

Aaron Meadows, Chair  
Oakley  
City Council

Diane Burgis, Vice-Chair  
Contra Costa County  
Board of Supervisors

Ron Bernal  
Antioch  
City Council

Susannah Meyer  
Brentwood  
City Council

Juan Banales  
Pittsburg  
City Council

Jennifer Perez  
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, March 12, 2026 – 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/93997670184?pwd=UUK95R5GZSZFdtHZ8GLaabgbXxZb4a.1>

**Meeting ID: 939 9767 0184**  
**Passcode: 544128**

**Dial-in Information**  
**+1 669 444 9171 US**  
**Meeting ID: 939 9767 0184**  
**Passcode: 544128**

In lieu of making public comments at the meeting, members of the public also may submit public comments before or during the meeting by emailing comments to Robert Sarmiento at [Robert.Sarmiento@dcd.cccounty.us](mailto:Robert.Sarmiento@dcd.cccounty.us) or at (925) 655-2918.

All comments submitted by email to the above email address before the conclusion of the meeting will be included in the record of the meeting. When feasible, the Committee Chair, or designated staff, also will read the comments into the record at the meeting, subject to a two-minute time limit per comment.

The TRANSPLAN Chair may reduce the amount of time allotted to read comments at the beginning of each item or public comment period depending on the number of comments and the business of the day. Your patience is appreciated. A break may be called at the discretion of the Committee Chair.

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

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact Robert Sarmiento at [robert.sarmiento@dcd.cccounty.us](mailto:robert.sarmiento@dcd.cccounty.us).

## AGENDA

*Items may be taken out of order based on the business of the day and preferences of the Committee.*

**1. OPEN** the meeting.

**2. ACCEPT** public comment on items not listed on agenda.

Consent Items\* (see attachments where noted [♦])

**3. ADOPT** minutes from December 11, 2025 TRANSPLAN Meeting. ♦ **Page 3**

**4. ACCEPT** environmental register. ♦ **Page 9**

**5. ACCEPT** status report on major East County transportation projects. ♦ **Page 13**

**6. ACCEPT** miscellaneous communication:

- a. December 11, 2025 TRANSPLAN Committee Meeting Summary Letter
- b. Letter from the Contra Costa Transportation Authority (CCTA) Re: December 17, 2025 Meeting

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

- c. Letter from the CCTA Re: January 21, 2026 Meeting
- d. Status Letter for TRANSPAC Meeting – December 11, 2025
- e. Status Letter for TRANSPAC Meeting – February 12, 2026
- f. SWAT Meeting Summary Report for December 1, 2025
- g. January 23, 2026 WCCTAC Meeting Summary Memo
- h. Announcement from Caltrans RE: State Route 4 Delta Pavement Improvement Project from Old River Bridge (east of Discovery Bay) to South Whiskey Slough Road ♦ **Page 21**

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

**7. CONSIDER** adopting Resolution 2026/01 to authorize teleconferencing for TRANSPLAN Committee meetings under Government Code Sections 54953.8 and 54953.8.7, in addition to other teleconference meeting options authorized by the Brown Act. ♦ **Page 35**

**8. APPROVE** East Bay Regional Park District request for CCTA approval for programming and appropriation of \$500,000 in annual agencywide share of Measure J Pedestrian, Bicycle and Trail Facilities Program 13 funds for trail rehabilitation projects in eastern Contra Costa County. ♦ **Page 49**

**9. RECEIVE** presentation on travel patterns in East Contra Costa County. ♦ **Page 73**

**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, April 9, 2026, 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 DECEMBER 11, 2025 MEETING.**

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

MINUTES

December 11, 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 6:32 P.M.

**PRESENT:** Juan Banales (Pittsburg), Ron Bernal (Antioch), Shanelle Scales-Preston, Alternate for Diane Burgis (Contra Costa County), Sarah Foster (Pittsburg), Cortney Jones (Antioch), Vice Chair Aaron Meadows (Oakley) and Chair Susannah Meyer (Brentwood)

**ABSENT:** Kristopher Brand (Brentwood), Kerry Harvey (Oakley), and Bob Mankin (Contra Costa County)

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

**PUBLIC COMMENT**

BRUCE OHLSON, East County's Mr. Bicycle, referred to Page 17 of 44 of the TRANSPLAN Committee packet related to active projects for State Route 4 Widening, and specifically to the East Bay Regional Park District's (EBRPD's) Delta De Anza Trail, which traveled over Willow Pass Road parallel to the freeway and dead-ended at the Willow Pass Road Highway 4 Interchange, where he explained the bicyclist had two bad options to proceed. While both options were treacherous, he referred to the option that traveled over Willow Pass Road into Concord using the World War II bridge that was congested and unsafe, and which bicyclists called a "death trap." He suggested that Caltrans agreed because it allowed bicyclists to use the shoulder of the eight-lane highway to the Willow Pass and Port Chicago Interchange. He added that nowhere in the improvements did it mention that bicyclists wanted to get off that unsafe section of the freeway, and commented that funding from Measure J initially talked about retaining a shoulder for the eight-lane freeway for bicyclists to operate, or building a bicycle path on the north side of Highway 4 between Willow Pass Road and Port Chicago Highway. He requested that staff include somewhere in the Highway 4 Widening discussion that bicyclists wanted to get off the freeway, and that the TRANSPLAN Committee communicate with Central County's TRANSPAC Committee to ask it to take the lead in doing something about getting bicyclists off the freeway.

Shanelle Scales Preston asked how often Mr. Ohlson used the route referenced.

Mr. Ohlson reported that he used that route at least once, but sometimes up to four times a week, and he regularly saw other bicyclists on that route. He also asked that a letter be sent to Tim Haile, Executive Director of the Contra Costa Transportation Authority (CCTA).

Mr. Sarmiento advised that last year the TRANSPLAN Committee had approved the submittal of a letter to the CCTA regarding the item and he would provide a copy of that letter to Mr. Ohlson. Mr. Sarmiento added that he could make the same plea in a letter to the TRANSPAC Committee.

### **CONSENT ITEMS**

On motion by Aaron Meadows, and second by Shanelle Scales-Preston, TRANSPLAN Committee members ADOPTED the Consent Items, as follows:

1. ADOPTED Minutes from the October 16, 2025 TRANSPLAN Special Meeting
2. ACCEPTED Environmental Register
3. ACCEPTED Status Report on Major East County Transportation Projects
4. ACCEPTED Miscellaneous Communications:
  - a) October 16, 2025 TRANSPLAN Committee Special Meeting Summary Letter
  - b) Letter from the CCTA Re: October 15, 2025 Meeting
  - c) Letter from the CCTA Re: November 19, 2025 Meeting
  - d) Status Letter for TRANSPAC Meeting – November 13, 2025
  - e) SWAT Meeting Summary Report for December 1, 2025
5. APPOINTED TRANSPLAN Representative to the CCTA Technical Coordinating Committee (TCC)

The motion carried by the following Roll Call vote:

Ayes: Banales, Bernal, Foster, Jones, Meadows, Scales-Preston, Meyer  
Noes: None  
Abstain: None  
Absent: Brand, Harvey, Mankin

### **ELECT CHAIR AND VICE CHAIR FOR 2026**

The TRANSPLAN Committee elects its officers on a rotational basis at the beginning of each calendar year. Elections of chair and vice chair are done in two separate motions. Both must be elected officials. An attachment provided the history of TRANSPLAN elections since 2015.

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

Robert Sarmiento, TRANSPLAN Staff, reported that the staff report identified the normal rotation for chair and vice chair, and if the TRANSPLAN Committee wanted to retain that rotation, the next chair position would be occupied by the City of Oakley and the next vice chair position would be occupied by Contra Costa County.

### Chair

On motion by Shanelle Scales-Preston, seconded by Juan Banales, TRANSPLAN Committee members elected **Aaron Meadows** as Chair of the TRANSPLAN Committee for 2026, carried by the following Roll Call vote:

Ayes: Banales, Bernal, Foster, Jones, Meadows, Scales-Preston, Meyer  
Noes: None  
Abstain: None  
Absent: Brand, Harvey, Mankin

### Vice Chair

On motion by Shanelle Scales-Preston, seconded by Juan Banales, TRANSPLAN Committee members elected **Diane Burgis** as Vice Chair of the TRANSPLAN Committee for 2026, carried by the following Roll Call vote:

Ayes: Banales, Bernal, Foster, Jones, Meadows, Scales-Preston, Meyer  
Noes: None  
Abstain: None  
Absent: Brand, Harvey, Mankin

### **APPOINT TRANSPLAN REPRESENTATIVES TO THE CCTA BOARD**

An attachment provided the history of TRANSPLAN appointments to the CCTA Board since 2011.

Juan Banales expressed the desire to represent the TRANSPLAN Committee on the CCTA Board of Directors.

Mr. Sarmiento clarified the restrictions related to the appointment of representatives to the CCTA Board where only elected members of the TRANSPLAN Committee could vote for those representatives. He also clarified that the even-year term would run from February 1, 2026 through January 31, 2028.

Ron Bernal listed a number of major projects the CCTA Board had been working on including the Expenditure Plan, and stated that he was currently serving on an ad hoc committee where it had taken a year to get up to speed. Given the need for a learning curve and the continuity involved, he expressed a desire to continue to serve as the TRANSPLAN Committee's representative to the CCTA.

Shanelle Scales-Preston recognized that Mr. Bernal had been serving on the CCTA Board but noted there had been no representative from the City of Pittsburg on the Board, and she felt that Pittsburg needed to be part of the Board to work with others on the regional issues.

Chair Meyer stated she had spoken with Mr. Banales earlier in the year on his interest in being appointed to the CCTA Board, and appreciated that East County members were so motivated to participate on the Board.

On motion by Shanelle Scales-Preston, seconded by Juan Banales, TRANSPLAN Committee members APPOINTED **Juan Banales** as the even-year *primary* representative to the CCTA Board for the February 1, 2026 through January 31, 2028 term, by the following Roll Call vote:

Ayes: Banales, Scales-Preston, Meyer  
Noes: Bernal, Meadows  
Abstain: None  
Absent: None

Mr. Bernal emphasized the critical time with respect to CCTA funding and authorizations and the importance of continuity.

On motion by Shanelle Scales-Preston, seconded by Juan Banales, TRANSPLAN Committee members APPOINTED **Ron Bernal** as the even-year *alternate* representative to the CCTA Board for the February 1, 2026 through January 31, 2028 term, by the following Roll Call vote:

Ayes: Banales, Bernal, Meadows, Scales-Preston, Meyer  
Noes: None  
Abstain: None  
Absent: None

### **ADOPT 2026 TRANSPLAN MEETING CALENDAR**

Mr. Sarmiento presented the proposed 2026 TRANSPLAN Committee meeting calendar and highlighted two meeting dates in 2026 that would conflict with the Mayors Conference. Those meeting dates were January 8 and July 9, 2026.

BRUCE OHLSON requested a discussion now to determine whether or not the next meeting in January would be canceled due to the identified conflict.

Mr. Sarmiento reported there were currently no items scheduled for a January meeting.

On motion by Aaron Meadows, seconded by Shanelle Scales-Preston, TRANSPLAN Committee members adopted the 2026 TRANSPLAN Committee meeting calendar, with the cancellation of the January 8 and July 9, 2026 meetings.

The motion carried by the following Roll Call vote:

Ayes: Banales, Bernal, Foster, Jones, Meadows, Scales-Preston, Meyer

Noes: None

Abstain: None

Absent: Brand, Harvey, Mankin

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

There was nothing to report.

**RECEIVE MISCELLANEOUS TRANSPLAN COMMITTEE MEMBER COMMENTS**

Juan Banales requested a future agenda item for CCTA to provide traffic data with respect to the origin of commute traffic affecting East Contra Costa County.

Mr. Sarmiento advised that he would request a presentation from the CCTA.

Sarah Foster referenced the new Clipper® Card and its options.

Cortney Jones reported this was her last meeting and she had enjoyed being a member of the TRANSPLAN Committee.

**ADJOURNMENT**

Chair Meyer adjourned the meeting of the TRANSPLAN Committee at 6:57 P.M. to the next meeting on Thursday, February 12, 2026 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 Oakley	West of Big Break Road, east of Bridgehead Road, and north of Main Street	Notice of Availability: Draft Environmental Impact Report	<b>Bridgehead Industrial Project</b>	Removal of the existing vineyard and associated buildings and subsequent construction of 10 light industrial buildings (Buildings 1 through 10) totaling 3.18 million sf of new building space, along with supporting infrastructure improvements.	11/3/2025	No
City of Oakley	Southwest of the intersection of Kings Canyon Way and Sierra Trail Boulevard	Notice of Intent to Adopt Recirculated MND	<b>Stonecreek Subdivision 9647 Project</b>	Subdivision of project site into 176 single-family residential lots. The project would also include approximately one acre of open space within a 75-foot setback from Marsh Creek, a 2.43-acre park in the northwest corner of the project site, and a 2.7-acre stormwater detention basin in the northeast corner of the site	10/15/2025	No
City of Pittsburg	2232 Golf Club Road, south of Leland Road	Notice of Availability: Draft Environmental Impact Report	<b>Pittsburg Technology Park Specific Plan</b>	Specific Plan will serve as the overarching planning document for an area where a future technology-focused business park will be developed.	8/19/2024	No
City of Oakley	East of Bethel Island Road, north of East Cypress Road, and west and south of Sandmound Boulevard.	Notice of Preparation: Supplemental Environmental Impact Report	<b>East Cypress Corridor Specific Plan</b>	Redesign to "Planning Area 2" of the East Cypress Corridor Specific Plan, further subdivision of the project site into 443 residential lots through six Builder's Remedy Tentative Maps, and an analysis of the feasibility of a new Rock Slough Bridge.	6/10/2024	Yes
City of Oakley	West of Big Break Road, east of Bridgehead Road, and north of Main Street	Notice of Preparation: Environmental Impact Report	<b>Bridgehead Industrial Project</b>	Removal of the existing vineyard and associated buildings and subsequent construction of 10 light industrial buildings (Buildings 1 through 10) totaling 3.18 million sf of new building space, along with supporting infrastructure improvements.	6/10/2024	Yes

**TRANSPLAN ENVIRONMENTAL REGISTER**

City of Pittsburg	2232 Golf Club Road, south of Leland Road	Notice of Preparation: Draft Environmental Impact Report	<b>Pittsburg Technology Park Specific Plan</b>	Specific Plan will serve as the overarching planning document for an area where a future technology-focused business park will be developed.	4/4/2024	Yes
City of Pittsburg	City of Pittsburg	Notice Of Availability: Draft Environmental Impact Report	<b>2024 Pittsburg General Plan</b>	Comprehensive update of City of Pittsburg's General Plan	2/9/2024	No
Contra Costa County	Unincorporated Contra Costa County	Notice of Preparation: Draft Environmental Impact Report	<b>Contra Costa 2045 General Plan and Climate Action Plan</b>	Comprehensive update of Contra Costa County's General Plan and Climate Action Plan	10/20/23	No
City of Pittsburg	420 East 3rd Street, southwest of the intersection of East 3rd Street and Harbor Street	Notice Of Availability: Draft Environmental Impact Report	<b>Harbor View Project</b>	207 single-family residential units, 20 mixed-use live/work duplexes.	5/1/23	No
City of Pittsburg	North of Willow Pass Road and south of Honker Bay	Notice of Preparation	<b>Bay Walk Mixed-Use Project</b>	(1) remedial activities, and (2) new development within the project site. A Specific Plan is being prepared to define the potential development of the project site. Overall, the proposed Specific Plan could result in the development of a range of uses, including approximately 1,999 residential units, 18.8 acres of Employment Center Industrial (ECI) uses, 6.5 acres of mixed-use development, a 120-room hotel, and various park, recreation, and open space areas	11/29/22	Yes
City of Pittsburg	Buchanan Road, between Ventura Drive and Meadows Ave., Pittsburg	Notice of Intent to Adopt MND	<b>LMK Petro</b>	New gas station with ancillary uses, including a Convenience Store, and a Car Wash. Requires a General Plan Amendment, rezone, use permit, and design review.	11/28/22	No

**TRANSPLAN ENVIRONMENTAL REGISTER**

City of Pittsburg	420 East 3rd Street, southwest of the intersection of East 3rd Street and Harbor Street	Notice of Preparation	<b>Harbor View Project</b>	207 single-family residential units, 20 mixed-use live/work duplexes.	9/12/22	No
City of Oakley	Oakley	Notice of Public Hearing	<b>Public Review Draft of 2023-2031 Housing Element Update</b>	Updating of the Oakley Housing Element for 2023 to 2031	7/12/22	No

**ITEM 5**

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

# TRANSPLAN: Major East County Transportation Projects

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

## Quarterly Status Report: October – December 2025

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Information updated from previous report is in *underlined italics*.

### ACTIVE PROJECTS

#### STATE ROUTE 4 WIDENING

##### A. SR4 Operational Improvements: I-680 to Bailey Road (#6006)

**CCTA Fund Source:** Measure J

**Lead Agency:** Contra Costa Transportation Authority/City of Concord

**Project Description:**

**Initial Phase (Eastbound):** 1) Replace the existing acceleration lanes at Port Chicago Highway (PCH) on ramp with an auxiliary (Aux) lane from PCH on ramp to Willow Pass Road off ramp. 2) Extend this Aux lane from Willow Pass Road off ramp to Willow Pass Road on ramp. 3) Add second exit lane San Marco Blvd off ramp.

**Initial Phase (Westbound):** 1) Construct a general-purpose lane from the Willow Pass Road on-ramp to the existing added mainline lane just east of the PCH off-ramp. 2) Construct a second exit lane at the PCH off-ramp. 3) Modify one of the mandatory exit lanes to SR242 to an optional exit lane, which would allow three freeway lanes to exit to SR242 and three lanes to continue on WB SR4. 4) Construct a general-purpose lane along WB SR4, between Willow Pass Road off-ramp and the Willow Pass Road on-ramp. 5) Construct an auxiliary lane from the Willow Pass Road on-ramp to the second exit lane to PCH.

**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:

- 6) B/w Willow Pass Road I/C and San Marco Boulevard I/C 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

- 7) 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. The Authority anticipates restarting the initial phases of project in early 2026.
- The Authority released Request for Proposal (RFP) 25-05 in November 2025 to procure consultant team for Project Approval and Environmental Document (PA&ED) for WB Initial Phase.

## **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 document tiering added complexity to the process.*
- The proposed hybrid programmatic and project level PAED is new to Caltrans District 4.
- The Transfer-Bethany Pipeline has been terminated and is no longer a project constraint.
- The project team continues to coordinate with the Delta Conveyance project for mutual compatibility.

- Project has to adapt to changing environmental protocols.

### Update from Previous Quarterly Report

- Consultant has completed the majority of environmental technical studies. The team is discussing the streamlining of the Draft Environmental Document preparation and review.
- Additional archeology survey is ongoing.
- Project alternatives refinement to account for environmental survey results and public input is essentially complete.
- 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 completed and the movement study is being finalized.
- 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 had been presented to project stakeholder agencies.
- Advance agency outreach will precede release of draft environmental document for public review in spring 2026.

## 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

---

December 12, 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 December 11, 2025:

1. Appointed Billilee Saengchalern (Oakley) as a TRANSPLAN representative to the Contra Costa Transportation Authority (CCTA) Technical Coordinating Committee.
2. Elected Aaron Meadows (Oakley) as the 2026 TRANSPLAN Chair.
3. Elected Diane Burgis (County) as the 2026 TRANSPLAN Vice-Chair.
4. Appointed Juan Banales (Pittsburg) as the TRANSPLAN Primary Representative to the CCTA Board for the Even-Year Seat (February 1, 2026 through January 31, 2028).
5. Appointed Ron Bernal (Antioch) as the TRANSPLAN Alternate Representative to the CCTA Board for the Even-Year Seat (February 1, 2026 through January 31, 2028).
6. Adopted the 2026 TRANSPLAN meeting calendar.

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

Sincerely,



Robert Sarmiento  
TRANSPLAN Staff

c: TRANSPLAN Committee	M. Todd, TRANSPAC	M. Kelly, 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](mailto:robert.sarmiento@dcd.cccounty.us)    ::::    [www.transplan.us](http://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

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# MEMORANDUM

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

**From:**  for  
Timothy Haile, Executive Director

**Date:** January 7, 2026

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

---

Timothy Haile,  
Executive Director

At its December 17, 2025 meeting, the Authority Board discussed and approved the following agenda item recommendations, which may be of interest to the Regional Transportation Planning Committees:

- A.** *The Authority Board approved Resolution 25-44-P, Regional Measure 3 allocation request concurrent with the Cutting Boulevard Transit Improvements Project in the amount of \$150,000 for the design phase of the project.*
- B.** *The Authority Board authorized the Chair to execute Amendment No. 4 to Agreement No. 530 with WSP USA, Inc. in the amount of \$1,169,966, for a new total agreement value of \$13,569,581, to provide additional design services for Coordinated Adaptive Ramp Metering, and allow the Executive Director or designee to make any non-substantive changes to the language.*
- C.** *The Authority Board approved Resolution 25-34-P, adopting the final 2025 Measure J Strategic Plan.*
- D.** *The Authority Board approved the Contra Costa Transportation Authority 2026 regular meeting schedule.*

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

- 
- E. *Staff provided an overview of the annual audit report. The Authority Board accepted the annual audit report including the Annual Comprehensive Financial Report and the Auditors Report to the Authority Board for the fiscal year ending June 30, 2025.*
- F. *The Authority Board authorized the Chair to execute Amendment No. 11 to Agreement No. 316 with AECOM Technical Services Inc., in the amount of \$2,199,222, for a new total agreement value of \$13,742,235, to provide additional design and right-of-way services for the I-80/San Pablo Dam Road Interchange, Phase 2, and allow the Executive Director or designee to make any non-substantive changes to the language. This amendment will extend the agreement termination date from December 31, 2026 to December 31, 2027. The Authority Board also authorized the Chair to execute Amendment No. 1 to Cooperative Agreement No. 07W.08 with the City of San Pablo, and allow the Executive Director or designee to make any non-substantive changes to the language.*
- G. *Staff provided an informational update on the Authority's Construction Program.*
- H. *The Authority Board approved the release of Request for Proposal No. 25-4 to provide project and construction management services for the Interstate 680 Northbound Express Lane Completion Project, Phase 1 (Project 8009.02) and allow the Executive Director or designee to make any non-substantive changes to the language.*
- I. *The Authority Board approved Resolution 25-45-G adopting the 2025 Update to the Congestion Management Program (CMP) for Contra Costa County, authorizing staff to make any non-substantive changes to finalize the document, and authorizing staff to forward the CMP to the Metropolitan Transportation Commission.*
- J. *The Authority Board authorized the Chair to execute Amendment No. 3 to Agreement No. 526 with Advanced Mobility Group in the amount of \$1,600,138, for a new total agreement value of \$28,398,048, to provide continued project and program management services, extend the agreement termination date from December 31, 2025 to December 31, 2026, and allow the Executive Director or designee to make any non-substantive changes to the language. The additional funds will be needed to match the end date for the Transportation Fund for Clean Air 40% funded projects. This extension will also allow the Authority to complete the Travel Demand Management Strategic Plan to determine the path forward and execution for safe transportation for children programs.*

**\*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**

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

Timothy Haile,  
Executive Director

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---

# MEMORANDUM

---

To: Matt Todd, TRANSPAC  
Chris Weeks, SWAT  
Robert Sarmiento, TRANSPLAN  
Diane Friedmann, TVTC  
John Nemeth, WCCTAC  
Nate Levine, LPMC  
 for  
From: Timothy Haile, Executive Director

Date: February 3, 2026

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

---

At its January 21, 2026 meeting, the Authority Board discussed and approved the following agenda item recommendations, which may be of interest to the Regional Transportation Planning Committees:

- A. *Staff provided an informational update on the Quarterly Project Status Report for October – December 2025.*
- B. *Staff provided an informational update on the Quarterly Project Status Report for Transportation for Livable Communities and Pedestrian, Bicycle, and Trail Facilities projects for October – December 2025.*
- C. *The Authority Board approved Resolution 26-03-P, which will award Construction Contract No. 728 to DC Electric Group, Inc. for the Town of Danville Intelligent Transportation Systems/Traffic Signal Modernization Project (Project). They are the lowest responsible bidder submitting a responsive bid in the amount of \$204,187 for construction services for the Project, establish a total construction allotment amount of \$235,602, which includes a 15% contingency; authorize the Executive Director or designee to shift funds between construction allotment categories as long as the total expenditures do not exceed the total amount for the construction allotment;*

*and authorize the Executive Director or designee to enter into agreements and execute purchase orders with various vendors for a total amount of \$790,625, to procure equipment and software necessary to complete the Project.*

- D. *The Authority Board authorized the Chair to execute Agreement No. 739 with Fehr & Peers in the amount of \$4,935,255 to provide professional services for the development of the Transportation Expenditure Plan (TEP), allow the Executive Director or designee to make any non-substantive changes to the language, and approve Resolution 26-04-P, which appropriates \$4,935,255 of Measure J Reserve Funds for the development of a new TEP.*
- E. *The Authority Board approved staff to transmit an Annual Urban Limit Line Policy Advisory Letter to all Contra Costa County Jurisdictions.*

**\*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

December 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 – December 11, 2025**

Dear Mr. Haile:

The TRANSPAC Committee met on December 11, 2025. The following is a summary of the meeting and action items:

1. Approved the TRANSPAC Meeting Schedule for 2026.
2. Elected Ken Carlson as the TRANSPAC Chair and Greg Young as the Vice Chair for the term February 1, 2026 – January 31, 2027.
3. Appointed Sue Noack as the TRANSPAC Representative to the CCTA Board and Richard Enea as the alternate for the term February 1, 2026, through January 31, 2028.
4. Appointed Briana Byrne (Walnut Creek) as the Primary representative and Aaron Elias (Concord) as the alternate representative to the CCTA CBPAC for the term January 1, 2026 - December 31, 2027.
5. The Board approved the final call for projects and application material for the FY 2026/2027 and FY 2027/2028 Measure J Line 20a Program and release of the call for projects.
6. The Board received information 511 Contra Costa/Street Smarts Diablo Program Update.

