

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
Planning Commission

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TRANSPLAN Committee Meeting

Thursday, September 11, 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/97831971433?pwd=GQbA9aL4XIMDUr4nOnUmeWM5MrbWBp.1>

Meeting ID: 978 3197 1433
Passcode: 660238

Dial-in Information
+1 669 444 9171 US
Meeting ID: 978 3197 1433
Passcode: 660238

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 June 12, 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. June 12, 2025 TRANSPLAN Committee Meeting Summary Letter

* = All Consent items are listed within the gray square

- b. Status Letter for TRANSPAC Meeting – June 12, 2025
- c. Status Letter for TRANSPAC Meeting – July 10, 2025
- d. SWAT Meeting Summary Report for July 7, 2025 ♦ **Page 21**

7. APPOINT TRANSPLAN representative to the CCTA Technical Coordinating Committee (TCC).
♦ **Page 26**

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

8. RECEIVE update on the 2025 Measure J Strategic Plan Update. The Contra Costa Transportation Authority (CCTA) is in the process of updating the current Measure J Strategic Plan adopted back in September 2022. A revenue forecast for the update was adopted by the Authority Board in June 2025. CCTA staff will provide an update on the approach and schedule for completing the update. ♦ **Page 28**

9. RECEIVE update on the East Contra Costa County Automated Transit Network (ATN) Project. CCTA staff will provide an update on the status of the ATN Project. ♦ **Page 59**

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, October 9, 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 JUNE 12, 2025 MEETING.

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

MINUTES

June 12, 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 6:36 P.M.

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

*Arrived at 7:21 P.M.

ABSENT: Kristopher Brand (Brentwood)

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

On motion by Diane Burgis, and second by Bob Mankin, TRANSPLAN Committee members adopted the Consent Items, as follows:

1. ADOPTED Minutes from the May 8, 2025 TRANSPLAN Meeting
2. ACCEPTED Environmental Register
3. ACCEPTED Status Report on Major East County Transportation Projects
4. ACCEPTED Miscellaneous Communications:
 - a) May 8, 2025 TRANSPLAN Committee Meeting Summary Letter
 - b) Letter from the Contra Costa Transportation Authority (CCTA) Re: April 16, 2025 Board Meeting
 - c) Letter from the 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) Email from 511 Contra Costa Re: 2025 Summer Bike Challenge

The motion carried by the following vote:

Ayes: Banales, Bernal, Burgis, Foster, Harvey, Jones, Mankin, Meyer

Noes: None

Abstain: None

Absent: Brand, Meadows

RECEIVE UPDATE ON THE DRAFT INTEGRATED TRANSIT PLAN

Danielle Elkins, Deputy Executive Director of Planning, Programs, and Policy, CCTA, introduced an update on the Integrated Transit Plan including proposed Transit Priority Corridors (TPC) and projects, along with access improvements, and the recommendations that may have the greatest impact on East County jurisdictions' infrastructure.

Kevin Connolly, consultant with TYLin, reported that the Integrated Transit Plan had been ongoing for two years. He identified the nine corridors throughout Contra Costa County worthy of investment and explained that the long-range plan was an aspirational plan to identify the investments and level of transit enhancements and improvements for Contra Costa County, not bound by funding or operational constraints, but to set a vision that could be a goal. The Integrated Transit Plan would identify ways to improve coordination between transit services to provide riders with convenient and seamless travel, innovation to explore emerging technologies that improved access to transit and prioritized the movement of buses, with equity in mind to ensure recommendations enhanced or maintained access and coverage for all communities.

Mr. Connolly stated the plan would fit between the regional plans, subregional plans and city plans and be a reference point for regional and local plans. He presented a schedule of the work that had been co-sponsored by Tri Delta Transit, WestCAT, County Connection and AC Transit for areas it serviced in Contra Costa County. The technical work had been done in 2023, and the recommendations had been fine-tuned in 2024, now being submitted to the Regional Transportation Planning Committees (RTPCs) for comment.

Mr. Connolly identified the potential Action Plan elements and recommendations for core transit network services for rail, transit priority corridors and the frequent bus network along with access-focused services such as microtransit and feeder buses, active transportation and micromobility, mobility hubs, along with the Automated Transit Network (ATN) that he noted had not been included in the current process.

Monica Tanner, Kimley Horn, identified the TPC improvement recommendations and the approach taken to identify transit lane segments. She stated the goals of the TPC overall were to 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 and serve locations with economic development opportunities to see how the corridors could tie into those locations.

Ms. Tanner displayed a map of the TPC and frequent bus network, identified nine TPCs in Contra Costa, and also identified access improvement zones and mobility hubs to support TPC and connect to and from the TPC and other key locations. All TPCs were expected to include frequent service, transit islands/bus bulbs, enhanced stations, transit signal priority, distinctive branding and active transportation improvements around the stations. Locations where other enhancements had been proposed involved arterial transit lanes, part-time transit lanes and Express Lanes/HOV lanes. More analyses and more consideration were needed on the transit lanes as to where the dedicated transit lanes would be implemented.

Ms. Tanner identified locations with a high level of congestion during peak hours with long segments of corridors and noted there were plans for a high-frequency network in the corridors as well, areas of high transit need and other locations for transit dedicated lanes.

Ms. Tanner identified a summary of recommendations for areas identified as TPC 1 – Brentwood to Martinez via SR4, and TPC 6 – Railroad Avenue/Kirker Pass Road/Ygnacio Valley Road, and highlighted the next steps that included input from the TRANSPLAN Committee and the other RTPCs, an overview to the CCTA Board at a May Workshop, developing policy proposals to support the Action Plan recommendations, incorporating input into the Integrated Transit Plan Action and Policy Plans, and the delivery of the Integrated Transit Plan. She added that more information would be provided.

Diane Burgis noted that she and Ron Bernal were looking at Lone Tree Way as a better route for TPC enhancements.

Ms. Tanner responded to comments and stated, when asked about the percentage of ridership, that the percentage information was not available at this time. She confirmed that buses could use HOV lanes, and with respect to the effort to get kids on the buses to learn that buses could be easy and safe, noted the proposal would offer a layer of improvements that would help make public transit a habit and a resource that was convenient, helpful, affordable and safe.

Rashidi Barnes, Chief Executive Officer, Tri Delta Transit, described feeder buses and explained that Tri Delta Transit fed the system from the outlying areas. He noted, for instance that the Livermore Amador Valley Transit Authority (LAVTA) was a feeder from Dublin and the Livermore area.

Juan Banales asked whether the program would take over existing travel lanes, and when told that would occur he objected given that Railroad Avenue in Pittsburg was heavily congested and the proposal would further aggravate the existing situation. On the discussion, it was noted that the lanes to be dedicated could be dedicated for specific hours of the day only.

Diane Burgis acknowledged there were a number of challenges related to some of the approaches. She agreed with respect to Railroad Avenue that it would be very challenging to dedicate lanes on that roadway, and Ms. Tanner stated a further analysis would be done.

Mr. Barnes added that there were different ways to accomplish the proposal and there were options to make it work. He stated the proposers would work with the TRANSPLAN Committee and with the cities to make it multimodal and also allow bikes to traverse no matter where that would be.

Diane Burgis suggested rather than dedicated lanes, through signalization could be considered.

In response to comments, Mr. Barnes explained that emergency vehicles would have priority over any of the designated lanes. He noted that all the packaged elements would offer technological tools to address issues. He clarified, when asked, that a 40-foot bus could accommodate 63 people, essentially removing 63 single-occupant vehicles from the roadway. He also noted that there had been significant investment in cars and in roads over the years with little investment in transit, and that good schools and good jobs in the area created a good transit system that would provide services to meet the needs of communities.

BRUCE OHLSON, Pittsburg, stated that bicycles had been left out of the process and whenever there were dedicated lanes those lanes should include a bike lane, and bike lanes should be on routes parallel to freeway-dedicated TPC, which would allow people to use e-bikes and bicycles for the first and last mile connections. In addition, liberal, secure parking should be provided for expensive e-bikes, and when a bus was on a freeway bikes should be provided as an alternative since the freeway system in California allowed bicycles on 25 percent of freeway system shoulders. He added that the overall point was to provide an alternative to the single-occupant vehicle and he urged bicycles to be part of the process.

RECEIVE UPDATE ON TRI DELTA TRANSIT'S COMPREHENSIVE OPERATIONAL ANALYSIS

Vice Chair Aaron Meadows arrived at 7:21 P.M.

Rashidi Barnes, Chief Executive Officer, Tri Delta Transit, presented an update on a Comprehensive Operational Analysis 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.

TOAN TRAN, Chief Operating Officer, Tri Delta Transit, reported that the process had been ongoing for a year. The first phase focused on analyzing the existing conditions, the second phase was to develop different networking options, and the third phase was to develop preferred service and implementation. Outreach had been conducted in Phase 1 and riders had been asked what they wanted and needed to see in the system. Two alternatives had been identified. Alternative 1 maintains existing service coverage and slightly increases frequency, while Alternative 2 reduces coverage but significantly boosts frequency.

