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Aaron Meadows Vice-Chair
Oakley
City Council

Ron Bernal
Antioch
City Council

Juan Banales
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
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TRANSPLAN Committee Meeting

Thursday, March 13, 2025 – 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/93895392714?pwd=54x2HJJJeHBhBzIG6V4J3qY0CJBMWp.1>

Meeting ID: 929 5076 2397
Passcode: 285784

Dial-in Information
+1 669 444 9171 US
Meeting ID: 929 5076 2397
Passcode: 285784

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.

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.

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 November 14, 2024 TRANSPLAN Meeting. ♦ Page 3
 - 4. ADOPT** minutes from January 30, 2025 TRANSPLAN Special Meeting. ♦ Page 12
 - 5. ACCEPT** environmental register. ♦ Page 17
 - 6. ACCEPT** status report on major East County transportation projects. ♦ Page 20

* = All Consent items are listed within the gray square

7. ACCEPT miscellaneous communication:

- a. November 14, 2024 TRANSPLAN Committee Meeting Summary Letter
- b. January 30, 2025 TRANSPLAN Committee Special Meeting Summary Letter
- c. Letter from the Contra Costa Transportation Authority (CCTA) Re: October 30, 2024 Board Meeting
- d. Letter from CCTA Re: November 20, 2024 Board Meeting
- e. Letter from CCTA Re: December 18, 2024 Board Meeting
- f. Letter from CCTA Re: January 15, 2025 Board Meeting
- g. Status Letter for TRANSPAC Meeting – September 12, 2024
- h. Status Letter for TRANSPAC Meeting – November 14, 2024
- i. Status Letter for TRANSPAC Special Meeting – January 23, 2025
- j. Status Letter for TRANSPAC Meeting – February 13, 2025
- k. December 2, 2024 SWAT Summary Report
- l. February 3, 2025 SWAT Summary Report ♦ Page 29

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

8. RECEIVE update on the development of a new Countywide Transportation Plan and **PROVIDE** input. CCTA staff and consultants will provide an update on the status of the Contra Costa Countywide Transportation Plan and associated Blueprint and business plan. ♦ Page 50

9. RECEIVE presentation on the Countywide Emergency Evacuation Plan and **PROVIDE** input. CCTA staff will provide an update on the Countywide Emergency Evacuation Plan development process. The Plan will conduct local-level evacuation compliance assessments and a high-level evacuation route capacity, safety, and viability for the county that includes the nineteen cities/towns and unincorporated County. ♦ Page 93

10. REVIEW letter seeking CCTA’s support in enhancing bicycle and pedestrian connectivity between Central County and East County and **AUTHORIZE** the TRANSPLAN Chair to sign the letter. ♦ Page 101

11. RECEIVE report on CCTA activities from TRANSPLAN Committee representatives.

12. RECEIVE miscellaneous TRANSPLAN Committee member comments.

13. ADJOURN to the next meeting on Thursday, April 10, 2025, at 6:30 p.m. or other date/time as deemed appropriate by the Committee.

* = All Consent items are listed within the gray square

ITEM 3

ADOPT MINUTES FROM NOVEMBER 14, 2024 MEETING.

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

MINUTES

November 14, 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.

PRESENT: Cortney Jones (Antioch), Aaron Meadows (Oakley), Leonard Price (Oakley), Vice Chair Joel Bryant (Brentwood) and Chair Lamar Thorpe (Antioch)

ABSENT: Kristopher Brand (Brentwood), Diane Burgis (Contra Costa County), Sarah Foster (Pittsburg), Bob Mankin (Contra Costa Planning Commission), and Shanelle Scales-Preston (Pittsburg)

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

The meeting was scheduled to start at 6:30 P.M. At 6:43 P.M., with no quorum to open the meeting and with the expectation that another member would soon be present to meet a quorum, the group moved on to a presentation item.

RECEIVE UPDATE ON TRI DELTA TRANSIT'S COMPREHENSIVE OPERATIONAL ANALYSIS

Agustin Diaz, Manager of Planning and Grants, Eastern Contra Costa Transit Authority (ECCTA), provided a brief overview of ECCTA comprised of the cities of Antioch, Brentwood, Oakley, Pittsburg and unincorporated areas of Eastern Contra Costa County providing local fixed route, paratransit, non-emergency medical transportation, senior, med-van, and micro-transit bus service, all operated under contract with all maintenance performed in house. He added that ECCTA also owned the park and ride lot in Oakley.

Mr. Diaz stated the primary purpose of the Comprehensive Operational Analysis (COA) was to address the significant decline in ridership that had not recovered since the pandemic despite the restoration of service to pre-pandemic levels. The COA was to identify how best to utilize resources to best serve the changing travel needs in the community. He identified the current system map, described the routes as long, circuitous and not direct and emphasized the need for efficiencies. The project goals were to improve the customer experience, focus on markets that worked, be open to new modes, consider future expansion and be direct with less duplication.

Mr. Diaz described the approach being taken to evaluate travel patterns, existing plans and local data as well as gathering feedback from transit riders and community stakeholders to identify ways for Tri Delta Transit to operate more efficiently.

The COA had started in March 2024, when Tri Delta Transit had contracted with Nelson/Nygaard Consulting Associates, Inc. to conduct a market assessment and evaluate existing conditions. The analysis was currently in its second phase, with the third phase to start during the fall/winter of 2025, to identify preferred service and begin implementation, with a third round of engagement to educate the public on what was coming.

Mr. Diaz stated Tri Delta Transit needed feedback from the community and had an online survey at revitalizetridelta.com to gather information.

PUBLIC COMMENT

BRUCE OHLSON, aka “Mr. Bicycle,” wanted to make sure that the COA included the recommendation that ultimate routes end up at an Amtrak station.

Chair Thorpe commented that Tri Delta Transit would always service Amtrak stations given that Amtrak stations offered more than just rail services.

With no quorum at this time, the next presentation on the meeting agenda was offered.

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

Colin Clarke, Senior Transportation Planner, Contra Costa Transportation Authority (CCTA), presented an update on the status of CCTSAP, which had been presented to the TRANSPLAN Technical Advisory Commission (TAC) about a month ago. The planning effort had been ongoing for a year and CCTA had been working closely with each of the Regional Transportation Planning Committees (RTPCs) to get input when developing the draft. CCTA sought input from the TRANSPLAN Committee at this time or through written comments.

Mr. Clarke reported that Robert Paderna, Kimley-Horn, had been working on two subregions countywide for CCTA in coordination and collaboration with local agency partners. The idea of the CCTSAP was to empower local agencies to be their own lead applicant for Safe Streets for All (SS4A) implementation grants, empowering local agencies so they did not have to rely on CCTA to be the lead applicant.

Mr. Clarke explained that the team had worked closely with local agency staff to integrate that work into the effort but to also have a different data set for comparison purposes in terms of collision data analyses. He described the background of the collision data analyses adopted in 2021 prior to the adoption of the Vision Zero Policy and Guide, which had been strengthened since that time. He noted that some agencies had adopted a vision zero policy and others were still welcome to do so. He urged those who had not adopted the policy to contact him directly to move that program forward.

As part of the Vision Zero Policy Guide, Mr. Clarke explained there was a tool box incorporated with different safety treatments and solutions and staff was working with local agencies to identify specific locations where those might be applied. He reported that a CCTSAP had been submitted in August for federal consideration and there was a desire to see partners be more competitive nationally and regionally. He identified the CCTSAP milestones for kick off and public engagements, spoke to the different community engagement events addressing traffic safety throughout East County, and referred to a Safe System approach that had been adopted to prevent fatal and severe injuries with designs to address human mistakes, reduce speeds and speed limits to the extent feasible, share responsibility and proactively identify and address risk. He added that AB 43 allowed the reduction of posted speed limits in coordination with bulbs and curb extensions, and with other safety treatments the process would be to work with planning and public works staff given the shared responsibility for multi-modal elements in a multi-disciplinary working group.

Mr. Clarke stated the pattern had been to identify high-injury networks, the high rate of frequency locations and come up with recommendations that typically focused on those areas, which was part of the approach. Over time, it was intended to move away from the pre-active approach to a more pro-active safe system approach to address senior, youth, right lane/right turn, slip lanes, and trail crossings and work together to pro-actively address locations before there was a fail or safety system approach. He noted that fatal and severe injuries were preventable and the systems approach would be used around schools and senior facilities to address safety at a broader scale and across traditional boundaries.

Mr. Clarke presented a graph to show likely survival rates at specific speeds and reiterated that AB 43 allowed for flexibility beyond the use of the 85th percentile of drivers exceeding the posted limit and just changing the posted limit to match that speed, but reduced speeds to ensure that pedestrians would have a likely survivable event if hit. He also presented images of Complete Streets to show the different ways to address safety in terms of design and moving toward high visibility crosswalks, rapid flashing beacons, flashing lights, shorter crossings for pedestrians and the effect of AB 143, which required cities across the state to daylight – create sight lines between drivers and people crossing the street by removing parking to reduce the chances of dangerous crashes. He stated that AB 143 would become enforceable on January 1, 2025.

Robert Paderna, Senior Transportation Engineer, Kimley-Horn, displayed a map to present the locally and regionally identified high-frequency location high-injury network for East County and referred to the collision data and demographic data therein. He identified the top three collision types for fatalities and serious injuries for all unincorporated areas of East County and explained that broadsides, particularly at intersections, highlighted behavioral trends of running red lights. He added that the safety of road users encompassed pedestrians and cyclists and efforts aligned to apply the safe system approach for road users. He also identified the common Emphasis Areas with a focus of resources to improve safety at intersections, with speed management and aggressive driving a priority for bicyclists and pedestrians.

Mr. Clarke noted that one of the top ten countywide collision patterns was red light running in addition to other patterns.

Further with respect to local emphasis areas, the common emphasis areas from agencies were identified including interchanges, intersections with challenged right turns, trail crossings, lane departure, aggressive driving, and as part of CCTSAP common themes had been studied to use the resources available to address those issues.

Mr. Clarke stated with respect to CCTSAP, the new tool that CCTA had helped the Metropolitan Transportation Commission (MTC) develop in coordination with others included information about the economic impact of collisions on each jurisdiction and provided another point of reference for elected representatives and staff to help build community support for using the safe system approach and adopt a local vision zero policy, which had been adjusted to take into account the population of each jurisdiction. He added that the county alone represented a 44 percent collision loss. He pointed out some of the financial consequences related to economic loss as a result of collisions.

Mr. Clarke reported that the schedule for CCTSAP was to level funding before it expired on December 31, 2024. He offered ideas for the next steps to level the tool box adopted in 2021, create a local traffic safety committee to advise city councils, review the complete streets checklist before a project moved forward and continue to coordinate with CCTA in terms of grant opportunities.

With the arrival of Diane Burgis, there was a quorum of the TRANSPLAN Committee to move forward with the meeting.

PRESENT: Diane Burgis (Contra Costa County), Cortney Jones (Antioch), Aaron Meadows (Oakley), Leonard Price (Oakley), Vice Chair Joel Bryant (Brentwood) and Chair Lamar Thorpe (Antioch)

ABSENT: Kristopher Brand (Brentwood), Sarah Foster (Pittsburg), Bob Mankin (Contra Costa Planning Commission), and Shanelle Scales-Preston (Pittsburg)

On motion by Aaron Meadows, seconded by Diane Burgis, TRANSPLAN Committee members Suspended the Rules for this meeting, which carried by the following voice vote:

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

Diane Burgis verified with Mr. Clarke that not all data had been adjusted per capita in that the data for unincorporated Contra Costa County was just for East County. She explained there was a great number of unincorporated roads in East County. She also asked about the basis for the local emphasis areas.

The TRANSPLAN Committee asked for a copy of Mr. Clarke's slide with the explanation of the data.

Mr. Paderna explained that the emphasis areas were identified utilizing information from local road safety plans and each agency had completed a local road safety plan that had been adopted in which the emphasis areas shown had been identified. There were a number of those emphasis areas in alignment with the Federal Highway Administration's Strategic Highway Safety Plan, areas analyzed as part of local road safety plan development along with crash data and incidents that cities had developed as part of local road safety plans. He stated the City of Brentwood had not completed a local road safety plan and Kimley-Horn had looked at crash data from CCTSAP and had identified a couple of emphasis areas. He described Brentwood as an exception.

Mr. Clarke stated they had worked closely with the current and former Brentwood Traffic Engineer.

In response to Cortney Jones as to how the cities had worked with CCTA in the process, Mr. Clarke stated CCTA had worked closely with local agencies in a number of different settings. He noted that three years ago when the City of Antioch was kicking off its local road safety plan, Antioch had invited CCTA to serve on the multi-disciplinary traffic working group with police, fire and others to help and support the process, when requested, especially when it came to the vision zero policy template. He added that the City of Lafayette had adopted the vision zero policy in 2021, and since then the cities of Walnut Creek and Clayton, and Contra Costa County had adopted vision zero.

Aaron Meadows asked about the width of traffic lanes and how that affected trailers and hauling vehicles designed at 8 feet, and Mr. Clarke stated the recommendation was not to be narrower than 8 feet but it was meant to be contact sensitive on the different street types, land uses, and loading uses including trucking, vans and smaller more nimble vehicles.

Mr. Clarke added that the National Association of City Transportation Officials (NACTO) provided guidance on the issue that allowed more flexibility to a local agency and staff, and there were other guidelines in the tool box to provide justification to balance the different needs of different modes, including transit, while addressing safety modes.

Mr. Paderna stated the reallocation of pavement was common in being able to introduce other roadway features and also promoted other things. He noted a number of treatments that had proven to be effective reducing speeds and being more inviting to bicyclists.

Mr. Clarke identified other methods to optimize the use of public space while also maximizing economic inputs.

PUBLIC COMMENT

BRUCE OHLSON commented with respect to lane width that the Caltrans Highway Design Manual had a minimum lane width of 10.5 feet, Tri Delta Transit would not accept a bus route of less than 11 feet, and previous to that a standard lane width had been 12 to 14 feet depending on the amount of space available. He reported that bicyclists would love to see the lane restriped to 11 feet with a shoulder marking stripe as well. He also spoke to the local jurisdictions cooperating with one another and referred to the East Bay Regional Park District (EBRPD) biking and walking paths and other trails and noted that EBRPD only had a concern when the path was on the right of way, such as the East Bay Municipal Utility District (EBMUD) or the Contra Costa Canal, and when that right of way crossed a street the width would be up to the local city. He supported a 10-foot sidewalk connecting the portions of the regional trails through the intersections or wherever they went. He also stated that all the pedestrians and bicyclists he knew would love to see crosswalks in all four quadrants of signalized intersections. He asked that his comments be included in the CCTSAP.

On motion by Diane Burgis, seconded by Leonard Price, TRANSPLAN Committee members recommended CCTA Board approval and adoption of the Draft Contra Costa Countywide Comprehensive Transportation Safety Action Plan's (CCTSAP's) appendices, carried unanimously by the following voice vote:

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

With the quorum, Chair Thorpe returned to the action items on the meeting agenda.

PLEDGE OF ALLEGIANCE

Chair Thorpe led the Pledge of Allegiance.

PUBLIC COMMENTS

Shelehia Meisner from BART, reported that BART's Next Generation Fare Gates would be installed at the Pittsburg City Center in December.

CONSENT ITEMS

For the minutes from the last TRANSPLAN Committee meeting on September 12, 2024, Mr. Sarmiento clarified that there had been a quorum of members present at that meeting.

On motion by Diane Burgis, seconded by Cortney Jones, TRANSPLAN Committee members adopted the Consent Items, as follows, carried by the following voice vote:

1. ADOPTED Minutes from the September 12, 2024 TRANSPLAN Meeting
2. ACCEPTED Environmental Register
3. ACCEPTED Status Report on Major East County Transportation Projects
4. ACCEPTED Miscellaneous Communications:
 - a) Letter from the Contra Costa Transportation Authority (CCTA) Re: September 18, 2024 Board Meeting
 - b) September 12, 2024 TRANSPLAN Committee Meeting Summary Letter
 - c) November 4, 2024 SWAT Summary Report

Ayes: Burgis, Bryant, Jones, Meadows, Price, Thorpe

Noes: None

Abstain: None

Absent: Brand, Foster, Mankin, Scales-Preston

RECEIVE REPORT ON CCTA ACTIVITIES FROM TRANSPLAN COMMITTEE REPRESENTATIVES

Aaron Meadows highlighted the recent meetings with the CCTA Board of Directors on October 28, 29 and 30, and on November 7 for regular CCTA meetings and workshop meetings planning for future transportation, and pointed out some of the major items on the agendas.

Chair Thorpe highlighted a recent CCTA trip to the Netherlands and Barcelona and some of the things learned on that trip.

RECEIVE MISCELLANEOUS TRANSPLAN COMMITTEE MEMBER COMMENTS

Joel Bryant reported that this would be his last meeting, and he expressed his appreciation to all staff.

Diane Burgis expressed her apologies to those assembled for her inability to get to the meeting by 6:30 P.M.

ADJOURNMENT

Chair Thorpe adjourned the meeting of the TRANSPLAN Committee at 7:45 P.M. to the next meeting on Thursday, December 12, 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

ADOPT MINUTES FROM JANUARY 30, 2025 SPECIAL MEETING.

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

MINUTES

January 30, 2025

The special 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 Ron Bernal called the meeting to order at 6:00 P.M.

PRESENT: Juan Banales (Pittsburg), Kristopher Brand (Brentwood), Diane Burgis (Contra Costa County), Cortney Jones (Antioch), Bob Mankin (Contra Costa Planning Commission), Aaron Meadows (Oakley), Leonard Price (Oakley), Vice Chair Susannah Meyer (Brentwood) and Chair Ron Bernal (Antioch)

ABSENT: Sarah Foster (Pittsburg)

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

PUBLIC COMMENT

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

ELECT CHAIR AND VICE CHAIR FOR 2025

Chair Bernal explained that the TRANSPLAN Committee elected its officers on a rotational basis at the beginning of each calendar year.