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

Sincerely,

*Matt Todd*

Matt Todd  
Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff  
Danielle Elkins and Matt Kelly, CCTA Staff  
Robert Sarmiento, TRANSPAN; Susannah Meyer, Chair, TRANSPAN  
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

February 17, 2026

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

**RE: Status Letter for TRANSPAC Meeting – February 12, 2026**

Dear Mr. Haile:

The TRANSPAC Committee met on February 12, 2026. The following is a summary of the meeting and action items:

1. The Board accepted the Quarterly Financial Report for the period ended December 31, 2026.
2. The Board reviewed the existing appointments to the Innovate 680 Policy Advisory Committee (PAC) and confirmed the primary jurisdictional representatives.
3. The board adopted:
  - the TRANSPAC Remote Meeting Participation Policy.
  - the Code of Conduct for TRANSPAC meetings.
4. The Board received an update on the Contra Costa Transportation Authority I-680/SR4 interchange project.
5. The Board received information on the Measure J Line 20a Fund Program – FY 2026/2027 and FY 2027/2028 Call for Projects.
6. The Board received information on Form 700 FILING Requirements for 2026.

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

Sincerely,

*Matt Todd*

Matt Todd  
Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff  
Danielle Elkins and Matt Kelly, 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, City of Pleasant Hill



# SWAT

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

January 5, 2026

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

**RE: SWAT Meeting Summary Report for January 5, 2026**

Dear Mr. Haile:

The Southwest Area Transportation Committee (“SWAT”) met Monday, January 5th, 2026. The following is a summary of the meeting and action items:

1. **Election:** Rotation of SWAT Chair and Vice Chair for 2026, as described in the SWAT Rules of Procedure. SWAT Chair and Vice Chair rotated for a 12-month term, running from January 2026 through January 2027. The sequence of rotation is Contra Costa County, Lafayette, Danville, Orinda, Moraga, San Ramon. The rotation from San Ramon SWAT Chair Mark Armstrong to Contra Costa County SWAT Representative Candace Anderson as 2026 SWAT Chair was approved; and Lafayette SWAT Representative Susan Candell was approved as 2026 SWAT Vice Chair.
2. **Appointment:** SWAT Board re-appointed primary and alternate members for the upcoming even-year term for the San Ramon Valley. Member Armstrong’s term on the Contra Costa Transportation Authority (Authority) Board will be expiring on January 31, 2026. The SWAT Board re-appointed Member Armstrong as the primary appointment for a two-year term on the Authority Board from February 1, 2026, through January 31, 2028. The current alternate from Danville, Member Stepper, was also re-appointed for the same term.

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

Regards,

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; Ryan McClain, CCTA; Danielle Elkins, CCTA; Rod Wui, City of San Ramon; Emily Owen, CCTA

February 13, 2026

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

RE: January 23, 2026, WCCTC Meeting Summary

Dear Tim:

The WCCTC Board meeting on January 23, 2026, took the following actions, which may be of interest to the Authority:

1. Elected Rebecca Saltzman as the WCCTC Board Chair.
2. Elected Cesar Zepeda as the WCCTC Board Vice-Chair.
3. Re-appointed Chris Kelly as the CCTA “even-year” representative.
4. Decided to have two CCTA Alternates and to amend its Rules and Procedures document accordingly.
5. Agreed to continue its meetings on the 4th Friday of each month, while changing the start time from 8:00 a.m. to 8:30 a.m. and setting the April meeting for the 10<sup>th</sup>.

Sincerely,



John Nemeth  
Executive Director

cc: Tarienne Grover, CCTA  
Tiffany Gephart, Grey-Bowen-Scott  
Irina Nalitkina, Grey-Bowen-Scott  
Robert Sarmiento, DCD Contra Costa County  
Chris Weeks, SWAT



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[Caltrans To Begin State Route 4 Delta Pavement Improvement Project From Old River Bridge To South Whiskey Slough Road](#)

## Caltrans To Begin State Route 4 Delta Pavement Improvement Project From Old River Bridge To South Whiskey Slough Road

Published: Feb 20, 2026

### One-Way Traffic Control Begins March 15, 2026, Through January 2027 - Two Full Highway Closures Required - (Dates To Be Announced)

**San Joaquin County** – Caltrans will soon begin the State Route 4 (SR-4) Delta Pavement Improvement Project that will make necessary upgrades and repairs of approximately nine miles of existing highway between the Old River Bridge, located at the San Joaquin/Contra Costa County line, east of Discovery Bay, and South Whiskey Slough Road in Holt, just west of Stockton.



This \$21.6 million project will be performed by Bay Cities Paving & Grinding, Inc. (Concord, CA) and is scheduled for 185 working days beginning the week of March 15-21, with completion expected in February 2027 (weather permitting).

The purpose of this project is to preserve and extend the life of the existing pavement, while improving ride quality for motorists as the pavement within the project limits is exhibiting major distress, which if left uncorrected would continue to deteriorate.

Work will include the repair of failed areas of pavement (dig outs), followed by cold plane and overlay of the existing pavement. Shoulder backing will be placed in both directions, along with upgrading departure barriers, electrical elements, traffic management systems, lighting systems, and sign panels.

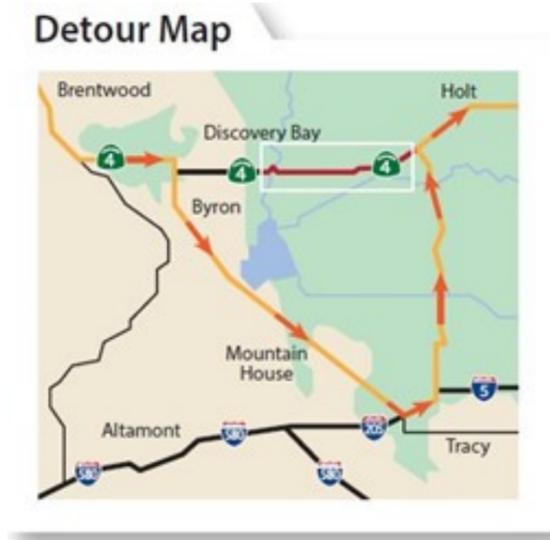
Required Highway And Bridge Closures:

- Overnight, one-way traffic control to be performed at various eastbound and westbound locations on SR-4 on Sundays-Thursdays, through February 2027.

- Two, 55-hour/weekend, full highway closures of SR-4 will take place from 10:00 p.m. on Fridays, through 5:00 a.m. on Mondays. Specific closure dates to be announced once finalized and will require the following detour:

State Route 4  
Detour  
Information:

- Westbound SR-4 travelers: The detour begins at the Tracy Boulevard intersection; south on Tracy Blvd; west on I-205; north on Mountain House Parkway; northwest on Byron Road to SR-4.
- Eastbound SR-4 travelers: The detour begins at the Byron Road intersection; southeast on Byron Road; south on Mountain House Parkway; east on I-205; north on Tracy Blvd to SR-4.



Caltrans will utilize roadside and portable changeable message signs alerting motorists of the lane closures and potential delays, which are expected to be approximately 30 minutes. For more information on this project, please visit:

<https://dot.ca.gov/caltrans-near-me/district-10/district-10-current-projects/10-1f320>

Caltrans is aware of the impact on motorists during construction of this project, as well as the Old River Bridge Additional Maintenance project, which are both occurring concurrently on SR-4. Originally, the Old River Bridge project was scheduled to begin in late 2024, however, it was delayed as it had to be re-packaged and re-advertised before becoming fully funded in August 2025.

Caltrans would like to thank motorists for their patience during construction of these significant projects.

All work is scheduled to begin as listed, but is subject to change due to traffic incidents, weather, availability of equipment, and/or materials and construction related issues. For the safety of workers and other motorists, please Be Work Zone Alert.



Motorists should expect 5-to-10-minute delays and use alternate routes whenever possible. All work is scheduled to occur as listed but is subject to change due to traffic incidents, weather, availability of equipment/materials, and construction-related issues.

For the safety of workers and other motorists, please Be Work Zone Alert. For the latest highway conditions, visit [quickmap.dot.ca.gov](https://quickmap.dot.ca.gov)



## Statewide Campaigns

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**ITEM 7**

**CONSIDER ADOPTING RESOLUTION 2026/01 TO AUTHORIZE  
TELECONFERENCING FOR TRANSPLAN COMMITTEE MEETINGS.**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

---

**TO:** TRANSPLAN Committee

**FROM:** TRANSPLAN Legal Counsel

**DATE:** March 12, 2026

**SUBJECT: Teleconference for TRANSPLAN Committee Meetings**

---

### Recommendation

ADOPT Resolution 2026/01 to authorize teleconferencing for TRANSPLAN Committee meetings under Government Code sections 54953.8 and 54953.8.7, in addition to other teleconference meeting options authorized by the Brown Act.

### Background

The Ralph M. Brown Act, Government Code section 54950, et seq., (“Brown Act”) governs the conduct of meetings of the TRANSPLAN Committee, which is a joint exercise of powers authority (the “Committee”). Effective January 1, 2026, Senate Bill 707 (Stats. 2025, Ch. 327) amended the Brown Act’s provisions governing teleconference meetings held by multijurisdictional bodies. The Committee is an “eligible multijurisdictional body” and must adopt a resolution authorizing the use of teleconferencing in order for Committee members to participate in meetings via the teleconference option in Government Code sections 54953.8 and 54953.8.7. The adoption of the attached resolution will allow each member of the Committee to participate in two meetings each year via teleconference under Section 54953.8.7, as long as certain noticing and technology requirements are met. These requirements are described in an advisory memorandum that staff will provide to each Committee member.

The teleconferencing option available under Government Code sections 54953.8 and 54953.8.7 is in addition to other teleconferencing options under the Brown Act, including: (1) a “just cause” exception that can be used up twice each year for specified reasons; (2) remote attendance as a reasonable accommodation for a disability, which is treated as in-person attendance with no limit; and (3) where a Committee meeting is held in accordance with the Brown Act’s traditional teleconferencing rules. These options are further described in a memorandum that staff will provide Committee members.

To allow Committee members to participate in Committee meetings up to twice each year under the teleconference option in Government Code sections 54953.8 and 54953.8.7, staff recommends that the Committee adopt the attached resolution. A Committee member wishing to use any of the available teleconferencing options should notify staff as far in advance of a meeting as possible, to ensure all applicable noticing, technology, and other requirements are met.

att: Attachment A – Draft Resolution No. 2026/01  
Attachment B – Memos RE: Additional Remote Meeting Option for Multijurisdictional Bodies and RE: Brown Act Update on Alternative Remote Teleconference Option and Remote Participation as a Reasonable Accommodation

cc: TRANSPLAN TAC

ATTACHMENT A

RESOLUTION NO. 2026/01

A RESOLUTION OF THE TRANSPLAN COMMITTEE AUTHORIZING THE USE OF TELECONFERENCING PURSUANT TO GOVERNMENT CODE SECTION 54953.8.7

RECITALS

- A. The Ralph M. Brown Act, Government Code section 54950, *et seq.*, (“Brown Act”) governs the conduct of meetings of the TRANSPLAN Committee (“Committee”).
- B. Effective January 1, 2026, Senate Bill 707 (Stats. 2025, Ch. 327) amended the Brown Act’s provisions governing teleconference meetings held by multijurisdictional bodies. The Committee is an “eligible multijurisdictional body” under the Brown Act and desires to authorize the use of teleconferencing under Government Code sections 54953.8 and 54953.8.7, in addition to other teleconference meeting options authorized by the Brown Act. Government Code section 54953.8.7 requires the Committee, at a regular meeting, to adopt a resolution authorizing the use of teleconferencing at Committee meetings in accordance with Government Code sections 54953.8 and 54953.8.7.

**NOW, THEREFORE**, the TRANSPLAN Committee resolves, as follows: pursuant to Government Code section 54953.8.7, the TRANSPLAN Committee authorizes the use of teleconferencing under Government Code sections 54953.8 and 54953.8.7, in addition to other teleconference meeting options authorized by the Brown Act.

**PASSED AND ADOPTED**, at a regular meeting, by the TRANSPLAN Committee on this \_\_\_\_ day of \_\_\_\_\_, 2026.

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

\_\_\_\_\_  
Chair, TRANSPLAN Committee

ATTEST:

\_\_\_\_\_  
Secretary, TRANSPLAN Committee

**Office of the County Counsel  
Contra Costa County**1025 Escobar Street, Third Floor  
Martinez, CA 94553  
Phone: (925) 655-2200  
Fax: (925) 655-2263

*Date:* January 7, 2026  
*To:* Staff to Multijurisdictional Bodies  
*From:* Thomas L. Geiger, County Counsel   
*Re:* **Additional Remote Meeting Option for Multijurisdictional Bodies**

---

Senate Bill 707, which modifies the Brown Act and is effective January 1, 2026, includes a new teleconference meeting option for members of an “eligible multijurisdictional body” as defined. This option is in addition to the traditional teleconference and “just cause” teleconference meeting options in the Brown Act.

This memo describes this additional remote meeting option for eligible multijurisdictional bodies. Attached to this memo is a separate memo that describes other changes to the Brown Act remote attendance rules that went into effect on January 1, 2026, and includes a chart on Brown Act teleconferencing procedures.

**Definition of Eligible Multijurisdictional Body**

An “eligible multijurisdictional body” is: (1) a multijurisdictional board, commission, or advisory body of a multijurisdictional, cross-county agency; (2) whose members are appointed; and (3) and the board, commission, or advisory body is subject to the Brown Act.

“Multi-jurisdictional” means either: (1) a legislative body that includes representatives from more than one county, city, city and county, or special district; or (2) a legislative body of a joint powers entity. (Gov. Code, § 54953.8.7(b).)

**Prerequisite for Using the Eligible Multijurisdictional Body Teleconferencing Option**

To use the eligible multijurisdictional body teleconferencing option, the eligible multijurisdictional body must adopt a resolution at a regular meeting in open session that authorizes the eligible multijurisdictional body to use this option. (Gov Code, § 54953.8.7.)

**Eligible Multijurisdictional Body Teleconferencing Requirements**

The requirements for eligible multijurisdictional body (“EMB”) teleconferencing are as follows:

- At least a quorum of the members of the EMB shall participate from one or more physical locations that are open to the public and within the boundaries of the territory over which the EMB exercises jurisdiction.
- A member of the EMB who receives compensation for their service on the EMB shall participate from a physical location that is open to the public. Compensation does not include reimbursement for actual and necessary expenses. (Gov. Code, § 54953.8.7(a)(3).)
- A member of the EMB may participate from a remote location, provided that: (1) the EMB identifies each member who plans to participate remotely in the agenda; and (2) the member participates through both audio and visual technology.
- A member of an EMB may not participate in a meeting remotely unless the location is more than 20 miles away from any physical location of the meeting.
- A member may not appear remotely pursuant to this option for more than the following number of meetings: (1) two meetings per year if the body regularly meets once per month or less; (2) five meetings per year if the body regularly meets twice per month; and (3) seven times per year if the body regularly meets three or more times per month.
- The public must be able to participate by either a two-way audiovisual platform or a two-way telephonic service and a live webcasting of the meeting. Meeting notices and agendas must give notice of the means by which members of the public may access the meeting and provide public comment. The agenda must identify and include an opportunity for all persons to attend via a call-in option or an internet-based option.
- The meeting minutes must identify the member and the specific statutory provision upon which the member relied to participate remotely.
- The member shall publicly disclose at the meeting before any action is taken whether any other individuals 18 years or older are in the room at the remote location with the member and the general nature of the member's relationship with such individuals.
- If the broadcasting of the meeting to the public by phone or internet service is disrupted, or a disruption within the local agency's control prevents members of the public from commenting using the phone or internet service, the body shall not take any action at the meeting, until public access to the meeting via the phone option or the internet service option is restored. Actions taken on agenda items during a disruption that prevents the body from broadcasting the meeting may be challenged pursuant to Government Code section 54960.1.
- The body must have and implement a procedure for receiving and quickly resolving reasonable accommodation requests for individuals with disabilities. Any doubt

should be resolved in favor of accessibility. All meeting notices and agendas must give notice of the procedure for receiving and resolving requests for accommodation.

- The body may not require public comments to be submitted in advance and must allow the public to address the body and comment in real time.
- An individual may be required to register for public comment before being allowed to comment, where the body uses a third-party platform (like Zoom) for the meeting.
- There are also requirements related to timed and untimed public comment periods, which may apply depending on the procedures of the EMB. (Gov. Code, § 54953.8(b)(6).)

The Brown Act teleconference meeting options are cumulative, which means that a legislative body may elect to use any teleconferencing provisions that are applicable to a meeting, regardless of whether any other teleconferencing provisions would also be applicable to that meeting.

These new Brown Act provisions will remain in effect until January 1, 2030.

TLG:

Attachment

cc: Board of Supervisors  
Monica Nino, County Administrator  
Jami Morrirt, Chief Assistant Clerk of the Board

H:\2026\County Administrator\Multijurisdictional bodies teleconferencing memo.docx



**Office of the County Counsel  
Contra Costa County**

1025 Escobar Street, Third Floor  
Martinez, CA 94553  
Phone: (925) 655-2200  
Fax: (925) 655-2263

*Date:* December 22, 2025

*To:* Staff to Advisory Bodies

*From:* Thomas L. Geiger, County Counsel  
By: Hannah M. Shafsky, Deputy County Counsel TB for HMS

*Re:* **Brown Act Update on Alternative Remote Teleconferencing Option and Remote Participation as a Reasonable Accommodation**

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This memo describes two changes to Brown Act rules that allow advisory body members to participate in meetings remotely. Senate Bill 707 (“SB 707”), effective January 1, 2026, amends the Brown Act’s alternative remote teleconference meeting procedures by adding new reasons for a remote appearance for “just cause.” The attached chart provides a detailed summary of all requirements for “just cause” teleconferencing as well as the requirements for traditional teleconferencing, which have not changed.

SB 707 also expressly allows members of legislative bodies to participate in meetings remotely as a reasonable accommodation for a disability.

**Changes to Alternative Teleconferencing Procedures**

Under the Brown Act, advisory body members may participate in meetings remotely for a “just cause” reason. SB 707 eliminates the “emergency circumstances” provision and adds the following three reasons for a remote appearance for “just cause”:

- (1) An immunocompromised child, parent, grandparent, grandchild, sibling, spouse, or domestic partner of the advisory body member that requires the member to participate remotely.
- (2) Military service obligations that result in an advisory body member being unable to attend in person because they are under official written orders for duty required as a member of the California National Guard or U.S. Military Reserve organization that requires the member to be at least 50 miles outside the boundaries of the local agency.
- (3) A physical or family medical emergency that prevents an advisory body member from attending in person.

The language in subsection (3) is the same language that previously permitted a member to request to appear remotely for “emergency circumstances,” which required

## ATTACHMENT B

Staff to Advisory Bodies  
December 22, 2025  
Page 2

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the body to act on the request.<sup>1</sup> There is no requirement that the body take action to allow the member to attend remotely for any “just cause” reason, including for a medical emergency.

If a member participates remotely for “just cause,” the meeting minutes must identify the specific just cause provision that the member relied upon to participate remotely.

SB 707 retains the requirements that at least a quorum of members of the body participate in person and that the quorum meets in a single, physical location clearly identified on the agenda that is open to the public and situated within the agency’s territorial jurisdiction.

SB 707 limits the number of times a member may appear remotely for just cause as follows:

- (1) two meetings per year if the body regularly meets once per month or less;
- (2) five meetings per year if the body regularly meets twice per month; and
- (3) seven times per year if the body regularly meets three or more times per month.

These provisions will remain in effect until January 1, 2030.

There are no substantive changes to the rules regarding the traditional teleconferencing option.

### **Remote Attendance as a Reasonable Accommodation**

SB 707 also permits a member of a legislative body with a disability<sup>2</sup> to participate in a meeting remotely as a reasonable accommodation. To do so, the member is required to:

- (1) Participate through both audio and visual technology, except that any member with a disability may participate through audio technology only if a physical condition related to the disability results in a need to participate off camera; and
- (2) Disclose at the meeting before any action is taken whether any other individuals 18 or older are present in the room with the member and the general nature of the member’s relationship with the individual(s).

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<sup>1</sup> The “emergency circumstances” provision is no longer a separate reason for remote attendance, since “medical emergency” is now a “just cause” reason.