Mr. Tran reported that there was strong support for more frequent service, especially between Pittsburg/Bay Point BART, Los Medanos College and Antioch BART; Tri MyRide, an on-demand, corner-to-corner shared shuttle service was oversubscribed; and there was a desire to preserve the later feeder service and connections to BART. A workshop had been held and he highlighted the fact that Tri MyRide would go from 16 routes to 13 routes and preserve the coverage. He described the improved frequency, stated that Tri MyRide would be expanded, and reported that the Tri Delta Transit Board of Directors had approved the new network in April 2025 and that new network would begin on August 10, 2025.

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

Mr. Barnes was asked how many of Tri Delta Transit's buses were electric, and he identified the fleet of buses that were of various sizes, some of which were electric. He explained that while there used to be 16 bus manufacturers, there were now only two throughout the United States. He described the process to use electric buses and spoke to the length of time the buses would remain charged and the distance that could be traveled. He also described some of the serious problems associated with hydrogen buses. He noted, for instance, that electric buses had been started in 2018 and the chargers associated with those buses were now obsolete, and operators were seeing more issues with the infrastructure, which had become a financial strain. When asked whether double decker buses would be practical, he stated they would not be practical for Tri Delta Transit.

Mr. Barnes was also asked about the percentage of ridership between Tri MyRide and other services and reported it was about 10 percent. He noted that smaller buses would be added to the fleet

Mr. Tran explained that federal funds would be used to acquire electric buses, which were now mandated by the State of California.

Diane Burgis recognized the study was to create a vision and also be prepared for the different things that were happening and be able to meet the need, create a new culture where transit was being used and still deal with the variety of limitations involved.

In response to questions, it was clarified that additional funding was not expected from Measure J, and Mr. Barnes clarified that ultimately Tri Delta Transit would have to cut service without additional funding sources.

RECEIVE UPDATE ON POTENTIALLY RESCHEDULING DATE AND TIME FOR THE JULY 2025 TRANSPLAN COMMITTEE MEETING.

Robert Sarmiento, TRANSPLAN staff, reported the regular July 10, 2025 TRANSPLAN Committee meeting fell on the same date as the rescheduled Mayors Conference meeting, which would be held in the City of Brentwood. One item had been scheduled for the July 10 meeting and he would have to poll members to see if the meeting could be rescheduled.

After a brief discussion, Mr. Sarmiento would poll members to determine whether or not the meeting could be rescheduled.

RECEIVE REPORT ON CCTA ACTIVITIES FROM TRANSPLAN COMMITTEE REPRESENTATIVES

There was no report.

RECEIVE MISCELLANEOUS TRANSPLAN COMMITTEE MEMBER COMMENTS

There was a recommendation to schedule a Tri Delta Transit Tri MyRide for the next meeting.

ADJOURNMENT

Chair Meyer adjourned the meeting of the TRANSPLAN Committee at 7:55 P.M. to the next meeting on Thursday, July 10, 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 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.
- 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 *and movement study are* ongoing.
 - Project includes multi-modal project elements which may include accommodation for future *transit and micro-transit facilities*.
 - *The project team is refining studies, including plan to address Senate Bill 743 (SB 743) vehicle miles traveled (VMT) requirements.*
 - *An alternative evaluation matrix is under development.*
- Advance agency outreach will precede release of draft environmental document for public review in fall/winter 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

June 18, 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 June 12, 2025:

1. Received a presentation on the Integrated Transit Plan from Contra Costa Transportation Authority staff. Members of the Committee commented that Lone Tree Way should be considered for transit priority corridor (TPC) improvements and that potential TPC improvements on Railroad Avenue in Pittsburg that involve converting general purpose lanes to transit-only lanes would present challenges to existing travelers on the roadway.
2. Received a presentation on Tri Delta Transit's Comprehensive Operational Analysis from Tri Delta Transit staff. Members of the Committee inquired about the differences between potentially operating hydrogen or electric buses versus diesel buses. Members also inquired about the performance of the Tri MyRide service.

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

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

June 17, 2025

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

RE: Status Letter for TRANSPAC Meeting – June 12, 2025

Dear Mr. Haile:

The TRANSPAC Committee met on June 12, 2025. The following is a summary of the meeting and action items:

1. The Board approved the TRANSPAC Work Plan and Budget for Fiscal Year 2025/2026.
2. The Board conditionally approved the redirection of \$37,500 in TRANSPAC TFCA funding, previously allocated to the 2024–2025 Pass2Class program, to support the free youth transit fare pilot program. The Board also approved the programming of up to \$130,000 in Measure J Line 21a funds for the pilot program. Additionally, the Board approved the exchange of up to \$37,500 in TRANSPAC TFCA funding to be used for the SWAT portion of County Connection rides, with the understanding that these funds will be credited back to TRANSPAC in the following programming year. The total amount of Measure J funding utilized will depend on the amount of TRANSPAC TFCA funding eligible for use and/or exchange.
3. The Board received information on Transportation Fund For Clean Air (TFCA) Fund – Fiscal Year 2025/2026 Call for Projects.

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, TRANSPAC; Susannah Meyer, Chair, TRANSPAC
Chris Weeks, SWAT; Mark Armstrong, Chair, SWAT
John Nemeth, WCCTAC; Cameron Sasai, 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

July 18, 2025

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

RE: Status Letter for TRANSPAC Meeting – July 10, 2025

Dear Mr. Haile:

The TRANSPAC Committee met on July 10, 2025. The following is a summary of the meeting and action items:

1. The Board received information on Transportation Fund For Clean Air (TFCA) Fund – Fiscal Year 2025/2026 Call for Projects.
2. The Board received information on Measure J Line 21A Program.
3. The Board received information on Contra Costa Transportation Authority Integrated Transit Plan.

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

Sincerely,

for 
Matthew Todd
Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Matt Kelly and John Hoang, CCTA Staff
Robert Sarmiento, TRANSPAC; Susannah Meyer, Chair, TRANSPAC
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

July 7 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 July 7, 2025

Dear Mr. Haile:

The Southwest Area Transportation Committee ("SWAT") met Monday, July 7, 2025. The following is a summary of the meeting and action items:

1. Approved the SWAT TDM Budget FY 2025/2026: and
2. Vice Chair Andersen led a conversation on the Summer Youth Ride Free Pass. County Connection reported substantial increases in youth ridership in the SWAT and TRANSPAC regions since the Youth Ride Free started in June. Vice Chair Andersen then requested that SWAT partially fund a continuation of the Youth Ride Free pass, with additional funds provided by Supervisor Andersen's discretionary County Livable Communities Fund, to cover an additional four months of the pilot Youth Ride Free for County Connection rather than starting Pass2Class in August in the SWAT region. They then passed the following resolution:
 - a. Board member Hillis moved, and Board member Stepper seconded, that the SWAT BOD supports Vice Chair Andersen's request to continue to pursue creative solutions to keep the pilot Youth Ride Free County Connection bus pass program going in SWAT through the end of 2025; and secondarily request that SWAT staff ask for the answer to the following question:
 - i. Can there be a delay in the Pass2Class 2025 program TFCA funding until January 1, 2026 when SWAT and Supervisor Andersen's Office provide funds for an extension of Youth Ride Free through December 2025?

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

Regards,

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

Chris Weeks

San Ramon Transportation Division Manager/SWAT Administrator

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

ITEM 7

**APPOINT TRANSPLAN REPRESENTATIVE TO THE CONTRA COSTA
TRANSPORTATION AUTHORITY TECHNICAL COORDINATING
COMMITTEE.**

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee
FROM: Robert Sarmiento, TRANSPLAN Staff
DATE: September 11, 2025
SUBJECT: **TRANSPLAN Appointment to the Contra Costa Transportation Authority
Technical Coordinating Committee**

Recommendation

APPROVE TRANSPLAN Technical Advisory Committee (TAC) recommendation to appoint Gina Haynes (Pittsburg) to the Contra Costa Transportation Authority (CCTA) Technical Coordinating Committee (TCC).

Background

The TCC provides input on technical matters that come before CCTA. The TCC also acts as the primary technical liaison between CCTA and the Regional Transportation Planning Committees. The TCC consists of 24 technical staff members appointed by:

- Each of the four Regional Transportation Planning Committees (RTPCs),
- Contra Costa County,
- One from each of the transit service providers (BART, AC Transit, Tri Delta and Westcat),
- The City-County Engineering Advisory Committee, and
- One ex-officio member each from Caltrans, Metropolitan Transportation Commission and the Bay Area Air Quality Management District.

Each RTPC is permitted to appoint three members to the TCC. A TCC representative term lasts for two years and can be renewed.

The TRANSPLAN representatives to the TCC are as follows:

- Kevin Rohani (Oakley)
- Anju Pillai (Brentwood)
- Khristin Labao (Pittsburg)

In early July 2025, TRANSPLAN staff was informed that Ms. Labao would be vacating her TRANSPLAN TCC representative position. The TRANSPLAN TAC recommended the appointment of Gina Haynes (Pittsburg) to the vacant TRANSPLAN TCC representative position.