On motion by Diane Burgis, seconded by Juan Banales, TRANSPLAN Committee members elected **Susannah Meyer** as Chair and **Aaron Meadows** as Vice Chair of the TRANSPLAN Committee for 2025, carried by the following voice vote:

Ayes: Banales, Brand, Burgis, Jones, Mankin, Meadows, Meyer, Price, Bernal
Noes: None
Abstain: None
Absent: Foster

APPOINT TRANSPLAN REPRESENTATIVES TO THE CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) BOARD

Chair Bernal reported that the staff report showed the history of appointments to the CCTA over the last several years.

Robert Sarmiento, TRANSPLAN staff, explained that the November 2024 elections resulted in vacancies that must be filled to ensure TRANSPLAN representation at CCTA. The primary and alternate representatives for both the even-year seat (February 1, 2024 through January 31, 2026) and the primary and alternate representatives for the odd-year seat (February 1, 2025 through January 31, 2027) must be filled. Only elected officials could vote to designate CCTA appointments.

Diane Burgis emphasized the importance of continuity and the need for experienced members to represent the TRANSPLAN Committee on the CCTA. She therefore recommended that Aaron Meadows be reappointed as the primary to the odd-year seat.

Mr. Sarmiento clarified the composition and role of the CCTA for the benefit of the new members of the TRANSPLAN Committee and explained that the CCTA was currently working to update the Countywide Transportation Plan (CTP). As part of that process, the CTP Expenditure Plan would also be updated, important to ensure that East County's issues would be addressed.

Mr. Sarmiento reported that the CCTA Board of Directors met once a month on the third Wednesday at 6:00 P.M., and the members of that Board would have to be involved in at least one other committee; either the Administration & Projects Committee (APC) or the Planning Committee (PC) of the CCTA, and he identified the meeting days and times of those meetings.

Diane Burgis raised a discussion of the terms of the individual elected officials on the TRANSPLAN Committee and the desire to sync those terms with those selected for the primary and alternate representatives for both even-year and odd-year seats, with the intent to accommodate new voices while ensuring experienced TRANSPLAN members on the regional CCTA Board of Directors given the big issues expected to be discussed in 2025.

Several elected members expressed a desire to be selected as TRANSPLAN Representatives to the CCTA.

On motion by Diane Burgis, seconded by Aaron Meadows, the TRANSPLAN Committee APPOINTED **Aaron Meadows** as the odd-year primary representative to the CCTA Board of Directors for the 2/1/2025 through 1/31/2027 term, carried by the following Roll Call vote:

Ayes: Banales, Burgis, Meadows, Meyer, Bernal
Noes: None
Abstain: None
Absent: None

On motion by Diane Burgis, seconded by Aaron Meadows, the TRANSPLAN Committee APPOINTED **Susannah Meyer** as the odd-year alternate representative to the CCTA Board of Directors for the 2/1/2025 through 1/31/2027 term, carried by the following Roll Call vote:

Ayes: Banales, Burgis, Meadows, Meyer, Bernal
Noes: None
Abstain: None
Absent: None

On motion by Diane Burgis, seconded by Aaron Meadows, the TRANSPLAN Committee APPOINTED **Ron Bernal** as the even-year primary representative to the CCTA Board of Directors for the remainder of the 2/1/2024 through 1/31/2026 term, carried by the following Roll Call vote:

Ayes: Banales, Burgis, Meadows, Meyer, Bernal
Noes: None
Abstain: None
Absent: None

On motion by Diane Burgis, seconded by Aaron Meadows, the TRANSPLAN Committee APPOINTED **Juan Banales** as the even-year alternate representative to the CCTA Board of Directors for the remainder of the 2/1/2024 through 1/31/2026 term, carried by the following Roll Call vote:

Ayes: Banales, Burgis, Meadows, Meyer, Bernal
Noes: None
Abstain: None
Absent: None

ADOPT 2025 TRANSPLAN MEETING CALENDAR

Mr. Sarmiento pointed out the 2025 TRANSPLAN meeting calendar included in the meeting packet for both the TRANSPLAN Committee, which met on the second Thursday of the month at 6:30 P.M. at the Tri Delta Board Room at 801 Wilbur Avenue in Antioch, and the TRANSPLAN Technical Advisory Committee (TAC), which met on the third Tuesday of the month starting at 1:30 P.M. at the Antioch City Hall, 200 H Street.

Several members of the TRANSPLAN Committee pointed out dates that would conflict with the Contra Costa Mayors Conference.

Diane Burgis advised that there had been issues related to meeting a quorum at TRANSPLAN Committee meetings in the past and she urged the TRANSPLAN Committee membership to notify their alternates if they could not attend a meeting, or advise Mr. Sarmiento that there would be no primary or alternate available to represent a jurisdiction.

Ms. Burgis emphasized the importance of having a quorum of members attend TRANSPLAN Committee meetings.

Mr. Sarmiento agreed and urged the members to provide him with the identity and contact information for alternates.

On motion and second, the TRANSPLAN Committee adopted the 2025 TRANSPLAN Committee and TRANSPLAN Technical Advisory Committee Meeting Calendar, as submitted, and with consideration of meeting conflicts in July 2025, carried by the following voice vote:

Ayes: Banales, Brand, Burgis, Jones, Mankin, Meadows, Meyer, Price, Bernal
Noes: None
Abstain: None
Absent: Foster

RECEIVE MISCELLANEOUS TRANSPLAN COMMITTEE MEMBER COMMENTS

Mr. Sarmiento reported that the next meeting would have a major item on the agenda for consideration and he urged that there be a quorum for the scheduled meeting on February 13, 2025.

ADJOURNMENT

Chair Bernal adjourned the meeting of the TRANSPLAN Committee at 6:30 P.M. to the next meeting on Thursday, February 13, 2025 at 6:30 P.M. or other date/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

ITEM 5

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	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.	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	East Cypress Corridor Specific Plan	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	Bridgehead Industrial Project	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	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

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	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
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

ITEM 6

**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

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 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 is focusing on preparing various environmental technical studies. Caltrans is coordinating with resource agencies to discuss specific issues.
- Consultant and Caltrans are also coordinating on various resource agency consultation processes.
- The project team is refining studies, and plan to address Senate Bill 743 (SB 743) vehicle miles traveled (VMT) requirements in consultation with Caltrans.
- Draft environmental document is expected to be released for public review in the second half of 2025. 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.
- om 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 funding deadline was extended to June 30, 2026 to reflect the complex nature of the project.

COMPLETED PROJECTS

STATE ROUTE 4 (FORMER “BYPASS” PROJECT)

C. **SR-4: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project #5002)**

COMPLETED

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 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 7

ACCEPT MISCELLANEOUS COMMUNICATION.

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

November 18, 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 November 14, 2024:

1. Received an update on Tri Delta Transit's Comprehensive Operational Analysis.
2. Received a presentation on the Draft Contra Costa Countywide Comprehensive Transportation Safety Action Plan (CCTSAP) and recommended that the Contra Costa Transportation Authority Board adopt the CCTSAP.

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

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

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

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

January 31, 2025

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 special meeting on January 30, 2025:

1. Elected Susannah Meyer (Brentwood) as the 2025 TRANSPLAN Chair.
2. Elected Aaron Meadows (Oakley) as the 2025 TRANSPLAN Vice-Chair.
3. Appointed Aaron Meadows (Oakley) as the TRANSPLAN Primary Representative to the CCTA Board for the Odd-Year Seat (February 1, 2025 through January 31, 2027).
4. Appointed Susannah Meyer (Brentwood) as the TRANSPLAN Alternate Representative to the CCTA Board for the Odd-Year Seat (February 1, 2025 through January 31, 2027).
5. Appointed Ron Bernal (Antioch) as the TRANSPLAN Primary Representative to the CCTA Board for the remainder of the current term of the Even-Year Seat (February 1, 2024 through January 31, 2026).
6. Appointed Juan Banales (Pittsburg) as the TRANSPLAN Alternate Representative to the CCTA Board for the remainder of the current term of the Even-Year Seat (February 1, 2024 through January 31, 2026).
7. Adopted the 2025 TRANSPLAN meeting calendar.

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
D. Friedmann, 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

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Chair

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

From: Timothy Haile, Executive Director

Date: November 19, 2024

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

Timothy Haile,
Executive Director

At its October 30, 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 received an informational quarterly project status report of the current Measure projects for July – September 2024.*

- B. *The Authority Board authorized the Chair to approve Resolution 23-06-A (Rev 1), which adopted a revised Americans with Disabilities Act of 1990 Reasonable Accommodations Policy to allow Authority Board and Committee Members to participate remotely as a reasonable accommodation for a member of the legislative body with a qualifying disability that precludes the member’s in-person attendance at meetings, subject to requirements of the Brown Act.*

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- C. *The Authority Board authorized the release of the Request for Proposals No. 24-4 to provide services as described in the Scope-of-Work for the Countywide Safe Routes to School Project.*
- D. *The Authority Board authorized the release of the Request for Proposals No. 24-3 to solicit proposals from firms qualified in developing a comprehensive software solution for the One-Call/One-Click Contact Center.*
- E. *The Authority Board approved Resolution 24-51-G for West Contra Costa Transit Authority dba WestCAT's (WCCTA) Regional Measure 3 (RM3) funding allocation request in the amount of \$6,666,666 for Zero Emission Bus and Infrastructure from the North Bay Transit Access Category and Resolution 24-52-G to approve WCCTA's RM3 funding allocation request in the amount of \$5,000,000 for Bus Acquisition from the Interstate 80 Transit Improvements category and authorized staff to forward the resolutions to the Metropolitan Transportation Commission.*
- F. *The Authority Board approved the Final Contra Costa Interstate 680 Comprehensive Multimodal Corridor Plan.*
- G. *The Authority Board received an informational update on GoMentum Station Operations.*

***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.**



COMMISSIONERS

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Chair

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Thorpe, Vice Chair

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Chris Kelley

Aaron Meadows

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Scott Perkins

Renata Sos

MEMORANDUM

To: Matt Todd, TRANSPAC
Chris Weeks, SWAT
Robert Sarmiento, TRANSPLAN
Diane Friedmann, TVTC
John Nemeth, WCCTAC
Shawn Knapp, LPMC

From: Timothy Haile, Executive Director

Date: December 5, 2024

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

Timothy Haile,
Executive Director

At its November 20, 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 approve Resolution 24-56-P, which authorizes the programming of \$187,000 in remaining Cycle 4 formulaic Local Partnership Program funds to the Countywide Smart Signals Project (Project) and authorizes staff to deposit \$119,000 in secured local contributions in the Authority's Fund Exchange Reserve for future cost increases on the Project and other projects administered by the Authority, if needed.*
- B. *The Authority Board authorized the Chair to execute Cooperative Agreement No. 24.SW.05 with the Town of Danville and approved Resolution 24-59-P appropriating \$1,192,000 of Measure J funds for the construction phase of*

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the San Ramon Valley Boulevard Improvements Project (Project 24033).

- C.** *The Authority Board authorized the Chair to execute Agreement No. 710 with Ernst and Young in the amount of \$120,000, to complete Phase 2 of the economic analysis for GoMentum Station and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- D.** *The Authority Board approved Resolution 24-34-G to allocate Measure J Sub-Regional West County Additional Transportation Services for Seniors and People with Disabilities (Program 20b) funds for Fiscal Year 2024-25, in the amount of \$776,100.*
- E.** *The Authority Board authorized the Chair to execute Amendment No. 2 to Cooperative Agreement No. 18W.04 with Alameda County Transportation Commission, allowed additional time to complete the Development of the Bi-County Travel Model, and allowed the Executive Director or designee to make any non-substantive changes to the language. This amendment extended the agreement termination date from December 31, 2024 to December 31, 2025.*
- F.** *The Authority Board approved Resolution 24-57-A to create and establish the GoMentum Innovation Alliance including a Strategic Advisory Board and a Regional Workforce Council.*
- G.** *The Authority Board authorized the Executive Director or designee to execute Agreement No. 100.02 with Federal Highway Administration for implementation of the Innovate 680 – Northbound I-680 Express Lane Completion Phase 1 (Project 8009.02) and Coordinated Adaptive Ramp Metering Segments 1 and 3A (Project 8009.06), including future amendments.*
- H.** *The Authority Board received an update on proposed principles for supporting a regional Transportation Revenue Measure framework.*

***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.**



COMMISSIONERS

Newell Arnerich,
Chair

Ken Carlson

Darlene Gee, Alt.

Federal Glover

Chris Kelley

Aaron Meadows

Sue Noack

Carlyn Obringer, Alt.

Karen Stepper, Alt.

Rita Xavier, Alt.

Timothy Haile,
Executive Director

MEMORANDUM

To: Matt Todd, TRANSPAC
Chris Weeks, SWAT
Robert Sarmiento, TRANSPLAN
Diane Friedmann, TVTC
John Nemeth, WCCTAC
Shawn Knapp, LPMC

From: Timothy Haile, Executive Director

Date: January 7, 2025

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

At its December 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 approved Resolution 24-60-P, which concurred with the Regional Measure 3 allocation request in the amount of \$150,000, for the Cutting Boulevard Transit Improvements Project (Project) in the City of Richmond. This allocation will fund preparation of Plans, Specifications, and Estimates for the Project.*

- B. *The Authority Board approved Resolution 24-62-P, which authorized submittal of an allocation request to the Metropolitan Transportation Commission, in the amount of \$440,000 in Regional Measure 3 funds, to complete the environmental phase of the Innovate 680 – Walnut Creek Bay Area Rapid Transit Station Shared Mobility Hub (Project 8009.04).*

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-
- C. *The Authority Board approved Resolution 24-63-P, which authorized submittal of an allocation request to the Metropolitan Transportation Commission, in the amount of \$500,000 in Regional Measure 3 funds, to complete the environmental phase of the Innovate 680 – Bollinger Canyon Road Shared Mobility Hub (Project 8009.04).*
- D. *The Authority Board authorized the Chair to execute Amendment No. 3 to Agreement No. 560 with Advanced Mobility Group in the amount of \$500,000, for a new total agreement value of \$5,344,536, to provide additional project and systems management services, extend the agreement termination date to December 30, 2025, and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- E. *The Authority Board authorized the Chair to execute Amendment No. 5 to Agreement No. 545 with COWI North America, Inc. in the amount of \$60,000, for a new total agreement value of \$2,986,082, to provide additional design and engineering services for the Bollinger Canyon Road – Iron Horse Trail Bicycle and Pedestrian Overcrossing (Project 120025), and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- F. *The Authority Board authorized the Chair to execute Amendment No. 2 to Agreement No. 622 with Central Contra Costa Transit Authority dba County Connection to extend the agreement termination date to September 30, 2025, with no increase in budget for the Innovate 680 – Bay Area Mobility-on-Demand/Mobility-as-a-Service (Project 8009.05), and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- G. *The Authority Board authorized the issuance of Request for Proposals No. 24-10 for Construction Management (CM) services for the Interstate 680/State Route 4 Interchange Improvements, Phases 1, 2A, and 4 (Project 6001b) (Project). The Project is in the final design phase and is ready for constructability and biddability reviews from the CM team.*
- H. *The Authority Board authorized for the Chair to execute Amendment No. 6 to Agreement No. 503 and Task Order No. 1C with WMH Corporation in the amount of \$3,100,000, for a new total agreement value of \$30,005,044, to complete the environmental revalidation, finalize the design, and prepare separate bid packages for Phases 2A and 4 of the Interstate 680/State Route*

4 Interchange Improvements, Phases 1, 2A, and 4 (Project 6001), extend the agreement termination date to June 30, 2026, and allowed the Executive Director or designee to make any non-substantive changes to the language.

- I. *The Authority Board authorized the Executive Director or Designee to execute Cooperative Agreement No. 120.02 with the United States Department of Transportation in the amount of \$1 million in Innovative Finance and Asset Concession Grant Program funds, including future amendments, to support the Countywide Mobility Hub Network Study (Project 31010).*
- J. *The Authority Board authorized the issuance of Request for Proposals No. 24-8 to develop a qualified Shared Autonomous Vehicles vendor list.*
- K. *The Authority Board approved Resolution 24-65-P, which authorized utilizing \$550,000 in Fund Exchange Reserve funds, and authorized the Chair to execute Amendment No. 1 to Agreement No. 547 with the Bay Area Rapid Transit in the amount of \$550,000, for a new total agreement value of \$3,710,377.78 for the Innovate 680 – Bay Area Mobility-on-Demand (Project 8009.05), and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- L. *The Authority Board approved Resolution 21-40-G (Rev 2), in support of the Authority's commitment to its Countywide Vision Zero policy, and recommended to adopt the Contra Costa Countywide Comprehensive Transportation Safety Action Plan (CCTSAP), which incorporates comments from the jurisdictions and the Regional Transportation Planning Committees and ensures a Local Road Safety Plan for each jurisdiction. The CCTSAP will be integrated into the Contra Costa Countywide Transportation Safety Policy and Implementation Guide for Local Agencies, which was adopted by the Authority Board in September 2021, to provide jurisdictions with a consistent Safe Systems Approach to eliminate fatal and severe injuries.*

***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.**



COMMISSIONERS

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Chair

Diane Burgis

Ken Carlson

Darlene Gee, Alt.

Chris Kelley

Aaron Meadows

Sue Noack

Carlyn Obringer

Karen Stepper, Alt.

