

Susannah Meyer, Chair
Brentwood
City Council

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

Kerry Harvey
Oakley
Planning Commission

Sarah Foster
Pittsburg
Planning Commission

Bob Mankin
Contra Costa
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TRANSPLAN Committee Meeting

Thursday, June 12, 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/91996585990?pwd=6L1ml9uDzGXUBSEsjR1Qlfo8Obij70.1>

Meeting ID: 919 9658 5990
Passcode: 132304

Dial-in Information
+1 669 444 9171 US
Meeting ID: 919 9658 5990
Passcode: 132304

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 May 8, 2025 TRANSPLAN Meeting. ♦ Page 3
- 4. ACCEPT** environmental register. ♦ Page 10
- 5. ACCEPT** status report on major East County transportation projects. ♦ Page 13
- 6. ACCEPT** miscellaneous communication:
 - a. May 8, 2025 TRANSPLAN Committee Meeting Summary Letter
 - b. Letter from the Contra Costa Transportation Authority (CCTA) Re: April 16,

* = All Consent items are listed within the gray square

2025 Board Meeting

- c. Letter from CCTA Re: May 21, 2025 Board Meeting
- d. Status Letter for TRANSPAC Meeting – May 8, 2025
- e. SWAT Meeting Summary Report for June 2, 2025
- f. E-mail from 511 Contra Costa Re: 2025 Summer Bike Challenge ♦ Page 21

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

7. RECEIVE update on the Draft Integrated Transit Plan. CCTA staff and consultants will provide an update on the Integrated Transit Plan, including proposed transit priority corridors and projects, and access improvements, highlighting the recommendations that may have the greatest impact on East County jurisdictions' infrastructure. ♦ Page 30

8. RECEIVE update on Tri Delta Transit's Comprehensive Operational Analysis. A Comprehensive Operational Analysis was initiated to address the ongoing decline in ridership since the COVID-19 pandemic, align transit services with current travel patterns, and respond to fiscal challenges by optimizing the system for greater efficiency and sustainability. ♦ Page 52

9. RECEIVE update on potentially rescheduling date and time for the July 2025 TRANSPLAN Committee meeting. The regular July 2025 TRANSPLAN Committee meeting falls on the same date (July 10th) as the rescheduled Mayors Conference meeting, which will be held in the City of Brentwood.

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

11. RECEIVE miscellaneous TRANSPLAN Committee member comments.

12. ADJOURN to the next meeting on Thursday, July 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 MAY 8, 2025 MEETING.

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

MINUTES

May 8, 2025

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

Chair Susannah Meyer called the meeting to order at 6:30 P.M.

PRESENT: Juan Banales* (Pittsburg), Ron Bernal (Antioch), Sarah Foster (Pittsburg), Cortney Jones (Antioch), Bob Mankin (Contra Costa Planning Commission), Yared Oliveros (Oakley), Vice Chair Aaron Meadows (Oakley) and Chair Susannah Meyer (Brentwood)

*Arrived at 6:38 P.M.

ABSENT: Kristopher Brand (Brentwood) and Diane Burgis (Contra Costa County)

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.

CONSENT ITEMS

BRUCE OHLSON, aka "Mr. Bicycle," spoke to the State Route 4 Widening Project through the former Concord Naval Weapons Station on the eastbound side between the Port Chicago Highway and Willow Pass Road Interchange where an auxiliary lane had been proposed. He stated that bicyclists wanted to be assured that the shoulder lane would be maintained there because bicycles were allowed on that segment of the freeway. The same would occur on the westbound side of Willow Pass Road and the Port Chicago Highway Interchange where an auxiliary lane had also been proposed. He stated bicyclists did not like riding on the freeway and would much rather there be a bicycle path along the north side of the Highway 4 right-of-way, but until that was available or there was another safe alternative, bicyclists' only other route from the Willow Pass Road Interchange was to follow Willow Pass Road into downtown Concord using the "suicide bridge," which was why bicyclists used the freeway.

On motion by Aaron Meadows and second by Sarah Foster, TRANSPLAN Committee members adopted the Consent Items, as follows, carried by the following Roll Call vote:

1. ADOPTED Minutes from the March 13, 2025 TRANSPLAN Meeting
2. ACCEPTED Environmental Register
3. ACCEPTED Status Report on Major East County Transportation Projects
4. ACCEPTED Miscellaneous Communications:
 - a) March 13, 2025 TRANSPLAN Committee Meeting Summary Letter
 - b) Letter from the Contra Costa Transportation Authority (CCTA) Re: February 19, 2025 Board Meeting
 - c) Letter from the CCTA Re: March 19, 2025 Board Meeting
 - d) Status Letter for TRANSPAC Meeting – March 13, 2025
 - e) 2025 Bike to Work Day/Whatever Days Promo Article from 511 Contra Costa

Ayes: Bernal, Foster, Jones, Mankin, Meadows, Oliveros, Meyer

Noes: None

Abstain: None

Absent: Banales, Brand, and Burgis

RECEIVE UPDATE ON THE DRAFT STATE ROUTE 4 (SR4) VISION STUDY

Robert Sarmiento, TRANSPLAN Staff, advised that CCTA staff and consultants would provide an overview of the Draft SR-4 Vision Study, intended to develop a holistic vision for the SR4 Corridor in Contra Costa County that increased modal options while enhancing safety, accessibility, and mobility.

Matt Kelly, Principal Transportation Planner, Contra Costa Transportation Authority (CCTA), advised that over the last several years, there had been a lot of work, studies, plans and projects analyzed and evaluated for the SR4 corridor across Contra Costa County. Developing a single vision for the extensive corridor had not been possible given the diverse areas involved. Several years ago, CCTA started the SR4 Integrated Corridor Mobility Project, a way of operating freeways years ago, and things had progressed since then.

Mr. Kelly explained that CCTA had taken a step back given the experience in West County on the I-80 (Smart Corridor), where results had been mixed. That step back had allowed other things to be considered, such as the addition of an express lane on Highway 4 or a second HOV lane. CCTA had done an SR4 Integrated Transit Study beyond the Antioch BART Station to the Brentwood Innovation Center Area, and the SR4 Operational Improvements Project from Willow Pass Road to Willow Pass Road auxiliary lanes, and had gotten to the pre-environmental phase, which was before Vehicle Miles Traveled (VMT) had become involved. CCTA now knows how VMT worked and would reopen that project.

Mr. Kelly referred to the SR4/I-680 project where the initial phase had been completed and stated there were still four to five phases left to complete.

Another project involved was the SR239 Airport Connector Project as part of the larger SR239 Project, and a project in Hercules focused on a rail station at the waterfront. Mr. Kelly noted the funding had changed and other funding sources had become available. In order to go after some Caltrans funding, a comprehensive multi-modal corridor plan had to be developed and CCTA had asked to lead the way because it had been working on the corridor and wanted to use SB1 funds. He commented that anything CCTA did now was multi-modal. Caltrans had agreed to let CCTA lead and CCTA wanted to move forward.

As a result, everyone from the City of Hercules and the West Contra Costa Transportation Advisory Committee (WCCTAC) to East County cities, Tri Delta Transit, and the TRANSPLAN Committee were now involved.

Mr. Kelly stated a vision for the study had been developed and the corridor was being considered holistically to ensure safe, seamless travel, no matter the mode and a choice of mode, and the last mile connections and new technology could make it more efficient for all and promote sustainability. The vision proposed equitable access, investment in communities, and incorporating solutions that had already been identified to reduce congestion, reduce the share of non-single occupant vehicle modes, shift some modes and create some congestion relief on the highway, with VMT reduction strategies that were transit or transportation demand management (TDM)-related strategies that were administered by 511 Contra Costa. He emphasized the need to get as much as possible through the corridor by supporting operational improvements on Highway 4, sustainability to reduce greenhouse gas (GHG) emissions and to provide better transportation access to the areas that had been identified for high-density development.

To achieve a corridor vision, Mr. Kelly stated the modes had to be diversified to make them more attractive to people by increasing reliability, and by supporting bicycle and pedestrian infrastructure and quality with a safe structure and a holistic approach, not just looking at transit trips but how to get beyond the BART stations to other destinations as well as creating hubs closer to home, improving mobility, accessibility, and by employing new technologies, new tech ramp metering, algorithms and safety, with a focus on collision hot spots.

The elements of the study were to build on existing efforts, adopt the plans and guidelines approved by the cities over the years, perform additional analyses of safety issues, determine whether or not there was a freight system, look at arterial network operations, and then identify the emergency technologies. The Technical Advisory Commission (TAC) had established evaluation criteria, helped screen projects and all that would be finalized in the vision plan to get approval from Caltrans and leverage that opportunity.

Mr. Kelly commented that initially the study of SR4 was to include Ygnacio Valley Road and Willow Pass Road, and while that had been considered, the thought now was that Ygnacio Valley and Willow Pass Roads should be a separate corridor study given that corridor had its own issues. Part of the Countywide Transportation Plan (CTP) would be to look at all the issues in that corridor.

Mr. Kelly stated CCTA was considering strategies to improve bicycle mobility between East County and Concord, and consider improvements to safety. He did not want bicyclists to travel along the freeway and CCTA was looking at opportunities to make that connection safer. He noted the original Environmental Impact Report (EIR) was in the model and would be updated. He described the public outreach involved in the process in East County with attendance at public events like farmers markets and other local events. CCTA had heard from a lot of people, had heard the need to improve bottlenecks, and the need to provide safety improvements for everyone, with a focus on pedestrian crashes in that 13 percent of all collisions in the corridor resulted from higher speeds. As to the freight analysis, he stated it had been found that Highway 4 was not in and of itself a freight corridor.

Mr. Kelly reported that CCTA had scoured 79 documents for projects and had found 87 projects to score for TAC review for consideration in the plans. Goal-based sorting criteria had been developed, three tiers of prioritized projects had been created, and the first tier had focused on how to incorporate those projects into the corridor. Out of that process, eight bundles had been created of complementary projects and supporting projects had been found that would allow access to that project or bike/ped around and through the project to add more value as well as create a suite of projects to use as VMT mitigation. He noted that some would require VMT mitigation and VMT offsetting projects.

Mr. Kelly identified a list of Tier 1 projects that scored very well, several of which were located in East County. He stated some Tier 2 projects had been pulled to support Tier 1 projects to improve competitiveness for grant funding and the VMT factor. He also identified cost and funding programs for the project that could fund the implementation of each project and had organized those for the fact sheets. He provided an overview of the eight bundles.

As to next steps, Mr. Kelly stated the presentation would be made to the Regional Transportation Planning Committees (RTPCs) and the CCTA Board. The study did not have to be adopted but needed to be blessed by CCTA and forwarded to Caltrans for its approval and adoption, after which the SB1 funding would be pursued through other projects and grant sources.

