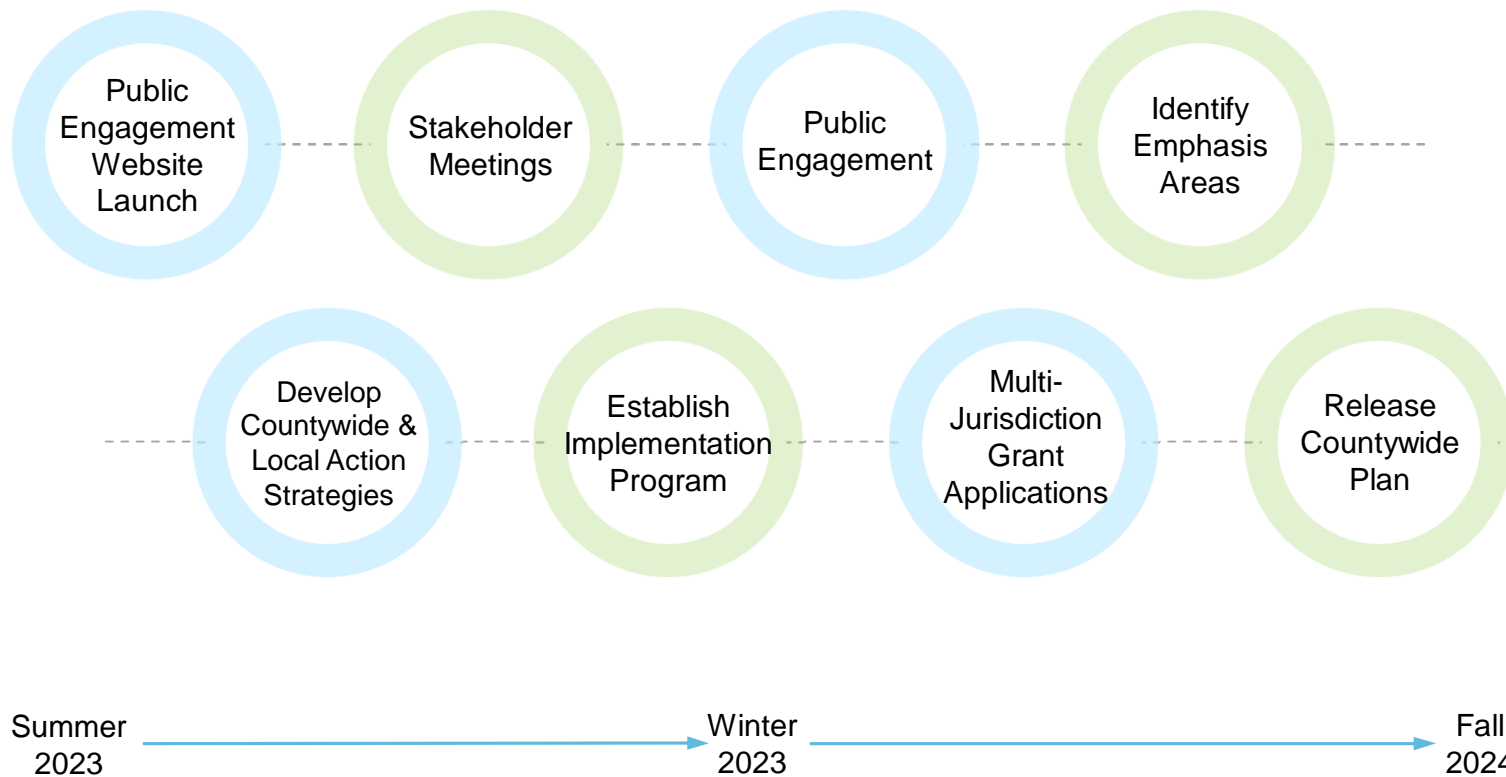
- Empower local agencies to be their own **Lead Applicant** for future USDOT Safe Streets for All (SS4A) implementation grants
- Help local agencies meet state & federal safety requirements, e.g., policy
- Establish regional safety emphasis areas, strategies, and priorities
- Integrate state & local safety plans into a Regional Safety Plan using a consistent countywide **Safe Systems Approach**
- Continue community engagement coordinated with CTP update for 2050
- Identify multi-jurisdiction projects and grant-competitive countywide improvements that apply the [Countywide Vision Zero](#) toolbox
- Develop locally implemented Multi-Jurisdiction Grant Applications



*RTPC = Regional Transportation Planning Advisory Committee  
CTP = Countywide Transportation Plan*



# CCTSAP Milestones





# Integrating the Safe System Approach

1. Prevent Fatalities & Severe Injuries
2. Design for Human Mistakes
3. Reduce design speeds and speed limits to extent feasible
4. Shared Responsibility
5. Proactively Identify and Address Risk