Rita Xavier

Timothy Haile,
Executive Director

MEMORANDUM

To: Matt Todd, TRANSPAC
Chris Weeks, SWAT
Robert Sarmiento, TRANSPLAN
Diane Friedmann, TVTC
John Nemeth, WCCTAC
Shawn Knapp, LPMC

From: Timothy Haile, Executive Director

Date: January 30, 2025

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

At its January 15, 2025 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 received an informational quarterly project status report of the current Measure projects for October – December 2024.*
- B. *The Authority Board approved issuing transmittal of an Annual Urban Limit Line Policy Advisory Letter to all Contra Costa County Jurisdictions.*
- C. *The Authority Board approved the proposed approach, scope, and schedule for the 2025 Congestion Management Program Update.*

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

***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.**

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

November 18, 2024

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

RE: Status Letter for TRANSPAC Meeting – September 12, 2024

Dear Mr. Haile:

The TRANSPAC Committee met on September 12, 2024. The following is a summary of the meeting and action items:

1. The quarterly financial report for the period ended June 30, 2024, was accepted.
2. The Board approved the TFCA project submittals and funding strategy which will allocate \$249,000 in available subregional TFCA funding and \$37,616 in available Measure J Line 21a funding for the Walnut Creek Bikeway Project and the 511 Contra Costa "Active 4 Me" Program and community engagement initiatives proposed for the FY 2024-2025 TFCA cycle.
3. The Board approved the consent agenda and awarded Cropper Rowe a 3-year contract with two 1-year options as TRANSPAC's auditor.
4. The Board approved a contract amendment to augment the budget of the GBS Managing Director and Clerk of the Board Contract by \$23,000, bringing the contract total from \$286,000 to \$309,000 for the FY 2023/2024 period. The Board also approved the use of FY 2024/2025 contingency budget to fund the contract amendment cost.

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-Thorp, 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)

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

January 28, 2025

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

RE: Status Letter for TRANSPAC Meeting – January 23, 2025

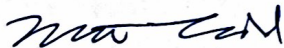
Dear Mr. Haile:

The TRANSPAC Committee met on January 23, 2025. The following is a summary of the meeting and action items:

1. Appointed Carlyn Obringer as the TRANSPAC Representative to the CCTA Board and Kevin Wilk as the alternate for the term February 1, 2025, through January 31, 2027,
2. Appointed Richard Enea as the alternate to replace Peter Cloven for the term February 1, 2024 – January 31, 2026,
3. Appointed Debbie McKillop from the City of Martinez and Kevin Wilk from the City of Walnut Creek to the Innovate 680 Policy Advisory Committee. Confirmed previously made appointments.

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 John Hoang, CCTA Staff
Robert Sarmiento, TRANSPAN; Ron Bernal, Chair, TRANSPAN
Chris Weeks, SWAT; Renata Sos, Chair, SWAT
John Nemeth, WCCTAC; Rita Xavier, Chair, WCCTAC
Tarienne Grover, CCTA Staff
Sue Noack, Andrei Obolenskiy (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

February 20, 2025

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

RE: Status Letter for TRANSPAC Meeting – February 13, 2025

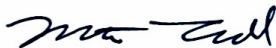
Dear Mr. Haile:

The TRANSPAC Committee met on February 13, 2025. The following is a summary of the meeting and action items:

1. The Board accepted the Quarterly Financial Report for the period ended December 31, 2024.
2. The Board accepted the Annual Financial Report as of June 30, 2024, and 2023 with Independent Auditors' Reports thereon.
3. The Board received information on TRANSPAC FY 2024/2025 Workplan Progress Report.
4. The Board received information on California Daylighting Law (AB413).
5. The Board received the Draft Contra Costa Countywide Comprehensive Transportation Safety Action Plan for Local Agencies.
6. The Board received information on the Countywide Emergency Evacuation Plan.
7. The Board received information on Form 700 FILING Requirements.

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 John Hoang, CCTA Staff
Robert Sarmiento, TRANSPAN; Ron Bernal, Chair, TRANSPAN
Chris Weeks, SWAT; Renata Sos, Chair, SWAT
John Nemeth, WCCTAC; Rita Xavier, Chair, WCCTAC
Tarienne Grover, CCTA Staff
Sue Noack, Andrei Obolenskiy

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

November 18, 2024

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

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

Dear Mr. Haile:

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

1. The Board approved the amended recommendation, which allocates \$249,384 in available subregional TFCA funding, in addition to \$37,616 in Measure J Line 21a funding, for the Walnut Creek Bikeway Project and the 511 Contra Costa "Active 4 Me" Program and community engagement initiatives for the FY 2024-2025 TFCA cycle.
2. The Board approved the appointment of Aaron Elias (Concord) as the alternate representative to the CBPAC for the term ending December 31, 2025, and as the alternate representative to the TCC for the term ending March 31, 2025.
3. The quarterly financial report for the period ended September 30, 2024, was accepted.
4. The Board approved the TRANSPAC Meeting Schedule for 2025.
5. The Board approved the programming of \$500,000 of Measure J Program 13 Pedestrian, Bicycle, and Trail Facilities funds to rehabilitate the specified sections of the Iron Horse Regional Trail.
6. Received updates on the Concord Reuse Project.

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 Bindemagel, Diane Bentley (City of Pleasant Hill)



SWAT

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December 9th , 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 December 2, 2024

Dear Mr. Haile:

The Southwest Area Transportation Committee (“SWAT”) met Monday, December 2nd, 2024. The following is a summary of the meeting and action items:

1. SWAT **approved** the appointment of Patrick Golier, City of Lafayette Staff, as the Primary SWAT representative to the Authority’s Countywide Vision Zero Working Group – as the Technical Coordinating Committee (TCC) representative, replacing Andy Dillard from Danville as well as appoint Nate Levine, Town of Moraga Staff, as his alternate. SWAT appointed staff as recommended by TAC. (Agenda Item 5B)

<i>Vision Zero Working Group</i>	<i>Existing</i>	<i>Proposed Primary</i>	<i>New Alternate</i>
<i>SWAT (TCC)</i>	<i>Andy Dillard, Danville</i>	<i>Patrick Golier, Lafayette</i>	<i>Nate Levine, Moraga</i>
<i>SWAT (CBPAC)</i>	<i>Chris Weeks, San Ramon</i>	<i>Chris Weeks, San Ramon</i>	<i>Vacant</i>

2. SWAT **received** a presentation of the Countywide Emergency Evacuation Plan development process by John Hoang from CCTA. (Agenda Item 6A) The Plan will conduct local-level evacuation compliance assessments and a high-level evacuation route capacity, safety, and viability for the County that includes all 19 cities/towns and unincorporated County. The intersection of the Countywide Emergency Evacuation Plan and the Draft Countywide Comprehensive Transportation Safety Action Plan Draft (CCTSAP), presented at the November SWAT meeting was central to the discussion.
3. SWAT **discussed** comments from the November 4, SWAT meeting that were included in the last summary for the November SWAT meeting. (Agenda Item 6B) They were not included in the staff report that went to the CCTA Planning Committee as requested by SWAT. SWAT had approved that the CCTSAP plan should move forward to the Planning Committee of CCTA with the following comments considered and integrated. The following comments were reiterated to John Hoang, and he assured SWAT that the comments would be considered and addressed at the CCTA Planning Committee:

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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- 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.
- 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.

Moraga added some additional comments after the meeting to include in this summary.

These comments are specific to the Draft CCTSAP and not necessarily the presentation that was presented to SWAT in November:

- i. Community Survey Responses showed an overwhelming importance of pedestrian and bicycle safety on local roadways. Plan strategies and methodologies should align with this and minimize or exclude highways/freeways (access-controlled facilities).
- j. Collision data for local roadways and Caltrans facilities (Highways/Freeways) need to be separated at the very least. Recommend that analysis focus on local roads only to ensure metrics and local alignment.
- k. The identified High Injury Networks are overwhelmingly on Caltrans facilities (Highways/Freeway), not local roadways. It is unclear whether these were determined by incident data or per MTC. We recommend that HIN be aligned with and determined by local data (LRSP) and non-highway/freeway incidents.

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, TRANSPLAN; Ying Smith, CCTA



SWAT

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February 3, 2025

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 3, 2025

Dear Mr. Haile:

The Southwest Area Transportation Committee ("SWAT") met Monday, February 3, 2025. The following is a summary of the meeting and action items:

1. SWAT **elected** City of San Ramon as the 2024 SWAT Chair represented by San Ramon Mayor Mark Armstrong in accordance with the annual rotation , for a 12-month term, from January 2025 through January 2026. (Agenda Item 4B)
2. SWAT **elected** County, Supervisor Candace Anderson representing Contra Costa County as Vice Chair, in accordance with the annual rotation , for a 12-month term, from January 2025 through January 2026. (Agenda Item 4B)
3. SWAT **appointed** Chair Mark Armstrong as the SWAT primary representative from the San Ramon Valley (SRV) to Contra Costa Transportation Authority for a two-year term effective January 31, 2025, through January 31, 2027. (Agenda Item 4C)
4. SWAT **appointed** Representative Darlene Gee as the SWAT primary representative from Lamorinda to Contra Costa Transportation Authority for a two-year term effective January 31, 2025, through January 31, 2027. (Agenda Item 4D)
5. SWAT **appointed** Chair Mark Armstrong of SWAT to the Innovate 680 Policy Advisory Committee (PAC). Chair Armstrong replaces former San Ramon Vice Mayor Scott Perkins as the SWAT San Ramon representative at the in-person Quarterly meetings. (Agenda Item 4E)
6. SWAT **received** a presentation on the status of the Contra Costa Countywide Transportation Plan (CTP) and associated Blueprint and business plan by Principal Transportation Planner, Matt Kelly from CCTA. (Agenda Item 6A)

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, TRANSPAC; Ying Smith, CCTA; Tarienne Grover, CCTA



SWAT

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Actions taken 02/03/2025			
Position	Member	Term	Meetings
SWAT (Chair)	Mayor Mark Armstrong, San Ramon	January 2025 through January 2026	First Mondays 3:00 PM-5:00 PM
SWAT (Vice Chair)	Supervisor Candace Anderson, Contra Costa County	January 2025 through January 2026	First Mondays 3:00 PM-5:00 PM
SWAT SRV Representative (CCTA Board)	Chair Mark Armstrong, San Ramon	January 31, 2025, through January 31, 2027	Full Authority Board (CCTA) Third Wednesday of the month at 6:00 PM
SWAT Lamorinda Representative (CCTA Board)	Councilmember Darlene Gee, City of Orinda	January 31, 2025, through January 31, 2027	Full Authority Board (CCTA) Third Wednesday of the month at 6:00 PM
SWAT San Ramon Representative, Innovate 680 PAC	Chair Mark Armstrong, San Ramon (Replacing former San Ramon, Vice Mayor Scott Perkins)	No term dates	Quarterly, In-Person
Next SWAT BOD Meeting March 3rd, 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,

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; Ying Smith, CCTA; Tarienne Grover, CCTA

ITEM 8

**RECEIVE UPDATE ON DEVELOPMENT OF A NEW COUNTYWIDE
TRANSPORTATION PLAN.**



CONTRA COSTA
transportation
authority

Planning the Future of Transportation through the Countywide Transportation Plan

TRANSPLAN



Agenda

1. CTP & Business Plan Overview
2. Draft Livable Streets Proposal and Discussion
3. Focus on the TRANSPLAN Area
4. Draft Livable Streets Design Expectations and Discussion
5. Wrap -Up and Next Steps



Today's Objectives

We will share with you

- Overview of the CTP and Business Plan processes
- Introduction to the draft Livable Streets Proposal
- Draft design expectations associated with the Livable Streets Proposal

Highlight key challenges

- Most streets in Contra Costa are currently auto oriented -
- This creates negative safety and environmental outcomes and impedes thriving places
- Target speeds, modal priorities, and bike/ped infrastructure need to be right -sized to surrounding land use context

Explore paths forward

- Development of Livable Streets Proposal to improve safety, livability, placemaking, and equity in Contra Costa
- Livable Streets tied to design expectations that can be used in CCTA funding decisions in the future

CTP & Business Plan Overview

Setting and delivering a 2050
vision



Background Context



2050 Blueprint

Provides a vision for placemaking, mobility, and prosperity.



2050 Countywide Transportation Plan

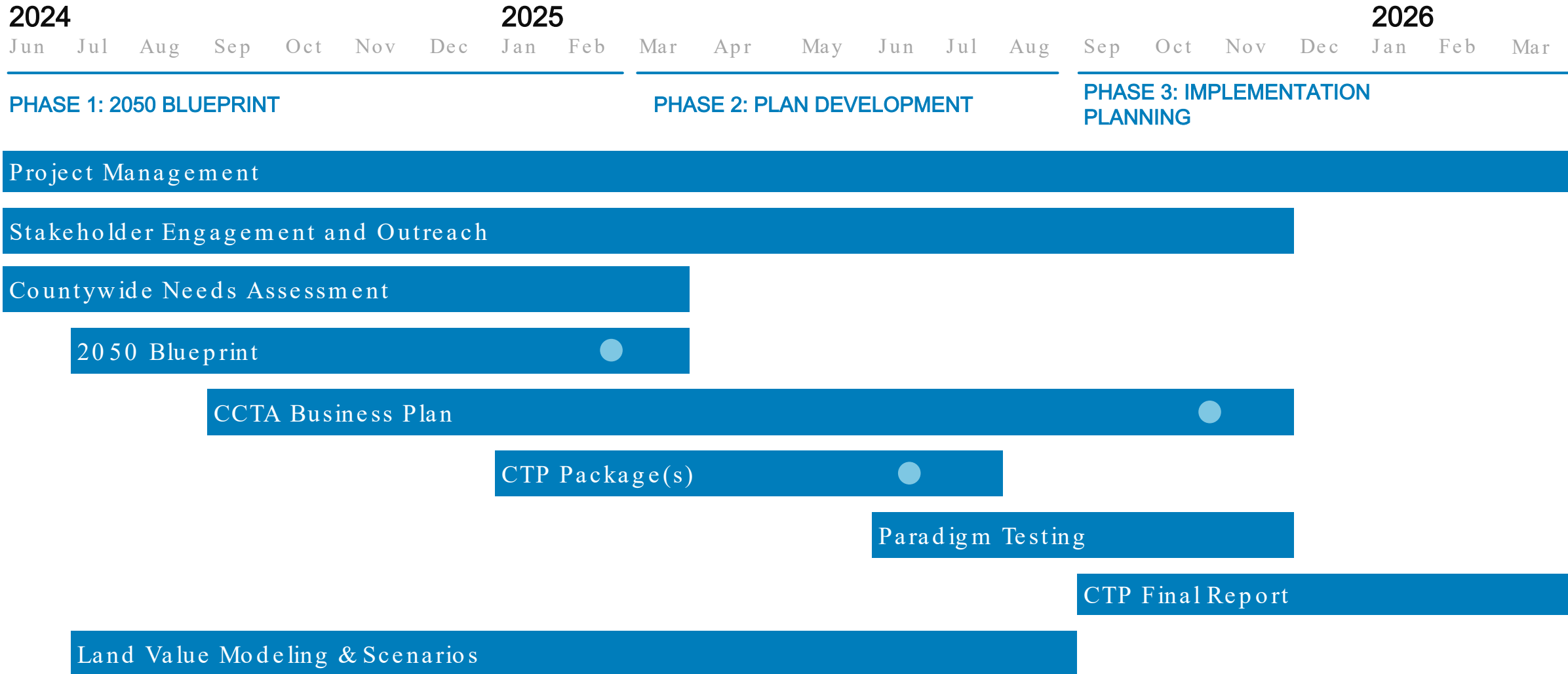
Prioritizes a set of projects, programs, and requirements for funding.



Business Plan

CCTA's implementation plan will cover funding, priorities, and project delivery roles.

18-Month Project Schedule

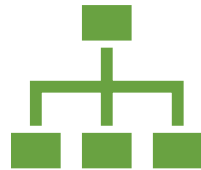


Recap of Outreach to Date

Stakeholder Engagement



**Citizen's Advisory
Committee**
December 11, 2024



**Technical
Coordinating
Committee**
December 19, 2024

Public Engagement

Ongoing public opinion survey to inform CTP Blueprint

- Scan the QR code to take the survey



Four principles will guide the CTP and Business Plan



Safe Travel

Traveling in my community is safe and comfortable, no matter how I get around.

Growing Sustainably

I feel confident that transportation investments in Contra Costa will help provide a sustainable future for my community.

Livable and Connected Neighborhoods

I can conveniently and comfortably get to places that are important to me without having to drive.

Access for All

I can shape and enjoy transportation projects that improve my community, no matter who I am or where I live.

DRAFT Livable Streets Proposal

Creating clear design expectations for safe, thriving places



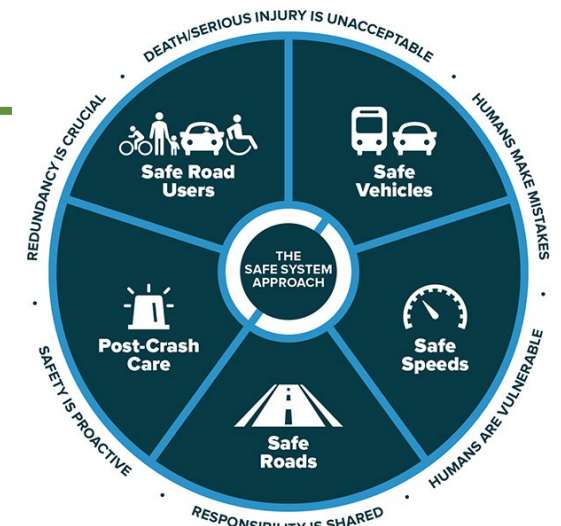
What is the Livable Streets Proposal (LSP)?