Mr. Kelly responded to questions and detailed the timing of the public outreach with the community and the responses involved, with the same issues identified each time. He explained that CCTA was performance driven and would make decisions down the road based on data and performance metrics.

Yared Oliveros requested that the collision data of existing conditions for a single year (as reported) be benchmarked to see how it might change.

Cortney Jones asked about the reliability of federal funding, and Mr. Kelly reported that CCTA had received \$160 million for the I-680 Express Lanes Project and had executed an agreement and been told that funding would be coming, although it had been delayed. He explained that CCTA would have to confirm that the funding sources were still valid.

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

REVIEW AND ADOPT TRANSPLAN'S PROPOSED FISCAL YEAR 2025/2026 BUDGET AND WORK PROGRAM AND DIRECT STAFF TO INVOICE MEMBER AGENCIES

Mr. Sarmiento explained that the proposed budget and work program did not anticipate any significant deviations from prior years. With respect to the work program, he identified 13 total tasks and stated that nine of those tasks were long-standing and one was the update to the Countywide Transportation Plan (CTP). There were three new tasks: the Countywide Emergency Evacuation Plan, the Community Based Transportation Plan, and a TRANSPLAN/TRANSPAC Joint Meeting. The description of all tasks had been included in the meeting packet.

The proposed TRANSPLAN Committee budget total was \$40,153.70, with a surplus of \$15,723.20 from the current fiscal year that would be subtracted from the upcoming year's budget leaving a total FY 2025/26 budget of \$24,430.50. That budget would be divided between the five members of the TRANSPLAN Committee for a per jurisdiction contribution of \$4,886.10.

In response to questions about the individual tasks in the work program, Matt Kelly stated in response to Ron Bernal that Task 12, the Community Based Transportation Plan, had been started and the stakeholder committee structure would be evaluated and it may or may not be presented to the RPTCs.

Mr. Kelly also explained in response to Chair Meyer with respect to Task 1, Monitor the Brentwood-Tracy Expressway (SR239) Project, that the project was in the Caltrans environmental process and there had been meetings and outreach held in the Byron area and Mountain House. He added the project had made it through the VMT process so far.

Mr. Sarmiento stated the item had been considered by the TRANSPLAN Committee recently and he would provide that information to the new members of the Committee.

Chair Meyer was concerned about the funding risks for the TRANSPLAN Committee budget, and Mr. Sarmiento stated the sole source of funding was from member contributions.

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

On motion by Aaron Meadows, and second by Cortney Jones, TRANSPLAN Committee members adopted TRANSPLAN's proposed Fiscal Year 2025/2026 Budget and Work Program and directed staff to invoice member agencies, carried by the following Roll Call vote:

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

DISCUSS POTENTIALLY RESCHEDULING DATE AND TIME FOR THE JULY 2025 TRANSPLAN COMMITTEE MEETING

Mr. Sarmiento stated the regular July 2025 TRANSPLAN Committee meeting fell on the same date as the rescheduled Mayors Conference meeting on July 10, which would be held in the City of Brentwood. The Independence Day holiday had originally required the rescheduling.

Since not all members were present at this time, Mr. Sarmiento stated he would follow up after the meeting on the potential to reschedule, and if necessary potentially hold a June meeting and not a July meeting of the TRANSPLAN Committee.

RECEIVE REPORT ON CCTA ACTIVITIES FROM TRANSPLAN COMMITTEE REPRESENTATIVES

Aaron Meadows highlighted the CCTA Board of Directors meeting where there had been a legislative update on the GoMentum station in April; he had been appointed to review the GoMentum station and approve a broadband strategic plan; there had been a presentation on the development of the Countywide Transportation Plan (CTP); and two members had been appointed to serve on the CTP subcommittee and Ron Bernal was one of those members.

RECEIVE MISCELLANEOUS TRANSPLAN COMMITTEE MEMBER COMMENTS

Sarah Foster congratulated Salvador “Sal” Llamas, recently appointed by the Alameda-Contra Costa Transit District (AC Transit) as its new General Manager and CEO.

ADJOURNMENT

Chair Meyer adjourned the meeting of the TRANSPLAN Committee at 7:17 P.M. to the next meeting on Thursday, June 12, 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 4

ACCEPT ENVIRONMENTAL REGISTER.

TRANSPLAN ENVIRONMENTAL REGISTER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE / DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE
City of Pittsburg	2232 Golf Club Road, south of Leland Road	Notice of Availability: Draft Environmental Impact Report	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 5

**ACCEPT STATUS REPORT ON MAJOR EAST COUNTY
TRANSPORTATION PROJECTS.**

TRANSPLAN: Major East County Transportation Projects

- State Route 4 Widening • State Route 4 (former) “Bypass”
- State Route 239 • eBART

Quarterly Status Report: January – March 2025

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

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. This includes transit and other transportation modes.
- Coordination with other projects, including the Transfer-Bethany Pipeline, to minimize potential major conflicts.
- Through coordination and the CEQA public comment process, the Delta Conveyance project has agreed to make reasonable accommodation for the SR239 project. 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.
- 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.
- *Consultant and Caltrans completed the consultation process with various resource agencies, and the guidance and information received has been beneficial in developing and refining the study alternatives.*
- Wildlife movement camera survey at multiple locations is ongoing.
- Project includes multi-modal project elements which may include accommodation for future transit and micro-transit facilities.
- The project team had submitted a plan to meet Senate Bill 743 (SB 743) vehicle miles traveled (VMT) requirements for Caltrans review.
- Draft environmental document is expected to be released for public review in the second half of 2025.

COMPLETED PROJECTS

STATE ROUTE 4 WIDENING

C. 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.

D. 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.

E. 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

F. 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)

G. 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.

H. 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

I. 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: Project completed in 2024.

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

COMPLETED

Scope

Extend rail service eastward from the Pittsburg/Bay Point BART Station to Hillcrest Avenue within the median of SR 4 (Project 1). In addition, the parking lot at Antioch BART station at Hillcrest Avenue will be expanded by 800 spaces (Project 2).

Status

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

Issues/Areas of Concern

None

Staff will provide updates as needed.

ITEM 6

ACCEPT MISCELLANEOUS COMMUNICATION.

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

May 13, 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 meeting on May 8, 2025:

1. Received a presentation on the State Route 4 Vision Study from Contra Costa Transportation Authority staff. The Committee expressed concern about the reliability of federal funding as a potential fund source to implement the projects recommended in the study.
2. Adopted the TRANSPLAN FY 2025/26 Budget and Work Program.

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	J. Hoang, CCTA
A. Shields, TVTC	J. Nemeth, WCCTAC	T. Grover, CCTA
C. Weeks, SWAT	D. Elkins, CCTA	TRANSPLAN TAC

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



COMMISSIONERS

Aaron Meadows, Chair

Darlene Gee, Vice
Chair

Mark Armstrong

Newell Arnerich

Ron Bernal

Diane Burgis

Ken Carlson

Chris Kelley

Sue Noack

Carlyn Obringer

Rita Xavier

MEMORANDUM

To: Matt Todd, TRANSPAC
Chris Weeks, SWAT
Robert Sarmiento, TRANSPAN
Diane Friedmann, TVTC
John Nemeth, WCCTAC
Nate Levine, LPMC

From: Timothy Haile, Executive Director

Date: May 12, 2025

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

Timothy Haile,
Executive Director

At its April 16, 2025 meeting, the Authority discussed and approved the following agenda item recommendations, which may be of interest to the Regional Transportation Planning Committees:

- A. *The Authority Board received an informational quarterly project status report of the current Measure projects for January – March 2025.*
- B. *The Authority Board approved the 2026 State Transportation Improvement Program (STIP) application screening and scoring criteria, and issuance of the Call for Projects.*
- C. *The Authority Board received an informational quarterly project status report for Transportation for Livable Communities and Pedestrian, Bicycle, and Trail Facilities Projects for January – March 2025.*
- D. *The Authority Board received an informational update on the operations at GoMentum Station after a full year of operations by the Authority and Next Generation Mobility, including an update on deliverables required in*

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

Agreement No. GMS.006. Staff also provided an update on the status of GoMentum Station 2.0, including plans for expansion.

- E. *The Authority Board approved the Authority's Countywide Broadband Strategic Plan and Executive Summary.*
- F. *The Authority Board received an informational update on the development of the Countywide Transportation Plan and the Blueprint.*

***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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MEMORANDUM

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

From: Timothy Haile, Executive Director

Date: May 29, 2025

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

Timothy Haile,
Executive Director

At its May 21, 2025 meeting, the Authority discussed and approved the following agenda item recommendations, which may be of interest to the Regional Transportation Planning Committees:

- A. *The Authority Board authorized the Executive Director or designee to execute a Memorandum of Understanding with the City of Concord in support of the Connected Vehicle/Autonomous Vehicle (CV/AV) Program to offer a unique and innovative opportunity to accelerate the research, development, testing, deployment and commercialization of CV applications and AV technologies on the former Concord Naval Weapons Station.*
- B. *The Authority Board approved the Draft 2050 Blueprint for inclusion in the Contra Costa Comprehensive Countywide Transportation Plan development framework.*
- C. *The Authority Board authorized the Chair to execute Agreement No. 720 with Advanced Mobility Group to complete the Countywide Safe Routes to School project.*

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***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

May 16, 2025

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

RE: Status Letter for TRANSPAC Meeting – May 8, 2025

Dear Mr. Haile:

The TRANSPAC Committee met on May 8, 2025. The following is a summary of the meeting and action items:

1. The Board accepted the quarterly financial report for the period ended March 31, 2025.
2. The Board appointed Srinivas Muktevi as the TRANSPAC TAC alternate appointment to the CCTA Technical Coordinating Committee for the term April 1, 2025 – March 31, 2027.
3. The Board received information on the TRANSPAC Work Plan and Budget for Fiscal Year 2025/2026.
4. The Board received information about TRANSPAC Planning Commissioner Vacancies.
5. The Board received information on Measure J Line 21A Program.
6. The Board received information on State Route 4 Vision Corridor Study.

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

Sincerely,

Matthew Todd

Matthew Todd
Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Matt Kelly and John Hoang, CCTA Staff
Robert Sarmiento, TRANSPLAN; Susannah Meyer, Chair, TRANSPLAN
Chris Weeks, SWAT; Mark Armstrong, Chair, SWAT
John Nemeth, WCCTAC; Cameron Sasai, Chair, WCCTAC
Tarienne Grover, CCTA Staff
Sue Noack, Andrei Obolenskiy



SWAT

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

June 2, 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 June 2, 2025

Dear Mr. Haile:

The Southwest Area Transportation Committee ("SWAT") met Monday, June 2, 2025. The following is a summary of the meeting and action items:

1. Approved the SWAT Administrative Services Memorandum of Understanding (MOU) with the City of San Ramon for FY 2025/2026;
2. Received an update on the Integrated Transit Plan (ITP), including proposed transit priority corridors and projects, and access improvements, highlighting the recommendations that may have the greatest impact on south county jurisdictions' infrastructure.