Once approved, TRANSPLAN staff will notify CCTA of the TRANSPLAN representative appointment to the TCC.

cc: TRANSPLAN TAC

ITEM 8

**RECEIVE UPDATE ON THE 2025 MEASURE J STRATEGIC PLAN
UPDATE.**

2025 Measure J Strategic Plan

Status Update

Hisham Noeimi, P.E.

Contra Costa Transportation Authority

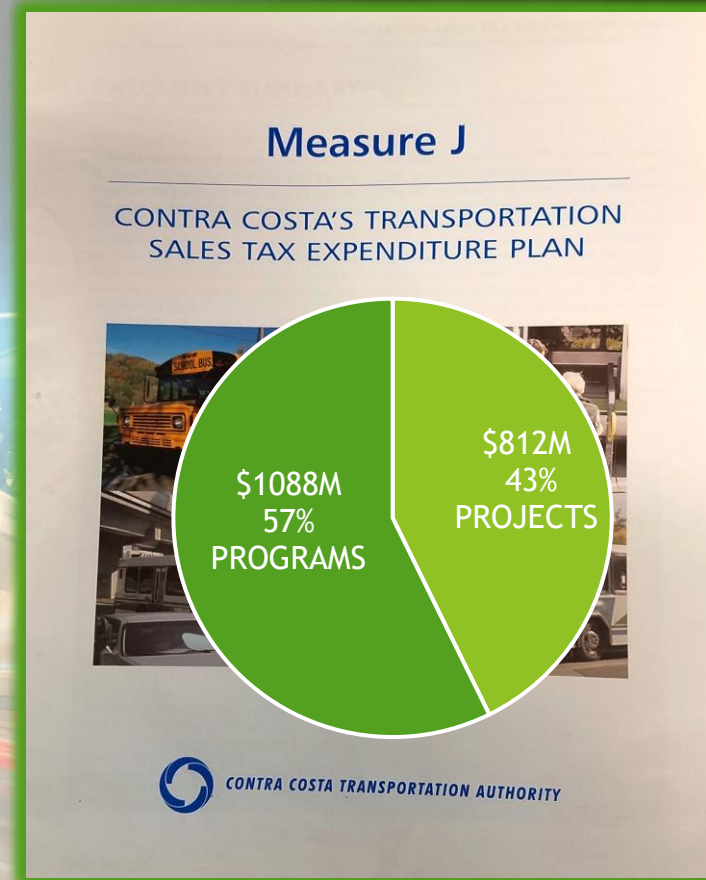
July 2025



CONTRA COSTA
transportation
authority

Measure J

- Approved by Contra Costa voters in November 2004
- Extended ½ cent Transportation Sales Tax for 25 years (April 1, 2009 through March 31, 2034)
- Assigns funding for specific projects/programs in **Expenditure Plan**



Measure J Strategic Plan

- Anticipates funding needs and availability for next 5-7 years
- Established timing/size of bond issuances to meet funding needs
- Commits funding to Projects in specific years – “Program of Projects”
- Updated every 2-3 years to assess assumptions on revenue growth, debt service costs, and other factors

Highlights

- \$48.35 million (15.25%) more in revenues in past three years compared to projections in the 2022 Measure J Strategic Plan
- Completed refinancing 2015 bonds in early 2025 which reduced bond interest cost by \$7 million
- CCTA was awarded \$166 million in Federal Mega Funds for Innovate 680 in October 2024, and \$58 million in SB1 Funds for I-680/SR4 in June 2025
- Several large Measure J projects are expected to start construction in next 3 years (I-680 CARM, I-680 NB Express Lane, I-680/SR4 – Phase 2A & 4, I-80 San Pablo Dam Road Interchange – Phase 2)
- Number of non-Measure J grant funded projects is increasing - five SS4A projects, three Signal Earmarks, Countywide Smart Signal Project, Shared Mobility Hubs, TBOS testing & training, etc.
- Uncertain current economic conditions due to tariffs, etc.

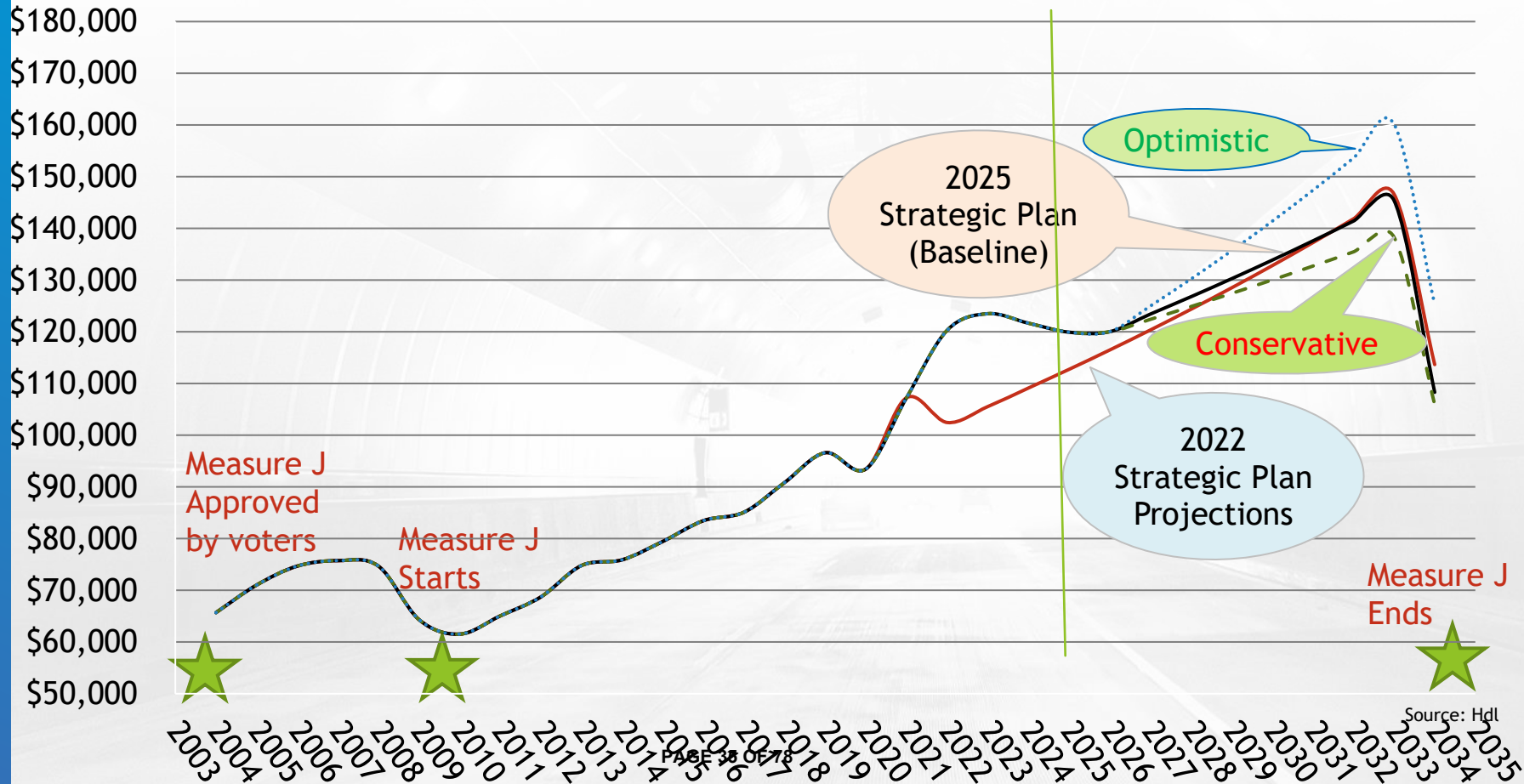


Revenue Forecast

Measure J Actual Revenues

Fiscal Year	Actual Sales Tax Revenue \$ million	Projected Sales Tax Revenue - 2022 Strategic Plan \$ million	Difference \$ million
FY 2021-22	\$120.304	\$102.455	+\$17.849 (+17.42%)
FY 2022-23	\$123.501	\$105.536	+\$17.965 (+17.02%)
FY 2023-24	\$121.664	\$109.127	+\$12.537 (+11.49%)
Total	\$365.469	\$317.118	+\$48.351 (+15.25%)

Annual Sales Tax Revenue Forecast (x \$1000)



Revenue Forecast (June 2025)

	Baseline	Conservative	Optimistic
Sales Tax Revenues	\$2.648B	\$2.619B	\$2.720B
Difference to 2022 SP	+\$60M	+\$31M	+\$132M
Percentage Difference	+2.3%	+1.2%	+5.1%