The Livable Streets Proposal helps improve transportation, safety, and the economy in Contra Costa

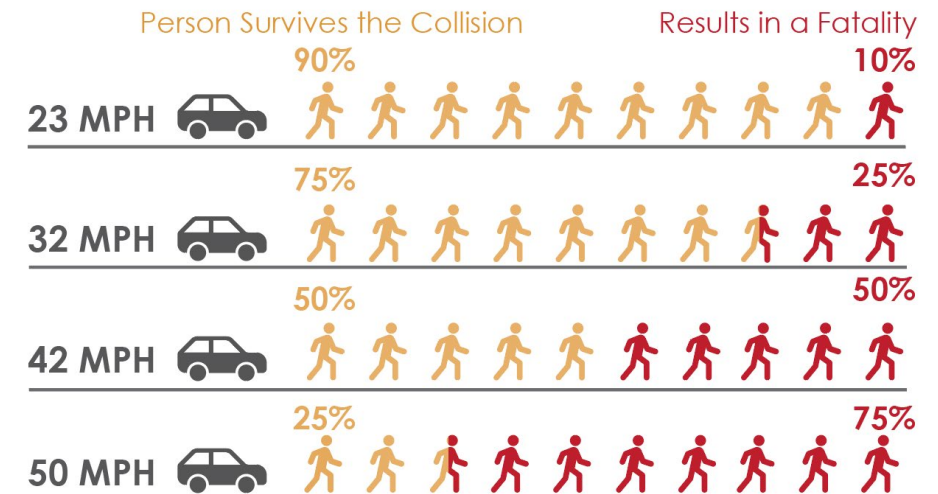
- ✓ Improves safety by right-sizing vehicle movement to the surrounding context
- ✓ Creates economically thriving places
- ✓ Aligns community vision for transportation with the vision for land use
- ✓ Increases transportation options
- ✓ Plans streets to move people and goods, and as places for people to live, work, and enjoy
- ✓ Clarifies that each street has a specific purpose, which informs planning, design, prioritization, and funding decisions

Since the 2017 CTP, there has been a paradigm shift in safety planning.

- In a Safe System Approach, each death or serious injury is unacceptable and avoidable.
- Commitment to zero deaths and severe injuries on public roadways was adopted by the US Department of Transportation, Caltrans, MTC, and CCTA (2021).
- People are unlikely to survive crashes at high speeds. Lowering speeds is critical to reducing impact forces, providing additional time for drivers to stop, and improving visibility.



Source: FHWA.



New commitments have been made to reduce VMT and GHG emissions.

SB 743 (2020)

Vehicle miles traveled (VMT) is now the key tool to measure development and transportation impacts (instead of level of service).

CAPTI (2021)

34 action items aligning state funding with the goal of decarbonizing transportation systems.

Plan Bay Area 2050

Strategies around clean vehicles and transportation demand management.

AB 1279 (2022)

State must reduce GHG emissions by at least 85% below 1990 levels by 2045. CARB's new Scoping Plan for Achieving Carbon Neutrality (2022) lays out path to achieve targets for carbon neutrality.

Today, most streets in Contra Costa are oriented towards auto-focused movement and access.



Today, an auto-focused network leads to safety challenges and ever-increasing VMT.

CCTA must shift gears to strategies that reduce VMT and support thriving places.



Instead, CCTA will lead by:

- Valuing and prioritizing place-oriented streets ,
- Encouraging transportation-land use coordination ,
- Making multimodal trips more viable, and
- Creating clear planning and design expectations .

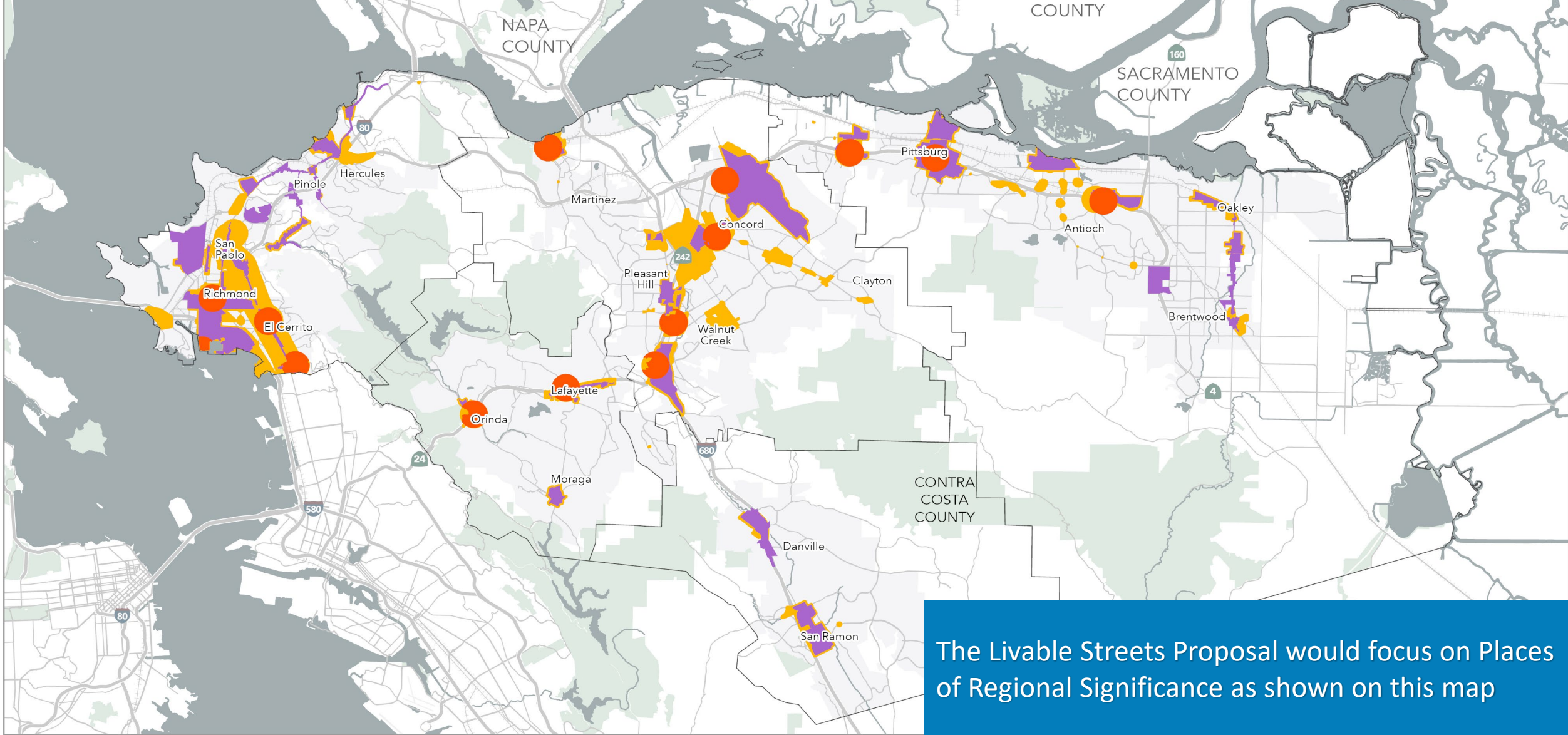
Land valuation is low where streets are auto-focused.



Source: Contra Costa County, CA (2024), Google Earth

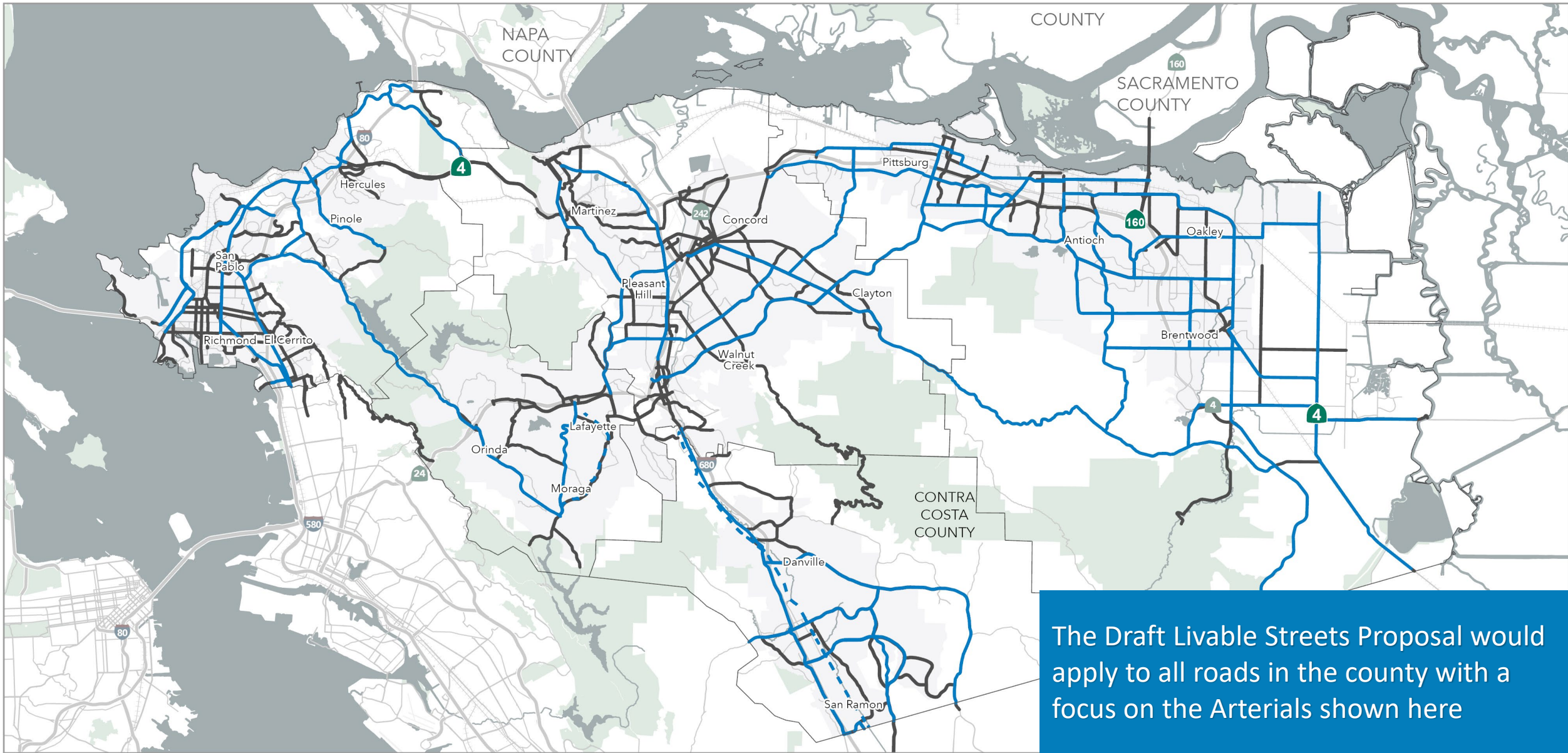
The DRAFT Livable Streets Proposal has four street types:





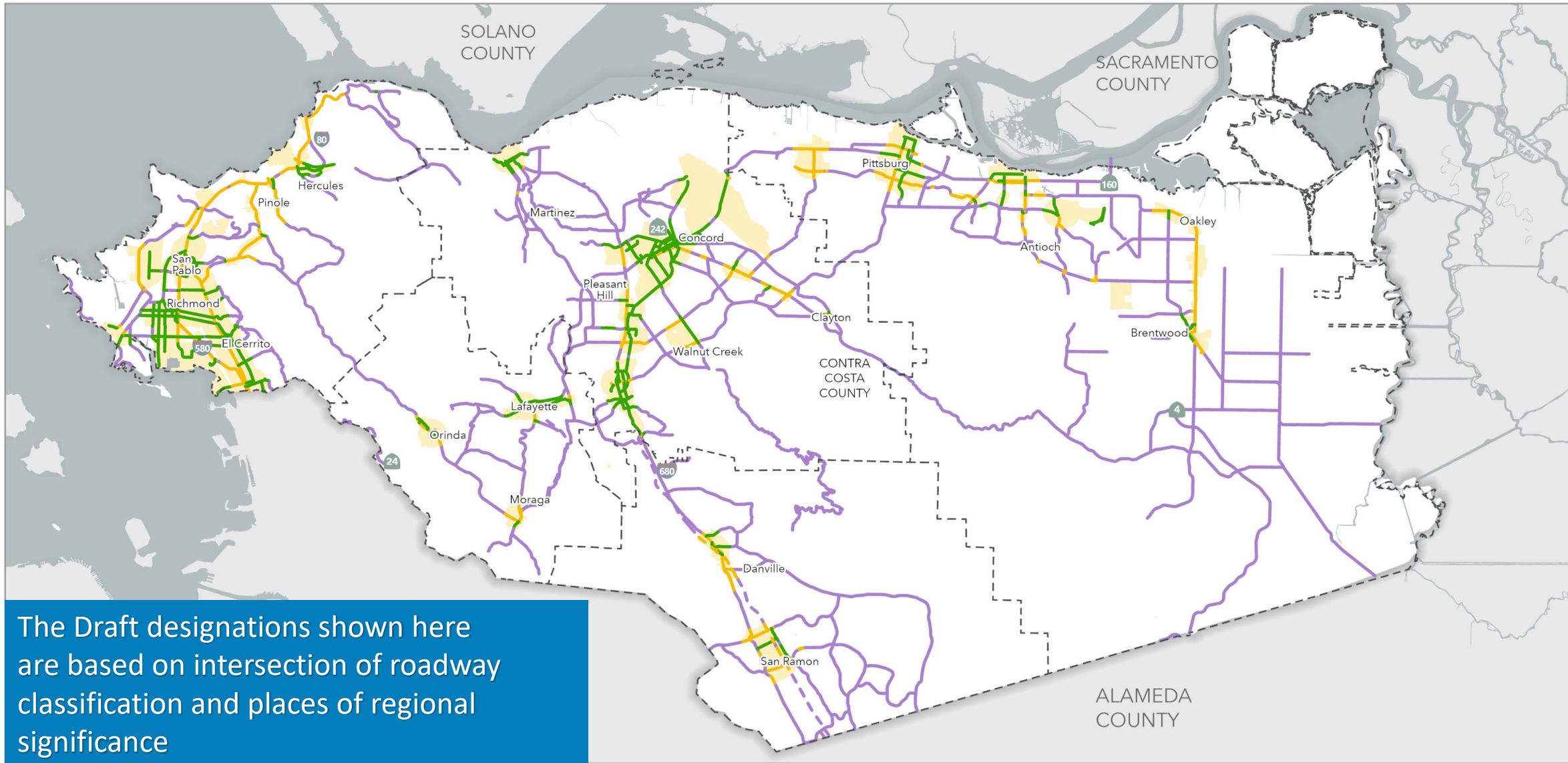
The Livable Streets Proposal would focus on Places of Regional Significance as shown on this map

- MTC Transit Oriented Communities (TOCs)
- CCTA Pedestrian Priority Areas
- MTC Priority Development Areas (PDAs) (Plan Bay Area 2050)
- Urbanized Area
- RTPC Boundary



The Draft Livable Streets Proposal would apply to all roads in the county with a focus on the Arterials shown here

- CCTA Route of Regional Significance
- - Trail
- Caltrans Functional Classification Principal & Minor Arterials
- Urbanized Area
- RTPC Boundary



The Draft designations shown here are based on intersection of roadway classification and places of regional significance

Proposed Livable Streets Typology

- Connector Street (dashed line: trails)¹
- Core Street (dashed line: trails)¹
- Place Street²
- All other Contra Costa streets are Neighborhood Streets.
- Place of Regional Significance (MTC designated TOCs, PDAs, CCTA Pedestrian Priority Areas)
- RTPC Boundary
- Urbanized Area³

**DRAFT Contra Costa Livable Streets Typologies
CTP Blueprint**

Source: Contra Costa Transportation Authority (CCTA); Fehr & Peers. Notes: 1. CCTA Route of Regional Significance. 2. Caltrans Functional Classification principal and minor arterials. 3. Based on US Census city boundaries.

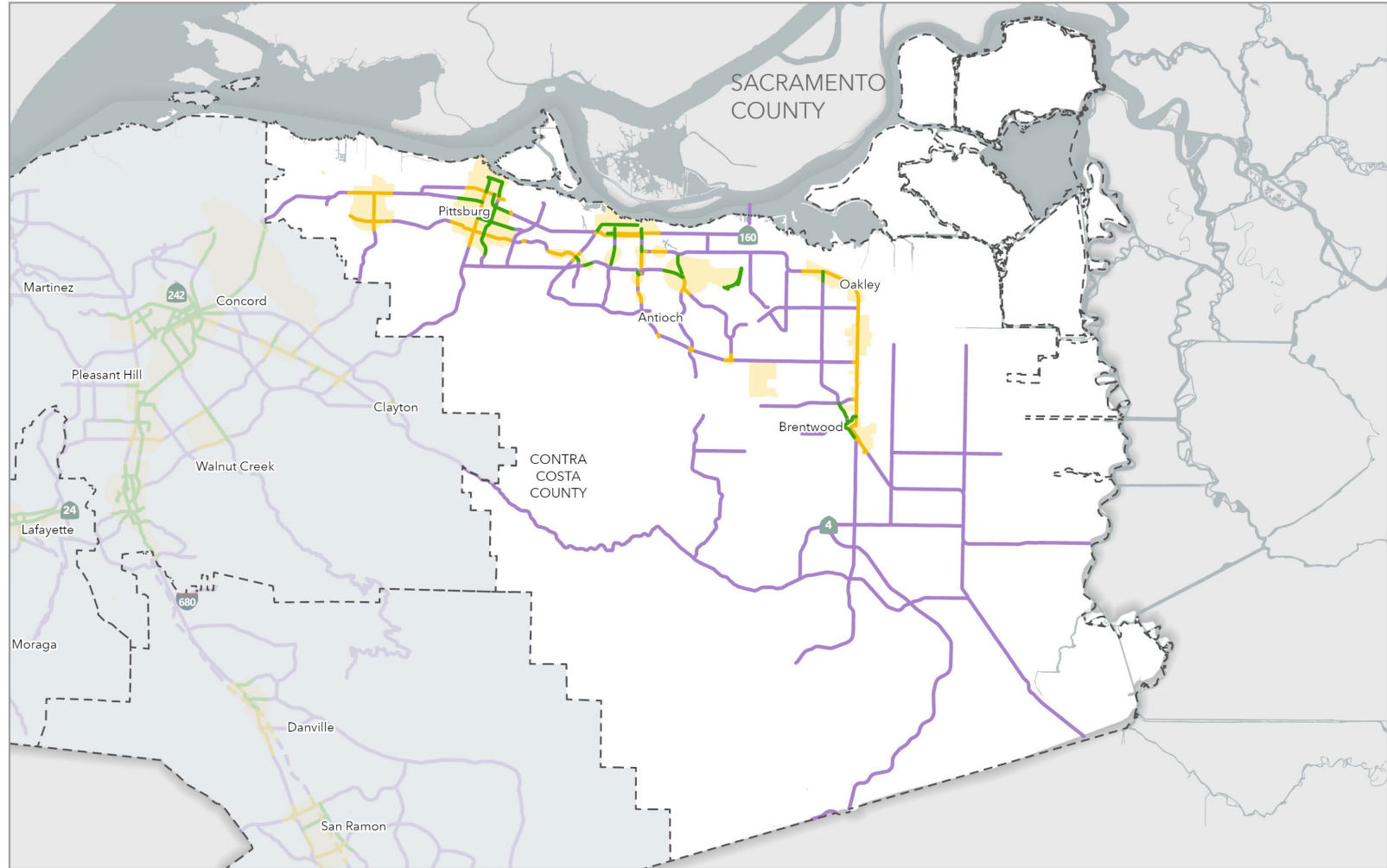
Focus on TRANSPLAN Area

The Livable Streets Proposal
applied to East County



East County

DRAFT Connector, Core and Place Streets in East County are shown here.