<sup>2</sup> SB 707 defines “disability” as a “physical or a mental disability as those terms are defined in Section 12926 and used in Section 12926.1, or a disability as defined in Section 12102 of Title 42 of the United States Code.” (Gov. Code, § 54953(e)(1).)

## ATTACHMENT B

Staff to Advisory Bodies  
December 22, 2025  
Page 3

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Remote participation as a reasonable accommodation is treated as in-person attendance at the physical location for all purposes, including any requirement that a quorum of the body participate from the same location.

### ***Procedure for Requesting Remote Attendance as a Reasonable Accommodation***

Before an advisory body member with a qualifying disability attends a meeting remotely, the member must request to appear remotely as a reasonable accommodation and receive approval from the Clerk of the Board.

To request this accommodation, the member must submit a written request to the Clerk of the Board at least one week before the time of the first meeting for which remote attendance is requested. The request may be in a letter or via email, with the phrase “Advisory Body Reasonable Accommodation” in the subject line. Requests should be sent to [clerkoftheboard@cob.cccounty.us](mailto:clerkoftheboard@cob.cccounty.us). The Clerk of the Board will evaluate and approve or deny the request using the following criteria:

1. The request to attend remotely as a reasonable accommodation must include the following:
  1. A self-attestation that the accommodation is needed as a result of a disability.
  2. A general description explaining the need for the accommodation, which need not exceed 20 words. The member does not need to submit medical documentation or disclose a medical diagnosis or disability.
  3. The duration of the requested accommodation.
  4. The name of the advisory body on which the member sits.
2. In consultation with the member with a disability, the Clerk of the Board will determine if the request is approved and the most effective way to provide the accommodation. Responses to reasonable accommodation requests will be provided in writing in a timely manner before the start of the specific meeting. Otherwise, the response will be provided orally, followed by written confirmation.
3. If the Clerk of the Board approves remote appearance as a reasonable accommodation, the member may appear remotely at meetings for the approved duration of the accommodation. Members may be granted a teleconferencing accommodation on a permanent basis or a temporary basis. The duration will be determined in accordance with the member’s disability-related needs. For temporary disabilities, the member may need to seek recertification from time to time, as determined by the Clerk of the Board.

### ***Procedures for Attending Meetings Remotely as a Reasonable Accommodation***

During every meeting that a member attends remotely as an approved reasonable accommodation, the member must:

## ATTACHMENT B

Staff to Advisory Bodies

December 22, 2025

Page 4

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1. use two-way, real-time video and audio streaming; and
2. disclose the presence of other adults at the remote location and nature of the member's relationship with these individuals.

When a member attends a meeting remotely as an approved reasonable accommodation, the following Brown Act requirements are waived with respect to the remote location:

1. Including the teleconference location in the notice and agenda;
2. Posting the meeting agenda at the teleconference location; and
3. Allowing public access to the teleconference location.

HMS:

Attachment: Teleconference Meeting Options Chart

cc: Board of Supervisors  
Monica Nino, County Administrator  
Jami Morritt, Chief Assistant Clerk of the Board

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**Teleconference/Remote Meeting Options**

	<b>Traditional Teleconferencing (Gov. Code, § 54953(b).)</b>	<b>Alternative Teleconferencing (Gov. Code, §§ 54953.8, 54953.8.3)</b>
<b>Applicable Timeframe</b>	<ul style="list-style-type: none"> <li>▪ Available anytime.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Available between <u>January 1, 2026</u> and <u>January 1, 2030</u>.</li> </ul>
<b>Who May Appear Remotely and Quorum Requirements</b>	<ul style="list-style-type: none"> <li>▪ Individual board members, if at least a quorum of the members of the body participate from locations within the jurisdictional boundaries of the body.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Individual board members if:                             <ol style="list-style-type: none"> <li>(1) a quorum of the members of the body participates in person; and</li> <li>(2) the quorum meets in a single, physical location clearly identified on the agenda that is open to the public and situated within the agency’s jurisdiction.</li> </ol> </li> </ul>
<b>Bases for Remote Appearance</b>	<ul style="list-style-type: none"> <li>▪ Applies when a board member is unable to attend in person.</li> </ul>	<ul style="list-style-type: none"> <li>▪ A member may appear remotely for “Just Cause,” which is any of the following:                             <ol style="list-style-type: none"> <li>(1) A need to care for a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner;</li> <li>(2) A contagious illness that prevents a member from attending in person;</li> <li>(3) A need related to a physical or mental disability that is not otherwise accommodated for;</li> <li>(4) Travel while on official business of the body or another state or local agency;</li> <li>(5) An immunocompromised child, parent, grandparent, grandchild, sibling, spouse, or domestic partner of the member that requires the member to participate remotely;</li> <li>(6) Military service obligations that result in a member being unable to attend in person because they are under official written orders for duty required as a member of the California National Guard or U.S. Military Reserve organization that requires the member to be at least 50 miles outside the boundaries of the local agency; and</li> <li>(7) a physical or family medical emergency that prevents a member from attending in person.</li> </ol> </li> </ul>

ATTACHMENT B

	Traditional Teleconferencing (Gov. Code, § 54953(b).)	Alternative Teleconferencing (Gov. Code, §§ 54953.8, 54953.8.3)
<p><b>Notification Requirements</b></p>	<ul style="list-style-type: none"> <li>▪ No additional requirements.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The member must notify the body at the earliest possible opportunity, including at the start of a regular meeting, of the need to participate remotely.</li> <li>▪ The member must provide a general description of the circumstances relating to their need to appear remotely.</li> <li>▪ There is no requirement that the body take any action.</li> <li>▪ The member is not required to disclose any medical diagnosis or disability, or any personal medical information that is otherwise confidential.</li> </ul>
<p><b>Agenda and Public Access and Comment Requirements</b></p>	<ul style="list-style-type: none"> <li>▪ The teleconference location must be open to the public.</li> <li>▪ The agenda must be posted at all meeting locations, including the teleconference location.</li> <li>▪ The agenda must identify all meeting locations, including the teleconference location.</li> <li>▪ The agenda must provide for public comment at all meeting locations, including the teleconference location.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Must provide notice and post agendas as otherwise required under the Brown Act and must indicate on the notice how the public may access the meeting and offer comment.</li> <li>▪ The agenda must include an opportunity for all persons to attend and address the body via a call-in option, an internet-based service option, and at the in-person location.</li> <li>▪ The law does not require that the agency post an agenda at the remote location, include the address of the remote location, or provide for public access to the remote location.</li> <li>▪ The body may not require public comments to be submitted in advance and must allow the public to address the body and comment in real time.</li> <li>▪ An individual may be required to register for public comment before being allowed to comment, where the body uses a third-party platform (like Zoom) for the meeting.</li> </ul>

ATTACHMENT B

	Traditional Teleconferencing (Gov. Code, § 54953(b).)	Alternative Teleconferencing (Gov. Code, §§ 54953.8, 54953.8.3)
<b>Voting Requirements</b>	<ul style="list-style-type: none"> <li>▪ Members must vote by rollcall.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Members must vote by rollcall.</li> </ul>
<b>Technological Requirements</b>		<ul style="list-style-type: none"> <li>▪ The public must be able to remotely hear and visually observe the meeting, and remotely address the body. Thus, the body must provide either:               <ol style="list-style-type: none"> <li>(1) a two-way audiovisual platform; or</li> <li>(2) a two-way telephonic service and a live webcasting of the meeting.</li> </ol> <p>A two-way audiovisual platform may be structured to disable the use of video for the public participants.</p> </li> </ul>
<b>Other Requirements</b>		<ul style="list-style-type: none"> <li>▪ If a member participates remotely, the member must also:               <ol style="list-style-type: none"> <li>(1) Publicly disclose at the meeting before any action is taken, whether any other individuals 18 years or older are in the room at the remote location with the member and the general nature of the member’s relationship with such individuals; and</li> <li>(2) Participate through both audio and visual technology.</li> </ol> </li> <li>▪ If the broadcasting of the meeting to the public by phone or internet service is disrupted, or a disruption within the local agency’s control prevents members of the public from commenting using the phone or internet service, the body shall not take any action at the meeting, until public access to the meeting via the phone option or the internet service option is restored. Actions taken on agenda items during a disruption that prevents the body from broadcasting the meeting may be challenged pursuant to Section 54960.1.</li> <li>▪ The body must have and implement a procedure for receiving and quickly resolving</li> </ul>

ATTACHMENT BS

	Traditional Teleconferencing (Gov. Code, § 54953(b).)	Alternative Teleconferencing (Gov. Code, §§ 54953.8, 54953.8.3)
		<p>reasonable accommodation requests for individuals with disabilities. Any doubt should be resolved in favor of accessibility.</p> <ul style="list-style-type: none"> <li>▪ The meeting minutes must identify the specific just cause provision (with reference to the specific provision of law) that each member relied upon to participate remotely.</li> </ul>
<p><b>Limitations on Frequency of Remote Appearances</b></p>	<ul style="list-style-type: none"> <li>▪ None.</li> </ul>	<ul style="list-style-type: none"> <li>▪ A member may participate remotely for “just cause” for no more than the following number of meetings:               <ol style="list-style-type: none"> <li>(1) 2 meetings per year, if the body regularly meets once per month or less;</li> <li>(2) 5 meetings per year, if the legislative body regularly meets twice per month; and</li> <li>(3) 7 meetings per year, if the body regularly meets three or more times per month.</li> </ol> </li> </ul>

Note: If a member participates remotely as a reasonable accommodation for a disability, it is considered in-person attendance.

**ITEM 8**

**APPROVE EAST BAY REGIONAL PARK DISTRICT REQUEST FOR CCTA APPROVAL FOR PROGRAMMING AND APPROPRIATION OF \$500,000 IN ANNUAL AGENCYWIDE SHARE OF MEASURE J PEDESTRIAN, BICYCLE AND TRAIL FACILITIES PROGRAM 13 FUNDS FOR TRAIL REHABILITATION PROJECTS IN EASTERN CONTRA COSTA COUNTY.**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

---

**TO:** TRANSPLAN Committee

**FROM:** TRANSPLAN TAC

**DATE:** March 12, 2026

**SUBJECT: East Bay Regional Park District Request for CCTA Approval for Programming and Appropriation of \$500,000 in Annual Agencywide Share of Measure J Pedestrian, Bicycle and Trail Facilities (PBTF) Program 13 Funds for Trail Rehabilitation**

---

### Recommendation

APPROVE East Bay Regional Park District (“Park District”) request for CCTA approval for programming and appropriation of \$500,000 in annual agencywide share of Measure J Pedestrian, Bicycle and Trail Facilities (PBTF) Program 13 funds for trail rehabilitation projects in eastern Contra Costa County.

### Background

The Park District contacted the Contra Costa Transportation Authority (CCTA) (Attachment A) to request programming and appropriation of \$500,000 in Measure J – Program 13 PBTF funds to rehabilitate sections of two existing paved regional trails in eastern Contra Costa County:

1. Delta de Anza Trail (Railroad Ave. to Desrys Blvd, Pittsburg, CA) – Slurry and seal coat (approximately 129,140 square feet of paved regional trail) along 1.9 miles.
2. Marsh Creek Trail (Creekside Park to East Cypress, Brentwood and Oakley, CA.) - Slurry and seal coat (approximately 343,046 square feet of paved regional trail) along 5.9 miles.

These trail sections’ condition is very poor. The slurry and seal coat will smooth and protect the aging asphalt surface. The repairs will extend their life for a further 8-10 years and bring the trails up to excellent condition.

The total cost for both projects is \$1,000,000, half of which is proposed to be funded by Measure J PBTF funds.

The anticipated construction schedule is May-August 2026.

Before CCTA considers the approval for programming and expenditures of the PBTF funds to the Park District, the TRANSPLAN Committee must approve the scope of the Park District programming and appropriation request.

cc: TRANSPLAN TAC

Attachment A: Letter from the Park District to CCTA for Measure J PBTF funds



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**December 10, 2025**

Contra Costa Transportation Authority (CCTA)  
Attention: Colin B. Clarke, AICP, Planning Department  
2999 Oak Road, Suite 100, Walnut Creek, CA 94597

**Subject: Request that CCTA:** 1) Approve Programming Action, and 2) Approve Appropriation Action / Allocate Measure J Funds, and

Region/Location: TRANSPLAN  
Implementing Agency: East Bay Regional Park District  
**Master Cooperative Agreement: I3CO.01**  
Project Name: Delta De Anza Trail and Marsh Creek Trail Rehabilitation Projects, 2026

Dear Mr. Clarke,

The East Bay Regional Park District (EBRPD) respectfully requests an appropriation of Measure J Program 13, Pedestrian, Bicycle, and Trail Facilities (PBTF) funds in the amount of \$500,000 for the above-mentioned project as described in the attached Scope of Work (plus: Map illustration). The appropriated funds will be used to finance the Construction Phase of the project.

**SCOPE-OF-WORK:** Two projects in the TRANSPLAN region will rehabilitate sections of paved regional trail in Contra Costa County:

#1: Delta De Anza Trail (*Railroad Ave. to Desrys Blvd, Pittsburg, CA*) – Slurry and seal coat (approximately 129,140 square feet of paved regional trail) along 1.9 miles.

This trail section’s condition is very poor. The slurry and seal coat will smooth and protect the aging asphalt surface. The repairs will extend its life for a further 8-10 years and bring the trail up to excellent condition.

#2: Marsh Creek Trail (*Creekside Park to East Cypress, Brentwood and Oakley, CA.*) - Slurry and seal coat (approximately 343,046 square feet of paved regional trail) along 5.9 miles.

This trail section’s condition is very poor. The slurry and seal coat will smooth and protect the aging asphalt surface. The repairs will extend its life for a further 8-10 years and bring the trail up to excellent condition.

The projects are operated by EBRPD. These trail sections are operated and maintained by the park rangers and maintenance and skilled trades crews based at the Pacheco Corporation Yard in Martinez. All of these crews are funded as part of the Park District's annual budget. Both rehabilitation projects will assist in its maintenance from their current poor conditions.

**JUSTIFICATION:** EBRPD is the lead agency that operates and develops trails in Contra Costa County. Trails are an important component of the transportation network, providing opportunities for active transportation throughout the county. According to automatic trail counters operated by EBRPD, EBRPD trails in Contra

Board of Directors



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Contra Costa County have an average of two million users per year, which underscores their importance for recreational. More importantly, the need to maintain trail condition in order for safe usage and life extension. Additionally, one third of the PBTF funds were allocated to EBRPD for the development and rehabilitation of paved regional trails.

**ANTICIPATED SCHEDULE:** May 2026 - August 2026

The total project cost (all project phases) is estimated at \$1,000,000 (construction phase), of which 50% (\$500,000) will be funded by Measure J: Program 13, Pedestrian, Bicycle, and Trail Facilities (PBTF) funds – TRANSPLAN REGION

Each reimbursement request’s invoice packet submitted quarterly to CCTA for review in a single-combined-PDF will comply with Master Cooperative Agreement 13CO.01.

If you need any further information, please feel free to contact me by phone or email.

Sincerely,

**Katy Hornbeck, Grants Manager**  
East Bay Regional Park District  
[khornbeck@ebparks.org](mailto:khornbeck@ebparks.org) | 510-544-2204

**Attachments:**

- 1. Scope-of-Work
- 2. Funding Request Form
- 3. Total Project Financing Plan



**Scope of Work**

#	Description	Square Feet (area)	Segment Length (linear feet or miles)	Estimate
1	Delta De Anza Trail - Railroad Ave. to Desrys Blvd, Pittsburg, CA Slurry and seal coat	129,140 sq. ft.	1.9 mile	\$300,000
2	Marsh Creek Trail - Creekside Park to East Cypress, Brentwood and Oakley, CA Slurry and seal coat	343,046 sq. ft.	5.9 miles	\$700,000
			<b>Total</b>	<b>\$1,000,000</b>

**Funding Allocation Request Form**

Source	Amount Appropriated by CCTA & Not-Yet-Reimbursed
Total Project Cost	\$1,000,000
Requested New CCTA funds	\$500,000 (PBTF)
Local Agency funds	\$500,000 (EBRPD)
Other committed funding	\$0
Unfunded balance	\$0

**Proposed Schedule**

Phase	From	To
Preliminary Design & Planning		Completed
Design and Cost Estimate		Completed
Environmental Review		Completed
Right-of-Way Acquisition		Completed
Preliminary Engineering Drawings		Completed
Construction Phase	May 2026	August 2026



ATTACHMENT A

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### Maps

### Project #1 Delta De Anza Trail - Railroad Ave. to Desrys Blvd, Pittsburg, CA



Railroad Ave. to Desrys Blvd. Pittsburg, CA.  
38.01014167751838, -121.8919388081067 to 38.006602723652044, -121.8758782756038  
38.005376119076566, -121.87213799998706 to 38.0018423379159, -121.85640952548597

Board of Directors

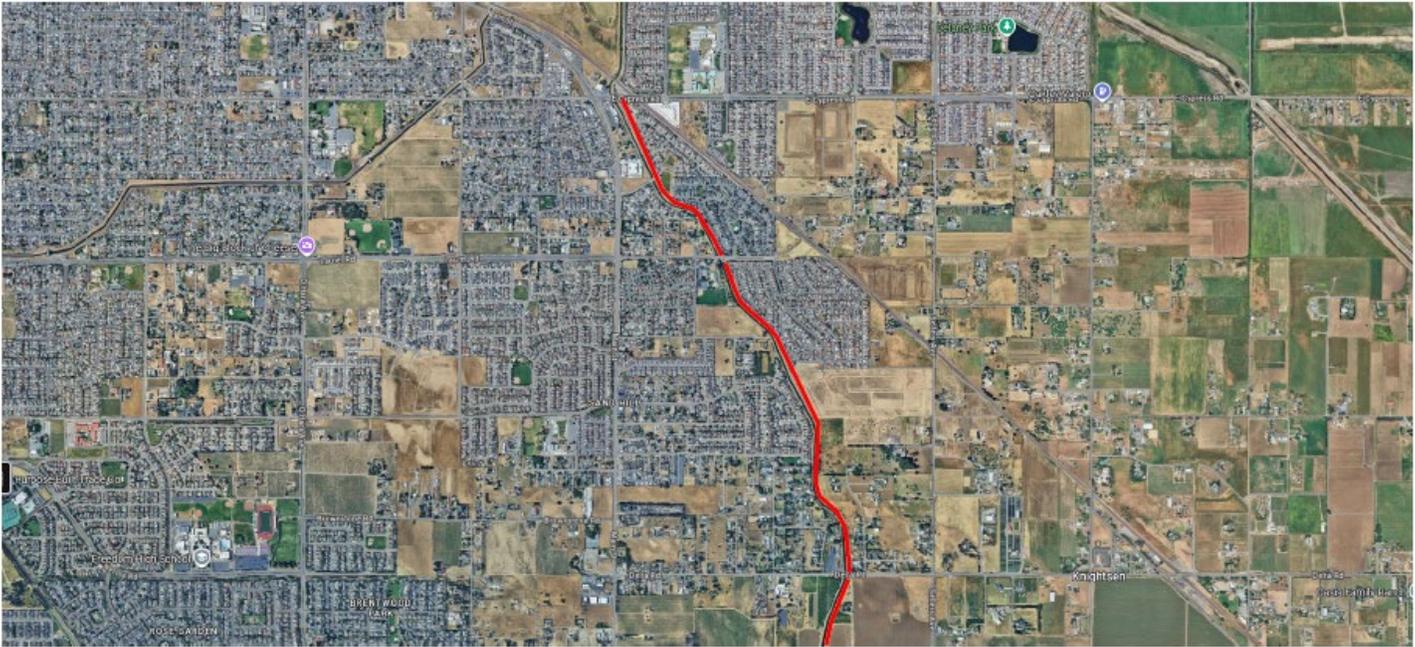
John Mercurio Ward 6 President	Olivia Sanwong Ward 5 Vice President	Colin Coffey Ward 7 Treasurer	Dennis Waespi Ward 3 Secretary	Elizabeth Echols Ward 1 <b>PAGE 54 OF 109</b>	Luana España Ward 4	Lynda Deschambault Ward 2	Sabrina B. Landreth General Manager
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ATTACHMENT A

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**Project #2 Marsh Creek Trail - Creekside Park to East Cypress, Brentwood and Oakley, CA**



East Cypress Rd. to Delta Rd. Oakley CA.

1/3

37.99057132882691, -121.69597170552142 to 37.968962083011355, -121.68245521681523

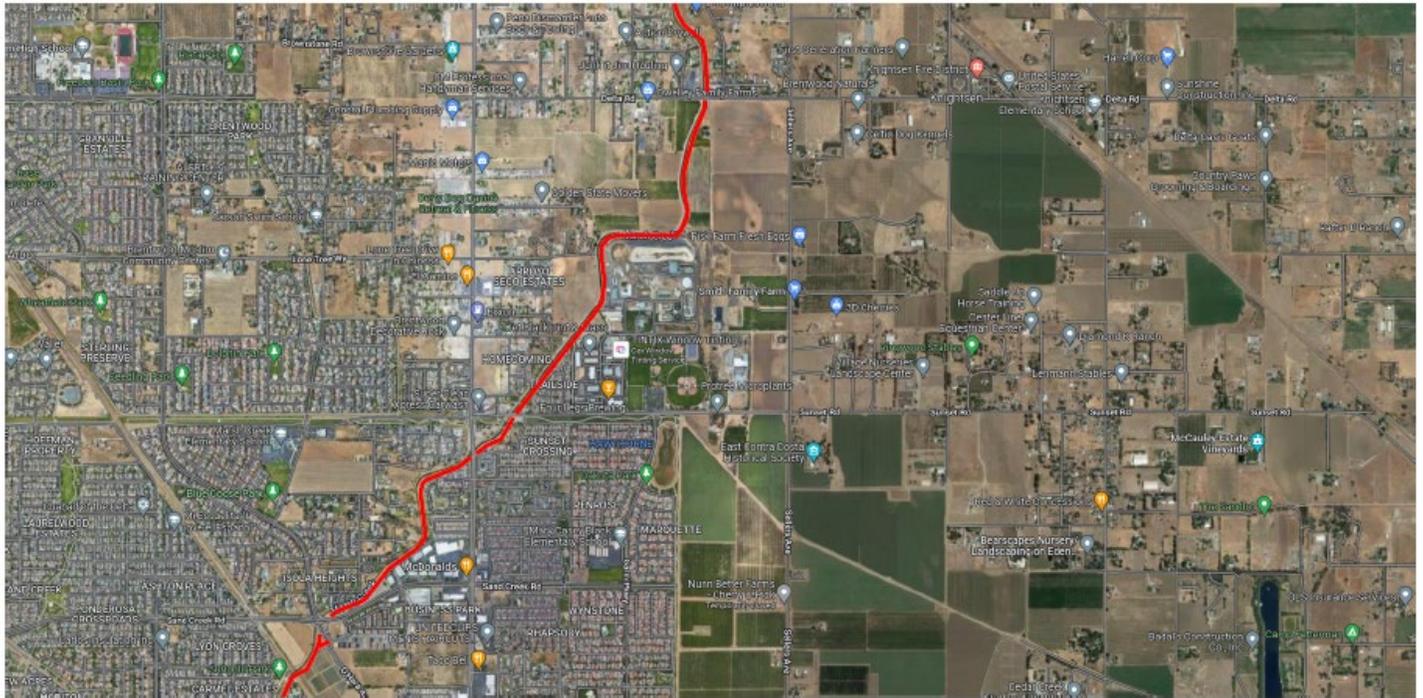
Board of Directors

John Mercurio Ward 6 President	Olivia Sanwong Ward 5 Vice President	Colin Coffey Ward 7 Treasurer	Dennis Waespi Ward 3 Secretary	Elizabeth Echols Ward 1 <b>PAGE 55 OF 109</b>	Luana España Ward 4	Lynda Deschambault Ward 2	Sabrina B. Landreth General Manager
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ATTACHMENT A

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Delta Rd. to Sand Creek Rd. Brentwood, CA.