*\*Severe Injury (in California): "An injury other than a fatal injury which results in broken bones, dislocated or distorted limbs, severe lacerations, or unconsciousness at or when taken from the collision scene. It does not include minor laceration."*

Source: Federal Highway Administration (FHWA)

## Higher vehicle speeds significantly increase likelihood of fatalities

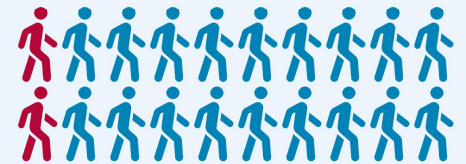
Our bodies can only tolerate so much physical impact. Even small increases in vehicle speed significantly escalate risk of severe injuries and fatalities. System designers and policymakers can use proven tools to encourage lower, safer speeds. Where there is a mix of people walking, biking and driving – 20 is plenty!



## Speed Kills

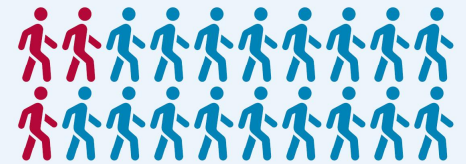
20  
MPH

8%



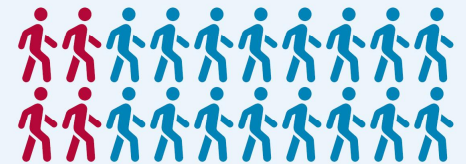
25  
MPH

12%



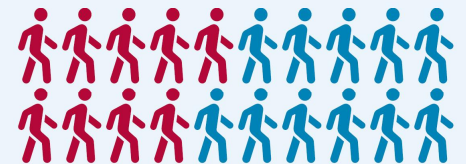
30  
MPH

20%



40  
MPH

46%

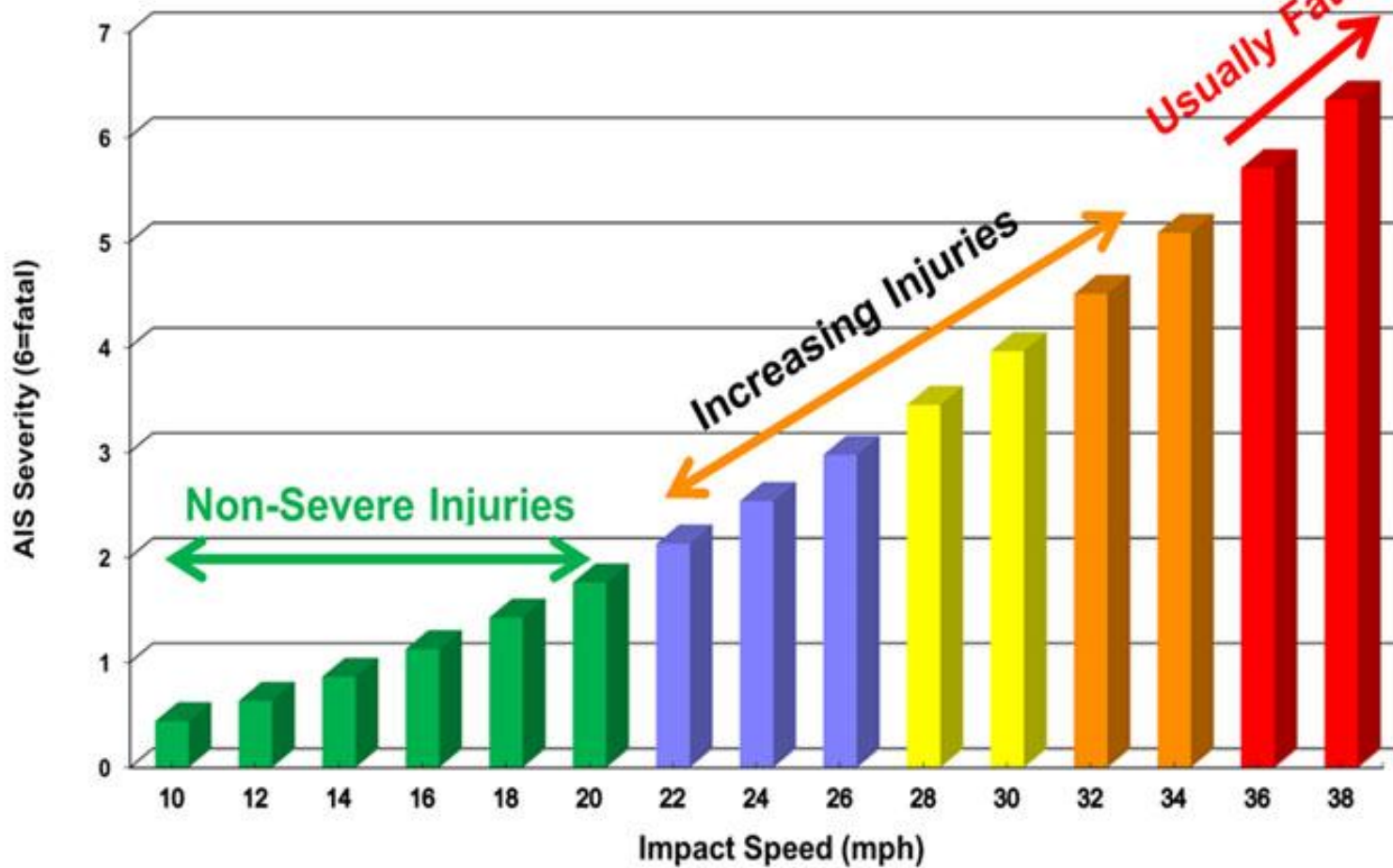


Likelihood of fatality for people walking if hit at these speeds

Source: AAA Foundation, Tefft, B.C. (2011)

# Vehicle Impact Speed vs. Pedestrian Injury

(initial impact only)