Proposed Livable Streets Typology

- Connector Street (dashed line: trails)¹
- Core Street (dashed line: trails)¹
- Place Street²
- All other Contra Costa streets are Neighborhood Streets.
- Place of Regional Significance (PDAs, MTC designated TOCs, CCTA Pedestrian Priority Areas)
- RTPC Boundary
- Urbanized Area³

DRAFT East County Livable Streets Typologies CTP Blueprint

Source: Contra Costa Transportation Authority (CCTA); Fehr & Peers. Notes: 1. CCTA Route of Regional Significance. 2. Caltrans Functional Classification principal and minor arterials. 3. Based on US Census city boundaries.

Connector Streets are movers of people and goods.

Leland Road near Arlington Drive, Pittsburg



Place Streets are centers of business and community and should be comfortable for pedestrians and bicyclists.

W 2nd Street at G Street, Antioch



Core Streets are oriented towards movement and placemaking.

Railroad Ave at E 10th Street, Pittsburg



Neighborhood streets are where people live and go for recreation.

Ponderosa Drive at W Cypress Road, Oakley



Discussion

1. Which of these street designations resonate with you and which do you have questions about?
2. Would you add or remove any locations from the areas of significance shown?

DRAFT Livable Streets Design Expectations

Clarifying what CCTA will fund and support



The Livable Streets Proposal will create...



An easy -to -use
street typology



Countywide maps
associated with
multimodal and safety
needs



Design
expectations by
street type

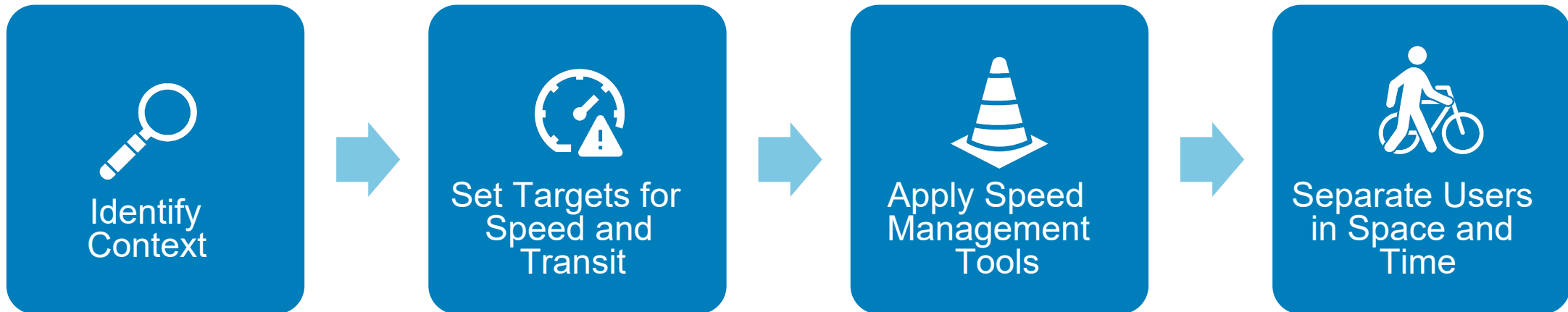
The Draft Livable Streets Proposal is a decision support tool for CCTA and its partners.

- It transparently identifies where investments in place and movement should be coordinated and design expectations for each street in Contra Costa.
- It could be used to help prioritize projects and programs within the CTP based on the LSP
- It could be used to help make future programming and funding decisions

The Livable Streets Proposal will include design expectations for all street types to support Principles around safety and connectivity.

Treatments can be identified to bridge gaps in current place/movement operations and the ideal or planned vision of streets.

Design expectations include...



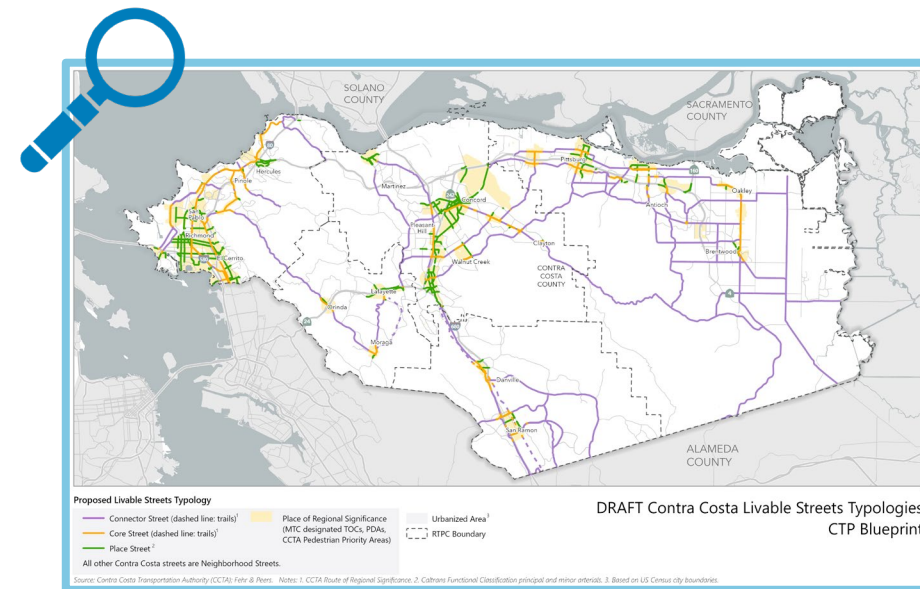
Step 1

Identify the Context.

Reference the Livable Streets Typology Map

Items to consider

- What are the movement needs and place needs of this street segment?
- Are there schools along the street segment?
- Is this a transit priority corridor?



Step 2

Set Targets for Speed and Transit.

Items to consider

- What is the target speed based on the movement needs and the place needs of the street?
- What is the target transit performance?

Step 3

Apply Speed Management Tools.

Items to consider

- Which speed management tools are needed to achieve the target speed?
 - Context specific tools
- Are there priority bus corridors on the street? What transit reliability needs are there?

Step 4

Separate Users in Space and Time.

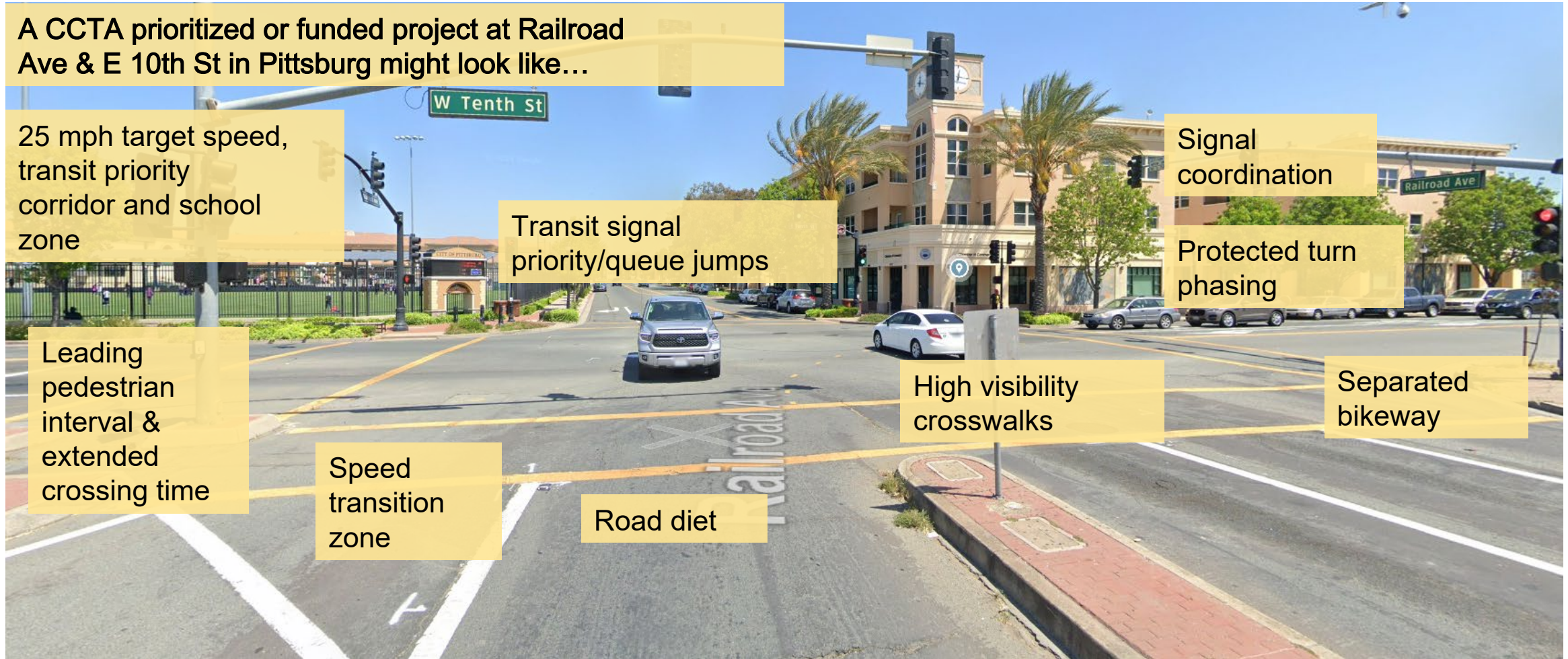
Items to consider

- What are the design elements, including for vulnerable users, that are appropriate based on the roadway speeds, volumes, and geometry?

Connector Streets would support auto movement while adding pedestrian, bike, and transit facilities.



Core Streets would prioritize transit and people walking & biking in Places of Significance while still moving all modes.



A CCTA prioritized or funded project at Railroad Ave & E 10th St in Pittsburg might look like...

25 mph target speed, transit priority corridor and school zone

Transit signal priority/queue jumps

Signal coordination

Protected turn phasing

Leading pedestrian interval & extended crossing time

Speed transition zone

Road diet

High visibility crosswalks

Separated bikeway

Place Streets would prioritize biking and walking with a “layered network” approach prioritizing autos, bikes & transit.

A CCTA prioritized or funded project at Railroad Ave & 6th St in Pittsburg might look like...

20 mph target speed, not a transit priority corridor or school zone

Additional lighting at intersections

Speed bumps, chicanes

Bikeway with parking removal/ bikeway on parallel street

Raised intersection or crosswalk

Neighborhood Streets would focus on safety for people walking and driving near their homes.

A CCTA prioritized or funded project on Nottingham Drive in Brentwood might look like...

20 mph target speed, not a transit priority corridor or school zone

High visibility crosswalks

Curb ramps

Appropriate safety lighting

Speed tables or humps, chicanes

Bike boulevard treatments

Discussion

1. Do the design expectations resonate?
2. Which do you have the most questions about?
3. What type of collaboration from CCTA will localities need in implementing this framework?
4. What are the barriers to implementation?



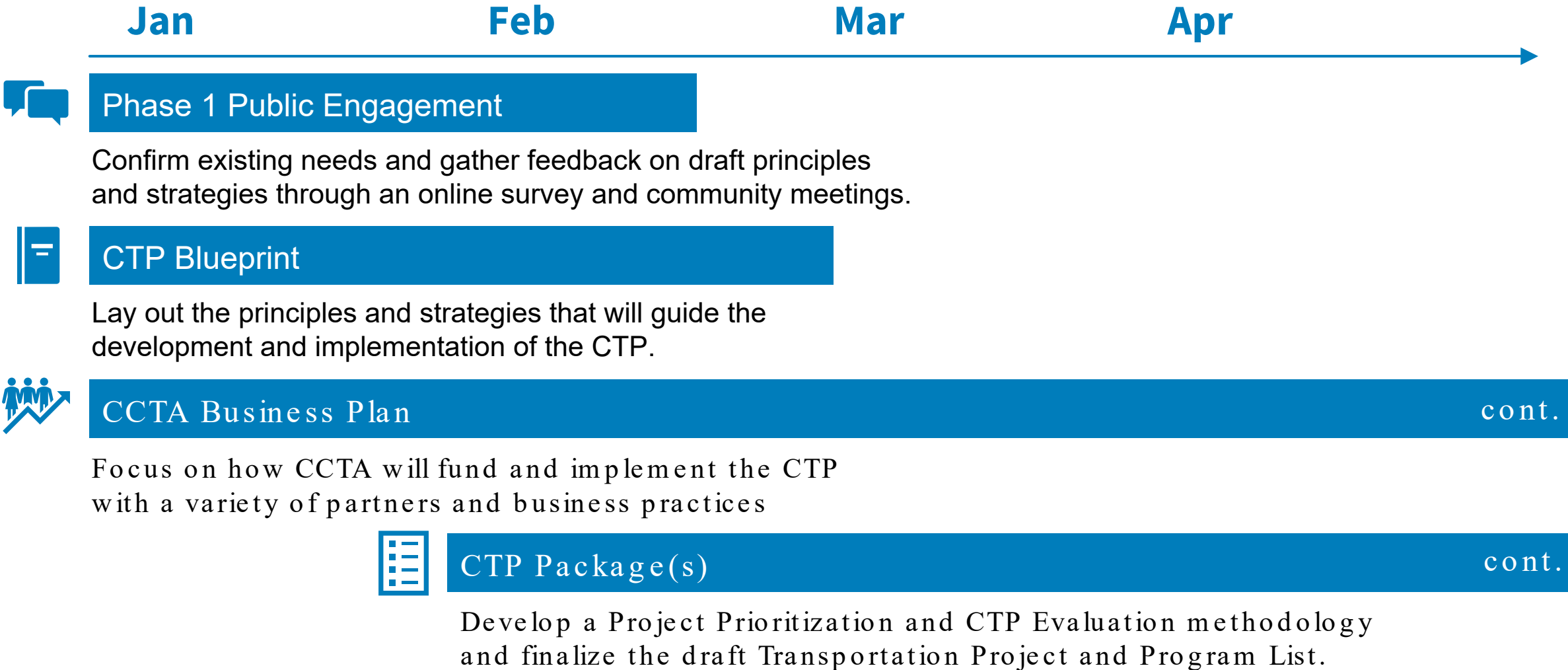
CONTRA COSTA
transportation
authority

Wrap-Up and Next Steps

Next Steps for the Livable Streets Proposal

- **Stakeholder Engagement:**
 - 8 RTPC meetings on the Draft Livable Streets Proposal in January -March
 - The Blueprint will go to the Board in April for approval
 - The next phase of engagement on the CTP will begin in June
- **Livable Streets Proposal integrated into draft CTP** (June 2025)
- LSP to potentially be used in **CTP project prioritization** and **future CCTA funding decisions** - still under discussion

Next Steps for CTP and Business Plan



Thank You!