2/3

37.96875605153987, -121.6824480850707 to 37.9422542612554, -121.70656295764884

Board of Directors

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President

Olivia Sanwong  
Ward 5  
Vice President

Colin Coffey  
Ward 7  
Treasurer

Dennis Waespi  
Ward 3  
Secretary

Elizabeth Echols  
Ward 1  
PAGE 56 OF 109

Luana España  
Ward 4

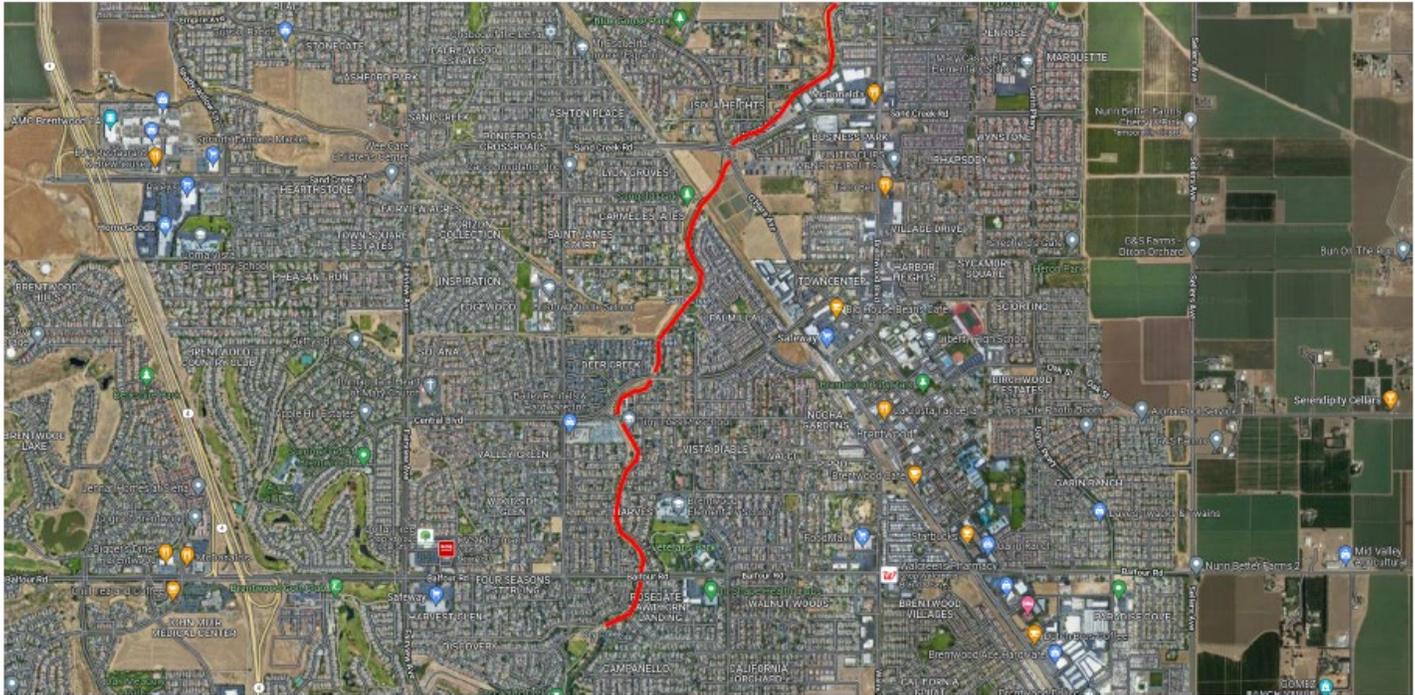
Lynda Deschambault  
Ward 2

Sabrina B. Landreth  
General Manager



ATTACHMENT A

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Sand Creek Rd. to Creekside Park, Brentwood, CA.  
 37.94245334149535, -121.70639527963466 to 37.91930204864559, -121.71471468272196

3/3

Board of Directors

- |                                      |  |                                     |                                      |  |                        |                              |  |
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| John Mercurio<br>Ward 6<br>President | Olivia Sanwong<br>Ward 5<br>Vice President | Colin Coffey<br>Ward 7<br>Treasurer | Dennis Waespi<br>Ward 3<br>Secretary | Elizabeth Echols<br>Ward 1<br>PAGE 57 OF 109 | Luana España<br>Ward 4 | Lynda Deschambault<br>Ward 2 | Sabrina B. Landreth<br>General Manager |
|--------------------------------------|--|-------------------------------------|--------------------------------------|--|------------------------|------------------------------|--|

**ATTACHMENT A**

**Funding Appropriation Request Form** from **East Bay Regional Park District** to the Contra Costa Transportation **Authority** for countywide Measure J funds PBTF

*Date of Request:* 12/10/2025

On June 21, 2017, the Contra Costa Transportation Authority (Authority/CCTA) approved the programming of the second cycle (call-for-projects of Measure J Pedestrian, Bicycle & Trail Facilities (PBTF, Program 13 or 26). To-date, the Authority has not appropriated any funding to any phase of this project. **The current funding appropriation request is for \$500,000** for the Construction phase. The project delivery schedule May 2026-August 2026, anticipated use of programmed Measure J funds, requested and previous appropriation of these funds by the Authority, and its expenditures on this project, are listed below.

Phase ^1	Schedule		PROGRAMMING not	APPROPRIATION Action			Use of	
	Begin	End	Anticipated Use	Previous	Requested	Total (\$)	Expended	Remaining
STU			N/A			\$0		\$0
PRJM			N/A			\$0		\$0
PS&E			N/A			\$0		\$0
ENV-PA&ED			N/A			\$0		\$0
ROW			N/A			\$0		\$0
CON	May 2026	August 2026	\$500,000	\$0	\$500,000	\$500,000	\$0	\$0
TOTAL			\$500,000	\$0	\$500,000	\$500,000	\$0	\$0

Name of Individual Responsible from Agency, as Requestor: Katy Hornbeck  
 Email & Phone: khornbeck@ebparks.org & 510-544-2204

### ATTACHMENT A

Names (TEMPLATE: Local Agency can Add columns as necessary, including all funding sources, e.g., CCTA/Countywide, MTC/Regional, State, and Federal; Remove columns if Not Applicable; n

Phase of Project Delivery	Schedule per Phase (Anticipated vs. Actual)	Total Phase Cost (all funding sources)	Measure J TLC-12	Measure J TLC-25b	EBRPO jurisdiction within TRANSPLAN subregion: Measure J PBT-13.2c	EBRPO jurisdiction within WICTAC subregion: Measure J PBT-13.2d	EBRPO jurisdiction within TRANSPLAN subregion: Measure J PBT-13.2e	EBRPO jurisdiction within SWAT subregion: Measure J PBT-13.2f	Total Project Cost (all sources)	Total Project Cost to CCTA Measure J sales tax revenue (including Programs 12+13-LSM Local Streets Maintenance etc.)	Estimated Month & Fiscal Year that CCTA-EBRPO would receive this project's Complete Streets Credit per MTC Resolution 2266, e.g. June 2021 during FY2021-22	Estimated Month & Fiscal Year that STPC subregion would Program, e.g., July 2021 during FY2021-22	Estimated Month & Fiscal Year that CCTA would Program, e.g., July 2021 during FY2021-22	Estimated Month & Fiscal Year that CCTA would Allocate, e.g., Aug 2021 during FY2021-22	Estimated Month & Fiscal Year that Implementing Agency would request until for Time Extension to Continue Expenditures after Resolution expires (e.g., Aug 2021 during FY2021-22)	Estimated Month & Fiscal Year that Implementing Agency would End Expenditures, e.g., Aug 2021 during FY2021-22
ITU Study/Studies or Plan/Planning (PSA) or Conceptual	completed	\$	\$	\$	\$	\$	\$	\$	\$	\$	Month & Year	Month & Year	Month & Year	Month & Year	Month & Year	Month & Year
PRM: Project Management	completed	\$	\$	\$	\$	\$	\$	\$	\$	\$	Month & Year	Month & Year	Month & Year	Month & Year	Month & Year	Month & Year
ENV: Environmental Studies/Review & Documentation (CEQA & NEPA)	completed	\$	\$	\$	\$	\$	\$	\$	\$	\$	Month & Year	Month & Year	Month & Year	Month & Year	Month & Year	Month & Year
PRAP: Entitlement/Permit Review & Approval Process	completed	\$	\$	\$	\$	\$	\$	\$	\$	\$	Month & Year	Month & Year	Month & Year	Month & Year	Month & Year	Month & Year
PE Design & Engineering - Plans/Drawings, Specifications & Estimate	completed	\$	\$	\$	\$	\$	\$	\$	\$	\$	Month & Year	Month & Year	Month & Year	Month & Year	Month & Year	Month & Year
R/W: Right-of-Way (including Acquisition) and/or Utilities	completed	\$	\$	\$	\$	\$	\$	\$	\$	\$	Month & Year	Month & Year	Month & Year	Month & Year	Month & Year	Month & Year
CON: Construction	May-23	\$	500,000	\$	\$	500,000	\$	\$	\$	500,000	\$	500,000	May-23	May-23	May-23	May-23
Post-Construction	May-23	\$	\$	\$	\$	\$	\$	\$	\$	\$	Month & Year	Month & Year	Month & Year	Month & Year	Month & Year	Month & Year
<b>Total</b>	Anticipated Date of Opening to Public Access & Use (w/ Plan Adaption)	\$	500,000	\$	\$	500,000	\$	\$	\$	500,000	\$	500,000	Implementing Agency or Sponsor Agency is responsible for notifying CCTA in advance: 2-3 months ahead.	Implementing Agency or Sponsor Agency is responsible for notifying CCTA in advance: 2-3 months ahead.	Implementing Agency or Sponsor Agency is responsible for notifying CCTA in advance: 2-3 months ahead.	Implementing Agency or Sponsor Agency is responsible for notifying CCTA in advance: 2-3 months ahead.

# Measure J Program 13 Request:

## Funding Recommendation to CCTA Planning Committee for the Delta De Anza Trail and Marsh Creek Trail Rehabilitation Project in TRANSPLAN Subregion

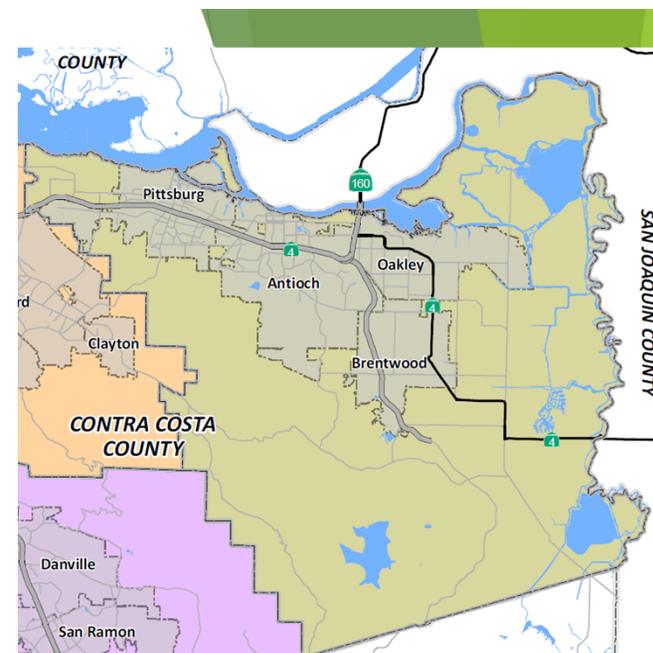
Michael Stangl, Project Manager  
Eric Holmes, Project Manager

TRANSPLAN Board Meeting | March 12, 2026



## Measure J Program 13: Pedestrian, Bicycle or Trail Facilities (PBFT)

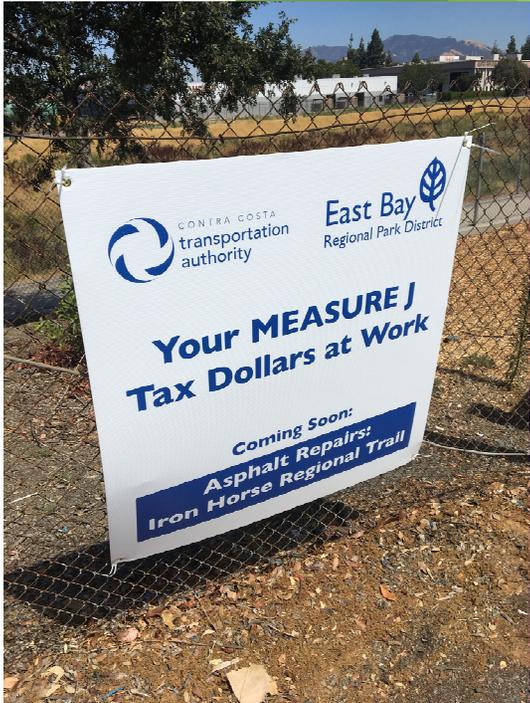
- \$30 million for Program 13
  - “One third of the funds are to be allocated to the East Bay Regional Park District (EBRPD) for the development and rehabilitation of paved regional trails. EBRPD is to spend its allocation equally in each subregion, **subject to the review and approval of the applicable subregional committee**, prior to funding allocation by the Authority.”
- Last TRANSPLAN project approval was in **2018**



# Completed Projects in TRANSPLAN Region

- To date, **\$930,151** of Measure J, Program 13 funds have been spent in the TRANSPLAN subregion

Project	CCTA Reso	Actual Spent	Status
Repair and Rehabilitate Delta-de-Anza and Marsh Creek Trails in East County	12-47-G	\$430,151.00	completed 2015
Big Break and Marsh Creek Regional Trail Rehab	18-10-G	\$500,000.00	completed 2020



# Proposed 2026 TRANSPLAN Project

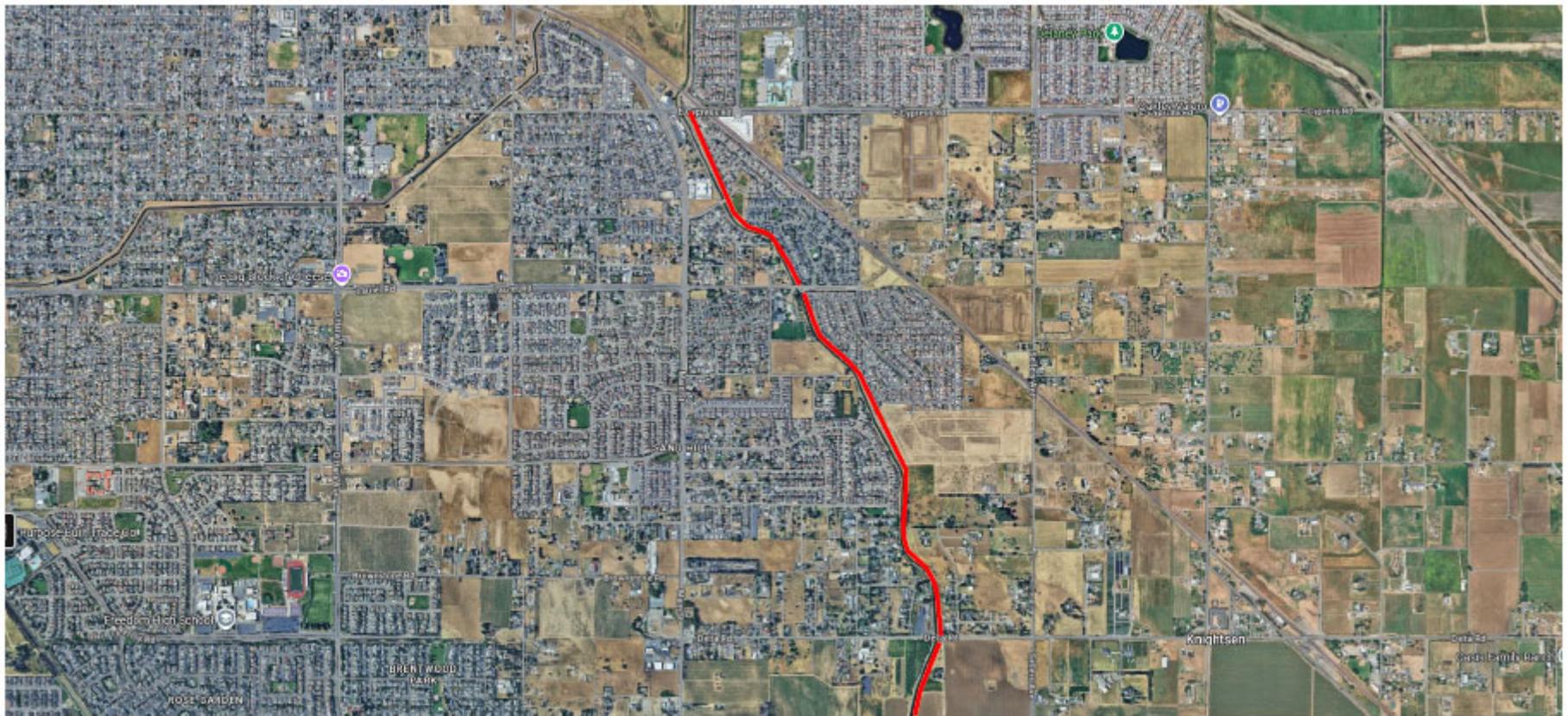


- Request up to **\$500,000** for Contra Costa County trail project in TRANSPLAN region
- Rehabilitate **two sections** of the **Delta De Anza Trail (approx. 1.9-miles)**
- Rehabilitate **three sections** of the **Marsh Creek Trail (approx. 5.9-miles)**
- EBRPD staff time for contract administration is in-kind

#	Description	Square Feet	Miles	Estimate
1	Delta de Anza Trail: Railroad Ave. to Desrys Blvd <i>Slurry and sealcoating</i>	129,140 sq. ft.	1.9-mile	\$300,000
2	Marsh Creek Trail: Creekside Park to East Cypress <i>Slurry and sealcoating</i>	343,046 sq. ft.	5.9-mile	\$700,000

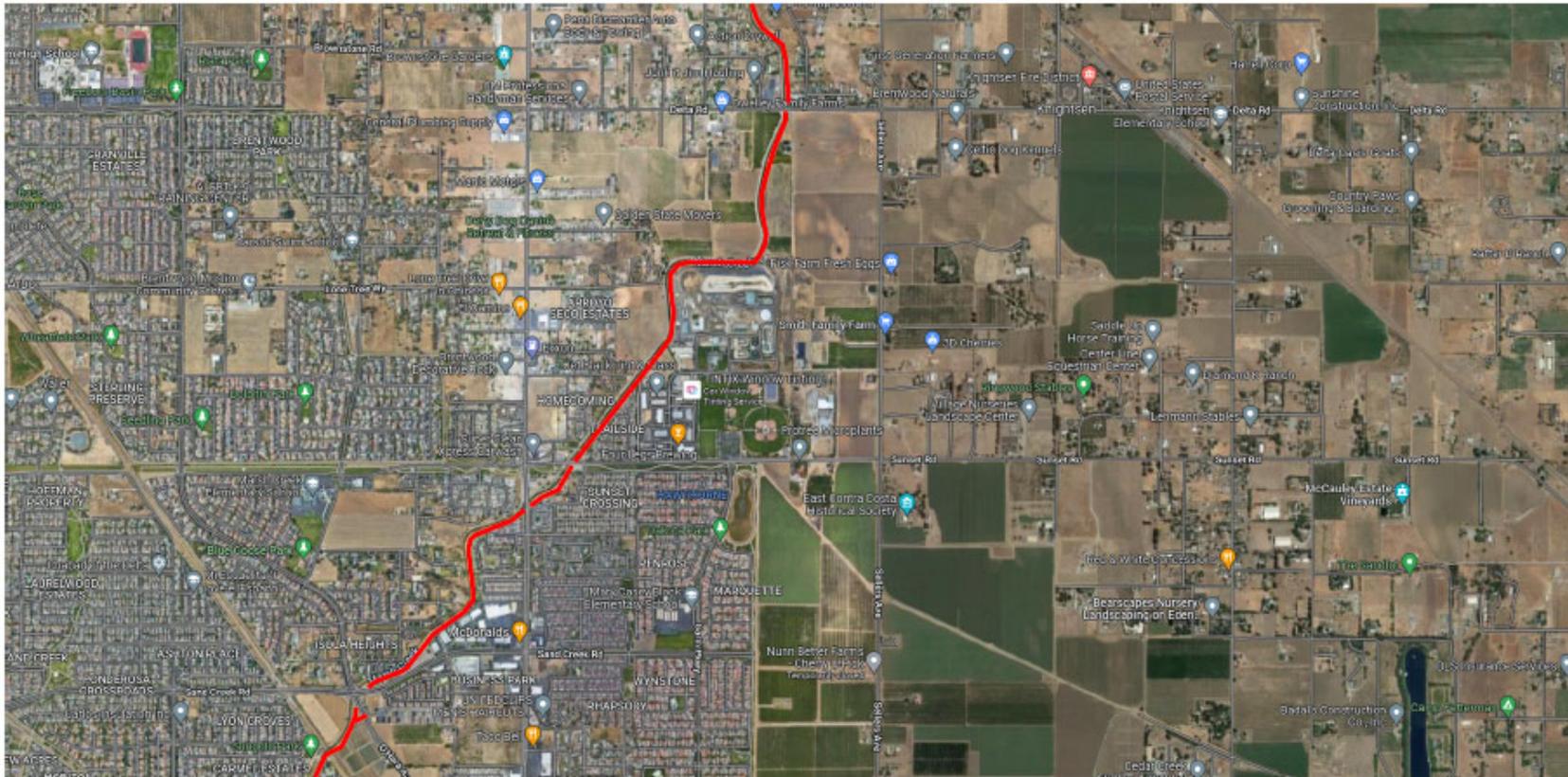


# Project Map – Marsh Creek Trail: East Cypress Rd. to Delta Rd.



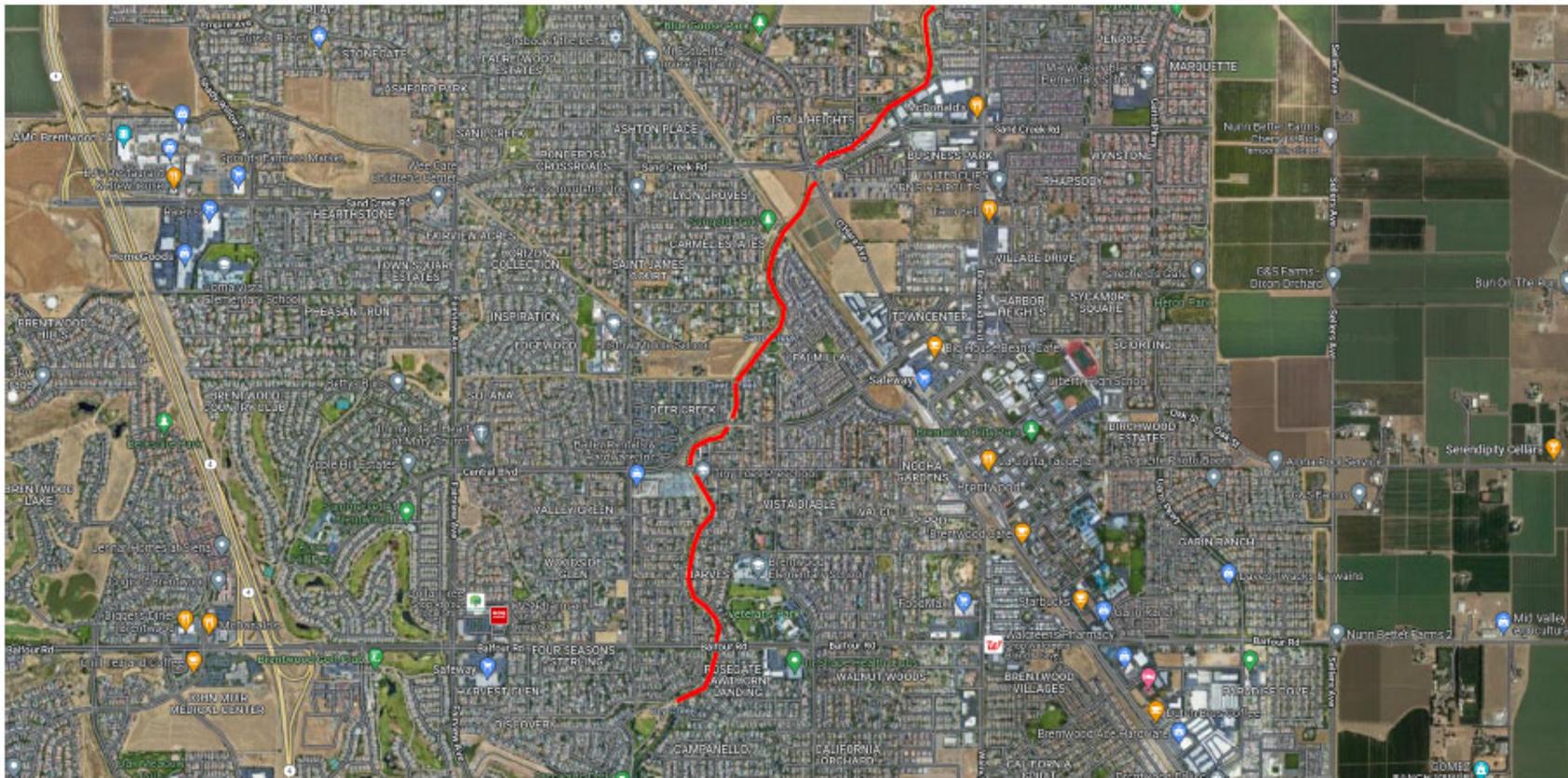
East Cypress Rd. to Delta Rd. Oakley CA.