Source: HdL
2022 Strategic Plan (SP) Revenue Est: \$2.588 billion



Programmatic Reserves

Programmatic Construction Reserves

- Tool to address unforeseen cost increases during construction and/or revenue reductions
- Several large Measure J projects are anticipated to be under construction in the next three years
- **Board approved augmenting the programmatic construction reserve in each subregion**
- Amounts will be determined part of the update to the Strategic Plan

Programmatic Construction Reserves

Construction Capital Costs > \$600m in next 4 years

- I-680 NB Express Lanes: \$162 million (funded)
- I-680/SR4 – Phase 2A and 4: \$191 million (funded)
- I-680 Coordinated Adaptive Ramp Metering: \$83 million (funded)
- I-80/San Pablo Dam Rd: \$120 million (unfunded)
- Countywide Smart Signal Project: \$27 million (funded)
- Safe Streets & Roads for All (SS4A): \$28 million (funded)
- I-680 Shared Mobility Hubs: \$11 million (funded)



TLC and PBTF Programs

TLC/PBTF

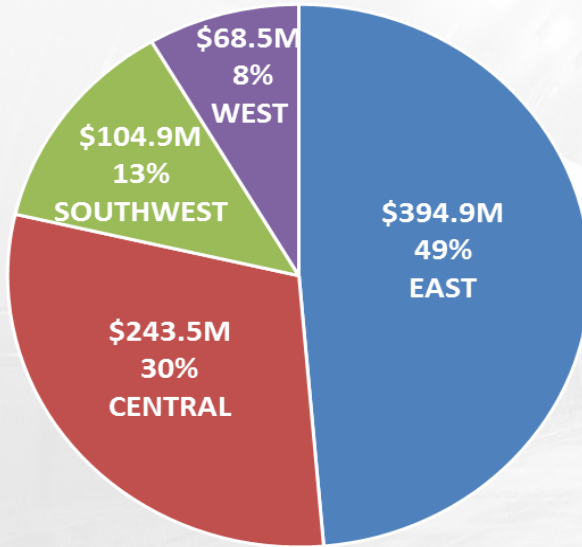
- Two cycles programmed since start of Measure J (2012 and 2016).
- The 2022 Strategic Plan deferred 3rd cycle programming to address constrained cashflow capacity in 2023 and 2024.
- Cashflow capacity improved due to higher revenues than projected in past three years.
- **Board approved removing the hold on programming the next cycle of TLC and PBTF Measure J funds in 2025.**



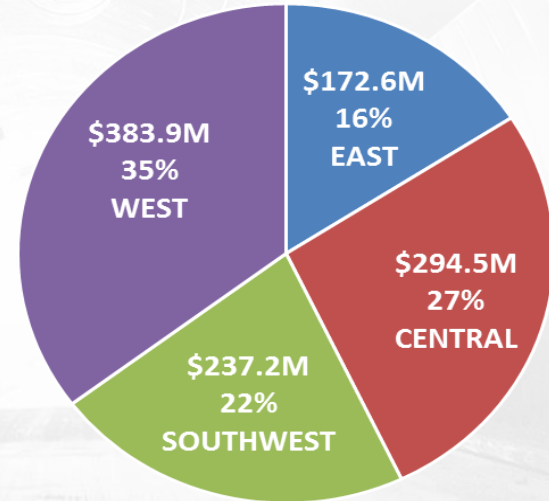
Additional Programming Capacity

Sub-regional Equity

**Capital Projects in Measure J
Expenditure Plan
by Subregion**



**Programs in Measure J
Expenditure Plan
by Subregion**



Geographic Equity in Expenditure Plan

Subregion	% of Programmed MJ Funds in 2022 Strategic Plan	% of Capital Projects in MJ Expenditure Plan (TARGET)
East County	48.9%	48.8%
Central County	29.6%	29.8%
Southwest County	12.7%	12.8%
West County	8.8%	8.5%

Geographic Equity in Expenditure Plan

Subregion	New Capacity for Projects \$M
East County	\$18.8
Central County	\$12.0
Southwest County	\$5.9
West County	\$0.3



Remaining Measure J Projects

Remaining Projects – West County

CONTRA COSTA TRANSPORTATION AUTHORITY PROGRAM OF PROJECTS (2025 MEASURE J STRATEGIC PLAN) (Escalated Dollars x 1000)													
CIP 4	CAPITOL CORRIDOR IMPROVEMENTS	Prior	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL
4001	Hercules Rail Station	6,567	81	-	-	-	-	-	-	-	-	-	6,648
CIP 7	I-80 CARPOOL LANE EXTENSION AND INTERCHANGE IMPROV.	Prior	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL
7002	I-80/San Pablo Dam Road Interchange Improvements	13,102	75	-	-	-	-	-	-	-	-	-	13,177
7003	I-80/Central Avenue Interchange Improvements	9,432	719	1,099	-	-	-	-	-	-	-	-	11,250
7005	I-80 Integrated Corridor Mobility	5,138	180	185	190	195	200	206	211	217	223	343	7,287
	CONSTRUCTION RESERVE	Prior	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL
	Construction Reserve - West County	-	-	-	-	-	-	325	-	-	-	-	325

Measure J Project Delivery – West County

COMPLETED

State Highways:

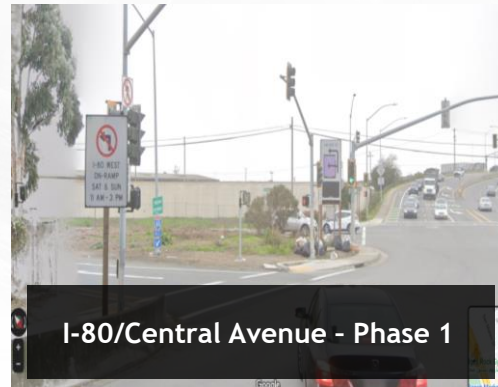
- CCTA, I-80/SPDR – Phase 1, 2017
- CCTA, I-80/Central Ave – Phase 1, 2019
- CCTA, I-80 SMART Corridor, 2016

Local Projects/Non-State Highways:

- Richmond Pkwy Lighting, 2017
- Richmond, Marina Bay Parkway Grade Separation, 2016
- TOD & Access Improvements at El Cerrito Plaza and del Norte BART Stations, 2014
- BART, El Cerrito Del Norte BART Station Modernization, 2021
- BART Electronic Bicycle Facilities, 2021
- BART Comprehensive Wayfinding System, 2020
- WestCAT, Bus Wash Facility, 2020
- Hercules Transit Center, 2024
- Hercules Regional Intermodal Station – Initial phases (Bay Trail – East, Path to Transit, Bay Trail - West, Interim bus station), 2021



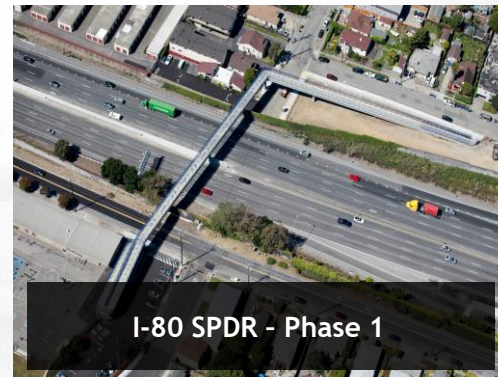
Marina Bay Parkway Grade Separation



I-80/Central Avenue - Phase 1



El Cerrito del Norte BART Modernization



I-80 SPDR - Phase 1

Remaining Projects – Central County

CONTRA COSTA TRANSPORTATION AUTHORITY
PROGRAM OF PROJECTS (2025 MEASURE J STRATEGIC PLAN)
(Escalated Dollars x 1000)

CIP 6	INTERCHANGE IMPROVEMENT ON I-680 & STATE ROUTE 242	Prior	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL
6001	I-680/SR4 Interchange Improvements	55,484	(12,222)	-	-	-	-	-	-	-	-	-	43,262
6006	State Route 4 Operational Improvements	2,106	-	667	379	-	-	-	-	-	-	-	3,153
CIP 8	I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.	Prior	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL
8009	Innovate 680	15,440	6,111	7,975	-	-	-	-	-	-	-	-	29,526
CCMP 10	BART PARKING, ACCESS, and OTHER IMPROVEMENTS	Prior	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL
10001	BART Parking, Access and Other Improvements - Central County	9,985	3,717	380	-	-	-	-	-	-	-	-	14,082
SPP 24	MAJOR STREETS: TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV.	Prior	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL
24003	Pacheco Blvd Realignment and Widening (Contra Costa County)	-	-	1,400	-	-	-	-	9,080	-	-	-	10,480
	CONSTRUCTION RESERVE	Prior	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL
	Contruction Reserve - Central County	-	-	-	-	-	-	12,080	-	-	-	-	12,080

Measure J Project Delivery – Central County

COMPLETED

State Highways:

- CCTA, I-680 SB Carpool Lane Extension (restripe), 2011
- CCTA, I-680 SB Carpool Lane Completion, 2021
- CCTA, I-680/SR 4 – Phase 3, 2022