ITEM 9

**RECEIVE PRESENTATION ON THE COUNTYWIDE EMERGENCY
EVACUATION PLAN.**



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TRANSPLAN TAC

Countywide Emergency Evacuation Plan

John Hoang, Director, Planning

December 17, 2024

Countywide Emergency Evacuation Plan

- Caltrans Sustainable Transportation Planning Grant Program FY24-25
 - Climate Adaptation
- Grant Specific Objectives and Benefits
 - Benefits to public health, natural ecosystems, air quality, social equity, the economy, or reduction in GHG emissions
- Grant Specific Objectives, Partnership and stakeholders
- Alignments with other plans and State goals
- Cost
 - Grant Amount \$1,490,000
 - Match \$207,900
 - Total \$1,697,900

Countywide Emergency Evacuation Plan

- Includes 19 Cities/Towns and Unincorporated County
 - With focus on vulnerable communities
 - Neighborhoods that lack network redundancy during evacuation scenarios
 - Help agencies determine how to improve the evacuation network during those events
- Builds on the multi-jurisdictional Local Hazard Mitigation Plan (multi-jurisdictional evacuation using routes that may span several jurisdictions)
 - Tie-in to regional and subregional transportation planning
- Plan addresses two deficiencies
 - Unfunded mandates requiring local governments to plan for emergency evacuation
 - SB 99: Conduct Local-Level Evacuation Compliance Assessment
 - AB 747: Evaluate High-Level Evacuation Route Capacity, Safety, and Viability
 - Unique regional economic and climate-related issues that affect the most vulnerable communities and their transportation system

Countywide Emergency Evacuation Plan

- Hazards/Climate-induced Effects
 - Sea Level Rise, Wildfire Risks, Levee failure, Landslides, Tsunamis
 - Other Natural Hazards: Earthquakes
 - Manmade: Refinery Accidents
- Expected to Strain the Transportation network and communities throughout the County
- Efforts already undertaken by agencies to look at planning for resiliency.
 - Lafayette and Orinda completed locally-focused planning efforts
- Underserved communities
 - Richmond, El Cerrito San Pablo, Concord, Pittsburg, Antioch, Unincorporated (North Richmond Rodeo, Bay Point)
 - Equity Priority Communities (EPCs) [based on race, low-income, English proficiency, seniors,...]
 - MTC identifies 48 Census tracts in CC as EPCs
 - Engagement

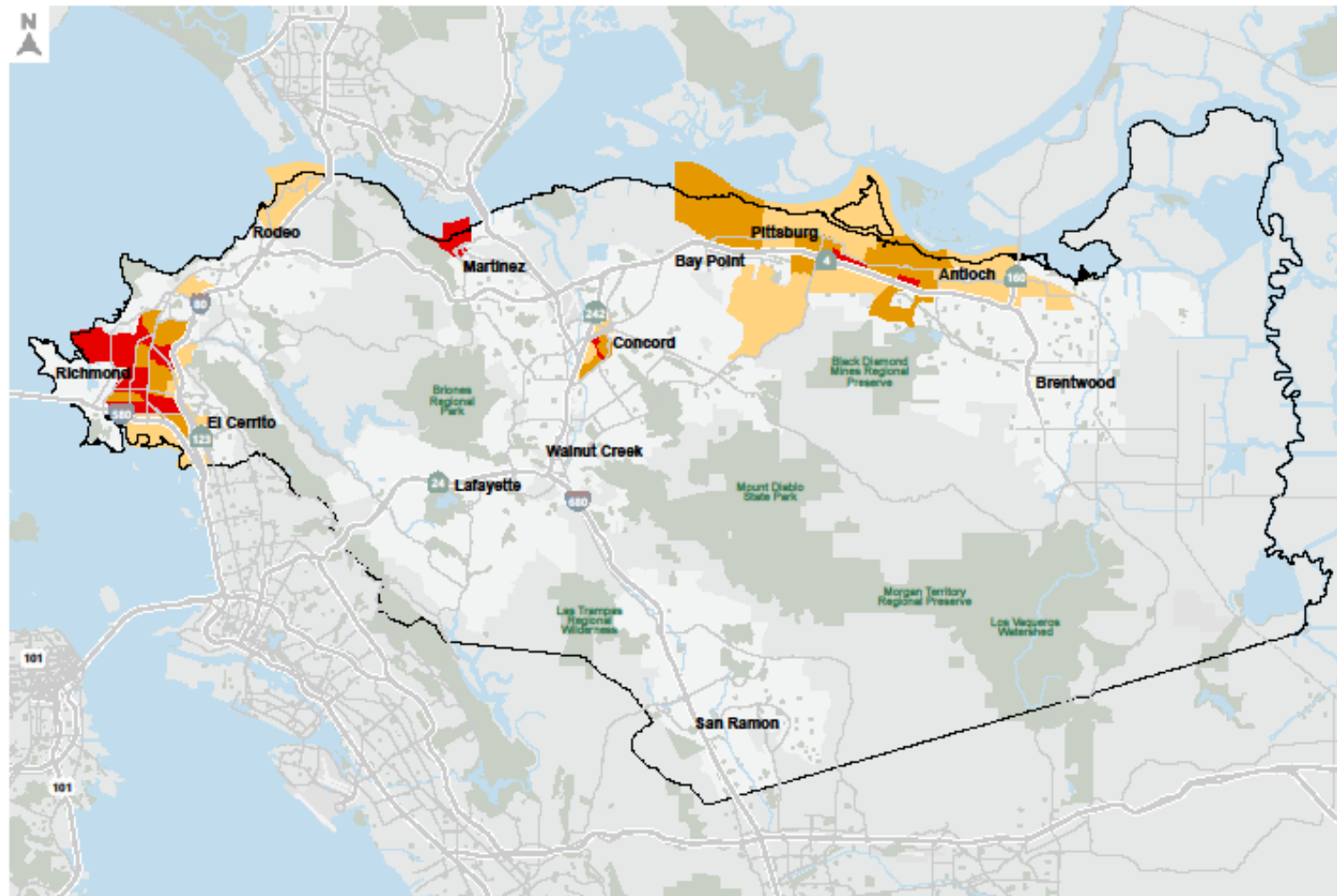
Countywide Emergency Evacuation Plan

- Assessment of five sub-regions and evaluation of up to six emergency events per region using and interfacing with land use and roadway network data in the CCTA model. Based on the results of the assessment the Plan will include:
 - Project Prioritization: Prioritized projects in the identified vulnerable areas using a ranking criterion agreed by the Project's TAC
 - Cost Estimates/Project constraints: Cost estimates and key constraints of 20 top-ranked of projects with conceptual project designs.
 - Funding strategies and documentation: Potential funding strategies for the projects.

Countywide Emergency Evacuation Plan

- Scope of Work
 - Task 1: Technical Advisory Committee
 - Task 2: Stakeholder and Public Outreach
 - Task 3: Network Resilience Assessment
 - Outreach Emergency Responders
 - Congestion Identification
 - Network Analysis
 - Emergency Response Time Assessment
 - AB 747/AB 1409 Assessment
 - Firesafe Accessibility Assessment
 - Task 4: Additional Infrastructure Resilience Assessment
 - Network Electrification Resiliency
 - Transit Shelter Evaluation
 - Vehicle Redundancy Assessment

Equity Priority Communities



MTC Equity Priority Community Classification

High Higher Highest

Exhibit A

MTC Equity Priority Communities

ITEM 10

REVIEW LETTER SEEKING CCTA'S SUPPORT IN ENHANCING BICYCLE AND PEDESTRIAN CONNECTIVITY BETWEEN CENTRAL COUNTY AND EAST COUNTY AND AUTHORIZE THE TRANSPLAN CHAIR TO SIGN THE LETTER.

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee

FROM: TRANSPLAN TAC

DATE: March 13, 2025

SUBJECT: Enhancing Bicycle and Pedestrian Connectivity Between Central County and East County

Recommendation

REVIEW letter seeking the Contra Costa Transportation Authority's (CCTA) support in enhancing bicycle and pedestrian connectivity between Central County and East County and AUTHORIZE the Chair of the TRANSPLAN Committee to sign the letter.

Background

At its September 2024 meeting, the TRANSPLAN Committee directed the TRANSPLAN Technical Advisory Committee (TAC) to discuss a potential bicycle facility along the State Route 4 (SR-4) corridor between Port Chicago Highway and Willow Pass Road in Concord to close a bike network gap and enhance bicycle connectivity between Central County and East County.

A letter (attached) was developed, with input received from TRANSPLAN TAC, CCTA staff, and Bike East Bay, that seeks CCTA support in constructing a facility that serves bicyclists, along with pedestrians, along the SR-4 corridor between Central County and East County. TAC approved forwarding the letter to the TRANSPLAN Committee at its December 2024 meeting.

att: Letter to CCTA RE: Enhancing Bicycle and Pedestrian Connectivity between Central County and East County

cc: TRANSPLAN TAC

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

March 13, 2025

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

RE: Enhancing Bicycle and Pedestrian Connectivity Between Central County and East County

Dear Mr. Haile:

The TRANSPLAN Committee is seeking the Contra Costa Transportation Authority's (CCTA) support in enhancing bicycle and pedestrian connectivity between Central County and East County.

A low-stress bicycle/pedestrian facility that connects Central and East Counties does not currently exist. The few roadway options that connect the two subregions lack bicycle and pedestrian infrastructure, resulting in a high-stress and dangerous experience for bicyclists and pedestrians. A segment of the Delta de Anza Trail runs west from Bay Point to eastern Concord but ends at Willow Pass Road. This leaves a gap in the bicycle/pedestrian network that spans the former Concord Naval Weapons Station and Diablo Creek Golf Course to Port Chicago Highway, which has existing bicycle and pedestrian facilities.

A low-stress bicycle/pedestrian facility to close the gap between Willow Pass Road and Port Chicago Highway will provide multiple benefits. It will provide the most direct bicycle and pedestrian connection between Central and East County. The gap closure will create a continuous trail facility from Brentwood to Concord and expand the countywide low-stress network. The facility will provide a safer and more comfortable experience for pedestrians and bicyclists who travel between the two subregions. It is well-established that facilities with these characteristics generate substantially more usage. The facility will provide an alternate travel option along the congested State Route 4 corridor. It will contribute to reductions in greenhouse gas emissions and vehicle miles traveled. The facility will benefit nearby Clyde and Bay Point, two State-designated Disadvantaged Communities that suffer from greater exposure from traffic and higher levels of health-related issues such as asthma and cardiovascular diseases, and whose residents spend a greater proportion of their income on transportation costs.

The proposed low-stress facility is consistent with several CCTA planning documents (attached):

- 2017 Countywide Transportation Plan,
- 2017 East County Action Plan,

- Draft 2023 East County Action Plan, and
- 2018 Countywide Bicycle and Pedestrian Plan, including its Proposed Low-Stress Countywide Bikeway Network.

The TRANSPLAN Committee looks forward to working with CCTA on closing this important bicycle/pedestrian gap and creating a bicycle and pedestrian network that Contra Costa jurisdictions can be proud of.

Sincerely,

Susannah Meyer, Chair
TRANSPLAN Committee

Enclosures

2017 COUNTYWIDE TRANSPORTATION PLAN

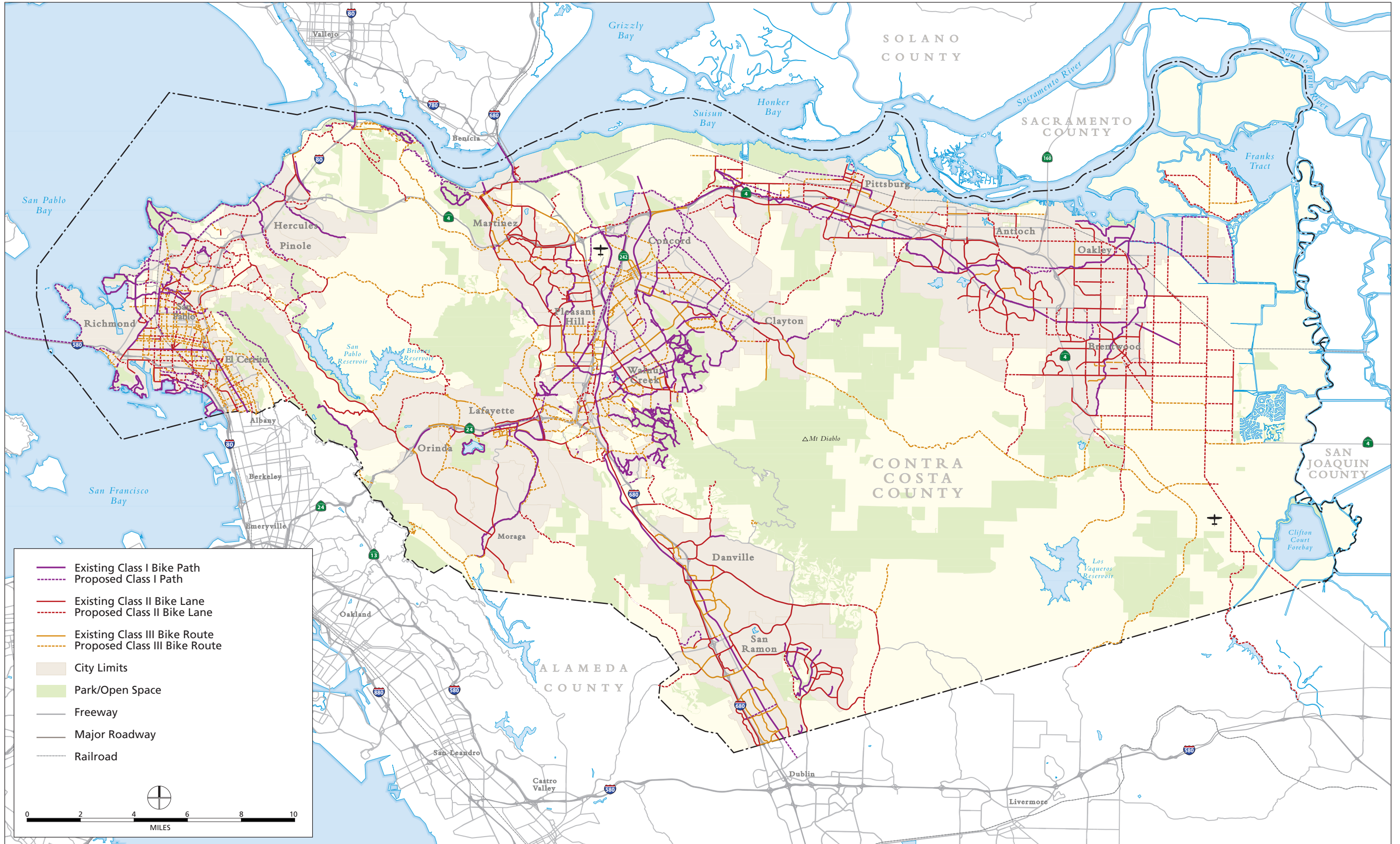
2017 Countywide Comprehensive Transportation Plan Update: Volume 1



Bike to Work Day in the City of Richmond.

3.8. EXPANDED BICYCLE FACILITIES. Encourage local jurisdictions and other agencies to develop a connected and coordinated system of bicycle facilities through financial assistance, technical support, other aid, and encouragement.

Measure J specifically provides funding for these improvements with up to \$30 million available. The CBPP describes how local jurisdictions can use the Authority’s CBPP to become eligible for funds from the Active Transportation Program. Finally, mapping done for the CBPP helps local jurisdictions plan connections to the countywide system.



Source: Contra Costa Countywide Bicycle and Pedestrian Plan, 2013 Update

- 4c) Promote greater awareness of East County park-and-ride lots for transit and ridesharing where capacity is available. (511CC, TRANSPLAN, Local jurisdictions, BART)

C. Improve Multimodal Mobility and Decrease Single-Occupant Vehicle Travel

I. Offer Transportation Demand Management Programs

Transportation demand management (TDM) strategies can benefit the region by promoting the use of travel modes that are more efficient and environmentally friendly, and by providing information so that travelers can make the most informed choices about their travel options.

- 1a) Continue to provide and promote express commuter bus service to major employment centers. (511CC, Tri-Delta Transit)
- 1b) Monitor and report on the effectiveness of East County TDM programs. (511CC)
- 1c) Promote alternatives to the single occupant vehicle through public outreach, working with employers and residents. (511CC, Tri-Delta Transit)
- 1d) Promote transit, carpooling, bicycle use, and walking to students, employees and residents at K-12 schools, technical schools and college sites. (511CC)
- 1e) Promote and deliver Safe Routes to School programs. (511CC)
- 1f) Encourage tele-work, compressed work week and other alternative work location strategies to reduce traffic congestion at peak hours. (511CC)

2. Encourage Active Transportation

Active transportation (walking and bicycling) provides dual benefits: environmentally friendly travel that also achieves public health goals for higher levels of physical activity. The East County region is committed to supporting active transportation, through provision of



appropriate infrastructure and elimination of physical barriers to bicycle and pedestrian travel.

- 2a) Continue to update and implement local and regional bicycle plans. (TRANSPLAN, Local jurisdictions, East Bay Regional Park District)
- 2b) Maintain existing regional multipurpose trails such as the Delta de Anza Trail through Oakley, Antioch, Pittsburg and Bay Point, the American Discovery Trail through Antioch to the summit of Mount Diablo, and the Marsh Creek Regional Trail through Brentwood, Oakley, and north to the Delta. (TRANSPLAN, Local jurisdictions, East Bay Regional Park District)
- 2c) Complete unbuilt segments of regional multipurpose trails such as the Mokelumne Coast-to-Crest Trail, Delta de Anza Trail, Union Pacific Rail Trail, Big Break Regional Trail, and the Marsh Creek Trail. (TRANSPLAN, Local jurisdictions, EBRPD)
- 2d) Emphasize the construction of unbuilt segments of Class II and Class III bikeways on the Countywide Bikeway Network, as identified in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan. (Local jurisdictions)
- 2e) Facilitate planning and design of the Great California Delta Trail, linking the Delta shoreline in Contra Costa County to the Bay Trail and to San Joaquin, Solano, Sacramento, and Yolo counties. (Local jurisdictions)
- 2f) Support improvements to the Delta-De Anza Trail, particularly in addressing the gap along Bailey Road; this is the subject of a current study through the SR 4/Bailey Road Interchange improvement project. (East Bay Regional Park District, Caltrans, Contra Costa County)
- 2g) Complete the East Bay Municipal Utility District (EBMUD) Trail, linking Los Medanos College in Pittsburg to Brentwood. (Local jurisdictions)
- 2h) Study bikeway connections parallel to SR 4 such as improvements on Kirker Pass Road and Marsh Creek Road. (Local jurisdictions)
- 2i) Study bikeway and pedestrian needs at school areas, including participation in Safe Routes to School and Safe Routes to Transit programs, to help plan, fund and construct future facilities in these areas. Projects should support the Countywide Safe Routes to School Master Plan. (511CC)

2017 EAST COUNTY ACTION PLAN

2017 Countywide Comprehensive Transportation Plan

- 2j) Provide bike racks, lockers and other secure bike parking options at key locations and activity centers throughout the county. (511CC)
- 2k) Encourage consideration of bicycle and pedestrian use in neighborhood planning and design, to ensure that infrastructure such as soundwalls do not create barriers to travel through neighborhoods on bicycle or on foot. (Local jurisdictions)
- 2l) Maintain existing and provide new shoulders, bicycle lanes, and sidewalks on all streets and rural roads to provide for better bicycle and pedestrian connectivity and safety where feasible. (Local jurisdictions)
- 2m) Support and deliver education programs for students and others to learn how to bicycle and walk safely. (511CC, Local jurisdictions)
- 2n) Improve trail crossings at arterials. (Local jurisdictions)



3. Continue the Growth Mitigation and Monitoring Program

The Contra Costa County growth management strategy reduces the traffic impacts of future development proposals in eastern Contra Costa County. Applying appropriate

East County Action Plan

Chapter 6: Active Transportation



Active transportation in East County includes a variety of different activities—walking, bicycling (including electric-assist bicycling), rolling, micromobility, and others. An increase in active transportation mode share of all trips can help East County reach broad transportation, environmental, and public health goals that are shared by all of Contra Costa County and the Bay Area. Active transportation also contributes to improved traffic congestion. Although active transportation modes tend to be used on more than just bicycle and pedestrian facilities, a dedicated active transportation network called the Low-Stress Bicycle Network (LSBN) is planned and published as part of the CCTA 2018 *Countywide Bicycle and Pedestrian Plan* (CBPP). This chapter describes the network and explains the metrics used to complete and track progress toward implementation of a contiguous low-stress network of bicycle paths with Level of Traffic Stress 1 or 2 (of four). The desired contiguous LSBN is shown on Figure 6-1. See Table 6-1 for a summary of active transportation RTOs.