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

Regards,

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

Chris Weeks
San Ramon Transportation Division Manager/SWAT Administrator

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

From: [Summer Bike Challenge](#)
To: [Summer Bike Challenge](#)
Subject: Join 511CC's Summer Bike Challenge
Date: 2025年6月3日 13:56:31
Attachments: [image001.png](#)
[image003.png](#)

Greetings,

The **FREE** and **FUN** [Summer Bike Challenge](#) is happening now through August, join today! Bike or E-Bike to local destinations featured on your city's game board and receive Weekly Bonus Challenges with chances to win gift card prizes every week, all summer.

[Register](#) to get started. *You'll be entered in the iPad Grand Prize drawing just by signing up.*

Summer Bike Challenge = FUN!

- No cost (FREE!)
- Noncompetitive
- Open to all ages
- Do it on your own schedule

Select your hometown to see your game board or pick up a copy at your local library.

Antioch	Lafayette	Pittsburg
		Pleasant
Brentwood	Martinez	Hill
Clayton	Moraga	Richmond
Concord	Oakley	San Pablo
Danville	Orinda	San Ramon
		Walnut
El Cerrito	Pinole	Creek
Hercules		

Happy Summer!

Kirsten Riker
511 Contra Costa
kriker@511contracosta.org
Cell: 925-393-4807



511 Contra Costa is a program of the [Contra Costa Transportation Authority](#)

ITEM 7

RECEIVE UPDATE ON THE DRAFT INTEGRATED TRANSIT PLAN.



CONTRA COSTA
transportation
authority

Contra Costa Transportation Authority Integrated Transit Plan

May 2025



Agenda

1. Integrated Transit Plan Overview

- Study Scope, Schedule
- ITP Action Plans

2. Transit Priority Corridors

- Transit Priority Corridor Recommendations
- East County Transit Priority Corridors

3. Discussion, Next Steps

Integrated Transit Plan Overview

CCTA's **transit-first vision** includes an Integrated Transit Plan (ITP) that provides technical and planning guidance with a clear vision for delivering a robust transit network that **connects all major activity centers and regional hubs in Contra Costa.**

The ITP will focus on the following areas:



Coordination: Identify ways to improve coordination between transit services so that riders have convenient and seamless travel.



Innovation: Explore emerging technologies that can improve access to transit and prioritize the movement of buses.



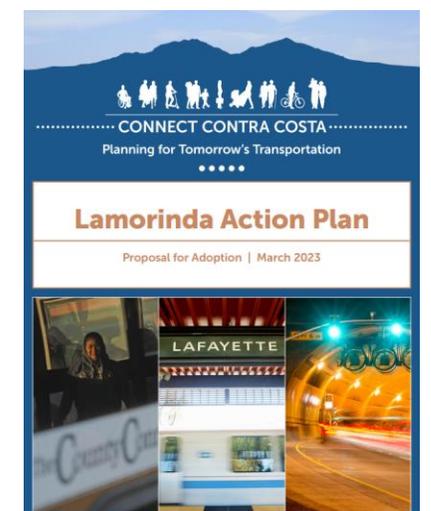
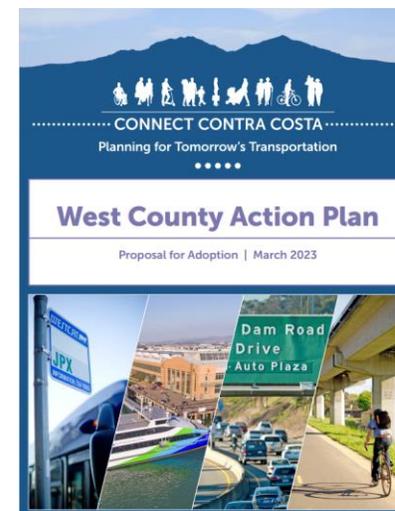
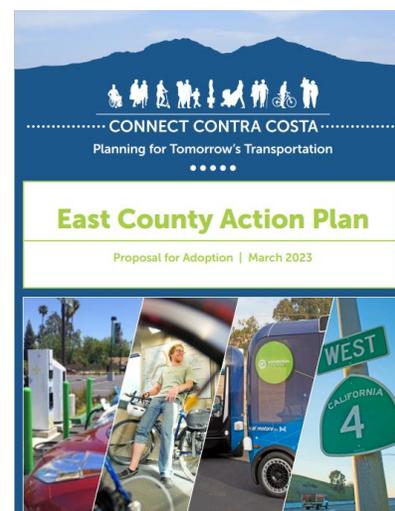
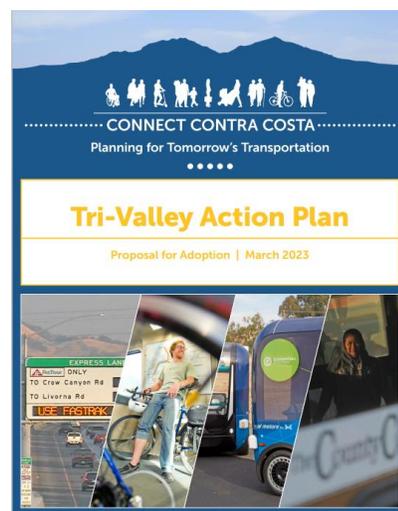
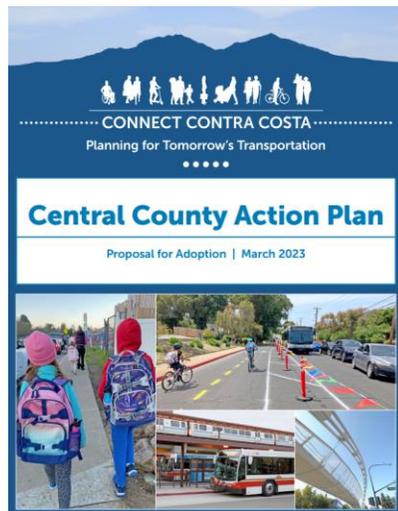
Equity: Ensure recommendations enhance or maintain access and coverage for all communities and residents, including low-income communities, communities of color, and people with disabilities.

Integrated Transit Plan Overview

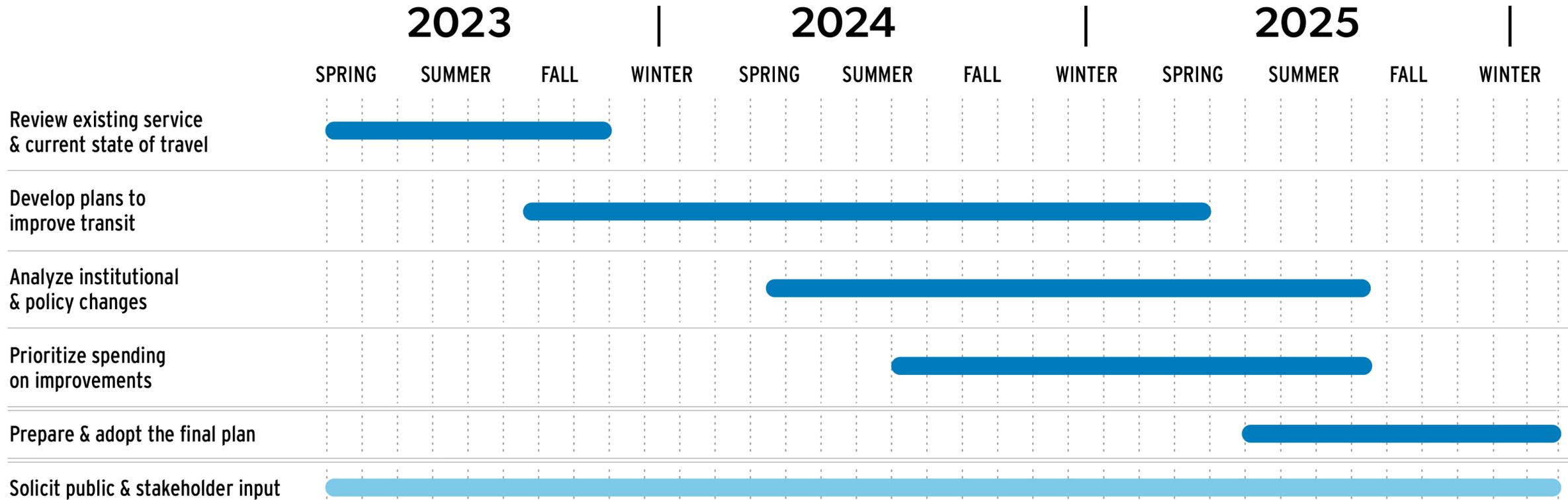
The ITP will align with planning strategies such as:

- **Regional Plans** e.g., Plan Bay Area 2050 & Bay Area Transit Transformation Action Plan
- **Sub-regional Plans** e.g., Transport Action Plans (Draft 2023)