Source: FHWA

# SIGN FOR 20, DESIGN FOR 20

ADAPTING SPEED LIMITS & ROAD DESIGN FOR SAFER ROADS



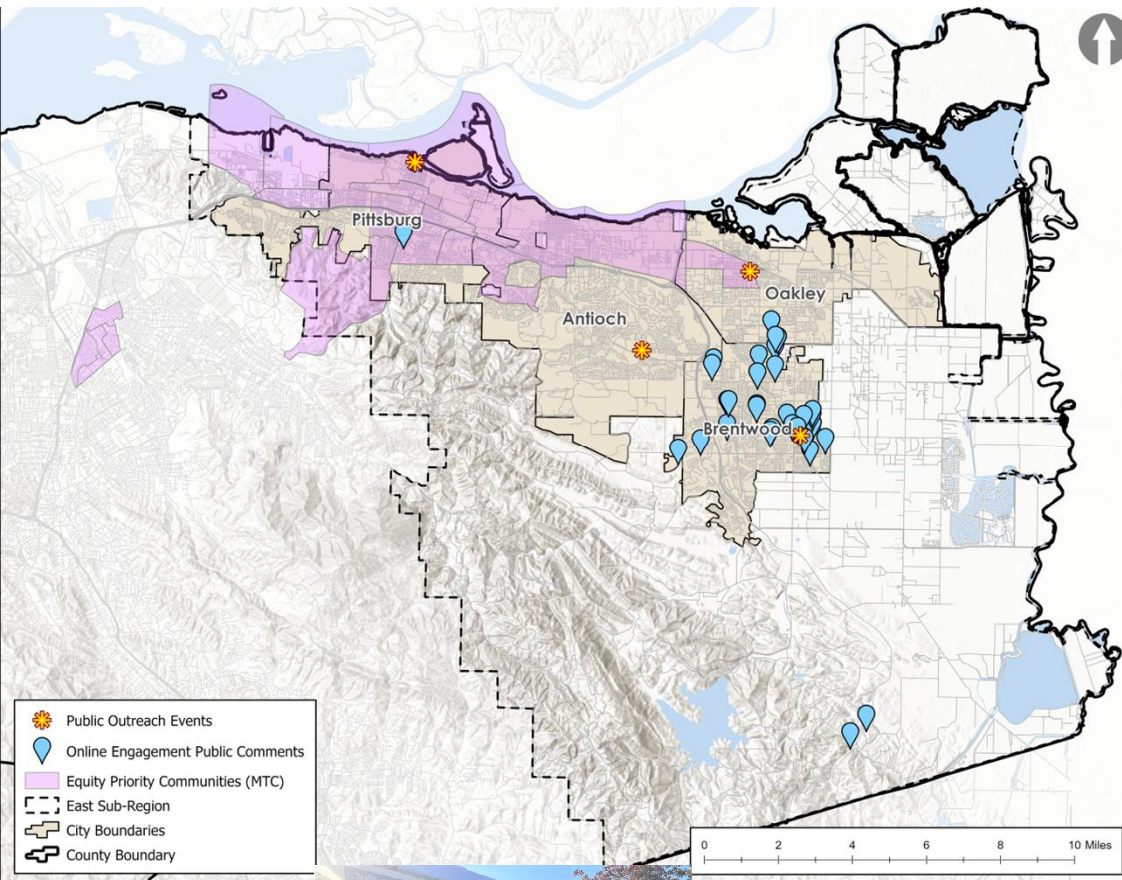
Source: League of American Bicyclists 7





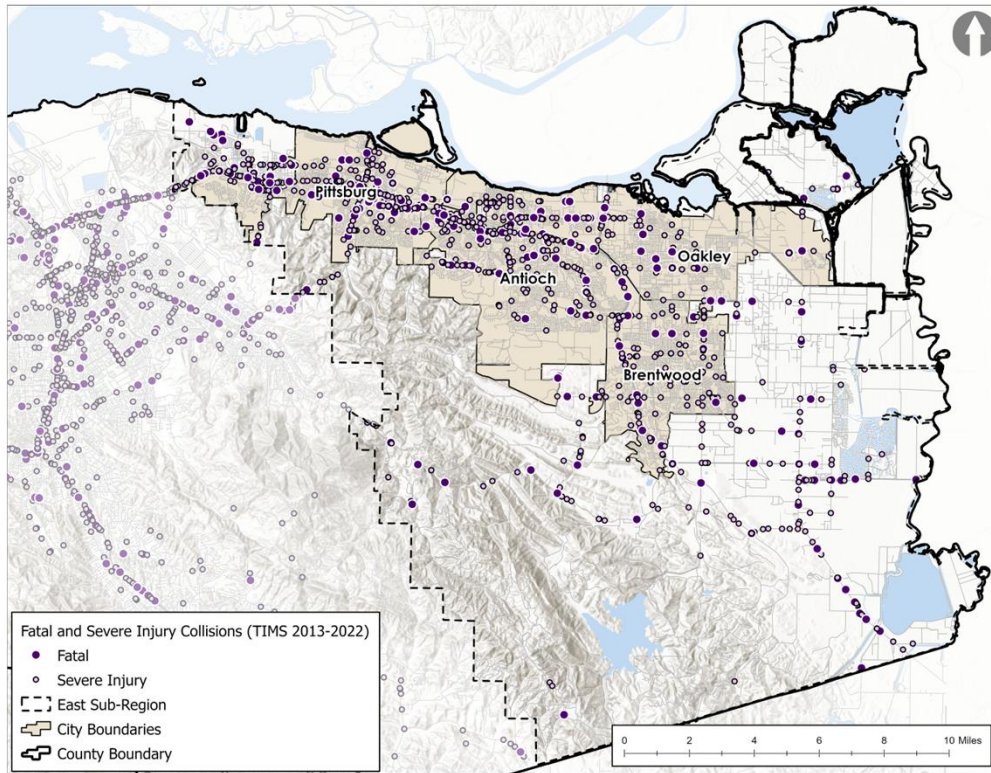
# Community Engagement

- Virtual Outreach Campaign and Online Survey
  - 169 users engaged
  - 41 comments, 33 survey responses
- In-person Community Outreach Events
  - Pittsburg
    - Summer Kickoff Community Event (July 2023)
  - Brentwood
    - Farmers Market/Makers Boulevard (August 2023)
  - Antioch
    - Big Truck Day (Sept 2023)
  - Oakley
    - Heart of Oakley (Sept 2023)