Local Projects/Non-State Highways:

- CC County, Kirker Pass Rd Truck Lanes, 2021
- Pleasant Hill, Buskirk Ave Widening – Phase 2, 2014
- Pleasant Hill/WC, Geary Rd Reconst. – Ph 3, 2013
- Concord, Farm Bureau Rd Safe Route to Schools, 2019
- Concord, Salvio St Complete Streets – Sidewalk, 2017
- Pleasant Hill, Contra Costa Blvd Improvements, 2014
- Concord, Ygnacio Valley Rd Restoration – Ph 2, 2015
- Concord, Clayton Rd/Treat Blvd/Denkinger Rd Intersection Capacity Improvements, 2018
- Clayton, Old Marsh Creek Rd Overlay, 2010
- Martinez, Alhambra Creek Bridge and Ferry St Enhancements, 2020
- Pleasant Hill, Pleasant Hill Rd Improvements (Taylor Blvd. to Gregory Lane), 2021
- BART, Comprehensive Wayfinding System for Central Contra Costa BART Stations, 2020
- BART, Concord BART Plaza Redesign, 2019
- CCTA, Shared Autonomous Vehicle Pilot, 2020
- BART, Pleasant Hill Parking Structure Elevator Renovation, 2019

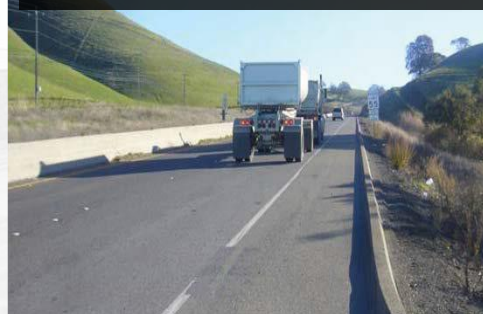
I-680 SB HOV/ Express Lane



I-680/SR4 Interchange - Ph 3



Kirker Pass Truck Lanes (Northbound)



Concord BART Plaza Redesign



Remaining Projects – Southwest County

CONTRA COSTA TRANSPORTATION AUTHORITY PROGRAM OF PROJECTS (2025 MEASURE J STRATEGIC PLAN) (Escalated Dollars x 1000)													
CIP 8	I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.	Prior	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL
8009	Innovate 680	15,440	6,111	7,975	-	-	-	-	-	-	-	-	29,526
CCMP 10	BART PARKING, ACCESS, and OTHER IMPROVEMENTS	Prior	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL
10003	BART Parking, Access and Other Improvements - Southwest County	1,808	68	-	-	-	-	-	-	-	-	-	1,876
SPP 24	MAJOR STREETS: TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV.	Prior	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL
24033	San Ramon Valley Blvd (North)-(Danville)	-	1,292	-	-	-	-	-	-	-	-	-	1,292
24035	Diablo Road Trail (Danville)	-	-	3,712	-	-	-	-	-	-	-	-	3,712
24023	Norris Canyon Safety Barrier (County)	121	1,660	-	-	-	-	-	-	-	-	-	1,781
	CONSTRUCTION RESERVE	Prior	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL
	Construction Reserve - Southwest County	-	-	-	-	-	-	5,880	-	-	-	-	5,880

Measure J Project Delivery – Southwest County

COMPLETED

State Highways:

- CCTA, Caldecott Tunnel Fourth Bore, 2019

Local Projects/Non-State Highways:

- Lafayette, Olympic Blvd/Reliez Station Rd, 2017
- Lafayette, Downtown Corridors Traffic Improvements, 2019
- Moraga, Rheem Blvd Landslide Repair & Repaving, 2017
- Orinda, Camino Pablo Pavement Rehabilitation, 2016
- Orinda, Ivy Dr Pavement Rehabilitation – Phase 2, 2017
- CC County, Camino Tassajara Bike Lane Completion, 2019
- San Ramon, Alcosta Blvd Pavement Rehabilitation, 2016
- San Ramon, Crow Canyon Rd Pavement Rehabilitation, 2020
- BART Electronic Bicycle Facilities –Southwest County Stations, 2016
- Orinda BART Downtown Access Ramp and Lighting, 2018
- Lafayette Station Site Improvements, 2019
- County, Danville Blvd/Orchard Court Complete Streets, 2024



Caldecott Tunnel Fourth Bore



Orinda-Lafayette BART
Wayfinding & Lighting



Alcosta Blvd Pavement
Rehabilitation



Rheem Blvd Landslide
Repair & Repaving

Remaining Projects – East County

CONTRA COSTA TRANSPORTATION AUTHORITY
PROGRAM OF PROJECTS (2025 MEASURE J STRATEGIC PLAN)
(Escalated Dollars x 1000)

SPP 24	MAJOR STREETS: TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV.	Prior	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL
24025	James Donlon Extension (Pittsburg)	-	-	-	-	-	-	-	8,033	-	-	-	8,033
CCMP 12	TRANSPORTATION FOR LIVABLE COMMUNITIES (EAST COUNTY)	Prior	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL
12001	TLC Reserve - East County	-	-	-	-	-	-	-	-	-	-	-	-
SPP 28	SUBREGIONAL TRANSPORTATION NEEDS (EAST COUNTY)	Prior	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL
28001	Subregional Transportation Needs Reserve (East County)	-	-	286	-	-	-	-	-	-	-	-	286
28007	SR4 Vision Study	299	66	214	-	-	-	-	-	-	-	-	579
	CONSTRUCTION RESERVE	Prior	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	TOTAL
	Construction Reserve - East County	-	-	-	-	-	-	18,780	-	-	-	-	18,780

Measure J Project Delivery – East County

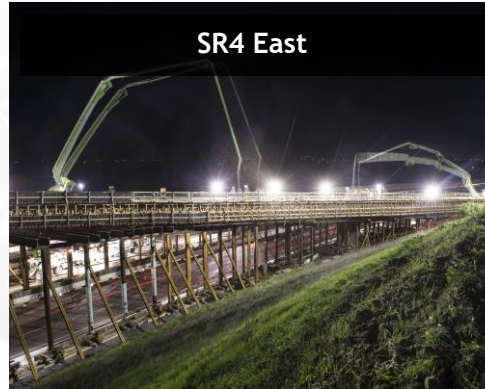
COMPLETED

State Highways:

- CCTA, SR4 Widening from Somersville Rd to SR160, 2016
- CCTA, SR4 Widening from Loveridge Rd to Somersville Rd, 2015
- CCTA, SR4/SR160 Connector Ramps, 2016
- CCTA, SR4/Balfour Rd Interchange, 2019
- SR4 Bypass: Segments 1 and 3, 2008
- CCTA, SR4: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd and add Interchange, 2015
- Mokelumne Trail Ped/Bike Overcrossing, 2024

Local Projects/Non-State Highways:

- BART, BART Extension to Antioch, 2018
- BART, Hillcrest Ave Parking Lot Expansion, 2021
- BART, Pittsburg Civic Center Station, 2018
- CC County, Vasco Road Safety Improvements – Phase 1, 2011
- Oakley, Main St Downtown Improvements – Vintage Parkway to O'hara Ave, 2019



SR4 East



eBART



SR4 Balfour Rd



SR4: Sand Creek Rd

Remaining Projects – Measure J Program 10 (BART)

REGION	PROJECT NUMBER	PROJECT NAME
Central County	10001-04	Electronic Bicycle Facilities at Central Contra Costa Bay Area Rapid Transit Stations
	10001-08	Walnut Creek Bay Area Rapid Transit/Transit Oriented Development Public Access Improvements
	10001-09	Central County Bay Area Rapid Transit Next Generation Fare Gates
Southwest County	10003-03	Lafayette Bay Area Rapid Transit Bike Station



Proposed Schedule

Proposed Schedule

- Jun 2025: Approval of Updated Forecast
- July – Sept 2025: RTPC Input
- Nov 2025: Draft 2025 Measure J Strategic Plan
- Dec 2025: Final 2025 Measure J Strategic Plan



Questions

ITEM 9

**RECEIVE UPDATE ON THE EAST CONTRA COSTA COUNTY
AUTOMATED TRANSIT NETWORK PROJECT.**

EAST COUNTY AUTOMATED TRANSIT NETWORK (ATN) PROJECT

TRANSPLAN Committee

September 11, 2025



Project Vision & Objectives

CCTA and Tri Delta Transit seek to create an integrated, sustainable and affordable transit network



Integrated: Connect existing public transit to future development and complement existing modes



Affordable: Build and operate a cost-effective solution due to on-demand operations and low-cost infrastructure.