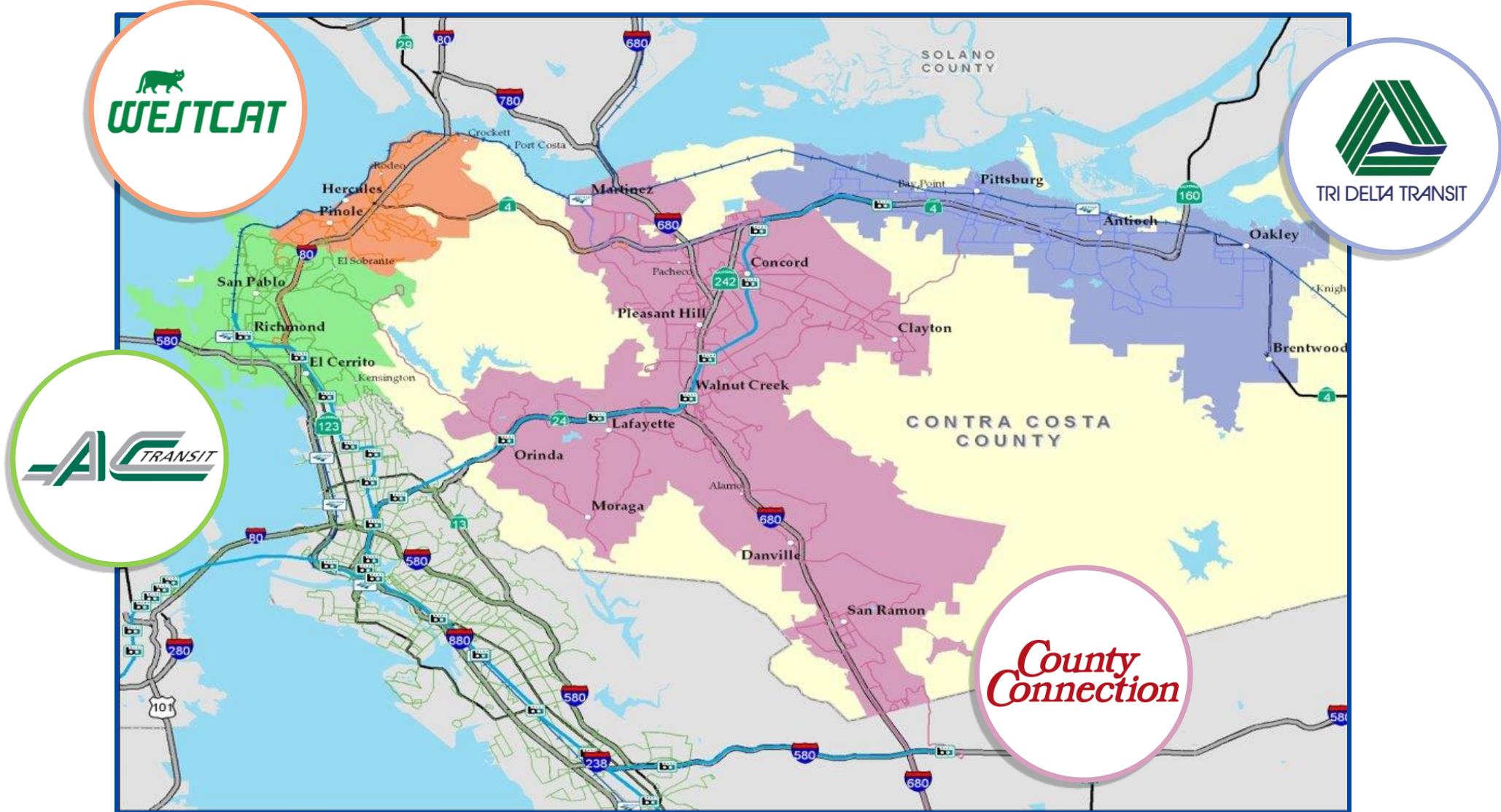
It will also consider neighboring county plans such as Alameda Countywide Transit Plan for **cross-county collaboration** opportunities & learnings.



Integrated Transit Plan Timeline



Integrated Transit Plan: Service Area Map



Potential Action Plan Elements

Core Transit Network Services

Rail Services



Frequent BART and Amtrak service that connects to important Bay Area destinations

Transit Priority Corridors



Fixed-route bus service on key travel corridors within the county with identifiable branding, infrastructure and service levels

Frequent Bus



Fixed-route bus service on key travel corridors within the county with identifiable service levels

Access-focused Services

Microtransit + Feeders



Fixed-route and on-demand bus services that connect to mobility hubs, rail stations, and park-and-ride lots for connection to rail and core bus network.

Active Transportation + Micromobility



Bicycle, scooter, and pedestrian improvements that help riders connect to mobility hubs, rail stations, and park-and-ride lots

Mobility Hubs



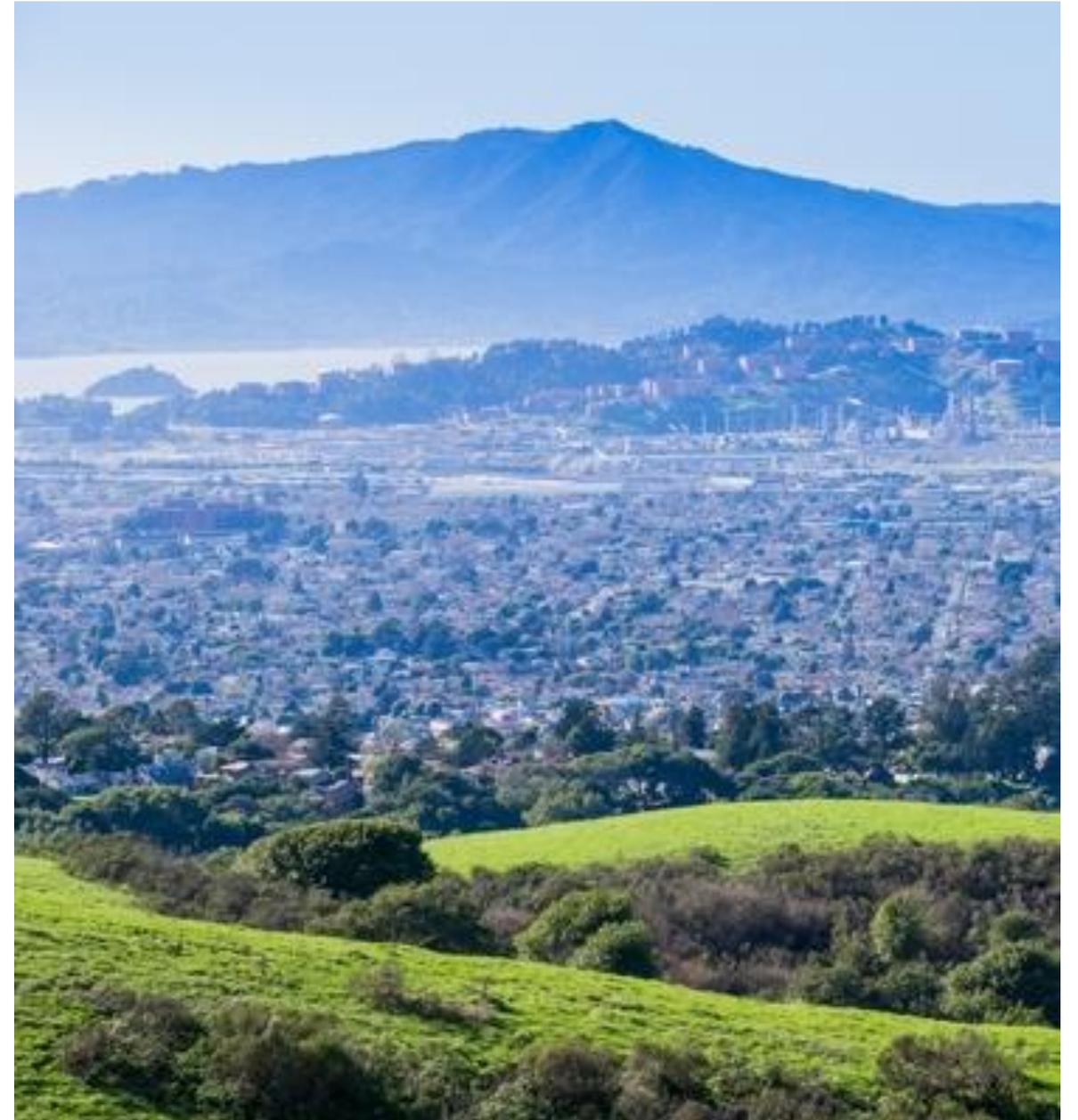
Key locations where transportation services connect allowing easy transfer for users; includes off-street infrastructure and wayfinding.

Automated Transit Network (ATN)



*On-demand service operating on a fixed guideway. **Not recommended as part of the plan but is under active consideration outside of this scope of work.***

Transit Priority Corridor Improvement Recommendations



Goals of the TPC Network Overall and Approach for Identifying Transit Lane Segments

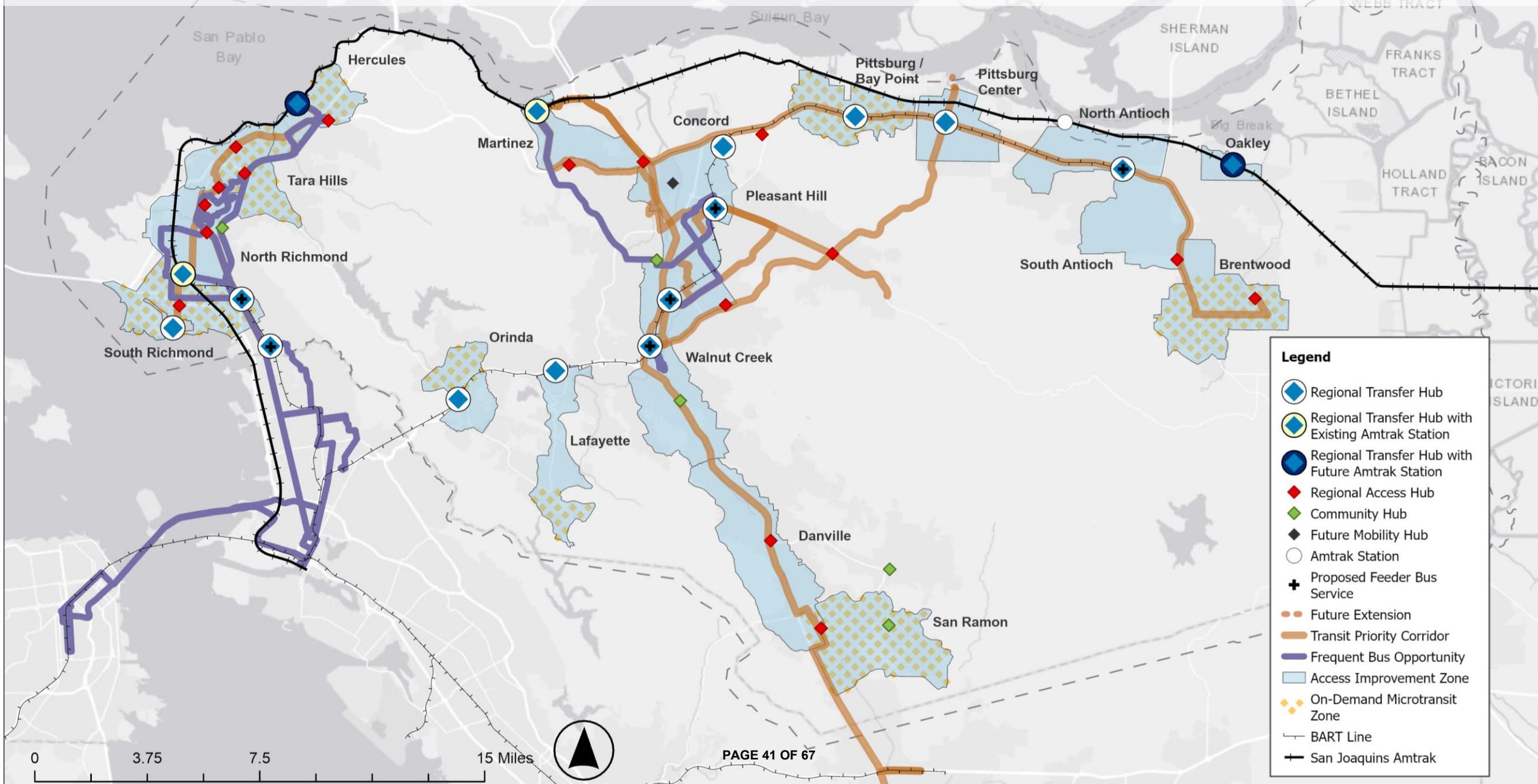
- **Goals of the Transit Priority Corridors Overall**

- Connect people to jobs and destinations with transit
- Align with **regional priorities** and other studies
- Increase transit ridership
- Serve **Equity Priority Communities**
- Improve transit travel times
- Serve locations with **economic development opportunities**

- **Approach for Identification of Potential Transit Lane Segments**

- Dedicated lanes where existing or planned service is frequent, relatively high ridership
- Allow transit to avoid impacts from peak congestion hot spots
- Support areas of high transit need, as identified in Existing Conditions analysis
- Consider physical viability of transit lanes, such as roadway width, existing parking, etc.