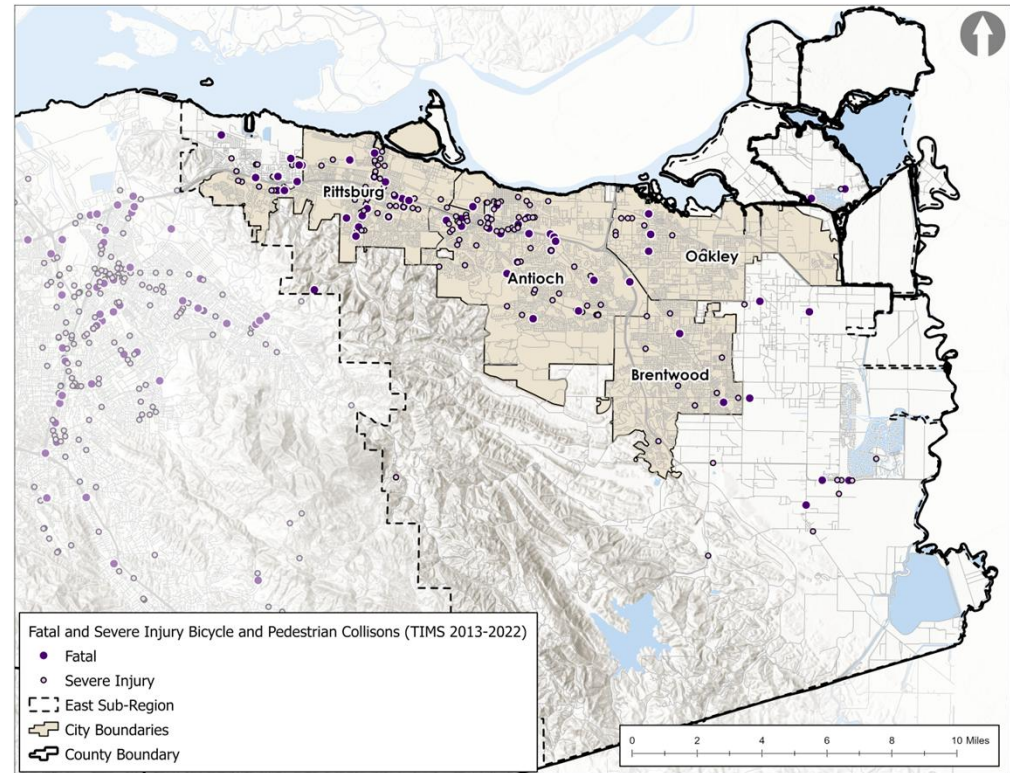


# Fatal and Severe Injury (K+SI) Collisions - East County