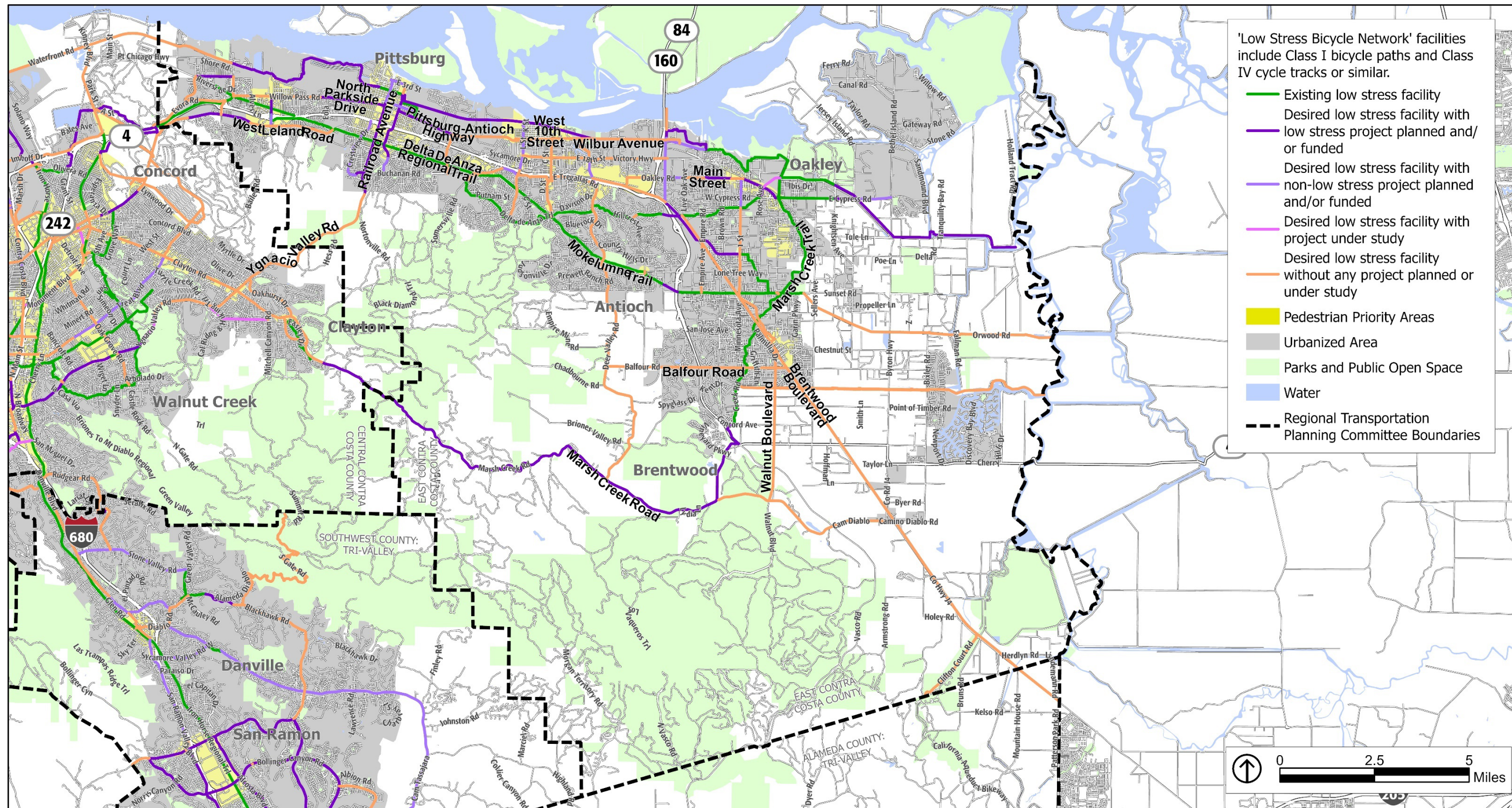
Table 6-1: Summary of Active Transportation Regional Transportation Objectives

RTO Name	Definition	Existing Target	Proposed 2027 Target	Proposed 2050 Target
Active Transportation RTO-1: Active Transportation Mode Share	Increase active transportation mode share	None	6% all trips ^a 2% commute trips	9% all trips 6% for commute trips
Active Transportation RTO-2: Low-Stress Bicycle Network	Increase contiguity and completeness of the LSBN	None	57%	90%
Active Transportation RTO-3: Unprotected Trail Crossings	Eliminate unprotected crossings of the LSBN intersections with roadways	None	No unprotected crossings	No unprotected or semi-protected crossings

a) "All trips" refers to all trips with an origin or destination in East County.

Note: Refer to the RTO discussions in this chapter for detailed information on existing conditions and explanation of the targets.

Figure 6-1: East County Low-Stress Bicycle Network



Source: ABAG/MTC, 2021, 2019; CCTA, 2022; ESRI, 2021; PlaceWorks, 2022.

Note: The status of specific segments on this map is taken from the CCTA 2018 Countywide Bicycle and Pedestrian Plan (CBPP) project list, the revised 2022 CBPP project list, adopted Bicycle and Pedestrian Master Plans from individual jurisdiction, and consultation with local staff. "Desired Low Stress Network" refers to what the entire Low Stress Bicycle Network would look like upon completion, per the 2018 CBPP.

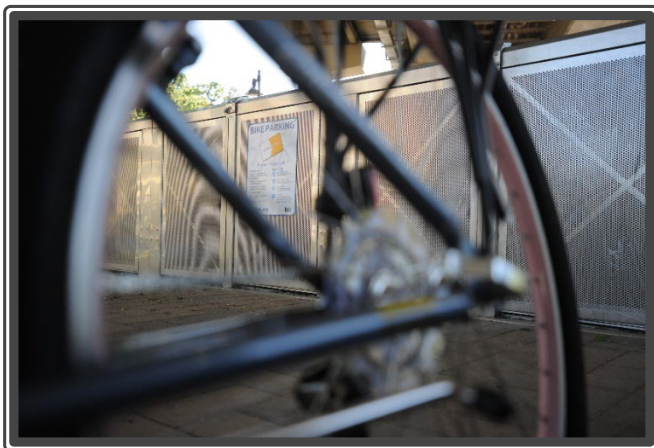
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RTOs

Active Transportation RTO-1: Active Transportation Mode Share

Increase the Mode Share of Active Transportation in the Subregion

As shown in Table 2-2 in Chapter 2, in 2019, less than one percent of East County residents commuted to work through active transportation modes such as bicycling or walking. Slightly more commute trips countywide were taken by active transportation, at 1.7 percent. These figures are anticipated to naturally increase slightly in 2050 to 1.1 percent and 2.5 percent, respectively. As shown in Table 2-4, in 2019, about 5.5 percent of all East County trips (not strictly commute trips) were conducted by active transportation, with a projected increase to approximately 7.2 percent in East County in 2050.



This Action Plan sets a target that active transportation mode share commute trips increase to match pre-pandemic levels, and to increase further to six percent by 2050. This Action Plan includes active transportation mode share performance targets for all trips, at six percent by 2027 and nine percent by 2050. These goals are ambitious but necessary to meet goals to improve public health outcomes, minimize VMT, transportation-related GHG emissions, and traffic congestion.

Active Transportation RTO-2:

Low-Stress Bicycle Network

Increase the Proportion of the Countywide Low-Stress Bicycle Network Completed in the Subregion

The CBPP introduced a new way of evaluating a facility's level of traffic stress in which roadways are evaluated on several factors, including speed and number of vehicles and presence and width of bicycle facilities. Facilities are given a rating from one (least stressful) to four (most stressful) to evaluate the stress a bicycle rider will experience. The goal of the 2018 CBPP is to ensure the LSBN is complete and rated either Level of Traffic Stress 1 (most people of all ages and abilities can feel safer bicycling on these facilities physically separated from vehicular traffic) or Level of Traffic Stress 2 (the "interested but concerned" adult population will feel safer bicycling on these facilities). Ultimately, construction of the entire LSBN would result in an increase in active transportation mode share and a reduction in KSI collisions.

The status of the entire East County portion of the LSBN is shown on Figure 6-1. If the entire LSBN in the East County subregion were completed, it would have 212 miles of low-stress facilities, classified as Class I, Class IIIB, or Class IV.

Table 6-2 shows that 22 percent of East County’s LSBN is constructed. An additional 24 percent of low-stress facilities are incomplete but have a locally adopted plan to construct the facility toward a more contiguous countywide LSBN. There are projects proposing improvements that would not result in low-stress facilities on an additional six percent of the LSBN, and less than one additional percent is designated “under study.” A total of 48 percent of the total LSBN miles are incomplete and do not have a plan to complete them or to study them further.

This Action Plan proposes that the subregion aim to achieve 90 percent completion of the LSBN by 2050 with an interim target of 57 percent (123 miles) completion by 2027. This is the sum of existing completed facilities (22 percent) and 150 percent of the already proposed low-stress additions to the network. This would require completion of the low-stress projects that already have an adopted plan.

Table 6-2: Proportion of East County LSBN Completed (2022)

Status of Facility	Miles	Percentage
Existing Low-Stress Facility	46	22%
Desired Low-Stress Facility with Low Stress Project Planned and/or Funded	51	24%
Desired Low-Stress Facility with Non-Low Stress Project Planned and/or Funded ^a	12	6%
Desired Low-Stress Facility with Project Under Study	0.5	0.3%
Desired Low-Stress Facility without any Project Planned or Under Study	103	48%

a) This category means that there is a project planned and/or funded in an existing plan that would complete a Class II or Class III facility but not a Class I, Class IIIB, or Class IV facility, which are considered low stress.

Totals may not sum to 100 due to rounding.

Active Transportation RTO-3: Unprotected Trail Crossings

Eliminate the Number of Locations Where the Low-Stress Bicycle Network Makes an Unprotected Crossing of a Heavily Traveled Vehicle Route

This metric maps and tracks the status of intersections between the LSBN and heavily traveled roadways,¹⁴ as illustrated on Figure 6-2. The level of protection at each intersection is classified as:

- **Fully protected** by grade separation or a signalized intersection with bicycling protections such as a waiting bay or concrete barriers.
- **Semi-protected** at an at-grade crossing with a beacon system, or with a signal but without pedestrian or cyclist protections through a grade separation.
- **Unprotected** at an at-grade crossing that includes none of the improvements listed above.

As illustrated on Figure 6-2, there are six study intersections in the East County subregion that are currently unprotected and 20 that are considered semi-protected. The unprotected intersections are:

- Delta de Anza Trail midblock crossing at Lone Tree Way between Clayburn Road and James Donlon Boulevard
- Marsh Creek Trail midblock crossing with Brentwood Blvd between Havenwood Avenue and Grant Street
- Unnamed path midblock crossing with Lone Tree Way between Tilton Lane and Anderson Lane
- Delta de Anza Trail crossing at Buchanan Road and Somersville Road
- Delta de Anza Trail crossing at Harbor Street near Atlantic Avenue
- Delta de Anza Trail crossing with Empire Avenue near the intersection with Laurel Road

This Action Plan sets a target to modify the six unprotected intersections to become fully protected by 2027. Further, this Action Plan sets a target that the additional 20 semi-protected crossings receive improvements to become fully protected by 2050. These facilities include:



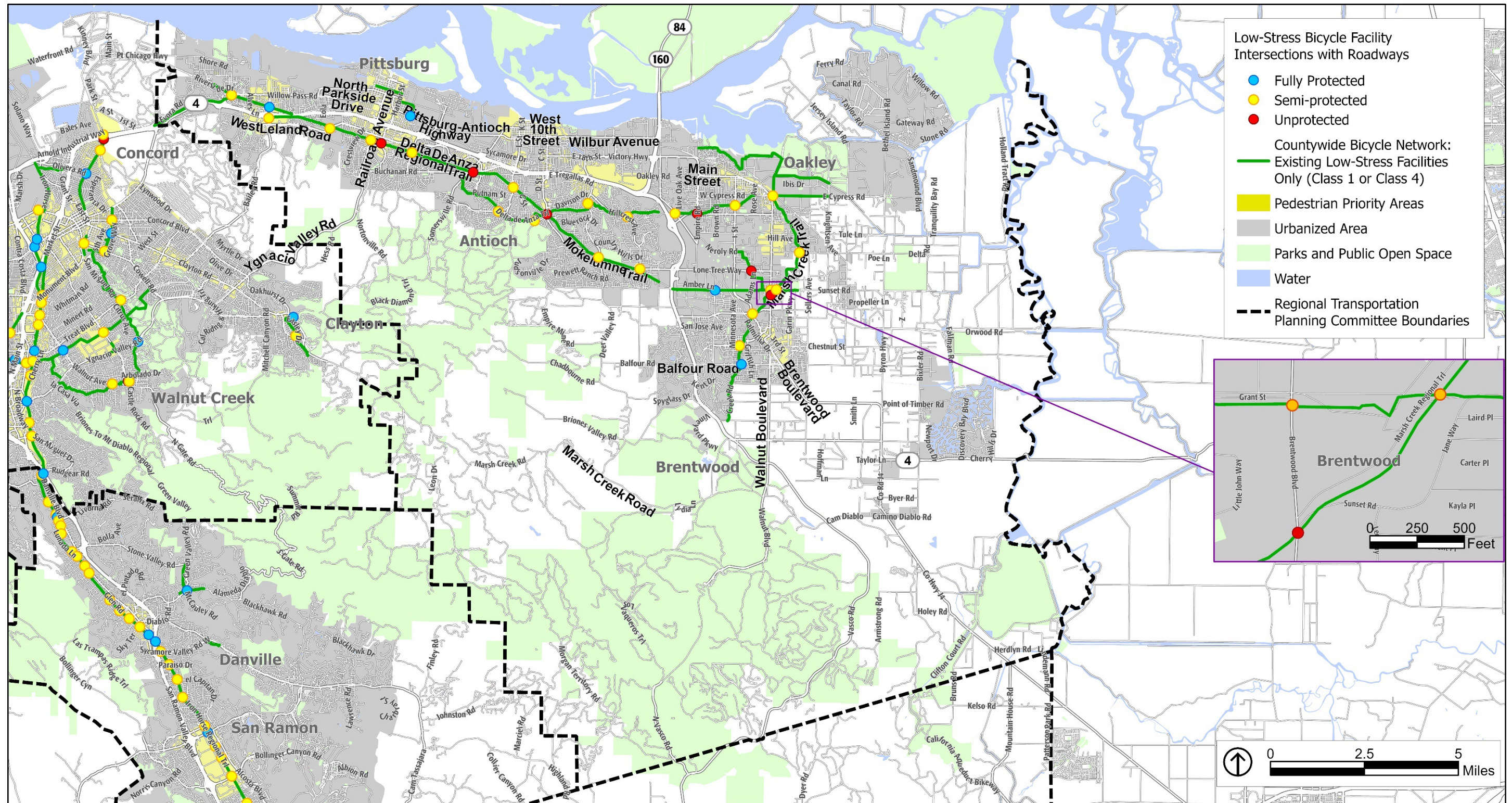
¹⁴ Roadways included in this analysis labeled “heavily traveled” include all roadways except for routes designated as minor connectors, and local or residential routes. Routes that were analyzed include interstates, freeways, expressways, other principal arterials, minor arterials, and major collectors. It is important to recognize that there are other components of the transportation network that can be stressful to bicyclists and pedestrians, including, but not limited to, facilities with many driveway entrances and exits. Such sites are not included in this analysis due to lack of mapping data; however, they are important to consider as LSBN facilities are constructed and maintained.