Access Improvement Zones and Mobility Hubs Support Transit Priority Corridors



0 3.75 7.5 15 Miles



Baseline Transit Priority Corridor Improvements

Assumed for all TPCs:

- Frequent service (15-20 min during peak)
- Transit islands/bus bulbs
- Enhanced stations (shelters, benches, real-time info, and wayfinding)
- Transit signal priority
- Distinctive branding
- Active transportation improvements



Image Source: GRTC



Image Source: AC Transit

Potential Types of Physical TPC Priority Treatments

Arterial Transit Lanes



Image Source: SFMTA



Image Source: Kimley-Horn

Queue Jumps

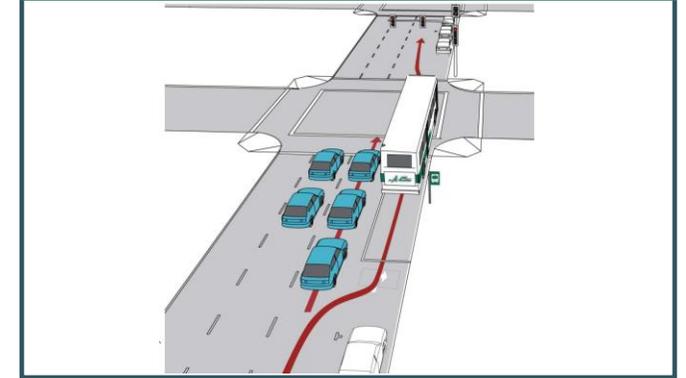


Image Source: AC Transit

Queue jumps considered in locations where arterial transit lanes not proposed

Part-Time Transit Lanes



Image Source: Kimley-Horn

Express Lanes/HOV Lanes



Image Source: CCTA

Transit Lane Considerations

Arterial Transit Lanes

- May be center or side-running
- Side-running may allow local business and right-turn access
- May be limited to certain times of day and otherwise used for parking or mixed flow traffic
- Typically includes frequent service to justify ROW dedication

Part-Time Transit Lanes

- Definition here is focused on use of freeway shoulder for bus use during peak congestion times (speed <30 MPH)
- May include various safety technology

Express Lanes/HOV Lanes

- Buses may access lanes limited to all high-occupancy and tolled drivers
- Only being considered on freeway network

Arterial Transit Lanes



Image Source: SFMTA



Image Source: Kimley-Horn

Part-Time Transit Lanes



Image Source: Kimley-Horn

Express Lanes/HOV Lanes



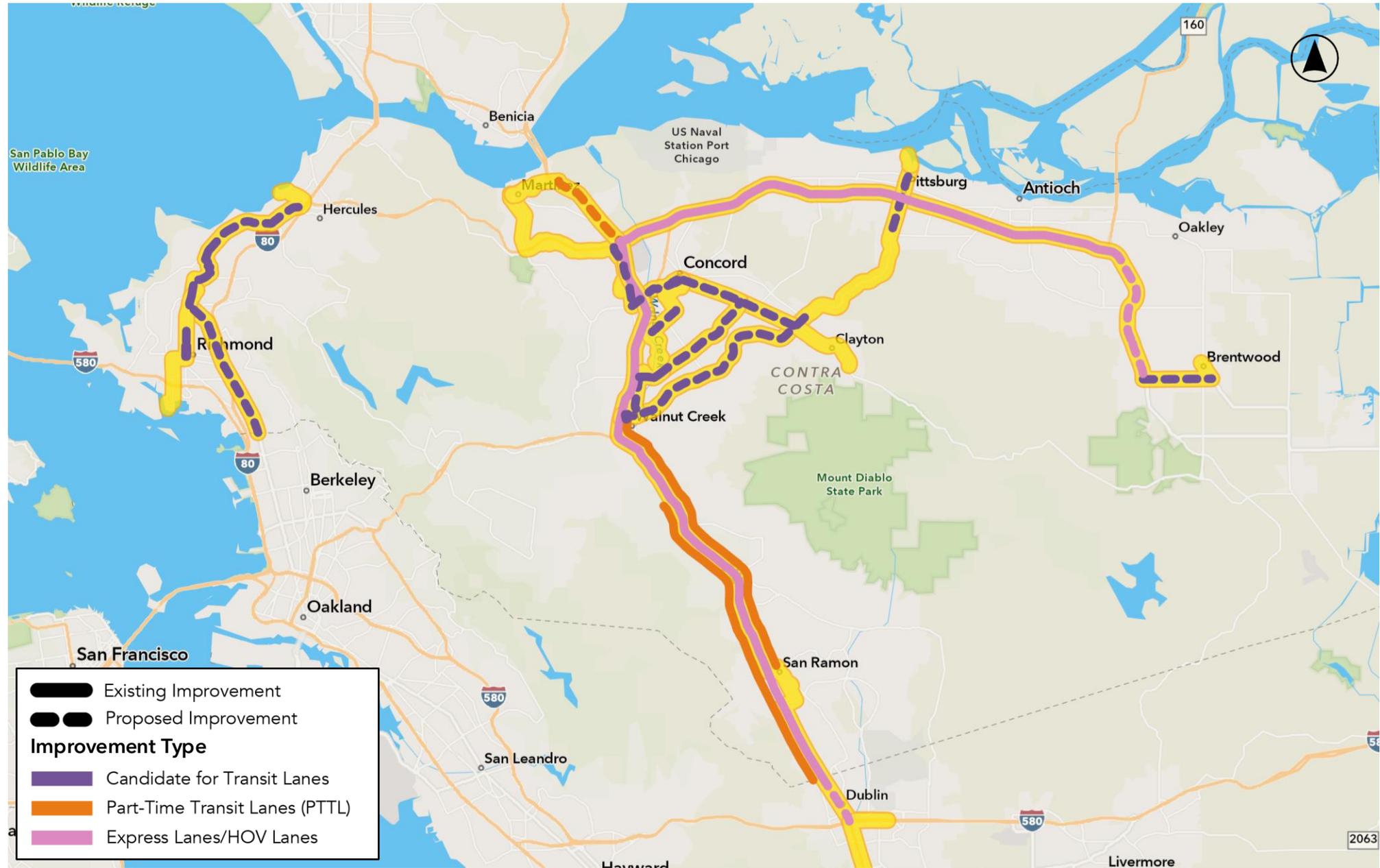
Image Source: CTA

Where Transit Lane Treatments are Proposed

- **Need to develop initial assumptions as part of ITP to allow for evaluation and costing**
- **Transit lane solutions considered where one or more of the following are met:**
 - High levels of congestion during peak commute hours on one or more segments of the corridor
 - Existing or planned transit service is frequent, such as where routes overlap
 - Existing routes experience relatively high ridership
 - Area of high transit need, as identified in Task 1 Existing Conditions analysis
 - Transit lane proposed in a previous planning study
- **Transit lane solutions not considered in the following conditions:**
 - Roadways are one lane per direction
 - Segments are very short or discontinuous

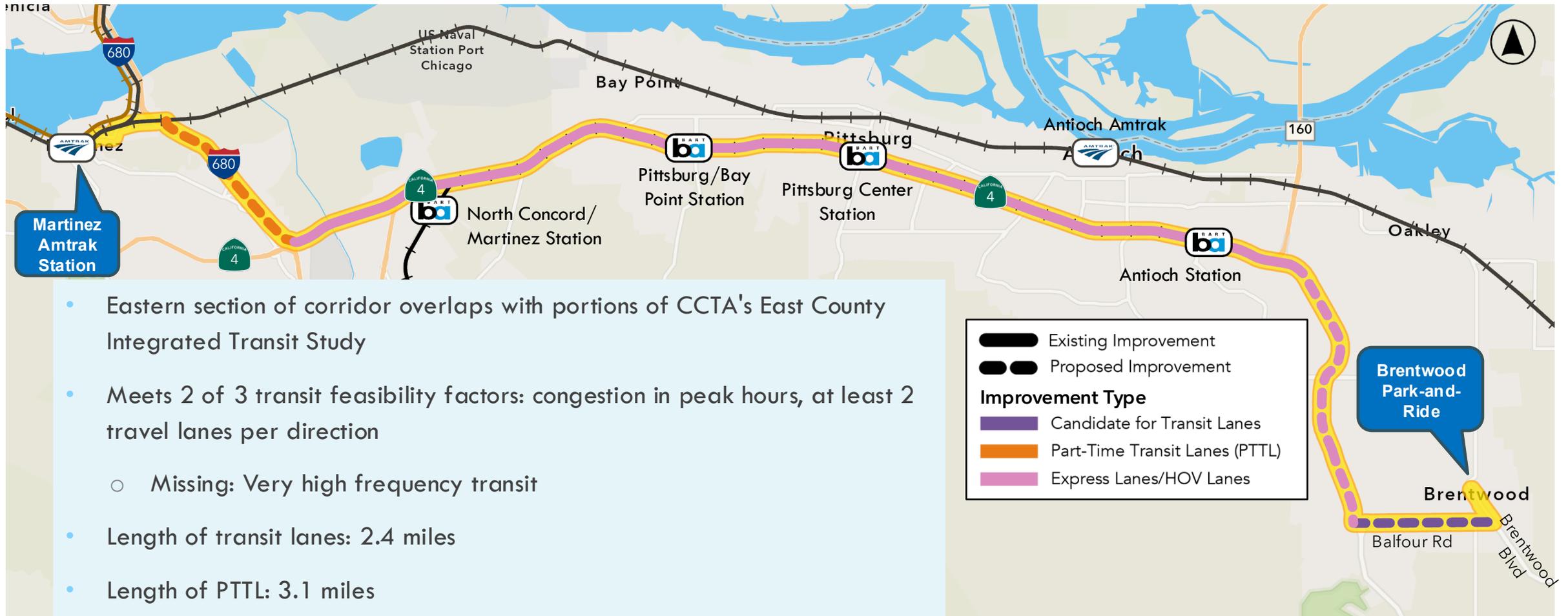
High-Level Planning Assessment Only: Further study required at the corridor level based on traffic analysis, design feasibility, stakeholder input, and public input.