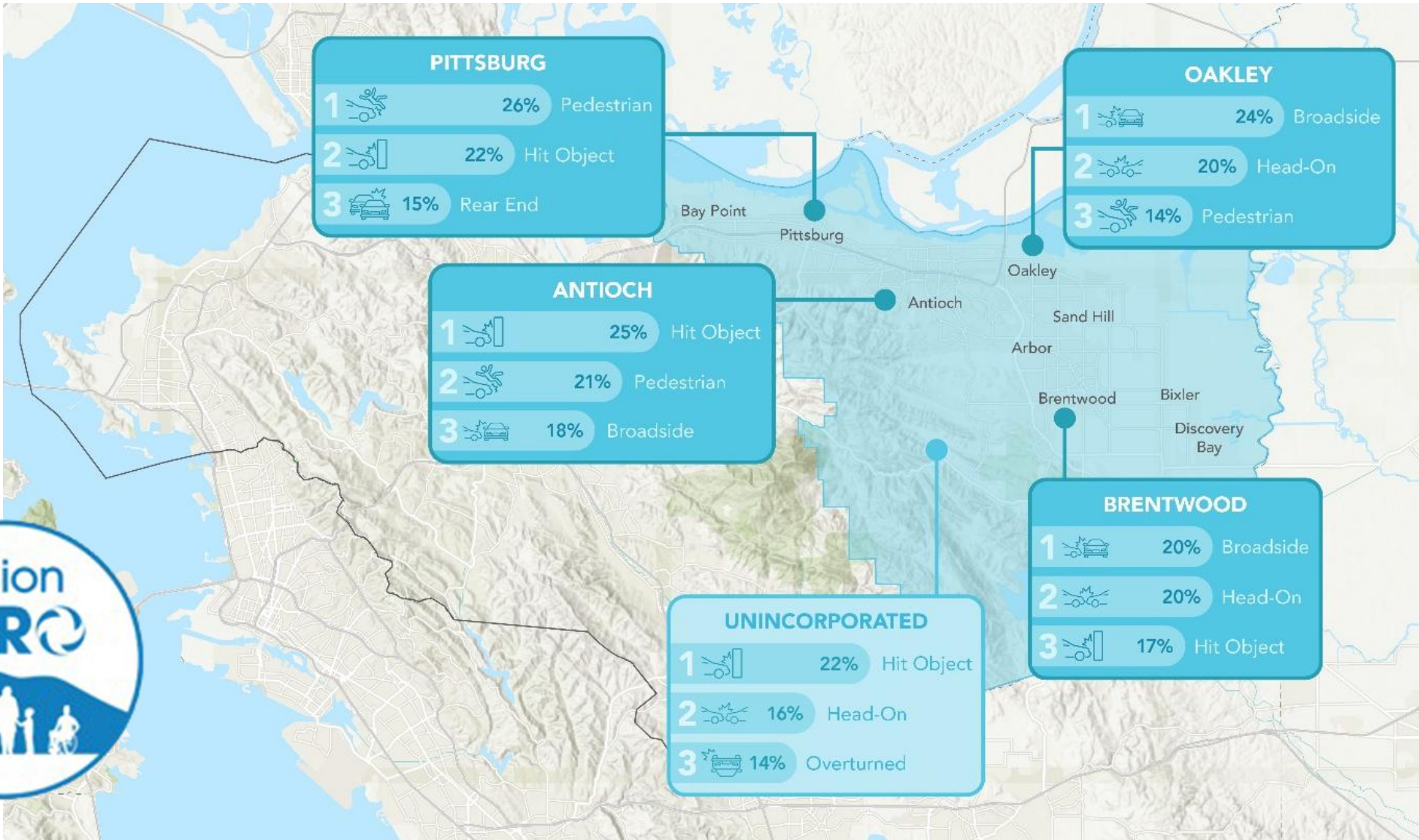
Total Fatal & Severe Injury Collisions (2013-2022)