- Class 1 facility along south side of Sunset Road crossing Brentwood Boulevard
- Intersection of bicycle facility along Memorial Way with Bailey Road and SR-4 on-/off-ramps
- Contra Costa Canal trail south of Hillcrest Avenue intersection with Wild Horse Road
- Deer Valley Road and Lone Tree Way
- Mokelumne Trail crossings at:
 - Contra Loma Boulevard and Putnam Street
 - Lone Tree Way and Hillcrest Avenue
- Delta de Anza Trail crossings at:
 - Loveridge Road northeast of Stoneman Elementary School
 - West Leland Road and Range Road
 - Railroad Avenue at intersection with Alvarado Avenue
 - James Donlon Boulevard west of Rio Grande Drive intersection
 - Deer Valley Road at intersection with Wildflower Drive
 - James Donlon Boulevard east of intersection with G Street
 - Neroly Road west of intersection with Live Oak Avenue
 - Ohara Avenue north of intersection with Ohara Court
 - Willow Pass Road at intersection with Port Chicago Highway
- Marsh Creek Trail crossings at:
 - Sand Creek Road near Ohara Avenue
 - East Cypress Road between Main Street and Picasso Drive
 - Delta Road west of intersection with Crismore Drive
 - Dainty Avenue
 - Sunset Road



As the LSBN is constructed, new locations where the LSBN crosses a heavily traveled vehicle route will be added. Local jurisdictions should install fully protected intersection treatments for bicyclists and pedestrians at the locations listed here and shown on Figure 6-2.

Figure 6-2: Status of Crossings at Intersections of the Low-Stress Bicycle Network and Heavily Traveled Roadways



Source: ABAG/MTC, 2021, 2019; CCTA, 2022; ESRI, 2021; PlaceWorks, 2022.

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Actions

The following Actions are necessary to achieve the RTO targets and implement other goals and policies of this Action Plan, the CTP, and other regional long-range planning documents with shared priorities. Completion of individual Actions depends on availability of funding and staff resources. For Contra Costa jurisdictions, requirements for compliance with the GMP are provided in the CCTA *Implementation Guide*, which specifies that Contra Costa jurisdictions have an obligation to implement Actions consistent with the time frame of the Action Plans. Compliance with this requirement will be evaluated by CCTA every other year, based on a Compliance Reporting Checklist submitted by the subregion jurisdictions. All Actions are enumerated in a summary table in Appendix C, which also lists the responsible agency, partner agencies, and proposed timeline for each Action.

- Active Transportation-1: Work with local and regional jurisdictions to update, adopt, and implement bicycle and pedestrian plans to expand and/or improve facilities to ensure a seamless, safe and contiguous, active transportation network that provides a positive user experience for people traveling for the daily-average distance/duration trip.
- Active Transportation-2: Continue to repair, maintain, improve, and extend existing regional multipurpose trails.
- Active Transportation-3: Close gaps in the countywide Low-Stress Bicycle Network to establish a safe, contiguous network, including, but not limited to:
 - Neroly Road between Live Oak Avenue and Wilbur Avenue
 - Mokelumne Aqueduct Trail that parallels the west side of the railroad tracks
 - Hillcrest Avenue between Deer Valley Road and SR-4
 - Contra Costa Canal trail through Military Ocean Terminal Concord between Bay Point and the East Bay Regional Park in Concord
- Active Transportation-4: Provide bicycle racks, lockers, and other secure bicycle parking options at key locations and activity centers throughout the county.
- Active Transportation-5: Enhance bicycle and pedestrian use in neighborhood planning and design to ensure that infrastructure, such as sound walls, do not create barriers to travel through neighborhoods on bicycle or on foot.
- Active Transportation-6: Maintain existing and provide new shoulders, bicycle lanes, and sidewalks on all streets and rural roads to provide for better bicycle and pedestrian connectivity and safety where feasible, with an emphasis on Class I and IV bicycle lanes.
- Active Transportation-7: Complete bicycle and pedestrian crossing improvements at the following intersections:
 - Delta de Anza Trail midblock trail crossing at Lone Tree Way between Clayburn Road and James Donlon Boulevard
 - Marsh Creek Trail midblock trail crossing with Brentwood Blvd between Havenwood Avenue and Grant Street

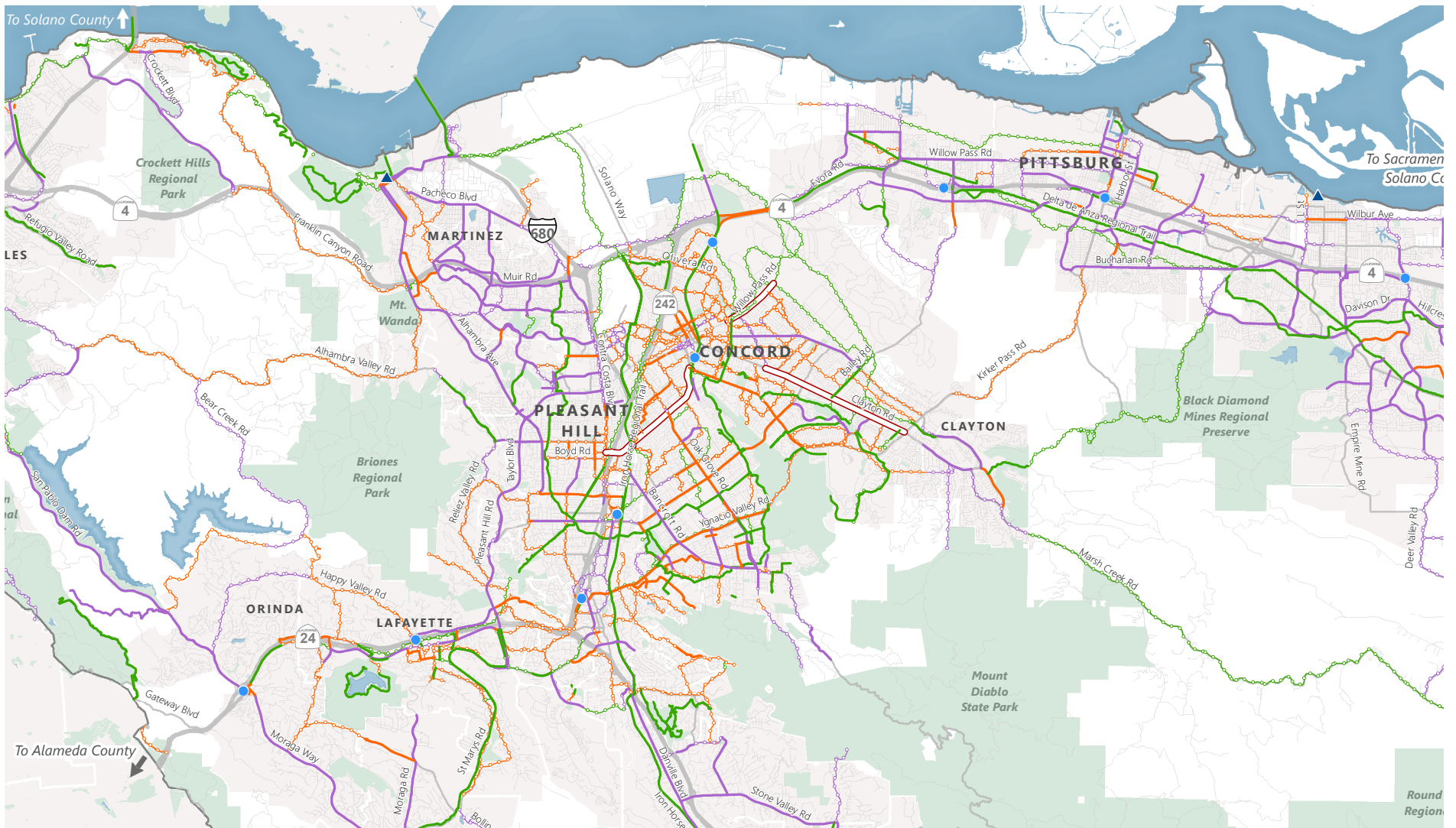
Parking Electric Devices

Long-term secure e-bicycle and e-scooter parking and storage facilities are important to encourage active transportation and modal shift. These facilities can take the form of on-demand lockers that replace month-to-month rental lockers or entire bicycle rooms.

- Unnamed path midblock trail crossing with Lone Tree Way between Tilton Lane and Anderson Lane
- Delta de Anza Trail crossing at Buchanan Road and Somersville Road
- Delta de Anza Trail crossing at Harbor Street near Atlantic Avenue
- Delta de Anza Trail crossing with Empire Avenue near the intersection with Laurel Road
- Active Transportation-8: Work with CCTA, Contra Costa Health Services, and Street Smarts Diablo Region to facilitate a countywide coordinated approach to local Safe Routes to Schools programs, and to identify continuous (multi-year) funding sources to encourage students, employees, visitors, and residents at private and public K-12 schools, technical schools, and college sites to use non-vehicle modes to get to/from school.
- Active Transportation-9: Continue programs that reduce the cost of electric bicycle use and pursue new programs to reduce the cost of electric and conventional (pedal) bicycle use for Contra Costa residents.
- Active Transportation-10: Work with CCTA, the East Bay Regional Parks District (EBRPD), and other public facilities management agencies to develop a method of tracking the Pavement Condition Index (PCI) of bicycle facility segments along the low-stress bicycle network and implement rehabilitation, repair, and replacement modifications improvements where and as needed.
- Active Transportation-11: Work with CCTA, Contra Costa Water District (CCWD), and the Flood Control District, to identify additional opportunities to use water distribution rights-of-way for Low-Stress Bicycle Facilities.
- Active Transportation-12: Work with CCTA to conduct and implement a countywide Pedestrian Needs Assessment.



2018 COUNTYWIDE BICYCLE AND PEDESTRIAN PLAN - LOCAL BICYCLE NETWORK



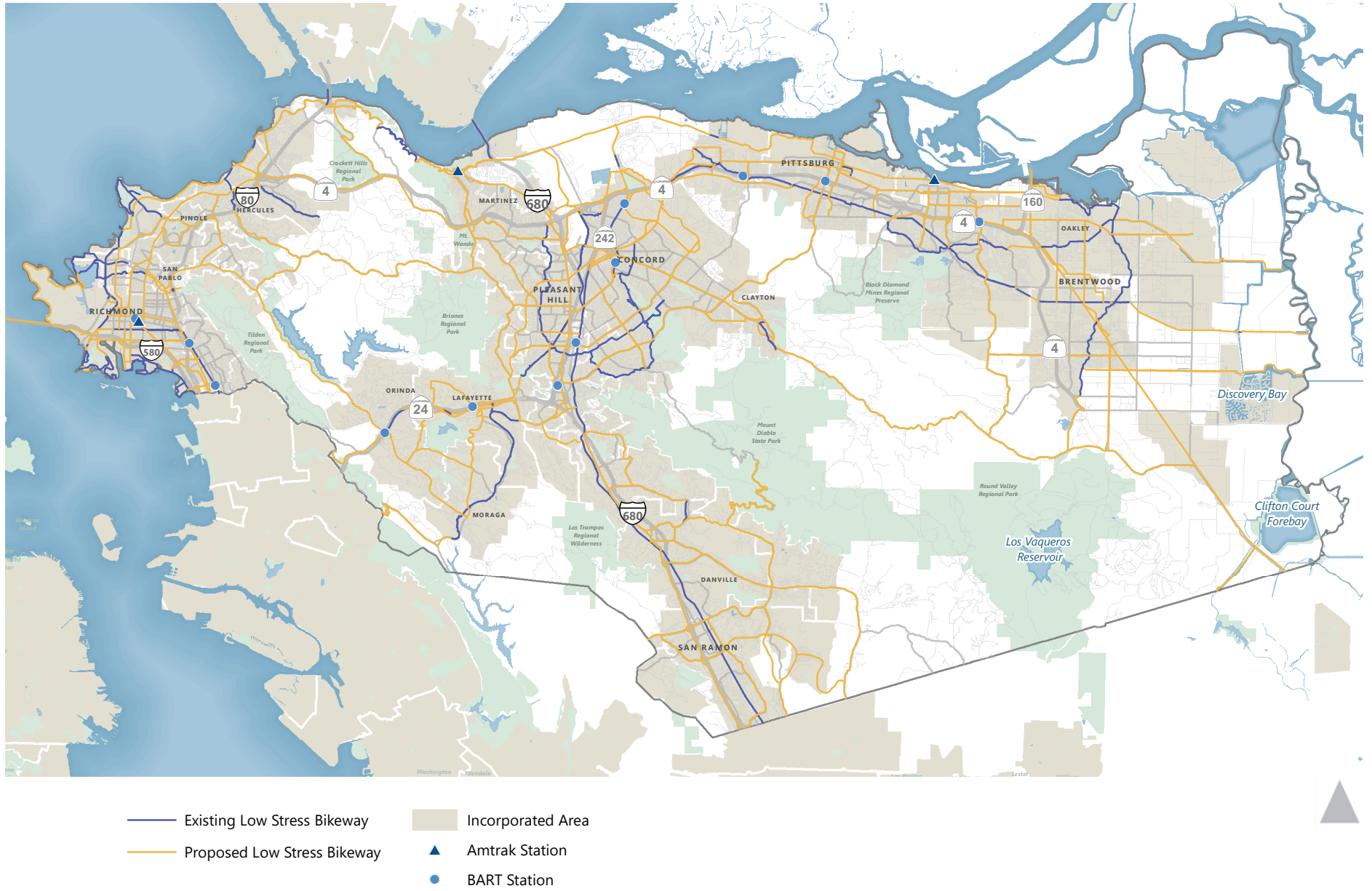
- Incorporated Area
- Existing Class I
- Existing Class II
- Existing Class III
- Existing Class IV
- Existing Complete Streets Corridor Study
- Proposed Class I
- Proposed Class II
- Proposed Class III
- Proposed Class IV
- Proposed Complete Streets Corridor Study



Figure D - 2
Local Bicycle Networks

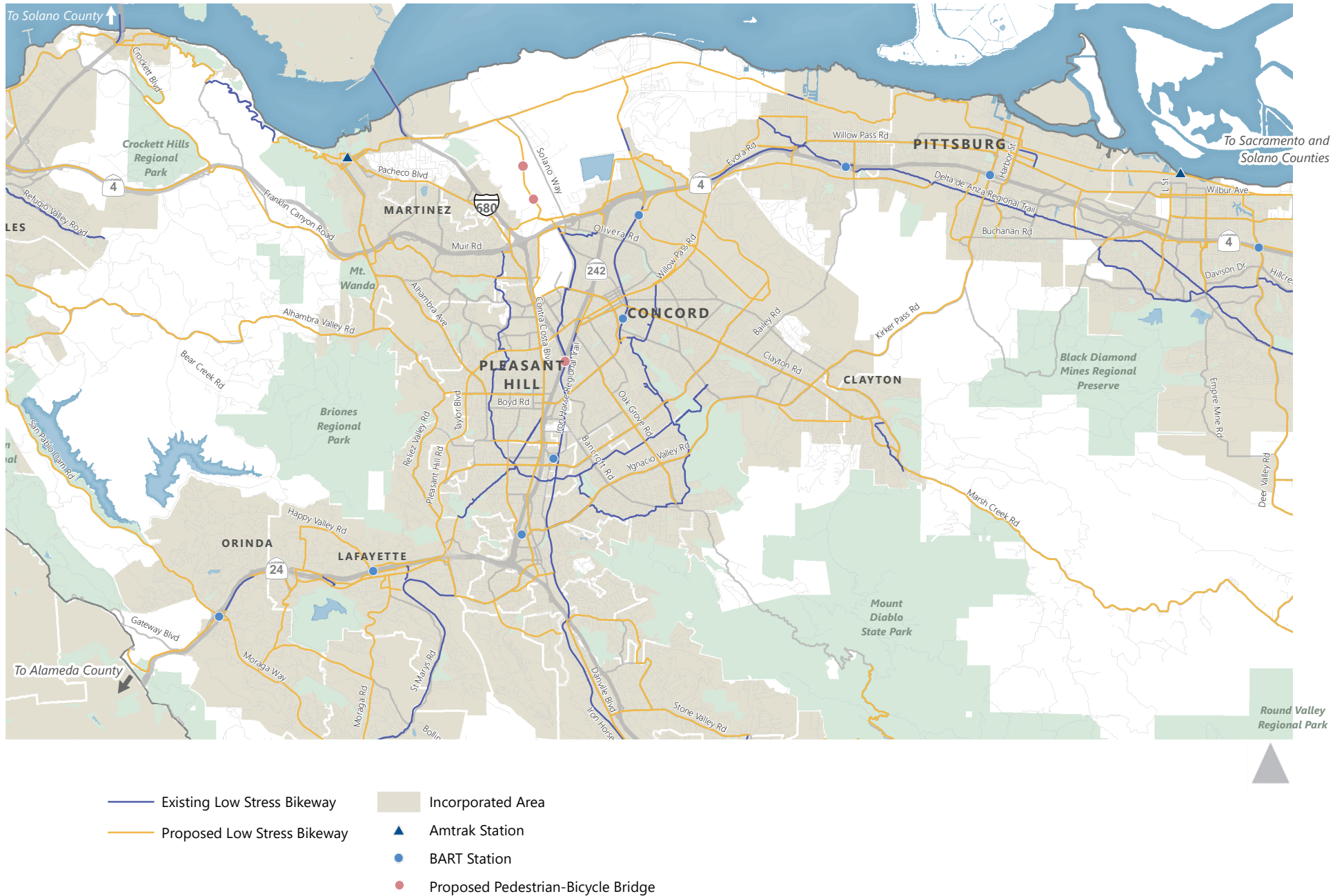
2018 COUNTYWIDE BICYCLE AND PEDESTRIAN PLAN - PROPOSED LOW-STRESS NETWORK

Figure 4-A. Proposed Low-Stress Countywide Bikeway Network



2018 COUNTYWIDE BICYCLE AND PEDESTRIAN PLAN - PROPOSED LOW-STRESS NETWORK

Figure 4-C. Proposed Low-Stress Countywide Bikeway Network — Central County



2018 COUNTYWIDE BICYCLE AND PEDESTRIAN PLAN - PROPOSED LOW-STRESS NETWORK

Figure 4-D. Proposed Low-Stress Countywide Bikeway Network — East County



- Existing Low Stress Bikeway
- Proposed Low Stress Bikeway
- Incorporated Area
- ▲ Amtrak Station
- BART Station
- Proposed Pedestrian-Bicycle Bridge