Planned/ Potential Transit Lane Treatments



East County TPC

TPC 1 – Brentwood to Martinez via SR-4 Proposed Recommendations

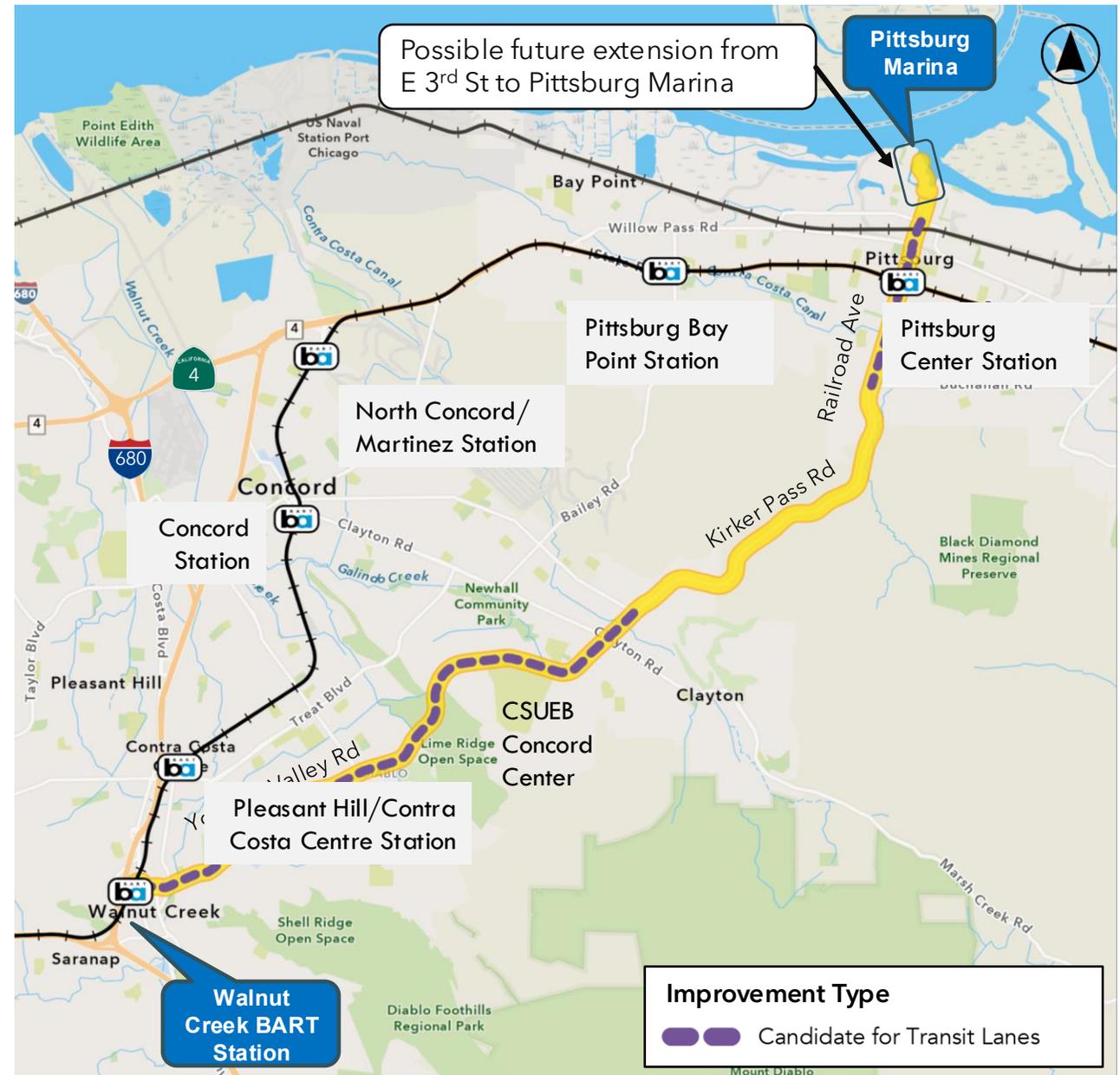


- Eastern section of corridor overlaps with portions of CCTA's East County Integrated Transit Study
- Meets 2 of 3 transit feasibility factors: congestion in peak hours, at least 2 travel lanes per direction
 - Missing: Very high frequency transit
- Length of transit lanes: 2.4 miles
- Length of PTTL: 3.1 miles
- Length of Express/HOV Lanes: 4.9 miles

TPC 6 – Railroad Ave/Kirker Pass/Ygnacio Valley Rd

Proposed Recommendations

- Meets 2 of 3 transit feasibility factors: congestion in peak hours, at least 2 travel lanes per direction
 - Missing: Very high frequency transit
- Length of transit lanes: 10.4 miles



Next Steps

- Input from TRANSPLAN and other RTPCs
- Overview to CCTA Board at May Workshop
- Develop policy proposals to support Action Plan recommendations
- Incorporate input into ITP Action & Policy Plans
- **Delivery of Integrated Transit Plan**



RISE THE BUS



ITEM 8

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



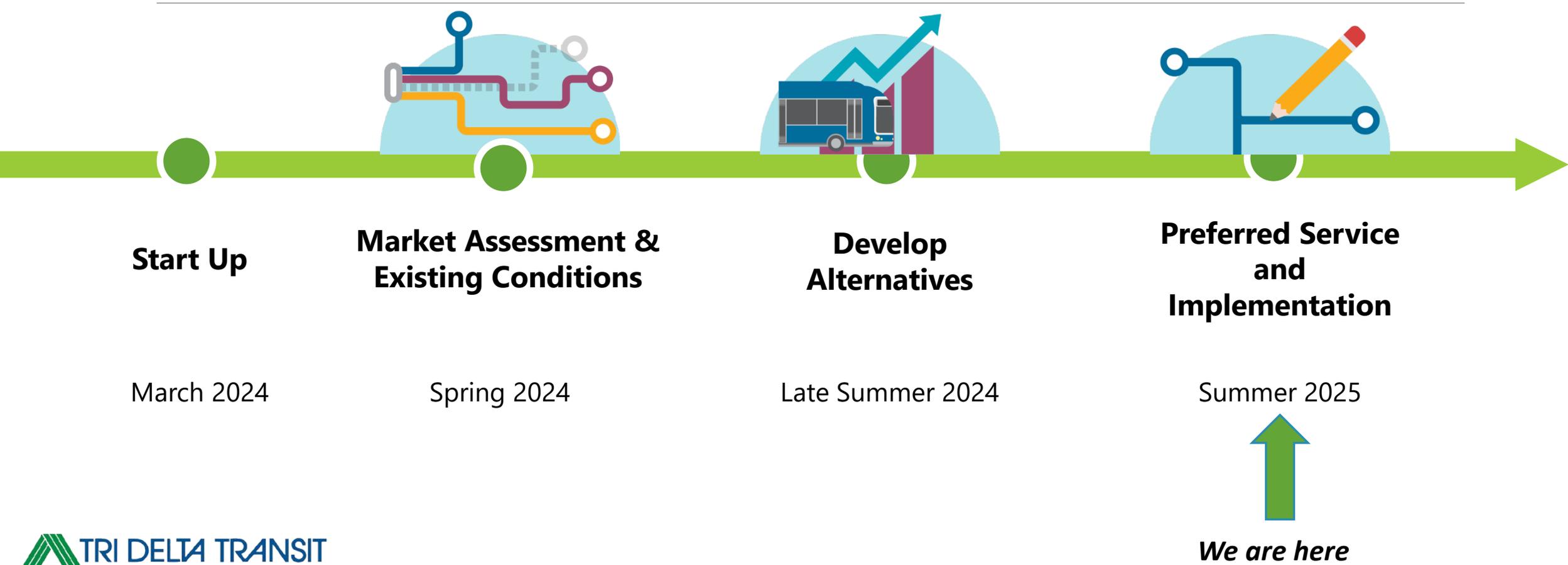
TRANSPLAN MEETING

June 12, 2025

WHAT IS REVITALIZE TRI DELTA TRANSIT?

Revitalize Tri Delta Transit is a comprehensive analysis that explored ways that Tri Delta Transit could improve transit service in eastern Contra Costa County

PROJECT SCHEDULE



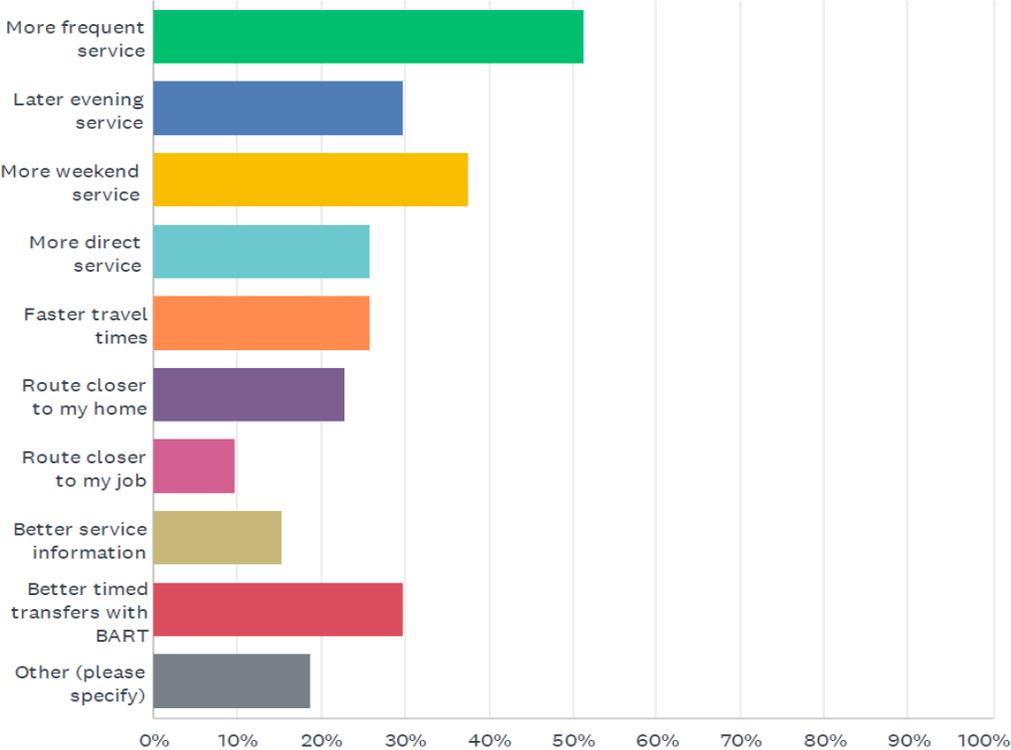
PHASE 1 OUTREACH

- Operator Meetings
- Pop Up Meetings
- Community Survey
- Virtual Open House & Concurrent Los Medanos College Watch Party



What improvements would make you more likely to use the public transit network or the local system more often?