# Project Map – Marsh Creek Trail: Delta Rd. to Sand Creek Rd.



Delta Rd. to Sand Creek Rd. Brentwood, CA.

# Project Map – Marsh Creek Trail: Sand Creek Rd. to Creekside Park



Sand Creek Rd. to Creekside Park, Brentwood, CA.

# Photos of Current Conditions – Delta De Anza Trail



# Photos of Current Conditions – Marsh Creek Trail



# Photos of Current Conditions – Marsh Creek Trail



## Project Details, Planning & Schedule

- ❑ Trail work consists of **removal and replacing asphalt concrete**
- ❑ Use Best Management Practices (hours of work, noise, dust, etc.)
- ❑ Project Manager will develop an outreach and notification plan with the local jurisdictions.
- ❑ **Schedule:** May 2026 – August 2026. Construction scheduled to avoid impacts to school commuters.



**Questions?**

**ITEM 9**

**RECEIVE PRESENTATION ON TRAVEL PATTERNS IN EAST CONTRA  
COSTA COUNTY.**

# Eastern Contra Costa County Travel Patterns

TRANSPLAN Committee

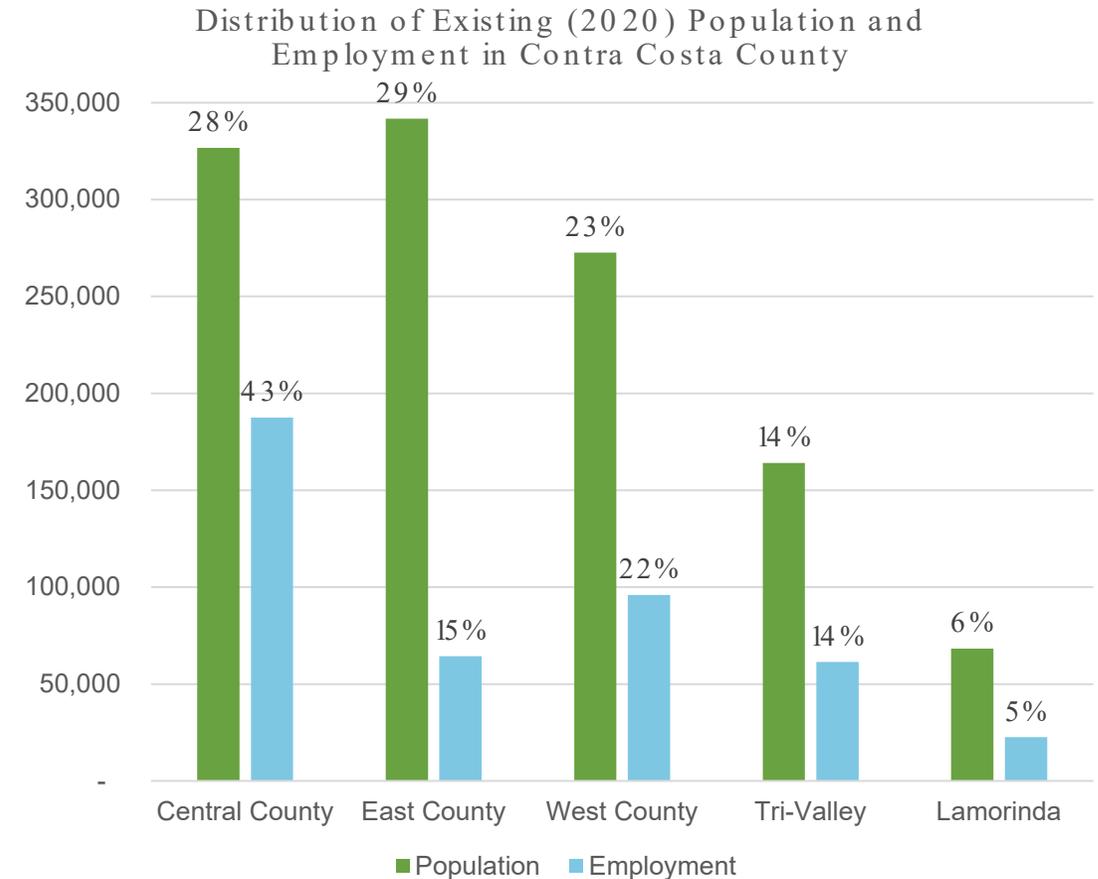
March 12, 2026

East Contra Costa County

# Regional Traffic Patterns

# Contra Costa County is a bedroom community with about three times more residents than employees

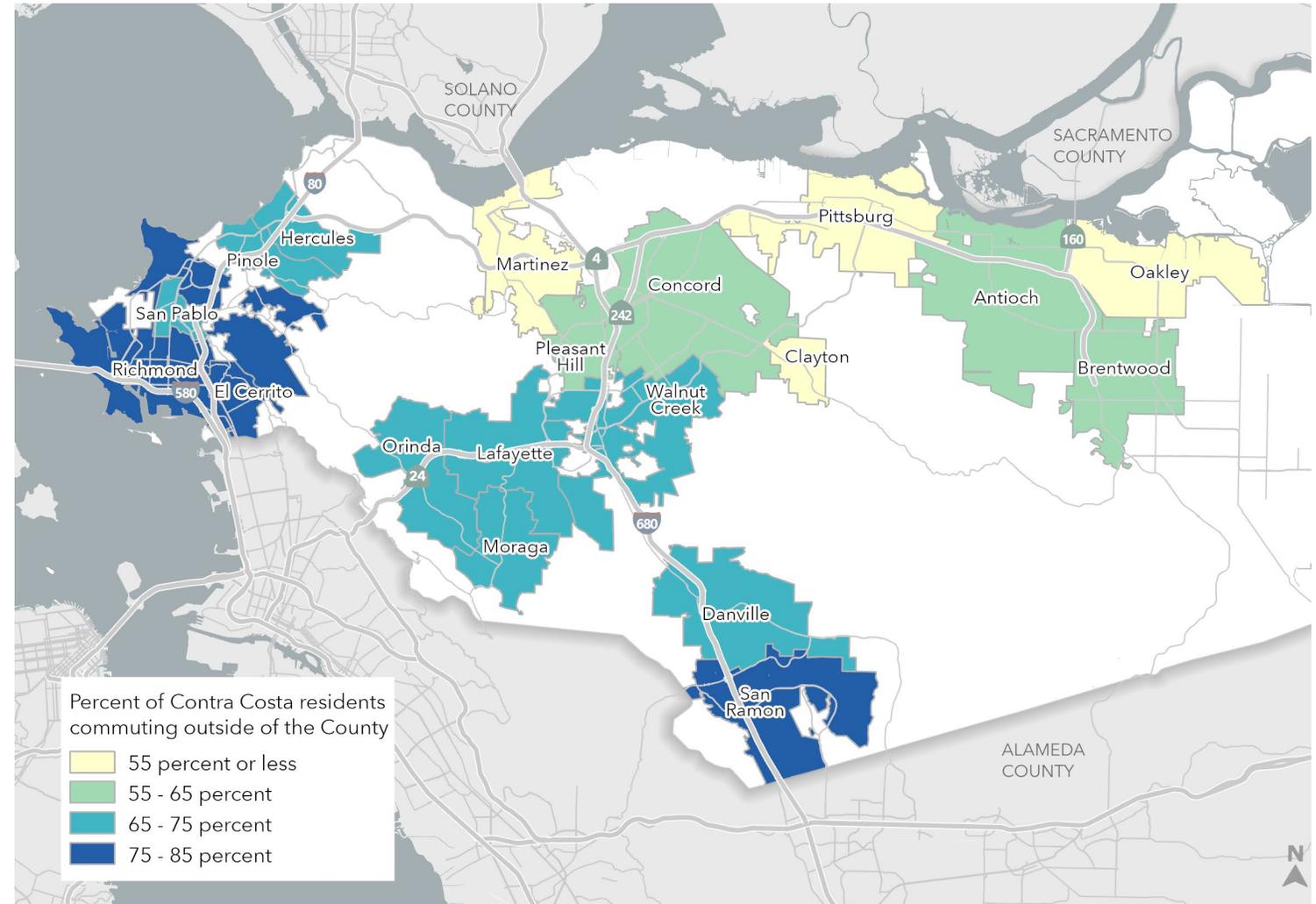
- Contra Costa has a population of 1.2 million, with only about half a million employees
- East County has the highest number of residents, while Central County has the highest number of employees in the County
- Most parts of Contra Costa have more than double the number of residents than employees



Source: Alameda - Contra Costa Bi -County Model, 2024

# Commute travel is generally oriented to locations outside of the county

- Locations along the western and southern edges of the county tend to commute to areas outside of the county
- Central and East County are more mixed between internal and external commutes



Source: 2022 LEHD Origin -Destination Employment Statistics Version 8

Note: Legend buckets are lower -bound exclusive, upper -bound inclusive

# Most intra-county commute trips stay in the same subregion

- Central County is the main commute hub in the County
- Central County attracts a significant number of commute trips from East County and Lamorinda.

Origin	Intra -county Destinations					Total
	West County	Central County	Lamorinda	San Ramon Valley	East County	
West County	<b>19%</b>	7%	1%	1%	1%	<b>29%</b>
Central County	3%	<b>33%</b>	3%	4%	3%	<b>46%</b>
Lamorinda	2%	<b>14%</b>	12%	4%	1%	<b>33%</b>
San Ramon Valley	1%	9%	1%	<b>16%</b>	1%	<b>28%</b>
East County	2%	20%	1%	3%	<b>23%</b>	<b>49%</b>
<b>Countywide</b>	<b>6%</b>	<b>18%</b>	<b>2%</b>	<b>5%</b>	<b>8%</b>	<b>39%</b>

Source: 2018 -2022 ACS 5 -Year Estimates

# The majority of commute trips are headed to job centers west and south of the county



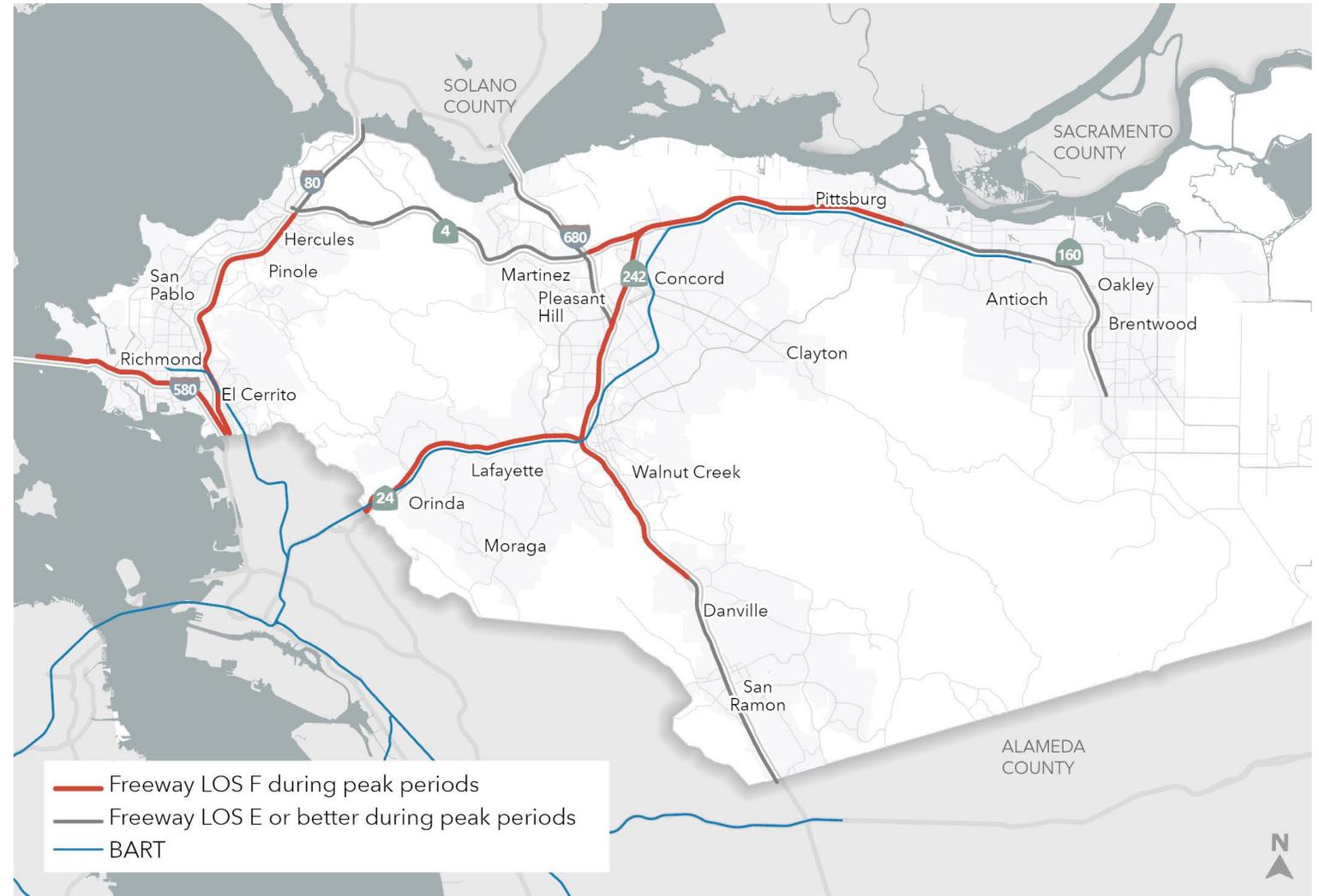
Origin	Intra -county Trips	Inter -county Destinations						Total
		Marin, Napa, Sonoma and Solano Counties	San Francisco	Peninsula	Northern Alameda County	Southern Alameda County and South Bay	Eastern Alameda County	
West County	<b>29%</b>	13%	20%	4%	<b>23%</b>	9%	1%	<b>70%</b>
Central County	<b>46%</b>	8%	<b>14%</b>	4%	12%	11%	4%	<b>53%</b>
Lamorinda	<b>33%</b>	7%	<b>21%</b>	4%	18%	12%	3%	<b>65%</b>
San Ramon Valley	<b>28%</b>	6%	13%	5%	9%	<b>24%</b>	12%	<b>69%</b>
East County	<b>49%</b>	9%	9%	4%	8%	<b>13%</b>	5%	<b>48%</b>
<b>Countywide</b>	<b>39%</b>	<b>9%</b>	<b>14%</b>	<b>4%</b>	<b>13%</b>	<b>13%</b>	<b>5%</b>	<b>59%</b>

Source: 2018 -2022 ACS 5 -Year Estimates

Note: Destinations outside the Bay Area represent less than 2% of travel for each RTPC

# Commutes to job centers are limited to three highly-constrained corridors

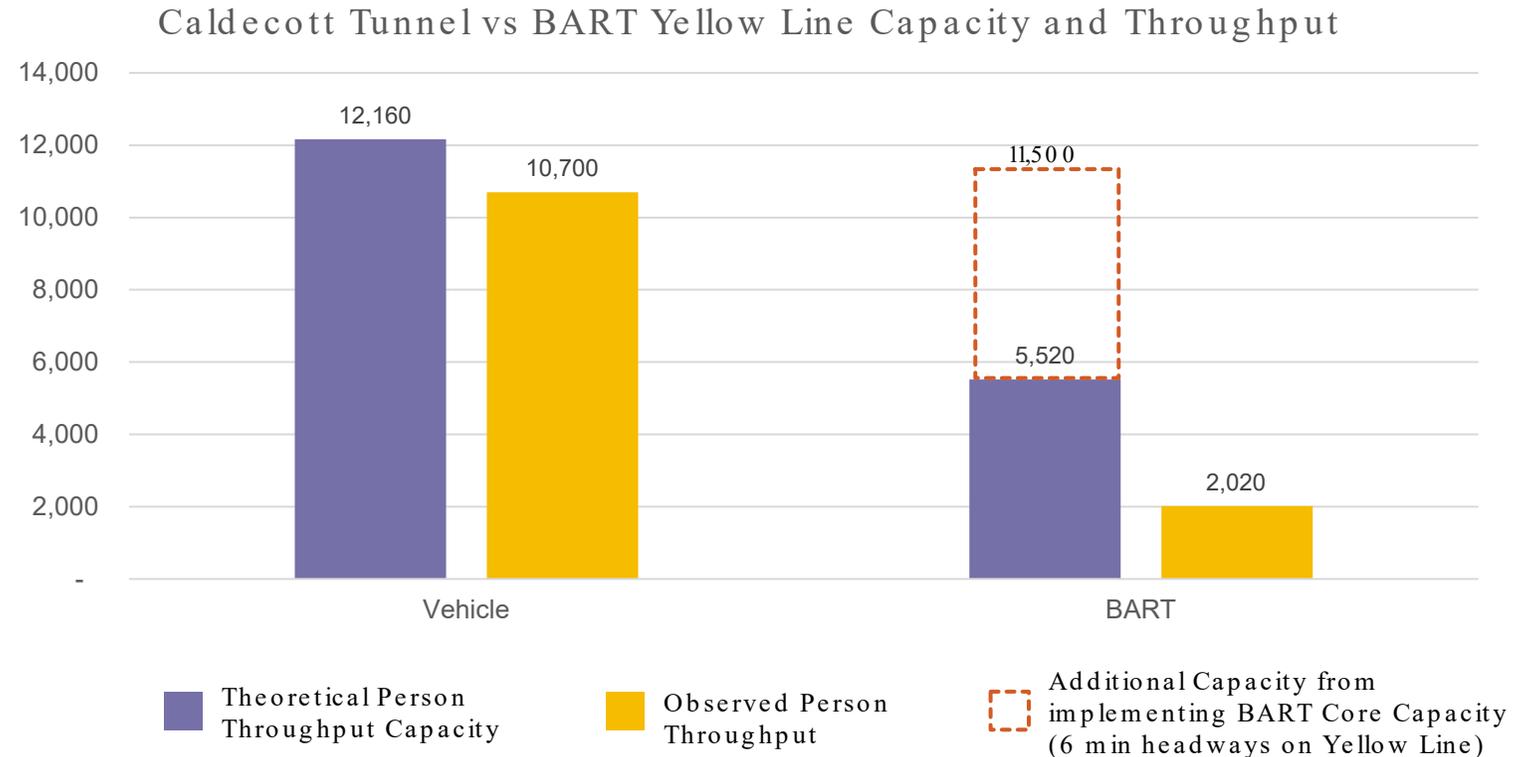
- There are only three corridors serving these types of trip:
  - BART Red/Orange Lines/ I-80
  - BART Yellow Line / SR-4/ SR-24
  - I-680
- These freeways operate at low Levels of Service in the peak period, peak direction
- BART is not using its full capacity on Yellow line
- Transit options on I-680 corridor are limited



Source: CCTA, 2024

# However, the BART system has excess capacity that is underutilized.....

- Freeways are currently operating at capacity in the peak direction of travel during the peak periods
- BART existing capacity is underutilized



Source: Caltrans Performance Measurement System (PeMS); BART Ridership Reports, National Household Travel Survey, 2022.

Note: Observed throughput is an average of Tuesday - Thursday data in April 2023 for the AM peak hour in the westbound direction. Analysis assumes a 1.52 vehicle occupancy and a maximum load per BART car of 115. For BART Core Capacity improvements 8 cars/train are replaced with 10 cars/train.