Scalable: Enable future regional growth with new transit capacity



Catalytic: Attract new economic development investment as well as new transit riders



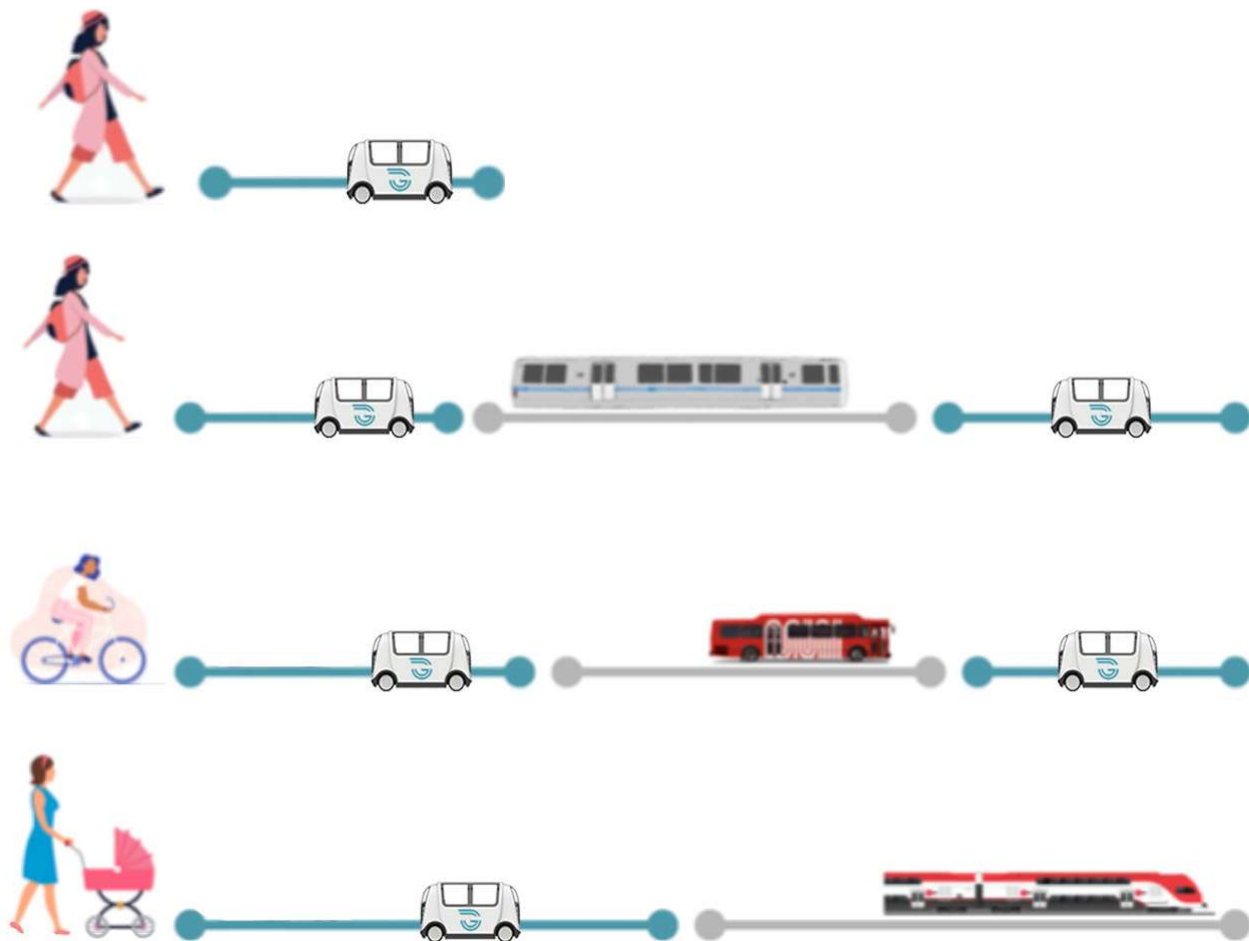
Sustainable: Reduce Vehicle Miles Traveled and greenhouse gas emissions



ATN Project Requirements

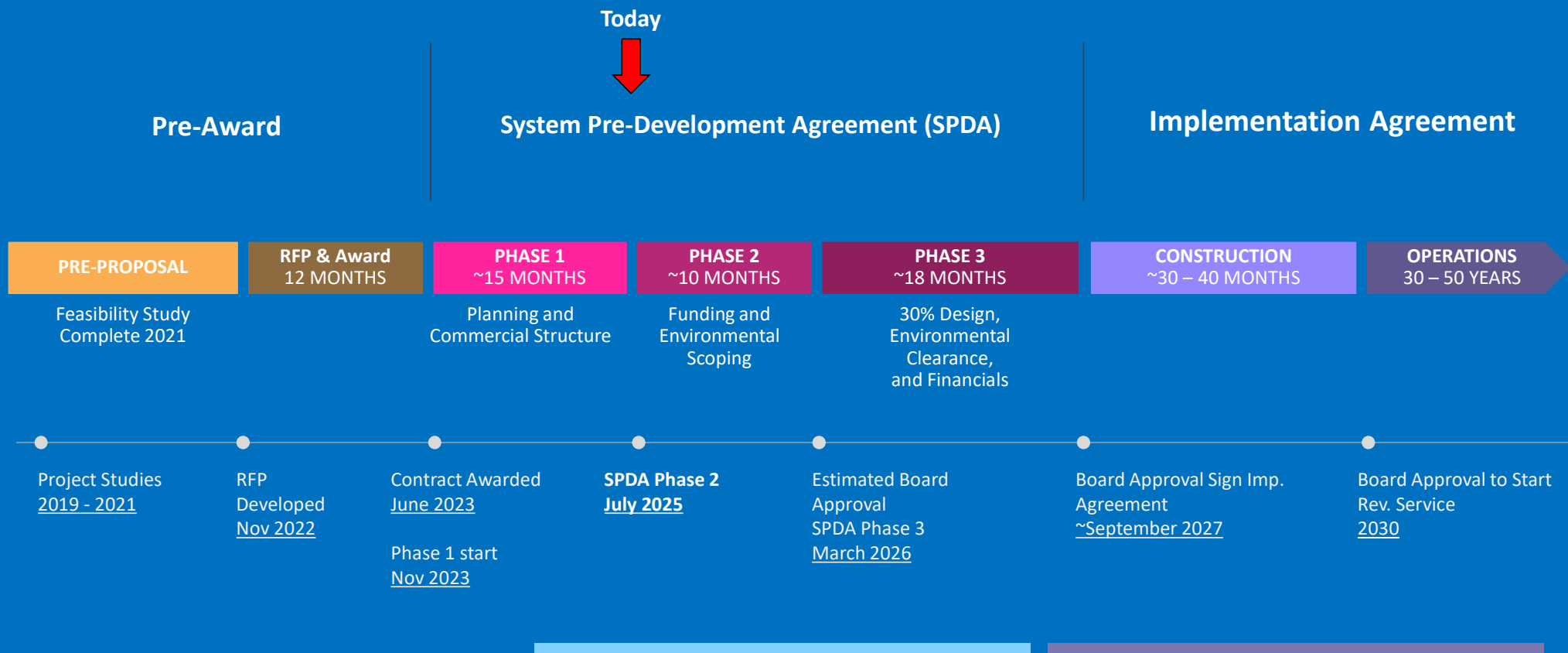
- Key Project Parameters:
 - On-demand
 - Wait times from 2 – 5 minutes
 - No shared vehicles (1-party ride, non-stop travel, point to point service)
- Product:
 - Fully automated vehicles
 - Plan for GHG neutral operations
 - Made in the USA (Vehicle/Infrastructure)
 - ADA accessible system and vehicles
 - NOT required to use same system assumed in the Feasibility Study
- Operations:
 - Fully traffic-separated operations
 - Directionally separated
 - Option to operate at grade

A Complete Trip (no auto)

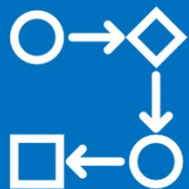


P3 Contract Scope and Schedule

Advancing to Phase 2 initiates the early environmental scoping and funding planning processes



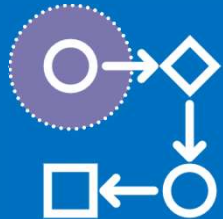
Delivery Approach



Step 1 - System Pre-Development Agreement (SPDA)

- Phase 1 and Phase 2 At Risk by Developer Team – No Payment from Authorities
- Phase 1
 - Identify Initial Viable Segment, Technology Solution
 - Funding Plan, Confirm Feasibility Study Assumptions
 - Approach and Cost Estimate for Environmental Review
- Phase 2
 - Commence Environmental Scoping
 - Secure Grant/Private Funding for Future Phases

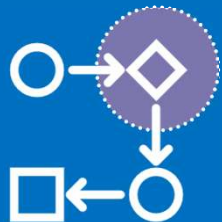
Delivery Approach



Step 1 - System Pre-Development Agreement (SPDA)

- Phase 3 – Grant Funded
 - Dependent on Securing Grant Funds
 - Advance Initial Viable Segment to 30% Design
 - Environmental Clearance
 - Investment Grade Ridership and Revenue Analysis

Delivery Approach



Delivery Approach:

Step 2 - System Development Agreement (SDA) for Implementation Phase

- Implementation Phase
 - **Covered by the separate/future System Development Agreement (SDA) with the same Developer Team**
 - Complete Final Design of Initial Viable Segment
 - Obtain necessary ROW, permits and approvals
 - Construction of Initial Viable Segment
- SDA can cover Future Implementation Phases of Remaining Segments

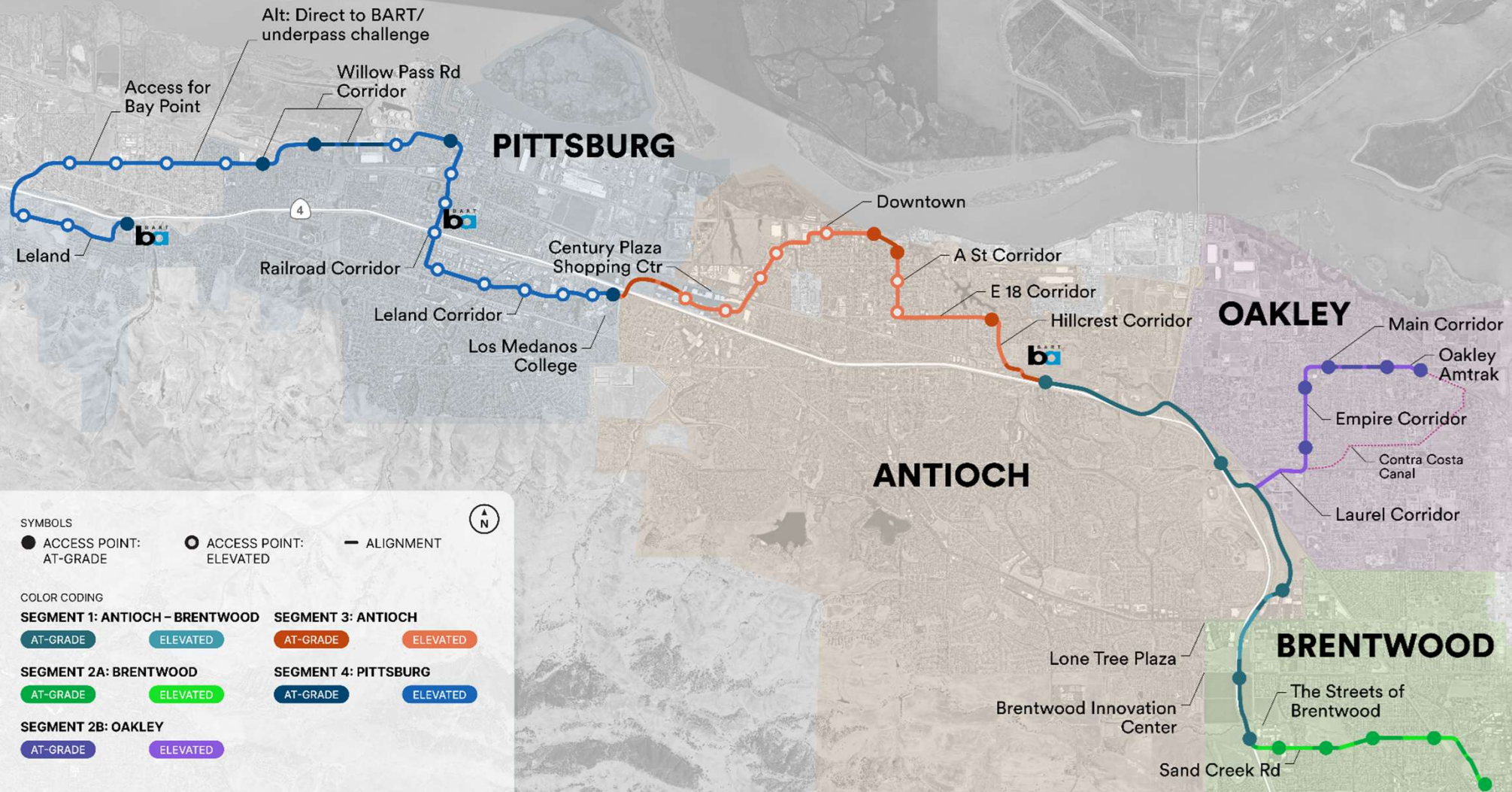
The background image shows a modern transit station at dusk or night. Several white, boxy automated transit vehicles are parked in a row on the left side of the frame. A person is walking on a paved path in the center. To the right, a white bus is parked. The scene is illuminated by streetlights, and there are trees and a building in the background.

East Contra Costa County P3 Automated Transit Network Project

Unique benefits of this project:

- Project can be delivered in 5-7 years
- Attracts private investment while retaining public ownership
- Reduces dependence on operating subsidies substantially
- Creates new economic and workforce development opportunities
- Stimulates Transit Oriented Development (TOD)

Full System: Phasing Plan





Project By-the-Numbers

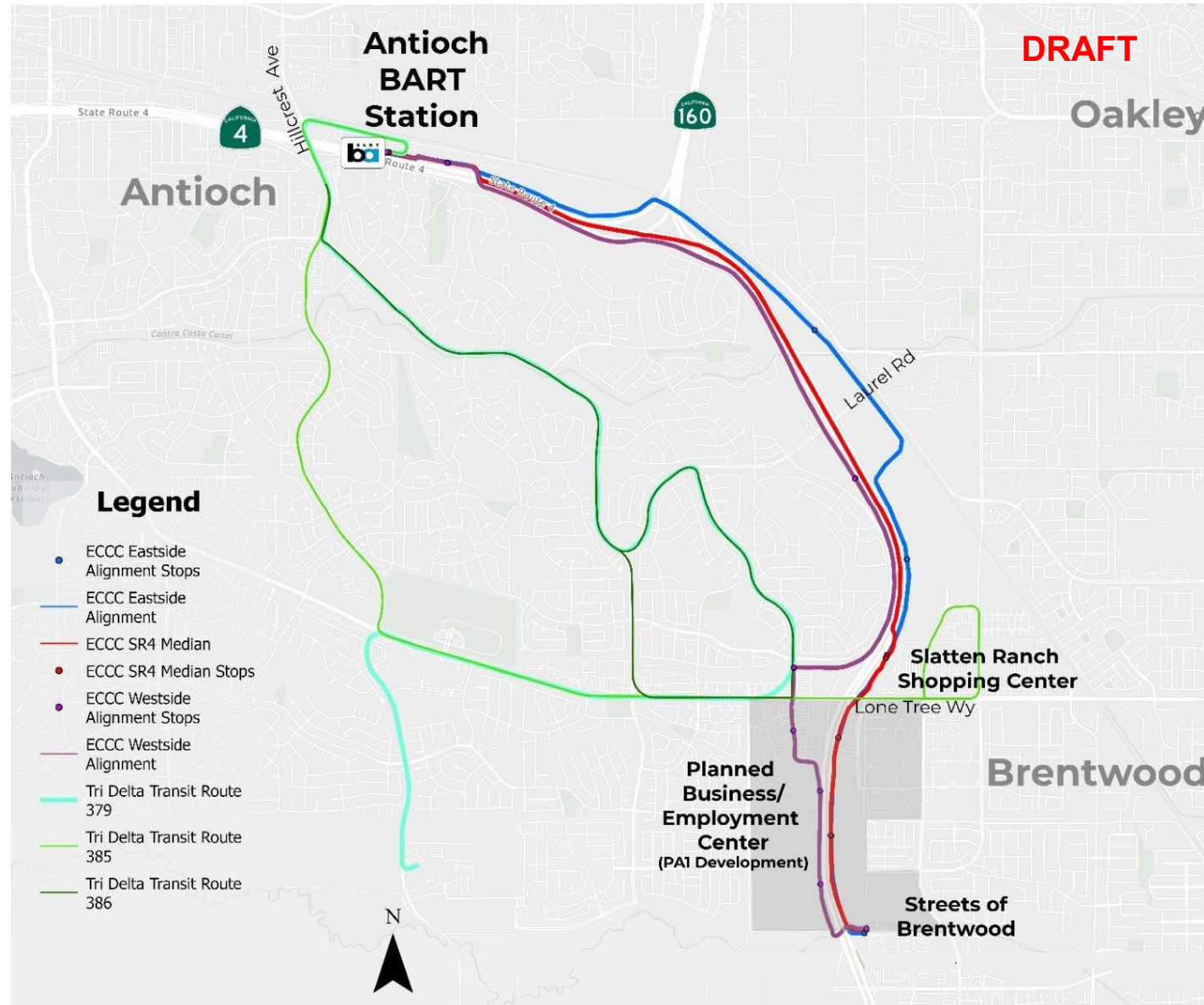
Full System	28 miles 44 stations ~11 Million Riders
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Proposed Fares	\$3 Shared \$10 Non-Shared
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Wait Times (SPDA)	2 – 5 minutes
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Segment 1 Alignment Options

- Segment 1 corridor was selected for its projected impact—highest demand, strongest financial performance, and greatest VMT reduction—best aligning with project objectives.
- Review conducted to identify opportunities and risks, position project for environmental clearance
- Three Options Studied (each ~ 5 miles, ranging from 4-7 Access Points)
 - Eastside (6 Access Points, 90% at-grade,
 - SR4 Median (4 Access Points, 93% at-grade)
 - Westside (7 Access Points, 83% at-grade)



Segment 1 Alignments Study Results

	Westside	SR4 Median	Eastside
Total Project Cost (2029 \$)*	\$385 Million	\$300 Million	\$329 Million
Number of Stations	7	4	6
2028 Daily Ridership (Total)	3,400	2,200	2,500
2040 Daily Ridership (Total)	5,000	3,200	3,400
Year 1 OpEx	~ \$10.9 Million	~ \$10.4 Million	~ \$10.4 Million
Average Cost Recovery (Fares + Ancillary Revenues, over 30-year period)	64%	63%	66%
Right-of-Way Challenges	Low - Med	Low - Med	Low
Environmental Constraints	Med	Low	Low
Construability Risks and Challenges	Med	Med	Low

**Include 10-year operating shortfall.*

TAKEAWAYS

Westside offers the most appealing farebox recovery and ridership benefits, it also presents the greatest complexity and challenges.