Answered: 144 Skipped: 61



TWO ALTERNATIVES IDENTIFIED



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



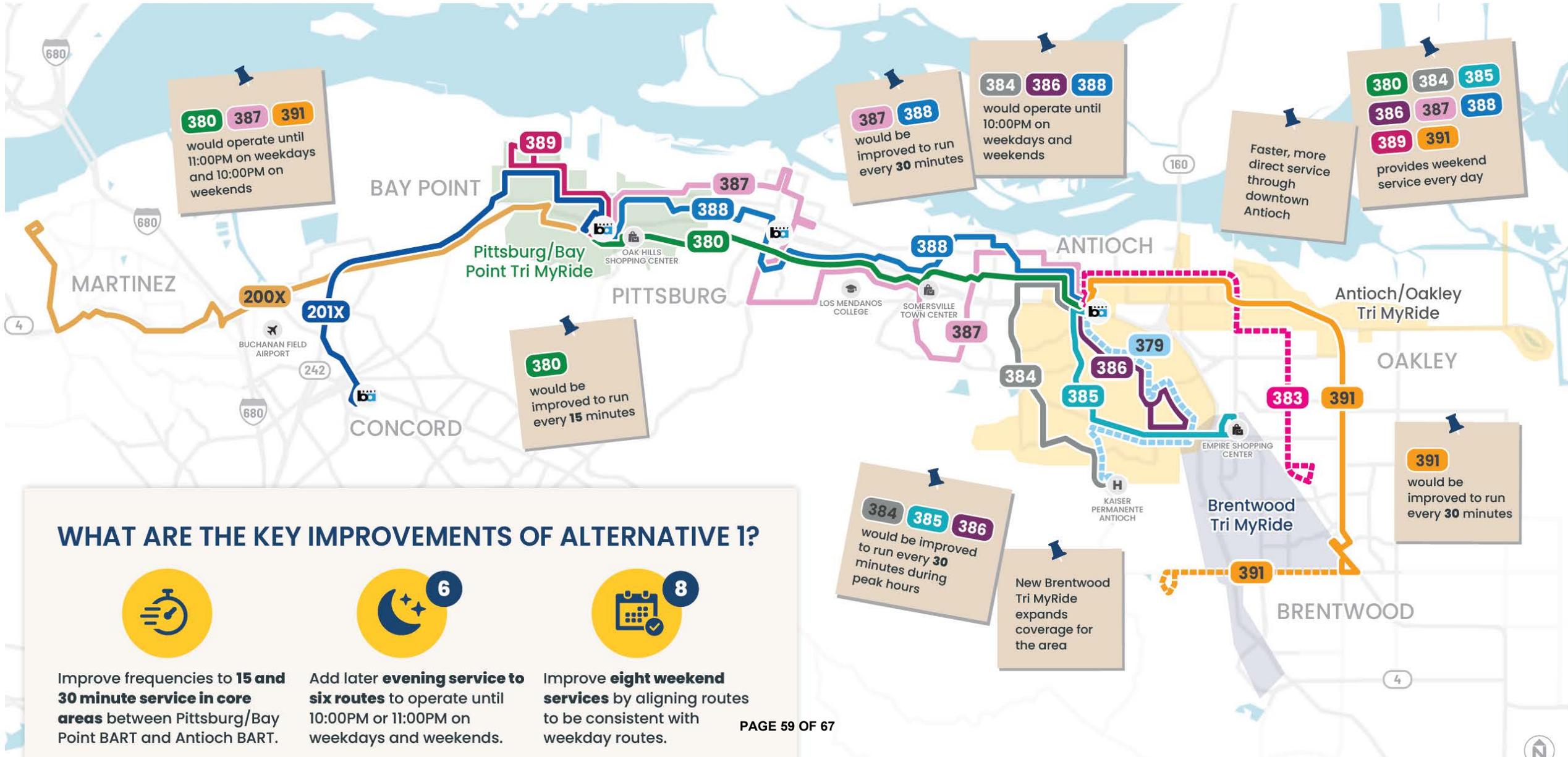
We gathered feedback from transit riders and community stakeholders.



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

DEVELOPMENT OF TWO TRANSIT NETWORK ALTERNATIVES

ALTERNATIVE 1 HIGHLIGHTS



WHAT ARE THE KEY IMPROVEMENTS OF ALTERNATIVE 1?



Improve frequencies to **15 and 30 minute service in core areas** between Pittsburg/Bay Point BART and Antioch BART.

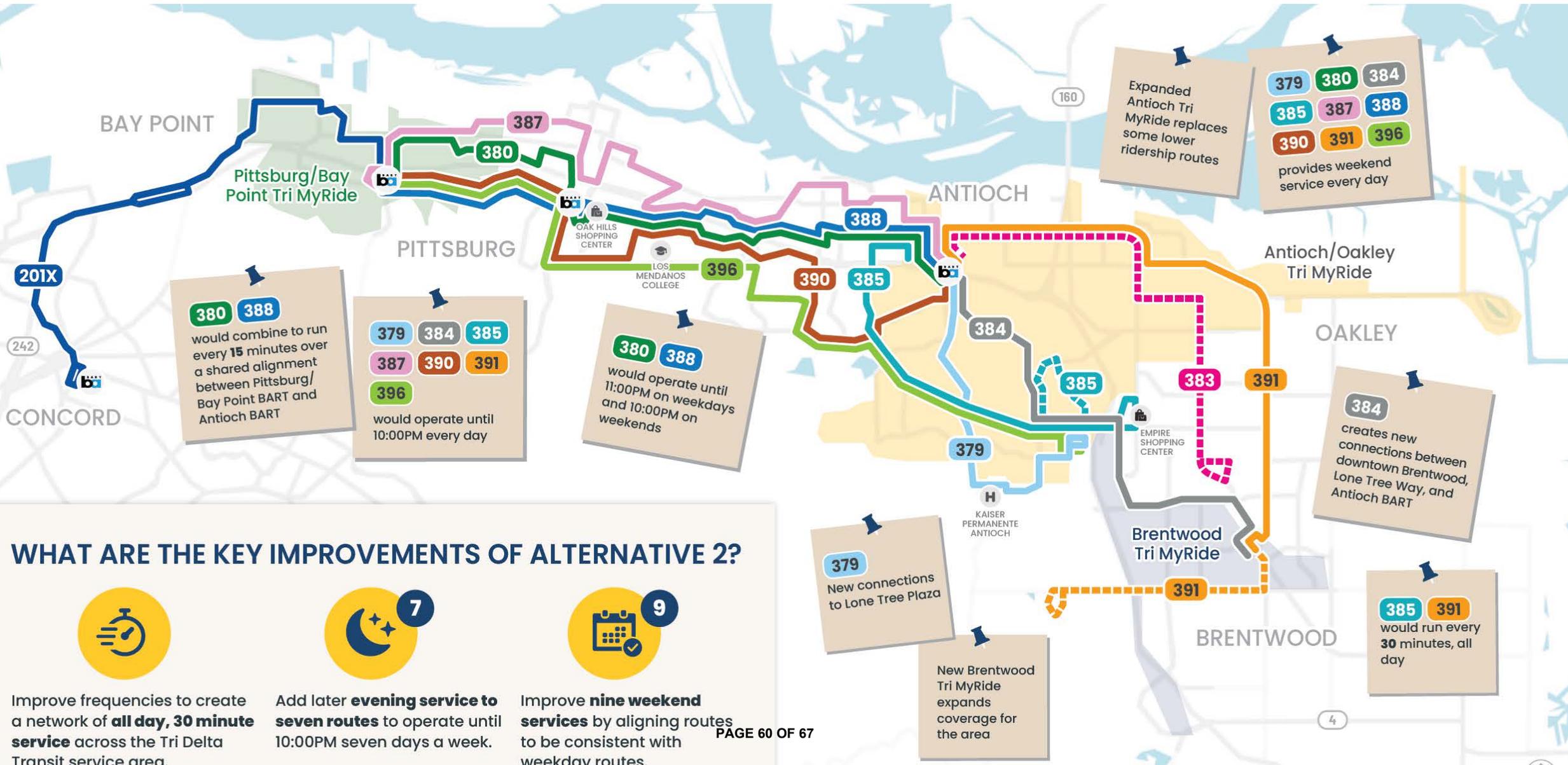


Add later **evening service to six routes** to operate until 10:00PM or 11:00PM on weekdays and weekends.



Improve **eight weekend services** by aligning routes to be consistent with weekday routes.

ALTERNATIVE 2 HIGHLIGHTS



WHAT ARE THE KEY IMPROVEMENTS OF ALTERNATIVE 2?



Improve frequencies to create a network of **all day, 30 minute service** across the Tri Delta Transit service area.