# Commuting by transit is faster to San Francisco, mixed for Oakland and slower to San Jose



- All cities have faster access to San Francisco via BART due to Bay Bridge congestion and direct routing of BART to multiple SF destinations
- The travel time advantage to Oakland is much more mixed
- Travel times to San Jose are mostly slower

Transit Travel Times Compared to Congested Driving Conditions

		Origin				
		Richmond	Concord	Antioch	Danville	Lafayette
Destination	San Francisco	60 / 47 13 minutes faster	83 / 45 38 minutes faster	123 / 106 17 minutes faster	70 / 60 10 minutes faster	60 / 33 23 minutes faster
	Oakland	35 / 35 No difference	48 / 31 17 minutes faster	88 / 92 4 minutes slower	31 / 46 15 minutes slower	20 / 20 No difference
	San Jose	115 / 104 9 minutes faster	103 / 105 2 minutes slower	125 / 168 43 minutes slower	73 / 122 49 minutes slower	88 / 93 5 minutes slower

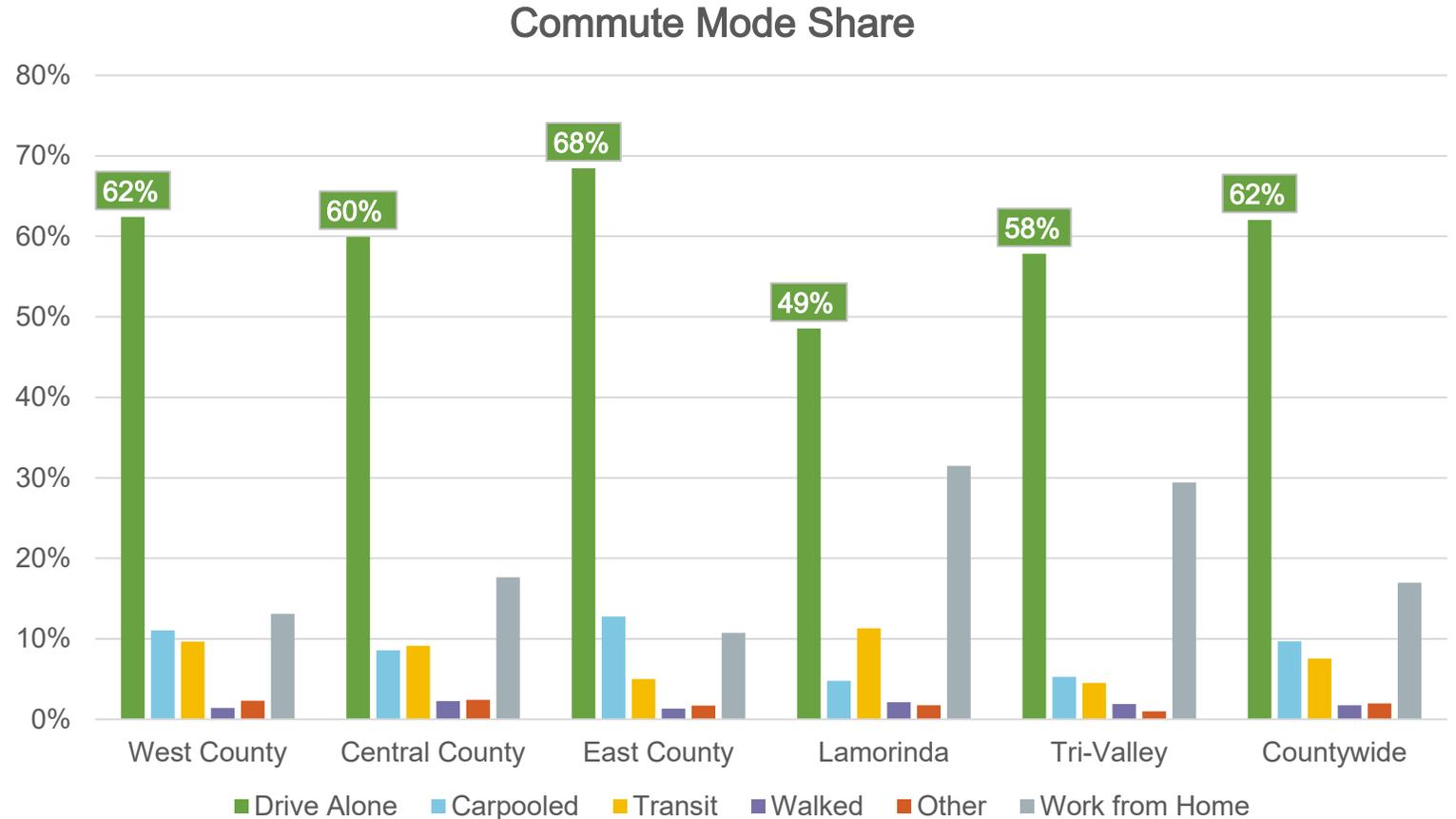
Driving Congested Average (min)  
 Transit (min)

Source: Google Maps. Travel times reported are estimated to and from downtown areas and do not consider vehicle or transit access time. Travel times reflect weekday 7:30 AM trip start time.

# Areas with competitive BART travel times and access tend to have higher mode shares



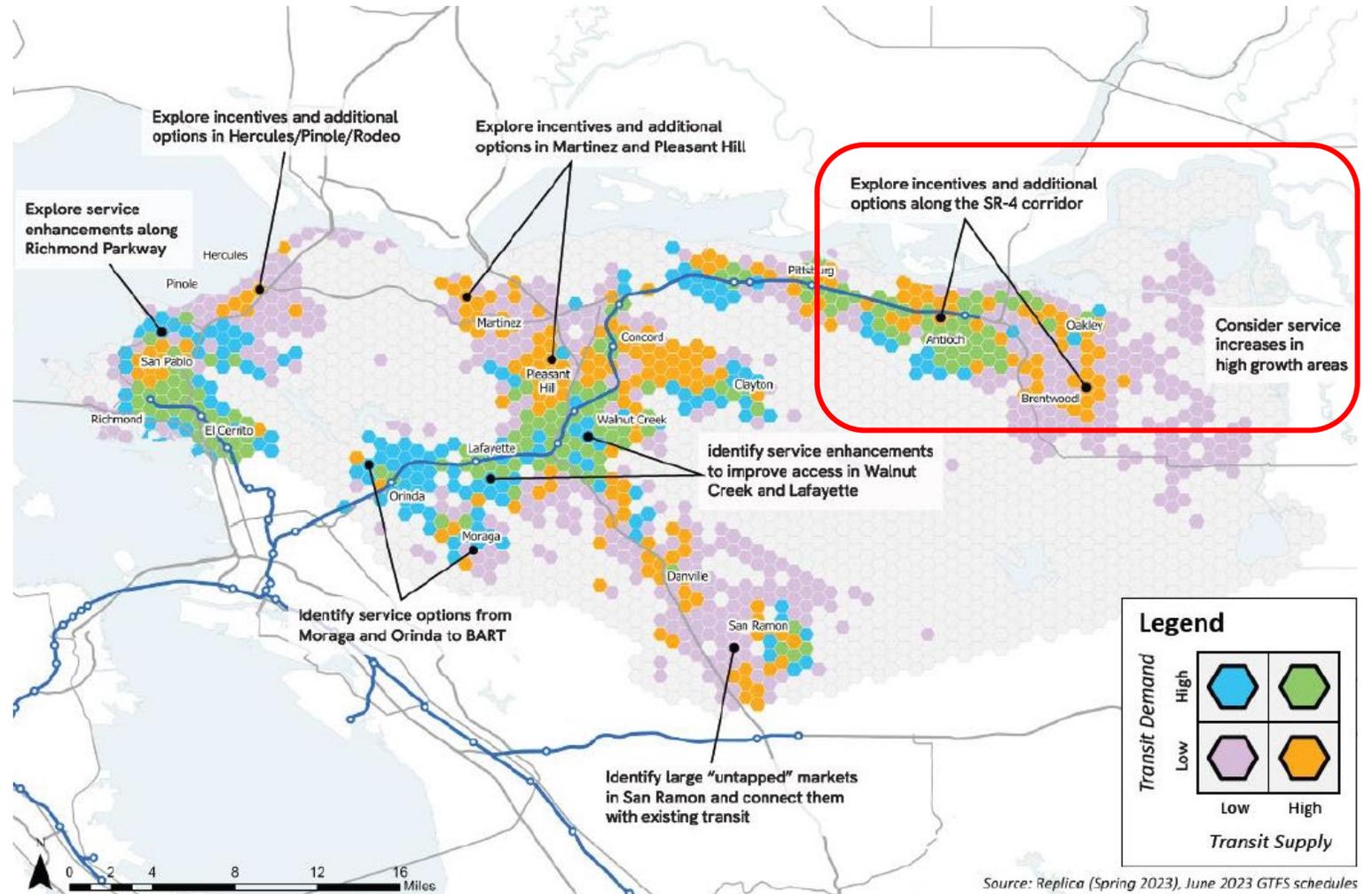
- **East County** residents have the lowest transit mode share, but also have lower BART frequencies and are more likely to work within the county.
- The **San Ramon Valley** has the second lowest transit mode share; the nearest BART station is in Dublin.
- **West, Central and Lamorinda** have the highest number of BART stations and the highest transit mode shares.



Source: 2018 -2022 5 -Year American Community Survey - Table B08101 Means of Transportation to Work.  
 Note: other includes bicycle, taxi, motorcycle and other modes.

# Areas of high transit demand and low transit supply present opportunities for increasing service

- Areas of low transit demand where population is expected to grow represent untapped markets for transit service, such as San Ramon, east of Oakley and south of Antioch



Source: ITP, Draft Market Service Assessment Memo 2023

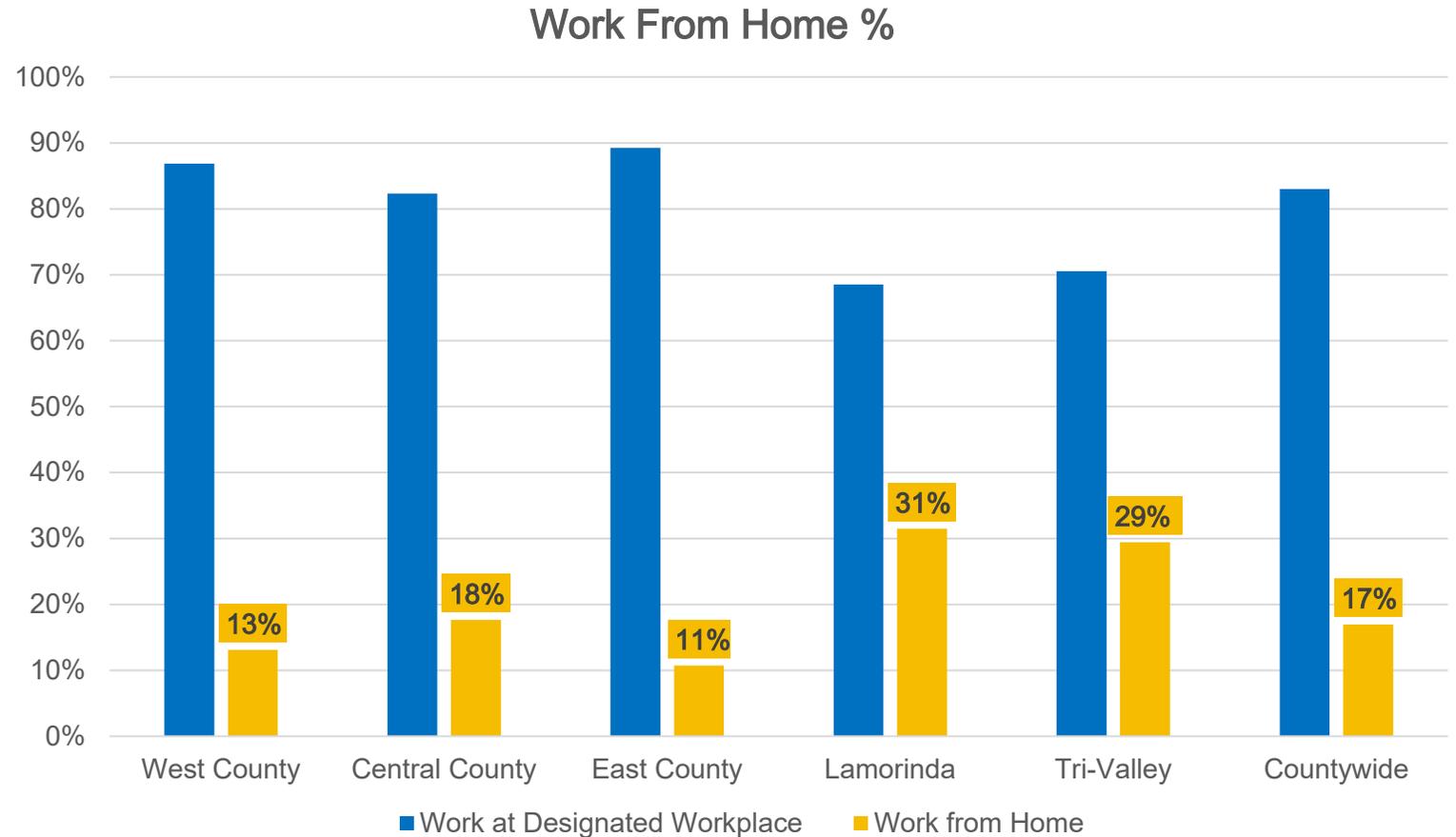
Note: transit demand is estimated as total daily transit trips produced and attracted. Transit supply is estimated as areas covered by a 45 transit shed.

Source: Replica (Spring 2023), June 2023 GTFS schedules

# One reason that Lamorinda and the San Ramon Valley have lower drive alone rates is likely work from home opportunities



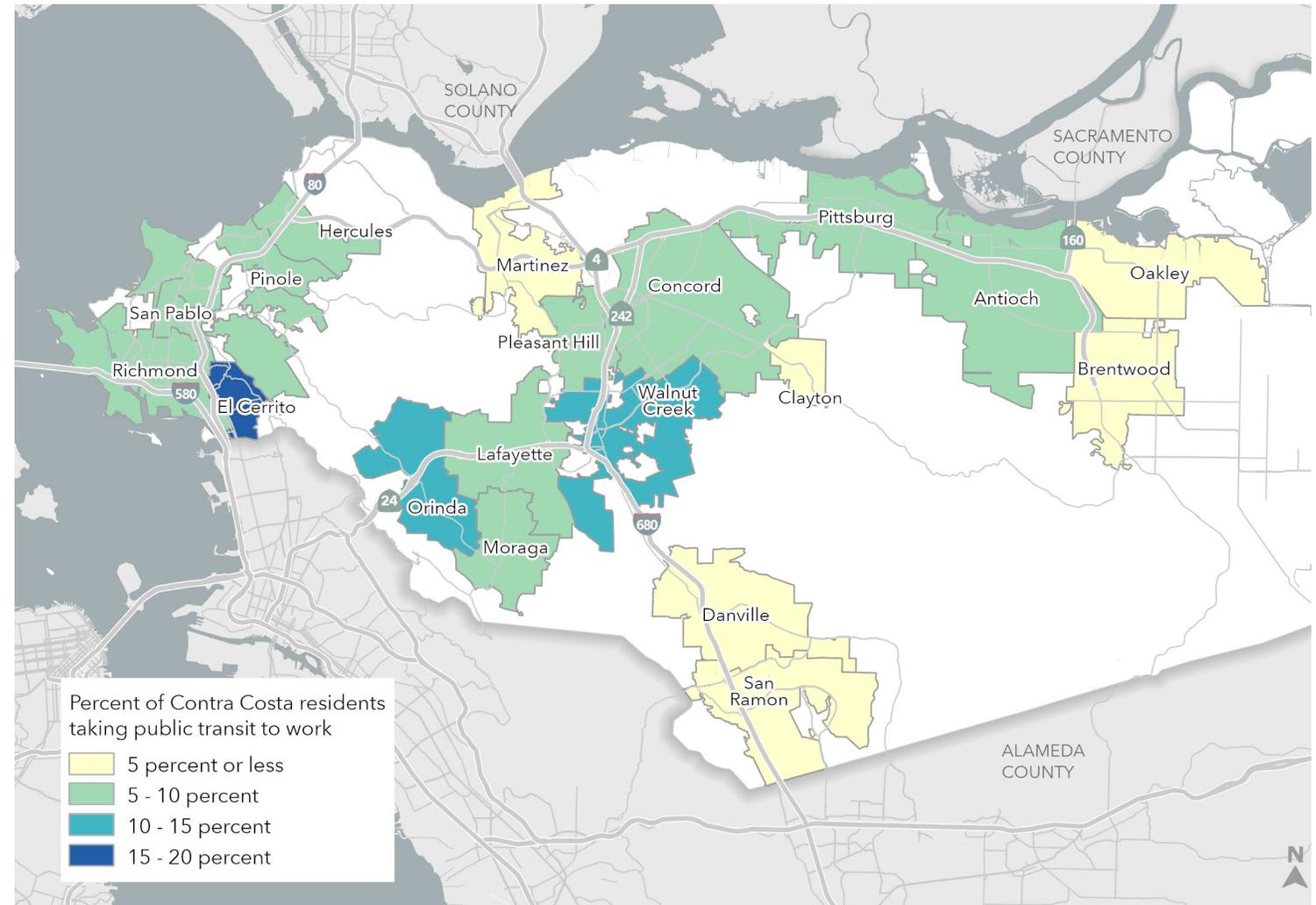
- **Lamorinda and San Ramon Valley** have higher rates of working from home which contributes to their relatively low drive alone to work rates
- Working from home is not decreasing overall trip making activity or VMT, since those who work from home make more short trips over the course of the day



Source: 2018 -2022 5 -Year American Community Survey - Table B08101 Means of Transportation to Work.

# In the BART served corridors, transit mode shares are between 5 and 20 percent

- Workers living in El Cerrito, Orinda, and Walnut Creek take public transit to work more than other cities, likely due to competitive transit travel times by BART to main job centers, and increased accessibility to transit options.



Source: 2018 -2022 ACS 5 - Year Estimates

Note: Legend buckets are lower -bound exclusive, upper -bound inclusive

# Needs

---

- Improve access to transit to increase the number people that have competitive transit travel times to work
- Improve transit travel times and options to the South Bay to make it more competitive with drive time
- Improve connectivity from East County to Central County
- Manage peak period demand on freeway facilities to incentive off peak use and use of other transportation modes

# Opportunities

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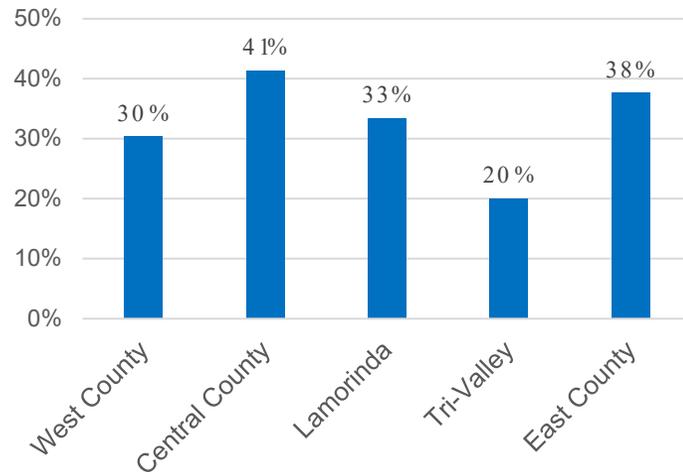
- Focus on **improving access to BART stations, job centers and major destinations** by local transit services and active transportation modes
- Provide **better connections** between East County and San Ramon Valley to South Bay
- **Boost transit service during peak periods** between major commute trip O-Ds
- Support **new regional transit connections** that enable faster and more reliable travel (Link 21, Valley Link, Carquinez crossing, etc.).
- Support **sustainable solutions to freeway congestion** such as managed lanes, high quality transit, technology solutions, or pricing strategies.

# Planned Growth in Contra Costa County

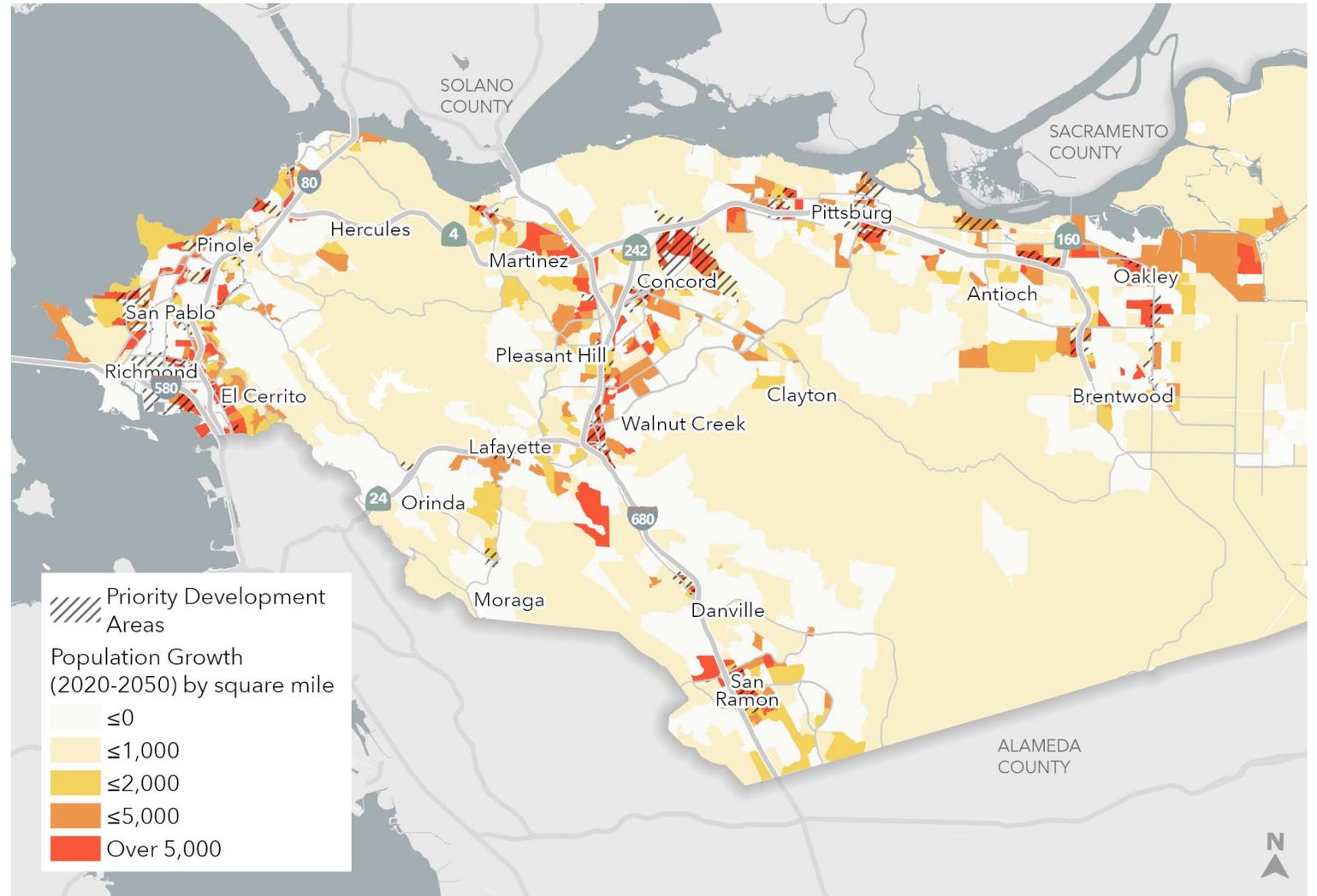
# Households are expected to grow 34% between 2020 and 2050...

- The total number of households is projected to grow from 420,000 in 2020 to 568,000 in 2050.