Pedestrian and Bicycle Fatal & Severe Injury Collisions (2013-2022)



Source: BayViz, TIMS Data (2013-2022), Accessed June 2023



Source: BayViz, TIMS Data (2013-2022), Accessed June 2023

# Local Emphasis Areas

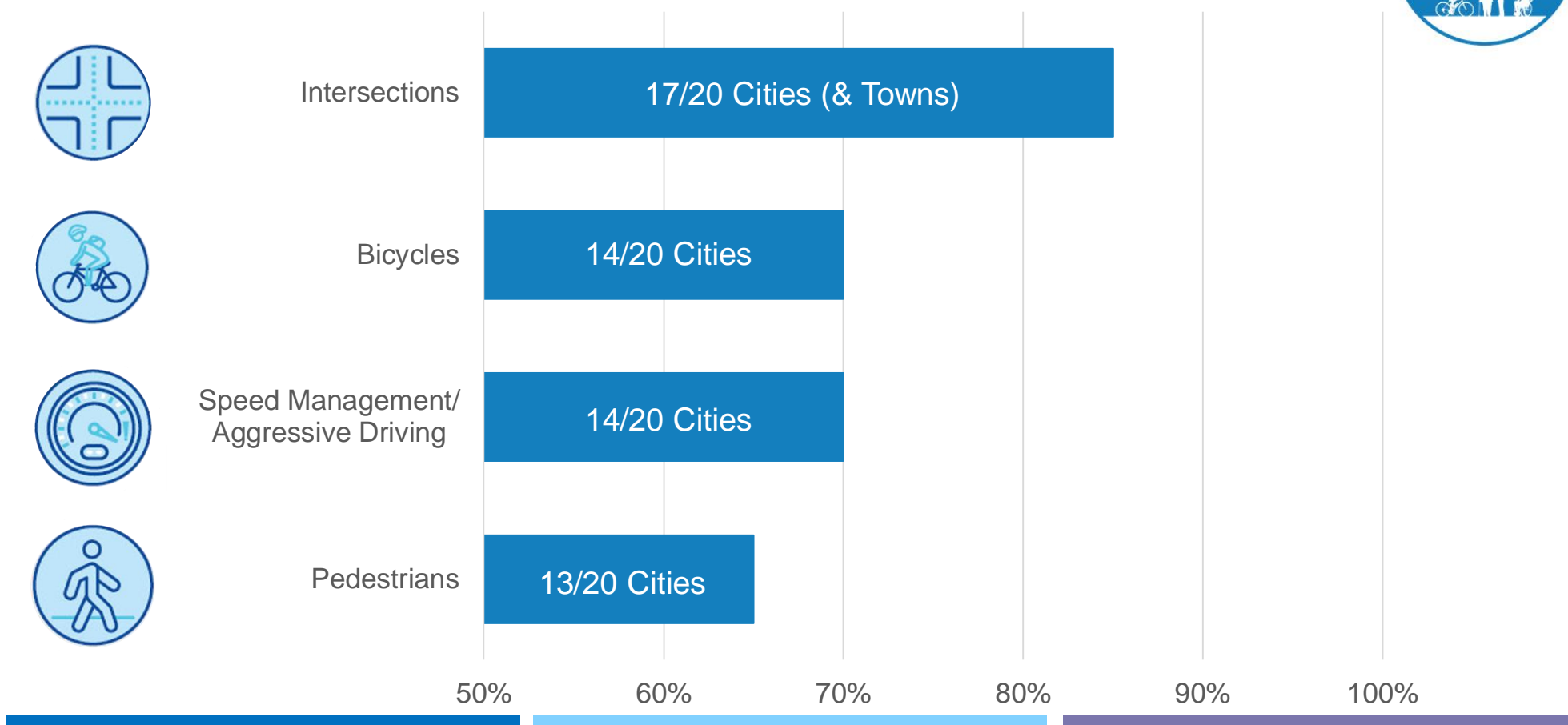


		EMPHASIS AREAS											
		Aging Drivers	Bikes	Distracted Driving	Driver Licensing	Impaired Driving	Intersections	Lane Departures	Occupant Protection	Pedestrians	Speed Management/Aggressive Driving	Work Zones	Young Drivers
EAST (TRANSPLAN)	Antioch					✓	✓	✓		✓	✓		✓
	Brentwood				✓						✓		
	Pittsburg						✓	✓		✓	✓		
	Oakley	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓

Source: Local Jurisdiction LRSPs and CA SHSP (2010-2019)

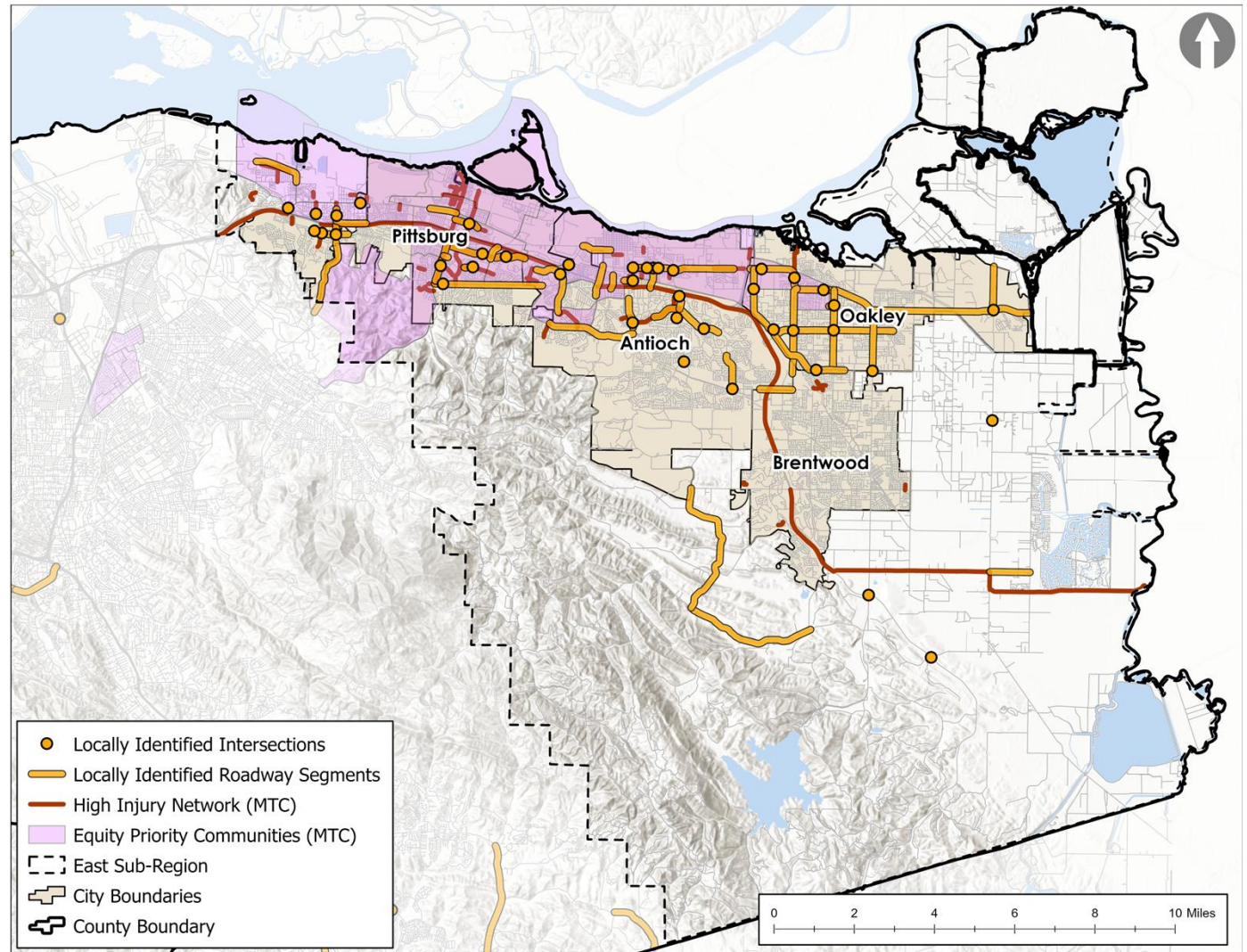


# Countywide: Common Emphasis Areas

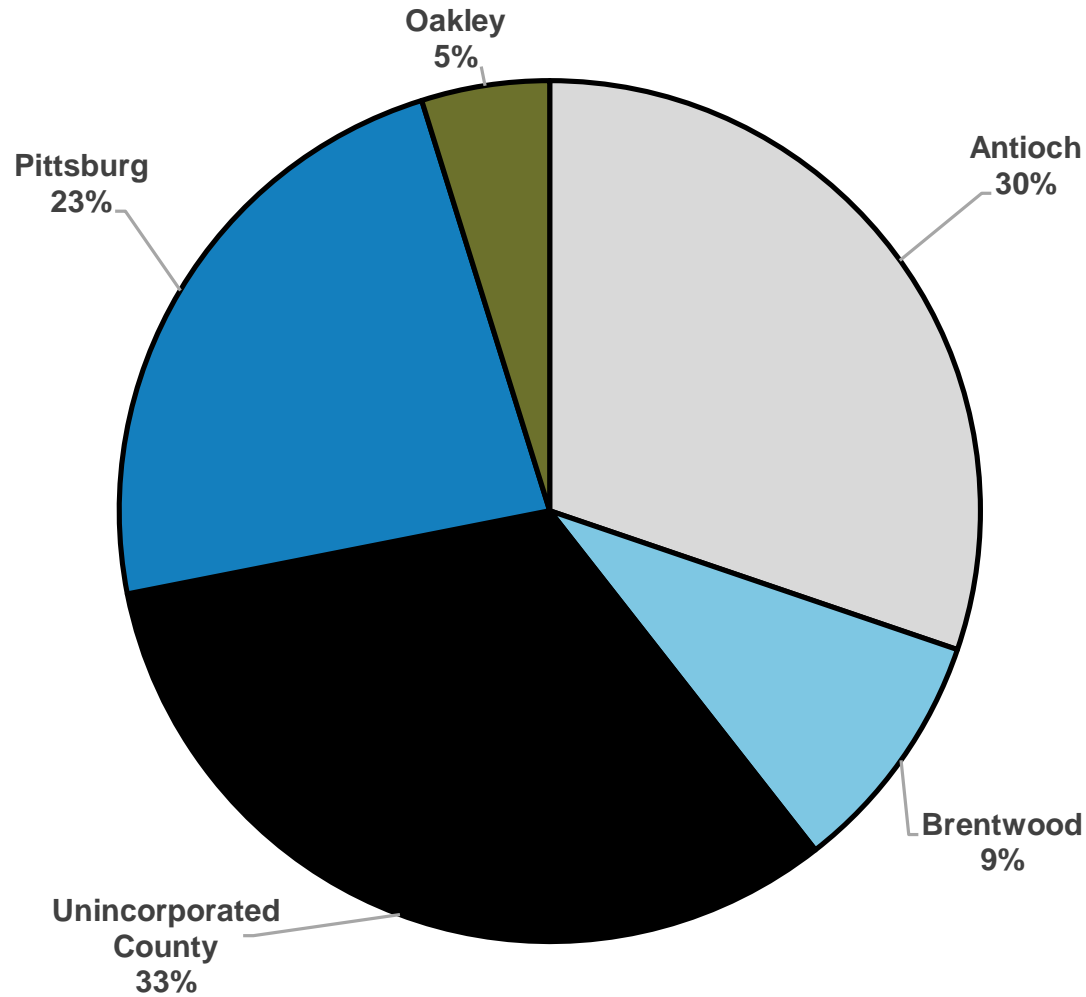


Source: Local Jurisdiction LRSPs and CA SHSP (2010-2019)

# Locally Identified Locations (East County)



Source: MTC Data Catalog, Accessed September 2023 ([EPC - Plan Bay Area 2050](#), [High-Injury Network](#))  
 Equity Priority Communities (EPCs) are identified by MTC using data collected from American Community Survey, 2014-2018  
 High-Injury Network identified using TIMS 2013-2022 Collision Data via BayViz



## Economic Impact of Collisions

Comprehensive economic cost of collisions in East County (TransPlan Advisory Committee): **\$421M/Year.**

Pittsburg and Antioch account for over 53% of collision costs.

Unincorporated County accounts for one third of collision costs.

Source: BayViz, TIMS Data (2013-2022), Accessed June 2023

# Recommended Next Steps

- Review Draft CCTSAP Report
- Adopt Local Vision Zero Policy
- Implement locally identified projects and (Engineering & Non-Engineering) strategies using Safe Systems Approach and Countywide Vision Zero Toolbox
- Establish local traffic safety working group to implement LRSP and foster a “safety culture”
- Participate in future grant cycles, leveraging regional multi-jurisdiction partnerships



TRADITIONAL APPROACH	VISION ZERO
Traffic deaths are <b>INEVITABLE</b>	Traffic deaths are <b>PREVENTABLE</b>
<b>PERFECT</b> human behaviour	Integrate <b>HUMAN FAILING</b> in approach
Prevent <b>COLLISIONS</b>	Prevent <b>FATAL AND SEVERE CRASHES</b>
<b>INDIVIDUAL</b> responsibility	<b>SYSTEMS</b> approach
Saving lives is <b>EXPENSIVE</b>	Saving lives is <b>NOT EXPENSIVE</b>

Adopted Policy: Reduce fatal & severe injury crashes by 50% by 2029 and Zero by 2034.





# Comments & Questions?