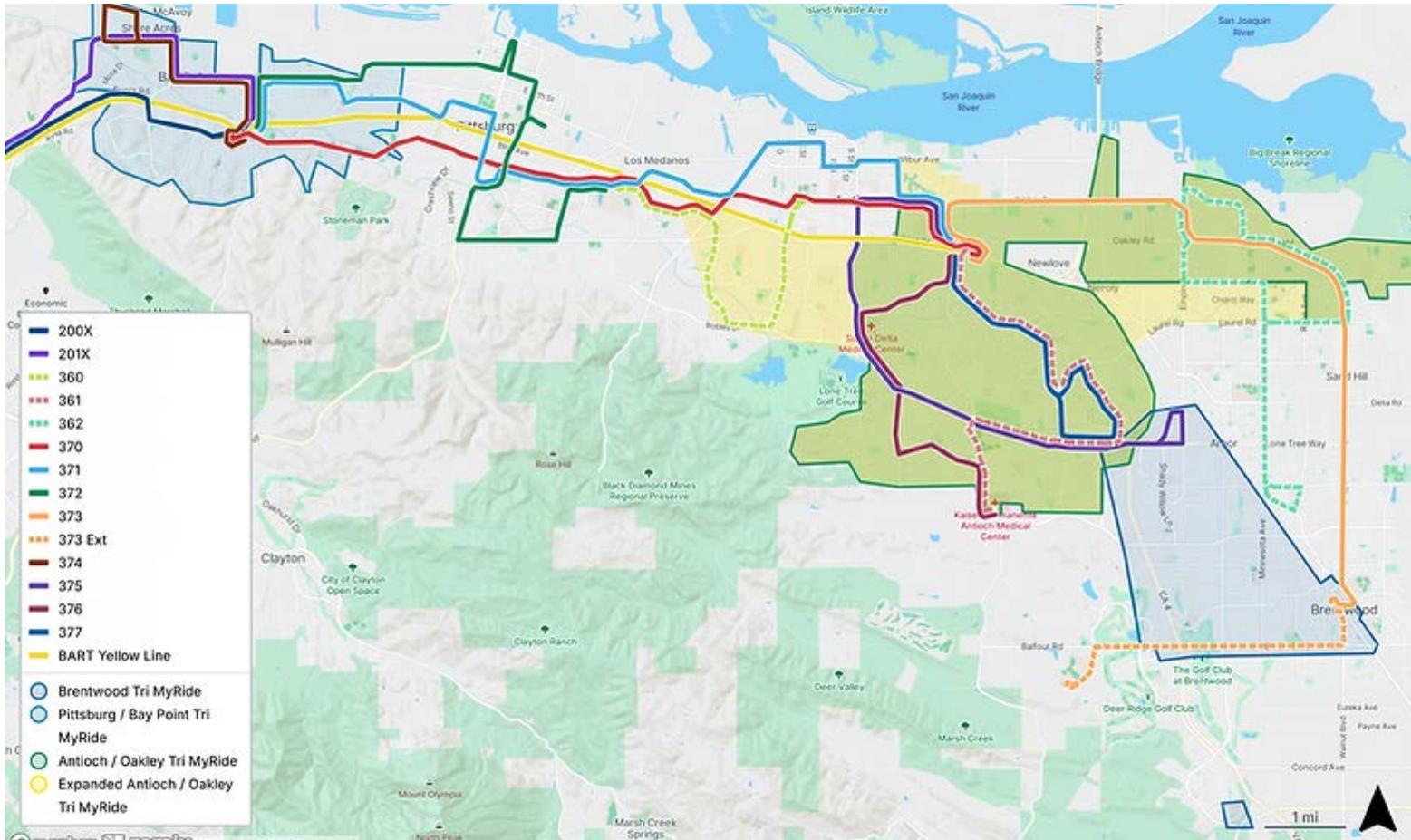
Add later **evening service to seven routes** to operate until 10:00PM seven days a week.



Improve **nine weekend services** by aligning routes to be consistent with weekday routes.

PHASE II ENGAGEMENT RESULTS

- Alternative 1 was supported more than Alternative 2 due to less loss of coverage and higher frequency
- Strong support for more frequent service, especially between Pittsburg/Bay Point BART, LMC, and Antioch BART
- Repeated mentions of Tri MyRide reaching capacity
- Strong support for more direct service, as long travel times were repeatedly mentioned
- Ensure later evening and early morning service was maintained
- Concerns about loss of direct service to VA/Kaiser Medical Center in Martinez

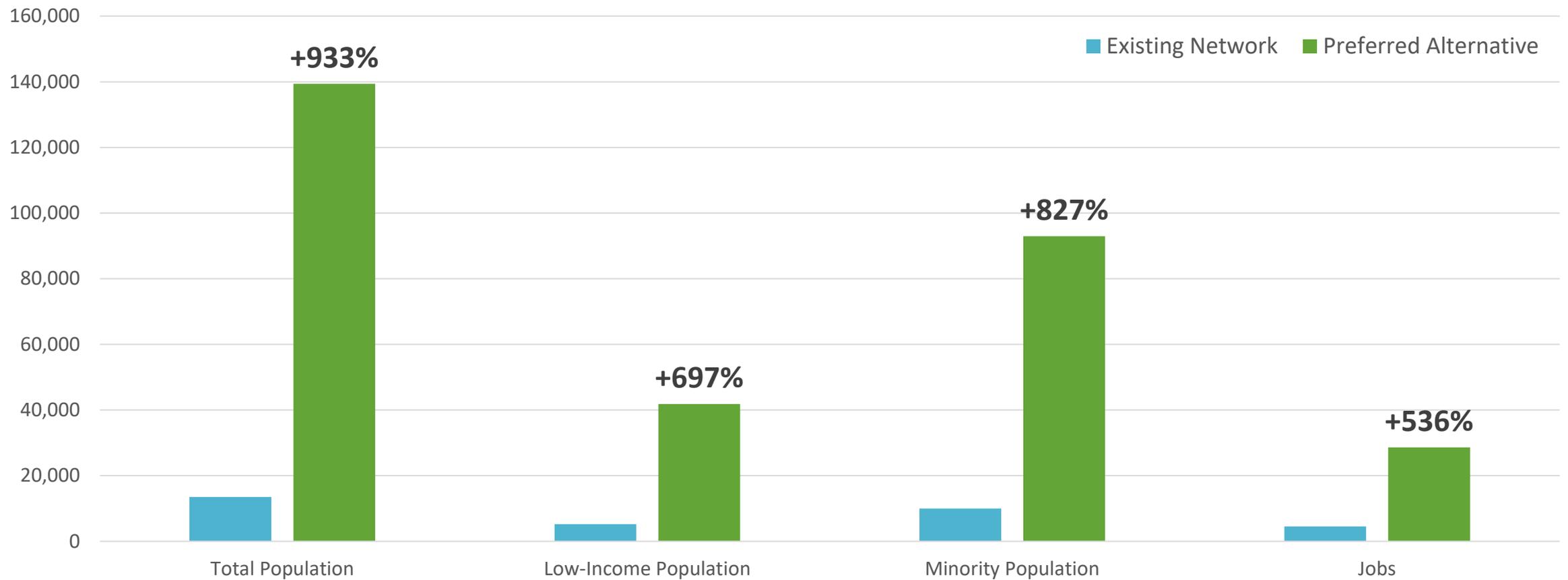


THE PREFERRED ALTERNATIVE aka NEW TDT NETWORK

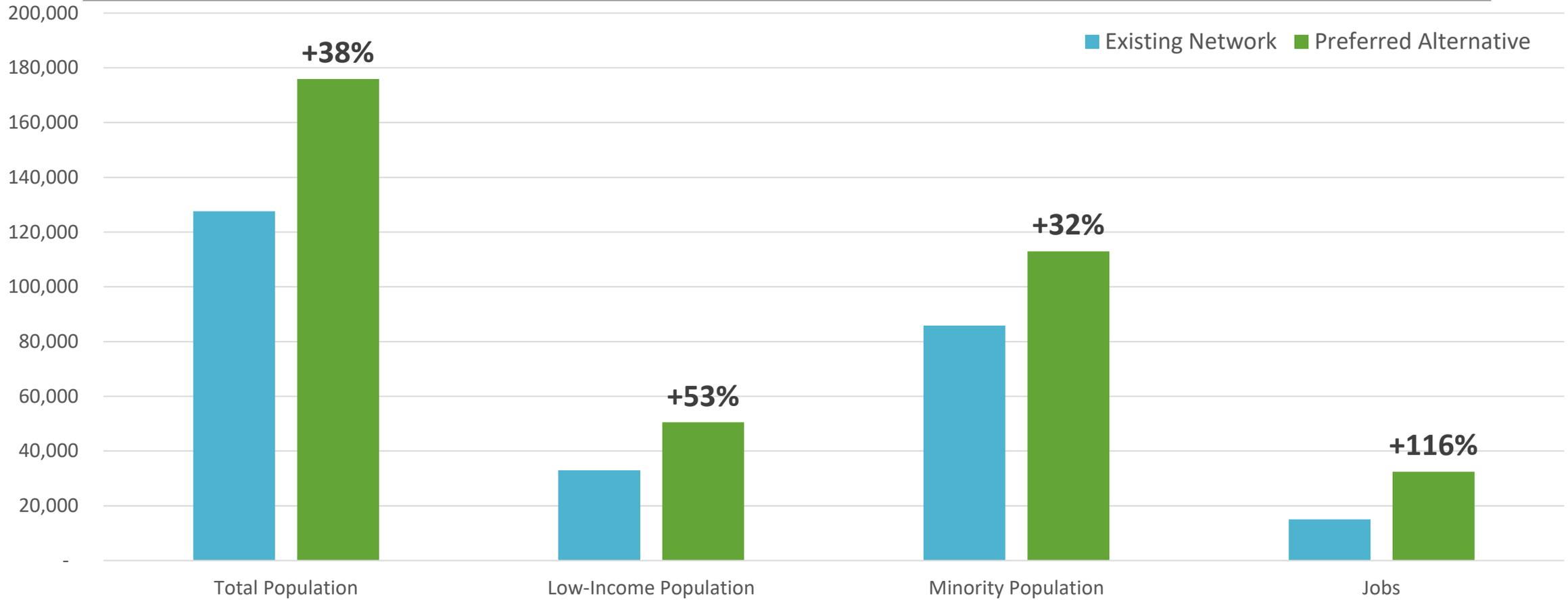
HIGHLIGHTS FROM NEW TDT NETWORK

- Dramatic increase in access to **high frequency** fixed-route service
- **Tri MyRide service expansion** to cover underperforming fixed-route service maintains coverage throughout the service area
 - While there is a decrease in access to fixed-route service, there is an increase in access to all services, including both fixed-route and Tri MyRide
- The New TDT Network connects **people** with **employment** opportunities using **faster, more convenient service**
 - Low-Income and Minority populations experience a significant increase in access to both high-frequency transit service and Tri MyRide
 - The number of jobs accessible to high-frequency transit service and Tri MyRide significantly increases

FIXED ROUTE: ACCESS TO 30-MINUTE SERVICE OR BETTER



TRI MYRIDE COVERAGE



NEXT STEPS

- TDT BOD Approval of New TDT Network – April 2025
- Implementation Planning – April to August 2025
 - Phase III Outreach
 - In-person pop-up events at BART stations
 - Digital marketing
 - Social media
 - News outlets
 - Internal planning
 - Removal and adding bus stops
 - Publishing new marketing materials
 - Operator training
- New TDT Network Service Begins on August 10, 2025



QUESTIONS?

Toan Tran, Chief Operating Officer

ttran@eccta.org

925-754-6622 ext. 222