Household Percent Growth

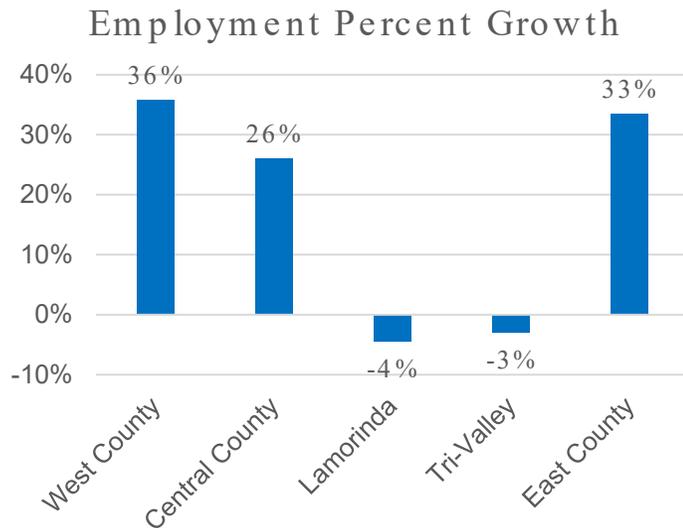


Source: Alameda - Contra Costa Bi -County Model, 2024

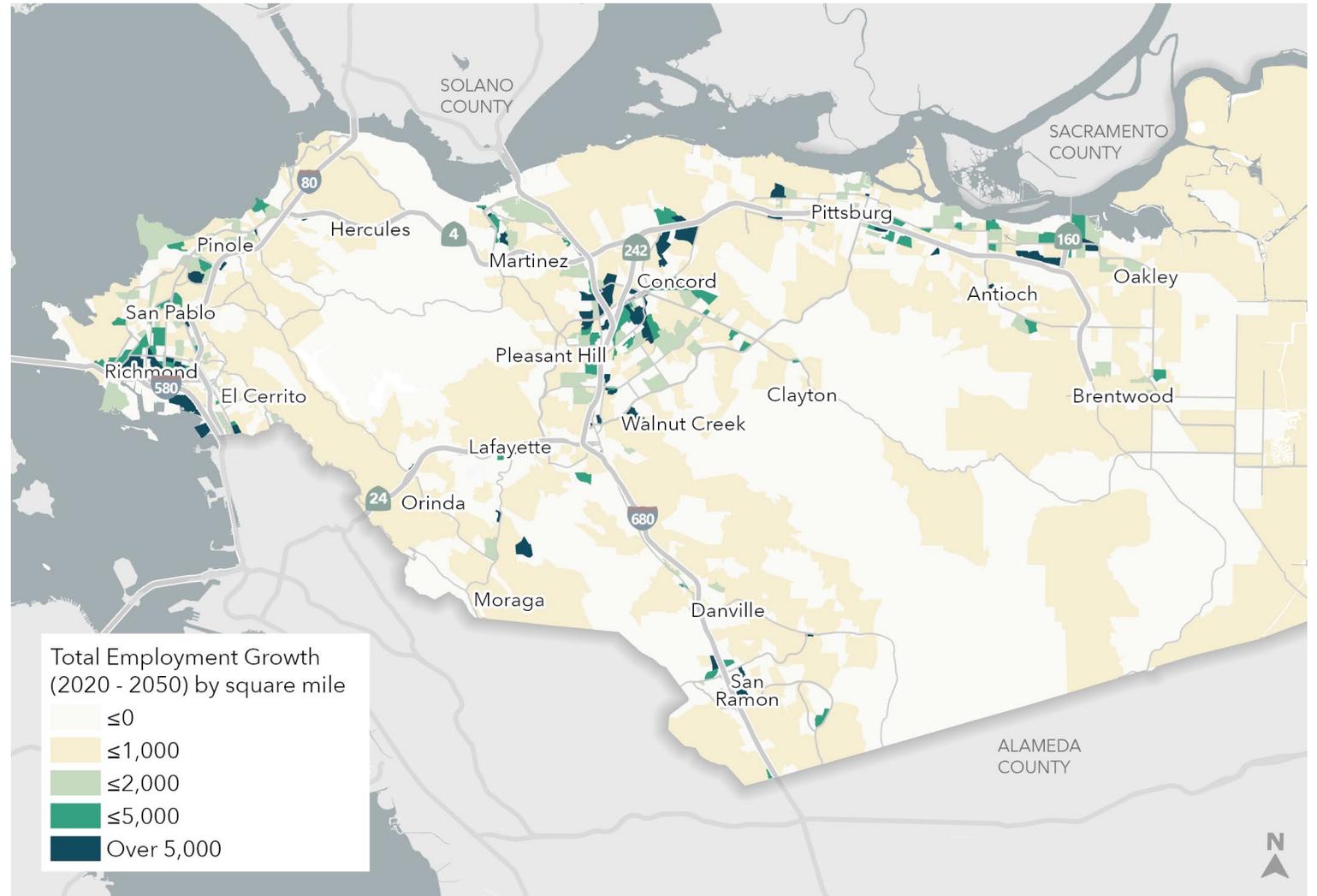


# While Countywide jobs are growing by 23%.

- The total number of jobs is projected to grow from 443,000 in 2020 to 547,000 in 2050.



Source: Alameda - Contra Costa Bi -County Model, 2024



# Growing commute needs cannot be addressed with capacity

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## Intra -County Commuting Needs will Grow

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- Growth forecasts indicate that Contra Costa will add 70K more residents than jobs by 2050
- This implies that the needs for commuting outside the county through the three constrained corridors will continue to be a strong pattern into the future

## Geography and Policy Limit Solutions

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- State policy effectively prohibit the widening of roadways
- Geographic constraints make roadway expansion very costly in many locations
- State and local policy encourages smart growth, transit use and demand management to maintain access and connectivity despite freeway congestion

# Needs

---

- Support efficient land use in places in the County that have the infrastructure and capacity to receive new development, minimizing the need to build new transportation infrastructure elsewhere
- Target growth to areas served by existing and proposed transit to utilize available transit capacity
- Increase transit capacity to serve existing and future commute trips

# Opportunities

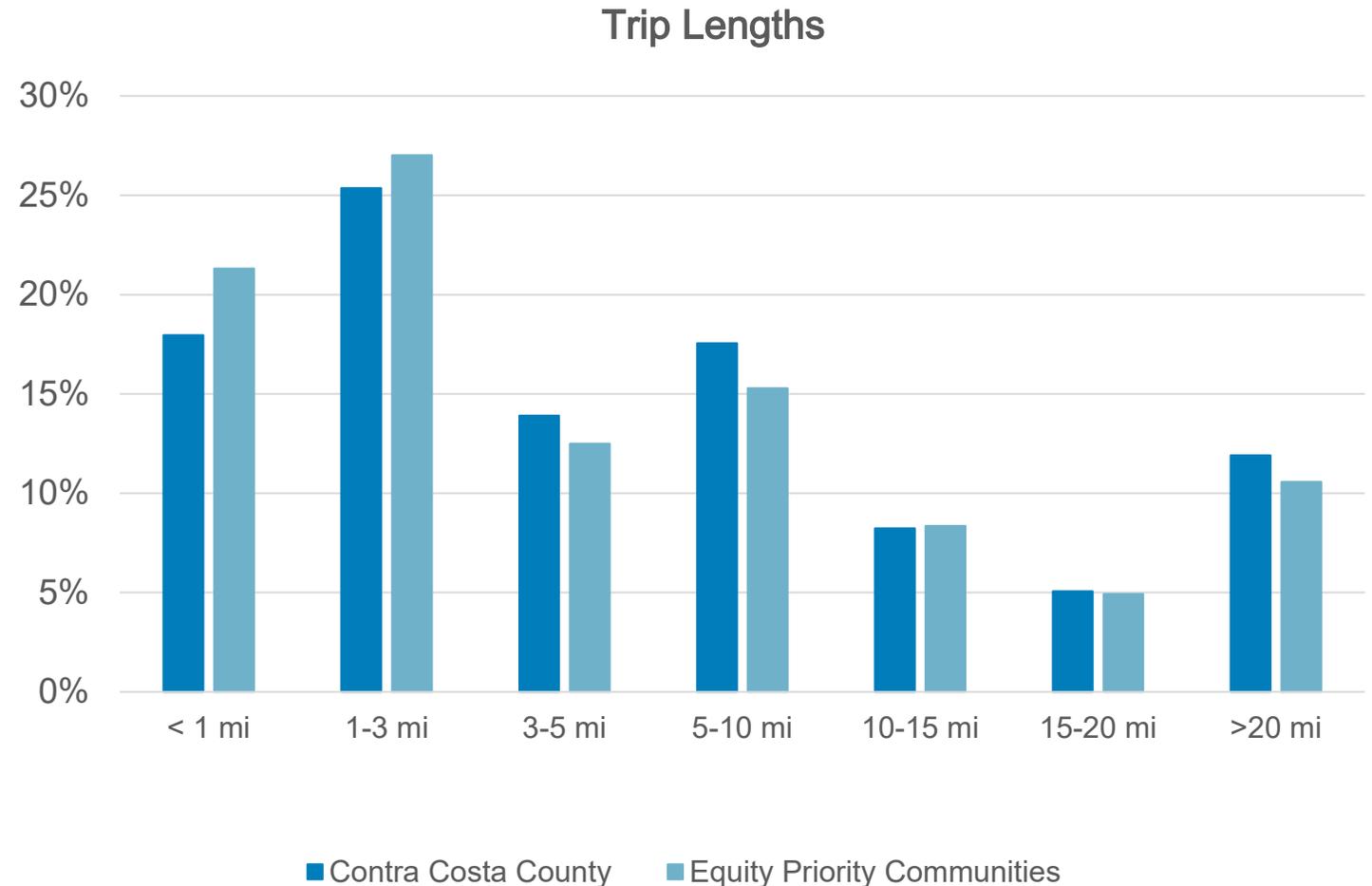
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- **Support employment growth in the county** to reduce travel demand on the system, because there are more opportunities to work closer to home.

# Local Travel Patterns

# Short to medium trips make up the majority of travel activity in Contra Costa

- Over 40% of daily trips in Contra Costa County are less than 3 miles long.
  - These trips are the most likely to be attractive for walking or biking if safe
- Over 30% of daily trips are 3 -10 miles long
  - These trips can be attractive for bikes or transit, if safe and fast



Source: Replica, Fall 2023

# Some routes analyzed serve primarily longer trips...

- These trips tend to be made by vehicles and are more difficult to convert to other modes that would allow for more efficient use of the roadway
- There will be continue to be a need to serve these types of trips on the RORs

CCTA COUNTYWIDE TRANSPORTATION PLAN

ROUTES OF REGIONAL SIGNIFICANCE

## EAST COUNTY Railroad Avenue



### Daily Weekday Travel

Total Trips  
**58,299**

Median Miles Traveled  
**15.4**

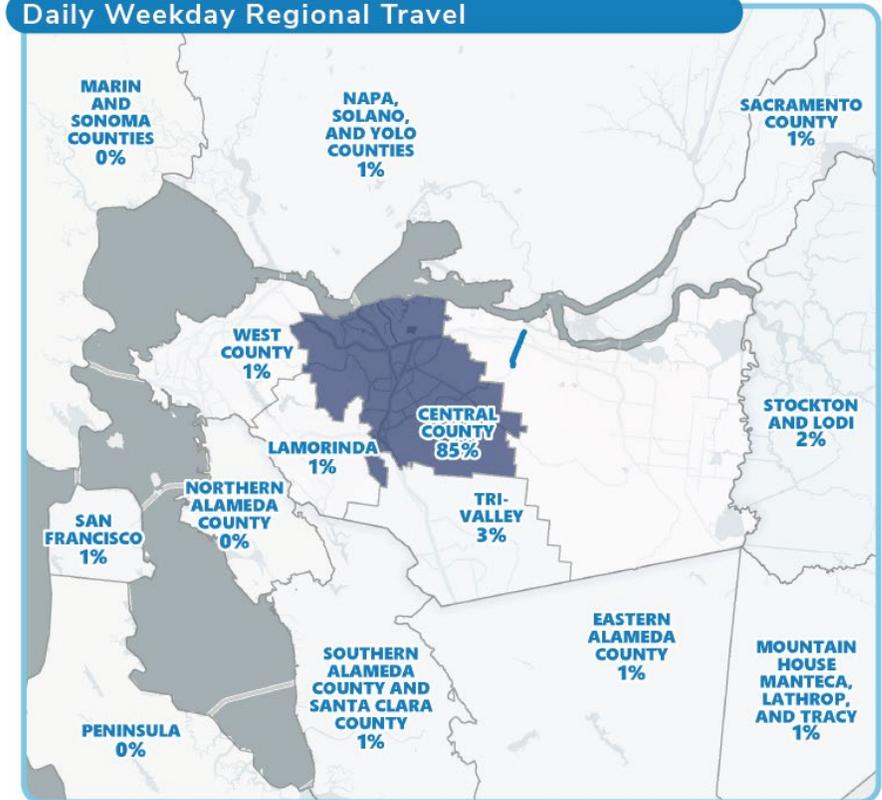
Trip Lengths  
**8%** **7%** **85%**

Short 0-3 mi Medium 3-7 mi Long 7+ mi

**34%**  
of trips are taken by people living in **Equity Priority Community** locations.

**6%**  
of trips are taken by people who live in **Low Income Households**.

### Daily Weekday Regional Travel

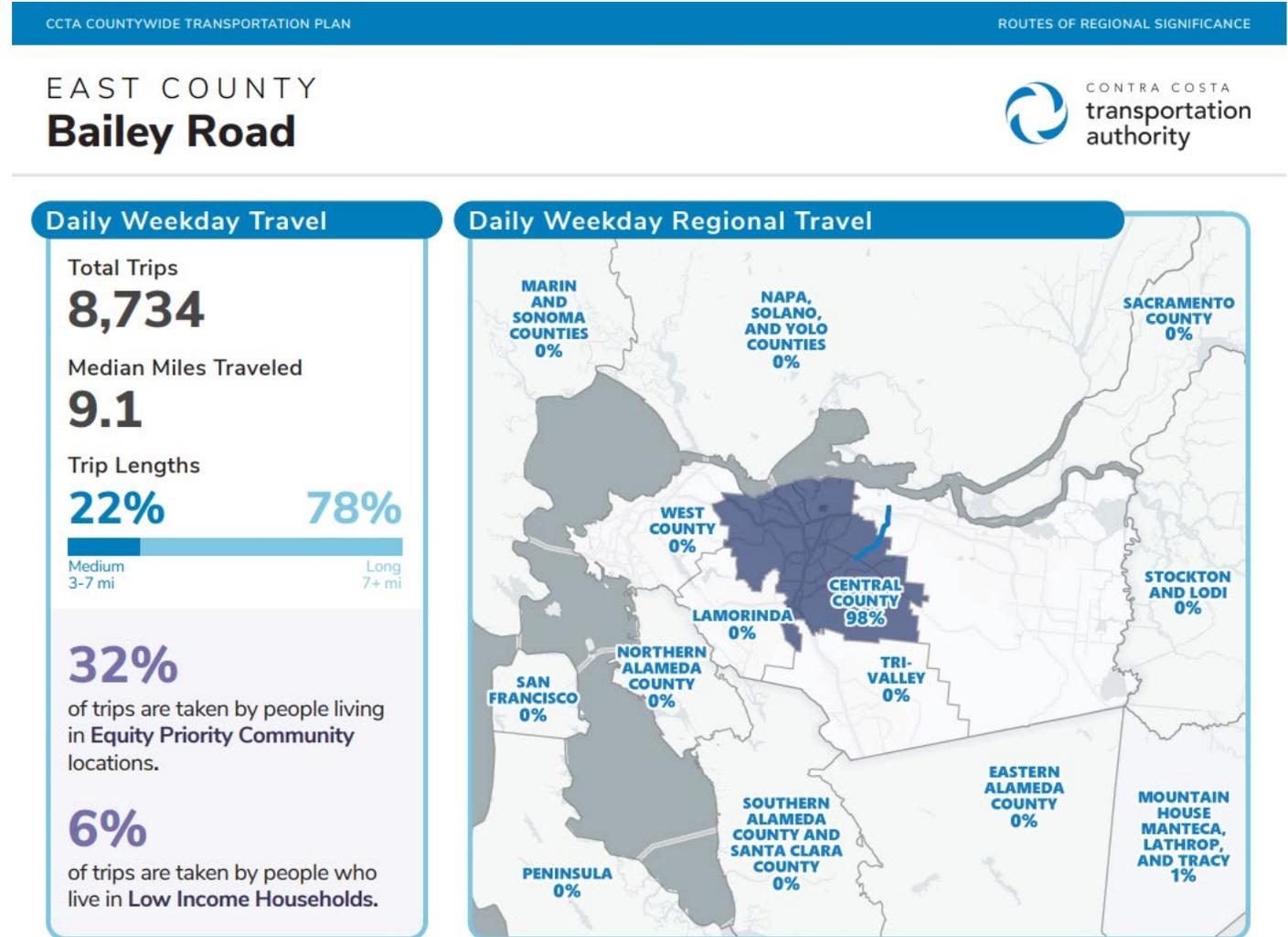


Source: Replica, Fall 2023

# Some routes analyzed serve primarily longer trips...

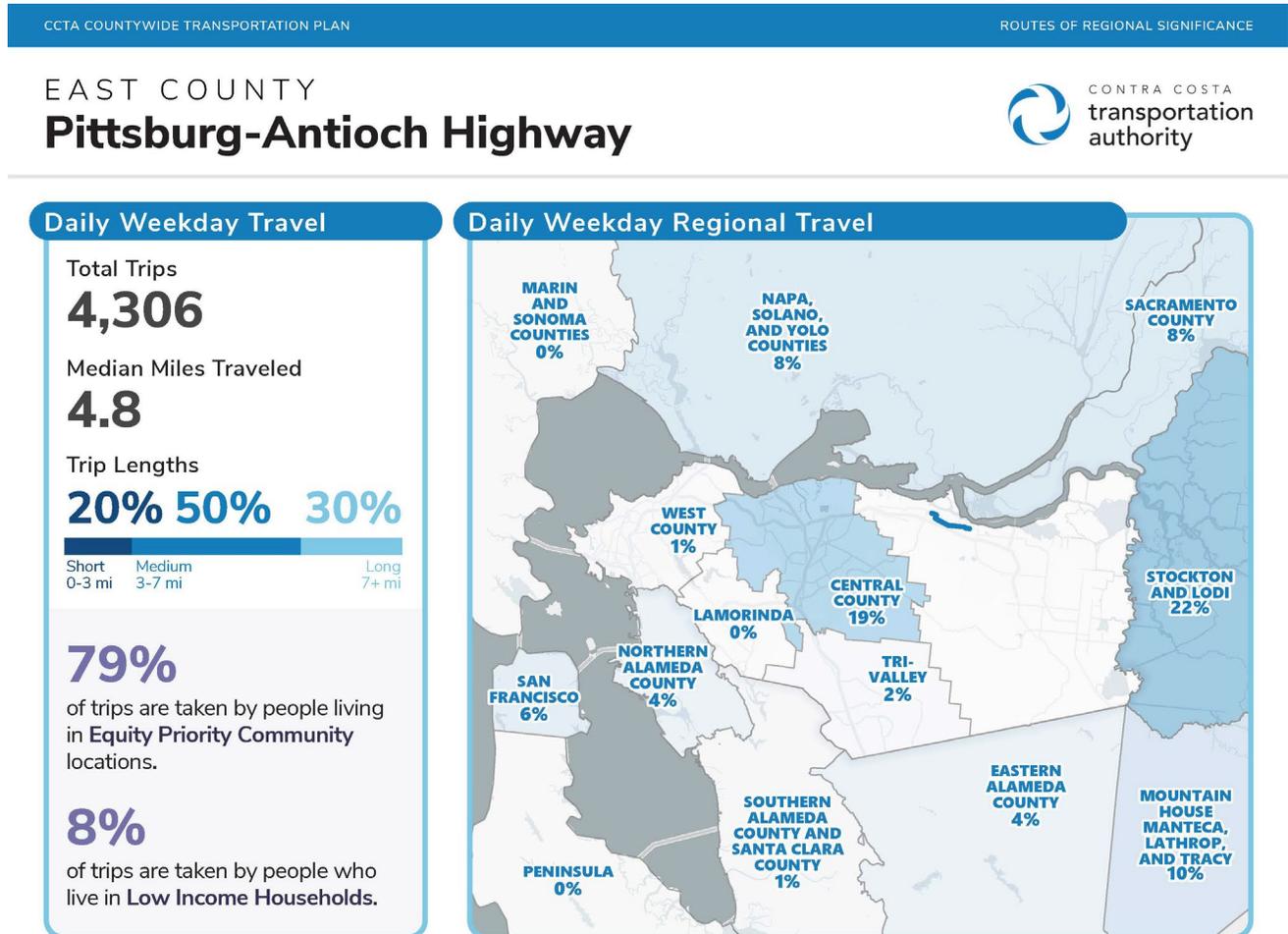
- These trips tend to be made by vehicles and are more difficult to convert to other modes that would allow for more efficient use of the roadway
- There will be continue to be a need to serve these types of trips on the RORs

Source: Replica, Fall 2023



# Many serve a significant share of medium length trips.....

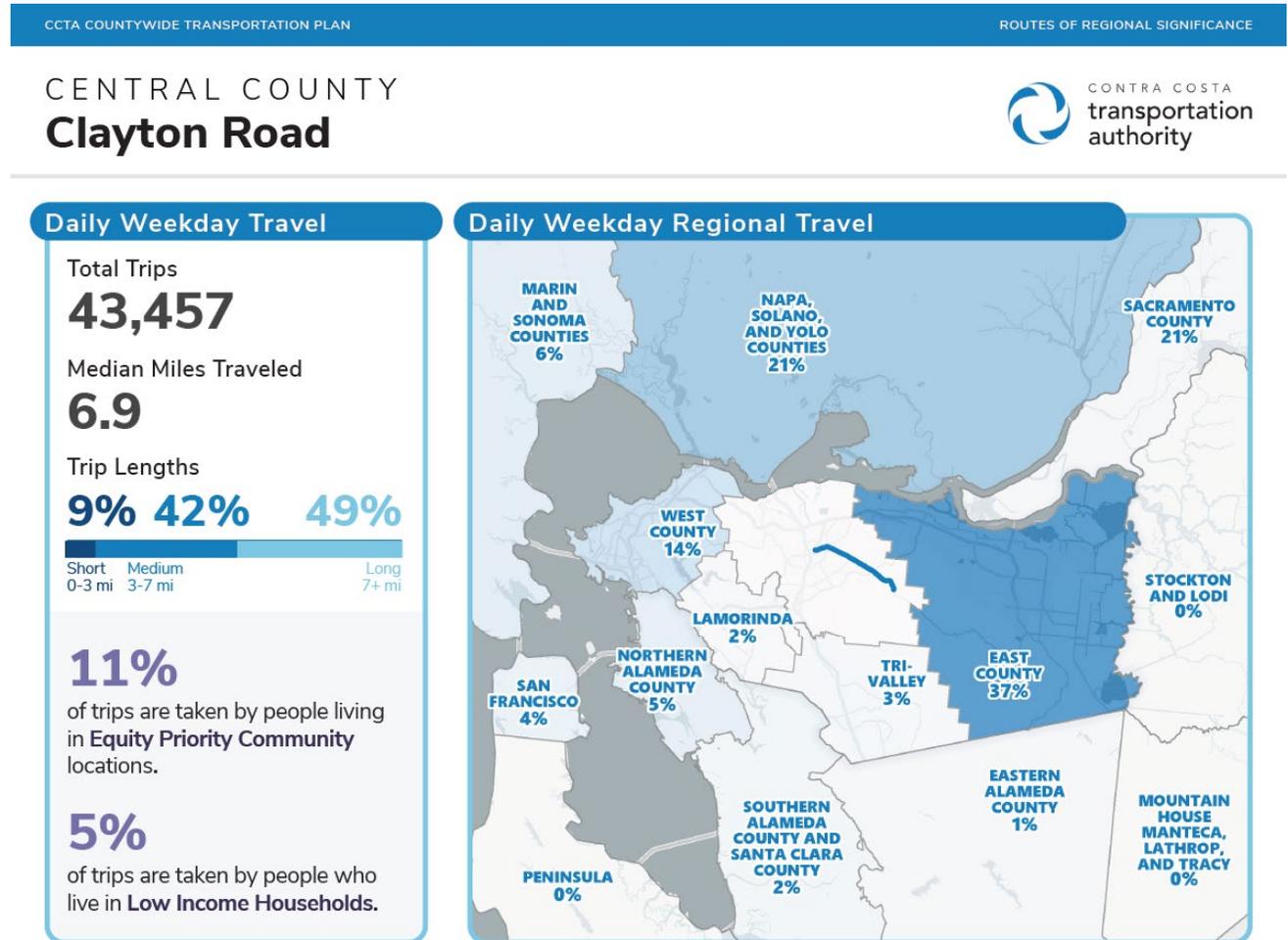
- Medium trips are more likely to be able to be converted to transit and biking if travel is convenient and safe and time competitive