Eastside most feasible due to greatest cost effectiveness and constructability




Optimal alignment could be a combination of the three options

RECOMMENDATION:

Leverage majority of the Eastside alignment ROW due to low cost and explore augmentations to capture Westside ridership

WHY ATN

Comparison with Alternatives

	 Segment 1 ATN	 eBART Extension	 SR4 Median BRT
Level of Service (Headways)	On-Demand (Wait times 2 - 5 Minutes)	15 Minutes - 30 Minutes	15 Minutes - 30 Minutes
Cost to Build (2029\$, Flatiron)	~\$265M - \$343M* (depending on alignment)	~\$713M	~\$382M
Cost to Operate (O&M Cost Per Rider)	\$5 - \$8	\$9	\$23
Farebox Recovery	54% - 63%	28%	10%
Ridership (ppdph)	3,200 - 5,000 Scalable to Demand	3,400	780
Stations	4 - 7	2	2

*Excludes 10-year operating allowance and Developer Fee

ATN will Integrate and Augment the Existing Transit System



Complementary Service

Designed for transfers with BART and Tri Delta Routes 384, 385, 391

Provides additional on-demand system to Tri Delta's Tri MyRide offering



Ridership

Almost all trips originate from Single Occupancy Vehicles (SOVs), Transportation Networking Companies (TNCs), walking or biking trips within half mile of the system

ATN projected to double transit ridership in 2028 in the area

No ridership cannibalization from Tri MyRide, Paratransit or future TDT fixed route.



System Integration

On-demand service removes transfer friction with scheduled bus and rail service

Glydways can preload Access Points with vehicles to align with BART and Tri Delta arrival schedules



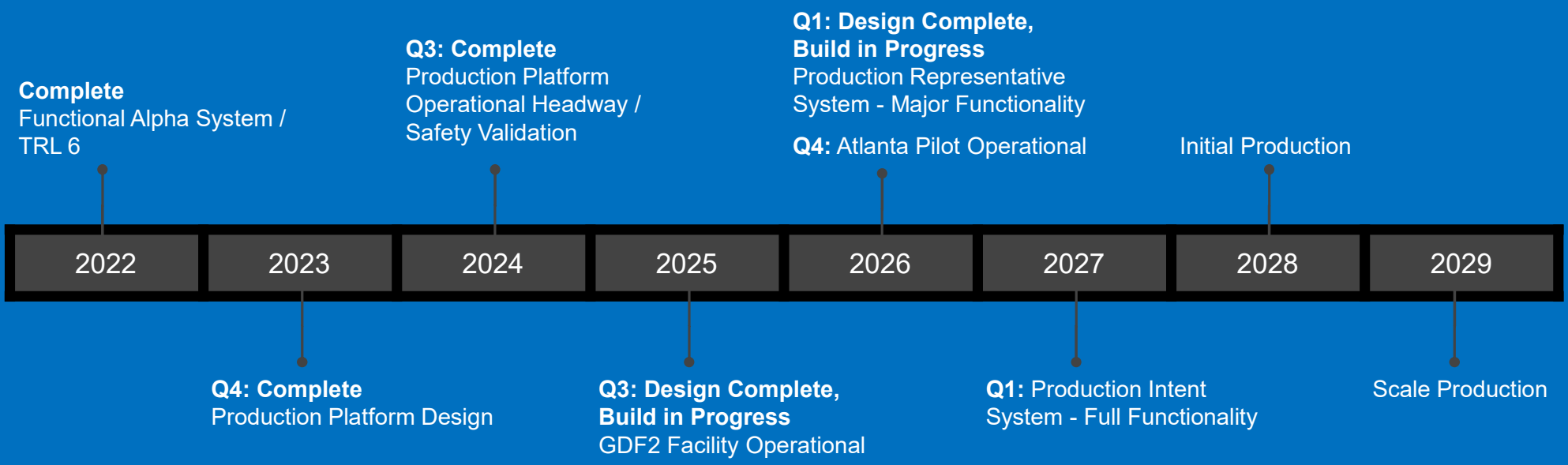
Operational Model Integration

Tri Delta has operational authority; service branded as Tri Delta

Glydways app and software can integrate transit routes, wait times, and travel durations for seamless multimodal trip planning.

ATN can send personalized alerts about transit connections, highlighting the convenience and time savings of Tri Delta Transit.

Glydways is on track to achieve major technology development milestones well ahead of Day 1 operations



Glydways Development Facility (GDF2)

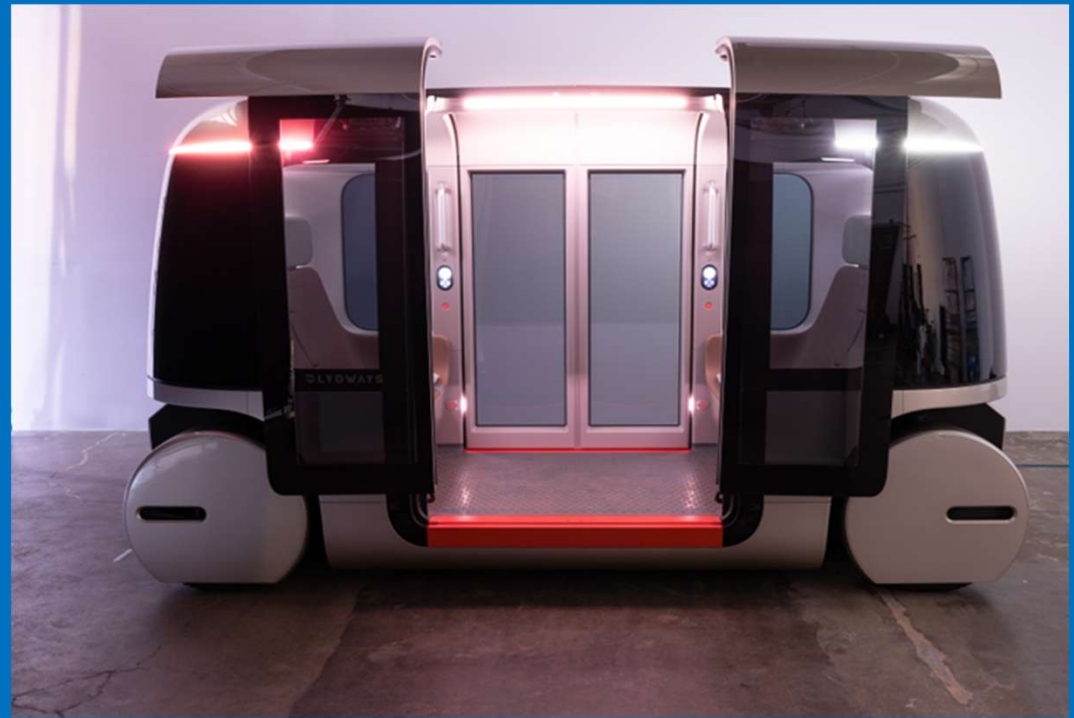
- ✓ Major investment in expanded test facilities to validate technical readiness and resilience
- ✓ Controlled environment to refine solution, while simulating real-world conditions and features.
- ✓ Real time on-demand travel demonstrations, Operations Control Center (OCC), and MSF (13,000 sf)
- ✓ Opportunity to stress test different scenarios project is in development, e.g. station interface/boarding process
- ✓ First rides will be delivered in Fall 2025. Over a mile of dedicated guideway delivered by Mid 2026



Next Steps

Phase 2 Commences Q3 2025 (~12 months)

- Benefit Cost Analysis (new)
- Environmental Scoping
- Further assess and prioritize funding sources
- Grant Applications and Project Socialization with Key Regional, State and Federal stakeholders
- Subcontractor Procurement (Design Firm, Ridership Firm, other consultants)





Questions?