Source: Replica, Fall 2023

# Many serve a significant share of medium length trips.....

- Medium trips are more likely to be able to be converted to transit and biking if travel is convenient and safe and time competitive



Source: Replica, Fall 2023

...and a few serve mostly short and medium trips

- These facilities represent strong opportunities for multimodal corridor improvements that can make biking, walking and transit preferred modes of travel

TRI-VALLEY  
**Danville Boulevard**



**Daily Weekday Travel**

Total Trips  
**3,841**

Median Miles Traveled  
**5.3**

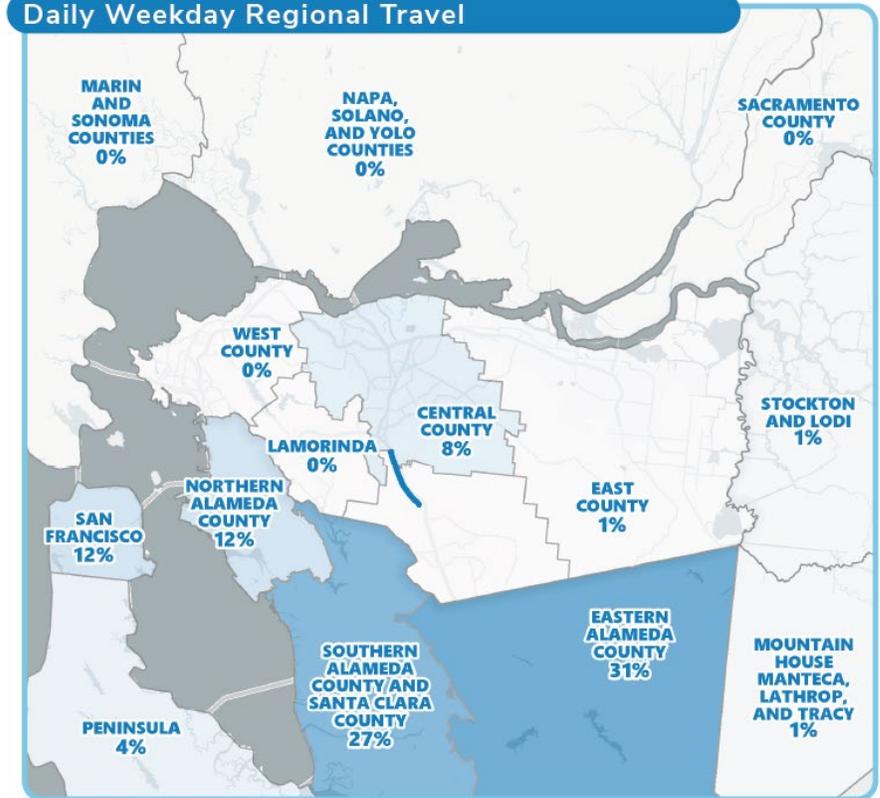
Trip Lengths  
**33%** **29%** **38%**

Short 0-3 mi	Medium 3-7 mi	Long 7+ mi
-----------------	------------------	---------------

**0%**  
of trips are taken by people living in **Equity Priority Community** locations.

**3%**  
of trips are taken by people who live in **Low Income Households**.

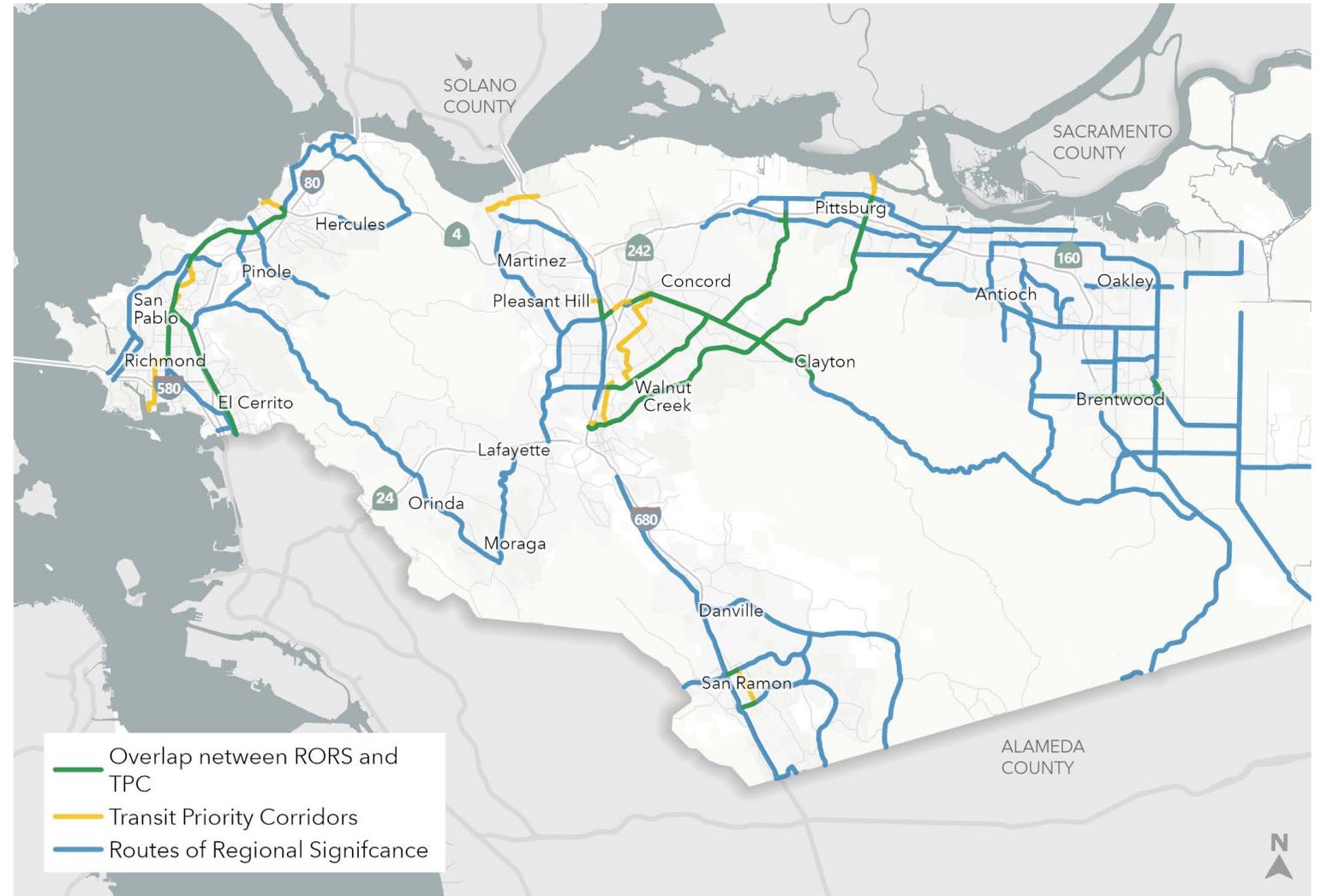
**Daily Weekday Regional Travel**



Source: Replica, Fall 2023

# Travel time, reliability and efficiency need to be improved to encourage transit mode shift

- Bus transit is generally exposed to high levels of traffic congestion and receives limited or no priority in operations



# Non-work trips are highly local in nature

- Over 80% of all non-work trips in the County stay within the RTPC
- The largest destination of non-work trips outside the County for West County and Lamorinda residents is Northern Alameda County, which is closer in proximity to those RTPCs than other areas within the County.

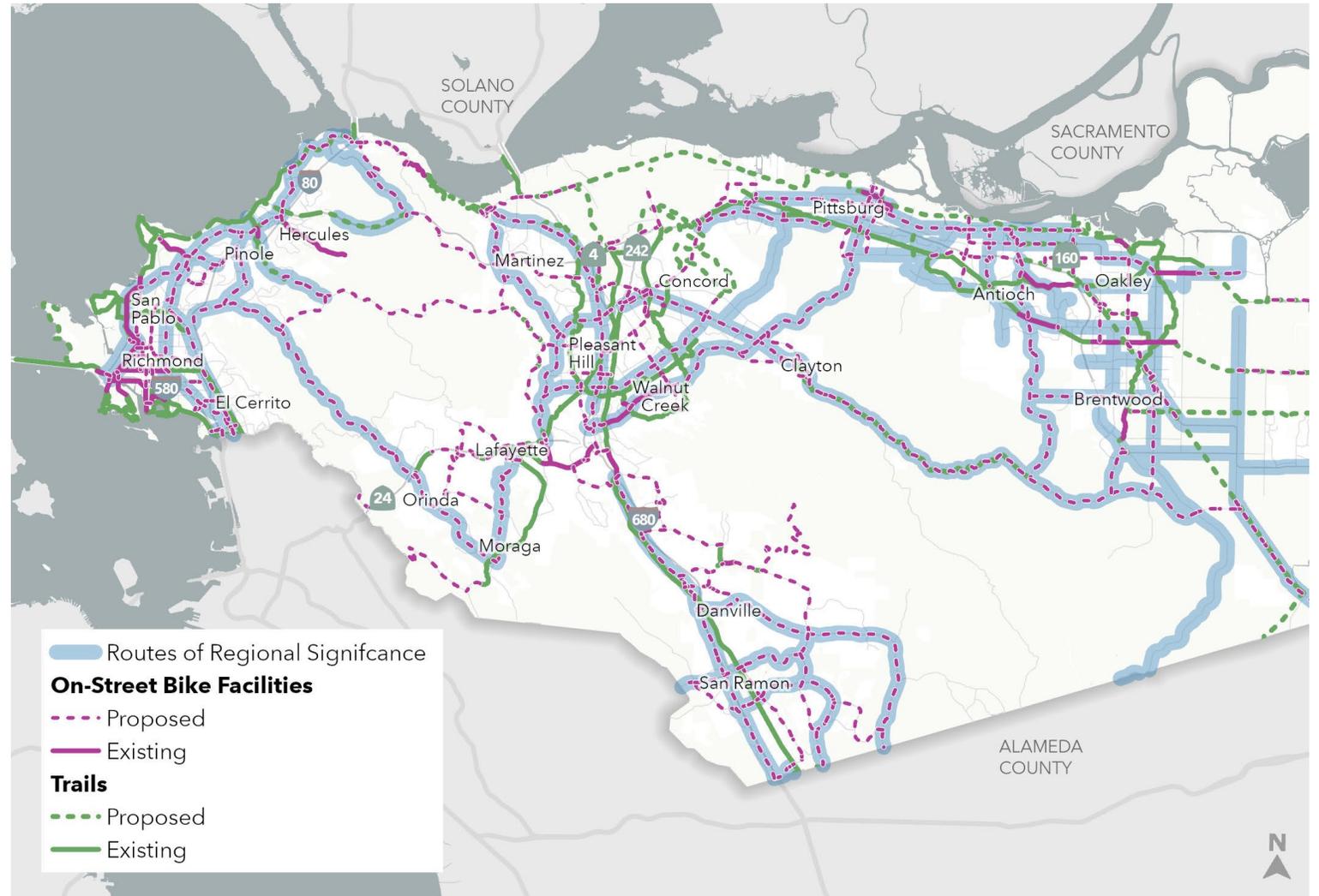
RTPC Origin	Intra -county Destinations					Other Bay Area Destinations	
	West County	Central County	Lamorinda	San Ramon Valley	East County	Northern Alameda County	Other
West County	<b>81%</b>	3%	1%	0%	1%	<b>8%</b>	6%
Central County	2%	<b>78%</b>	3%	3%	10%	1%	3%
Lamorinda	2%	19%	<b>64%</b>	2%	2%	<b>7%</b>	4%
San Ramon Valley	1%	8%	1%	<b>76%</b>	2%	1%	11%
East County	1%	8%	0%	0%	<b>87%</b>	1%	3%

Source: Replica Data, Spring 2023. Non-work trips taken by Contra Costa residents between 9:00 AM and 4:00 PM.

Note: Destinations outside the Bay Area represent less than 2% of travel for each RTPC

# Converting trips to non-auto modes requires improving safety on major streets

- Bicyclists and pedestrians are the most likely to be severely injured or killed
- Some of these arterials are planned to serve as connectors for bike trips between different subregions of Contra Costa County



# Bicyclist and pedestrians are exposed to high rates of serious (KSI) collisions disincentivizing travel by these modes

- Countywide collisions have an economic cost of \$1.33B/year
- 328 pedestrian KSI\*
- 197 bicycle KSI\*
- Equity Priority Communities are disproportionately burdened with collisions

Total KSI per 1,000 residents

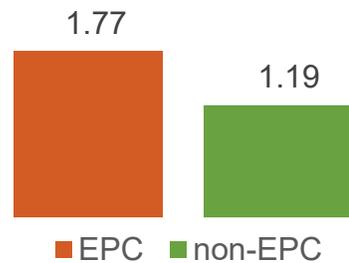
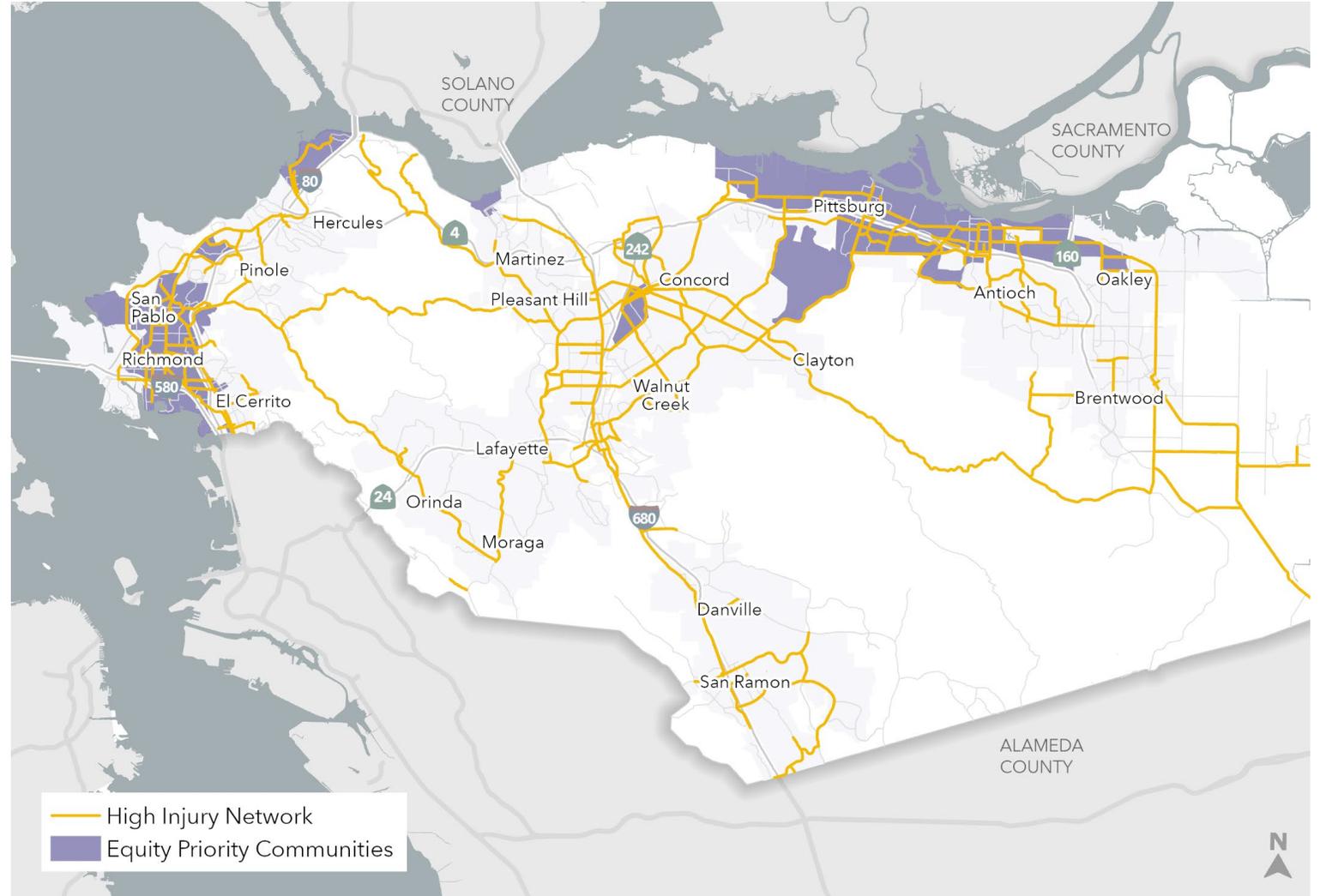


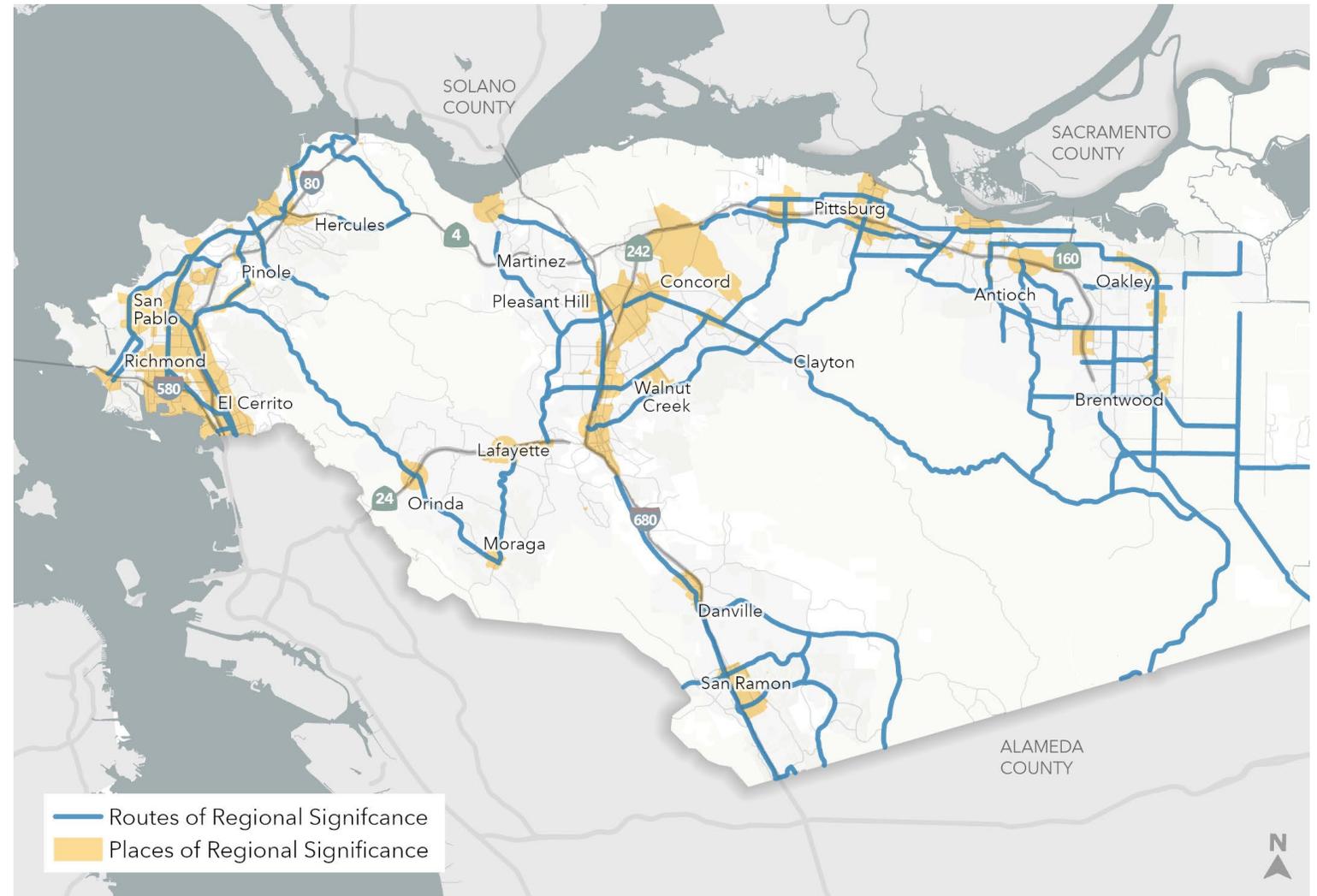
Chart source: Based on TIMS 2018 -2023 collision data. Note that 2023 is provisional.

Map source: CCTA HIN (based on 2008 -2017 collision data)



# Making major streets safer and more convenient for biking and walking supports placemaking and economic development in priority development areas (PDAs)

- Many segments are located within downtowns and other Places of Regional Significance, shaping their urban character
- These segments need to support placemaking to encourage walking and biking, while also supporting economic development



# Needs

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- Address safety challenges on major streets to make biking and walking attractive options for travel
- Prioritize transit and active transportation on major streets to support the development of the planned networks and use of these modes
- Balance local and regional travel needs on major streets through multimodal planning and design
- Clarify modal priorities on major streets to shape future improvements to these facilities
- Establish placemaking design expectations for major streets according to their local development context

# Opportunities

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- Progressing the **Countywide Smart Signals** project will improve congestion and allow for better multimodal operations on major arterials.
- **Complete Streets projects** can better serve local travel as well as a wider range of trips and modes.
- Advancing **Safe Routes to Schools** programs to improve safety and promote active transportation.
- Implementing a **context -sensitive approach** to re-designing some major streets, by differentiating streets that are meant to **move people** and **goods** , and those that are **places for people** to live, work, and enjoy.
- Transportation Data Dashboard <https://data.ccta.net/>

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Thank you!  
Questions?