

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

Gerald Johnson
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, June 11, 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/96397410498?pwd=6a8ccrJfLMOI13VH5DwyG1SqVeg2T.1>

Meeting ID: 963 9741 0498
Passcode: 352861

Dial-in Information
+1 669 444 9171 US
Meeting ID: 963 9741 0498
Passcode: 352861

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

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

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

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

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

AGENDA

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

1. OPEN the meeting.

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

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

3. ADOPT minutes from March 12, 2026 TRANSPLAN Meeting. ♦ **Page 3**

4. ACCEPT environmental register. ♦ **Page 15**

5. ACCEPT status report on major East County transportation projects. ♦ **Page 19**

6. ACCEPT miscellaneous communication:

- a. March 12, 2026 TRANSPLAN Committee Meeting Summary Letter
- b. Letter from the Contra Costa Transportation Authority (CCTA) Re: February 18,

* = All Consent items are listed within the gray square

2026 Meeting

- c. Letter from the CCTA Re: March 18, 2026 Meeting
- d. Letter from the CCTA Re: April 15, 2026 Meeting
- e. Letter from the CCTA Re: May 20, 2026 Meeting
- f. Status Letter for TRANSPAC Meeting – March 12, 2026
- g. Status Letter for TRANSPAC Meeting – April 9, 2026
- h. Status Letter for TRANSPAC Meeting – May 11, 2026
- i. SWAT Meeting Summary Report for May 4, 2026 ♦ **Page 27**

7. APPOINT TRANSPLAN representatives to the CCTA Countywide Bicycle and Pedestrian Advisory Committee (CBPAC). ♦ **Page 44**

8. APPOINT TRANSPLAN representatives to the CCTA Technical Coordinating Committee (TCC). ♦ **Page 50**

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

9. REVIEW TRANSPLAN's proposed Fiscal Year 2026/2027 budget and work program, **REVISE** as necessary, **ADOPT** the budget, and **DIRECT** staff to invoice member agencies. ♦ **Page 53**

10. DISCUSS holding a special TRANSPLAN Committee meeting in July 2026. CCTA staff is currently in the process of attending all four Regional Transportation Planning Committees (RTPCs), including TRANSPLAN, in June and July to kick off the initial engagement and listening effort for the Transportation Expenditure Plan (TEP), which will potentially lead to a new ballot measure in 2028 to renew the existing half-cent transportation sales tax (Measure J), with RTPC members. The regular TRANSPLAN Committee meeting in July, scheduled for July 9th, was canceled when the 2026 TRANSPLAN Meeting Calendar was adopted in December 2025, due to a conflict with a rescheduled Mayors Conference meeting that will take place on the same evening.

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

12. RECEIVE miscellaneous TRANSPLAN Committee member comments.

13. ADJOURN to the next meeting on Thursday, August 13, 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

** The July 2026 TRANSPLAN Committee meeting was canceled when the 2026 TRANSPLAN Meeting Calendar was adopted in December 2025, due to a conflict with a rescheduled Mayors Conference meeting that will take place on the same evening.

ITEM 3

ADOPT MINUTES FROM MARCH 12, 2026 MEETING.

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

MINUTES

March 12, 2026

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 Aaron Meadows called the meeting to order at 6:30 P.M.

PRESENT: Juan Banales (Pittsburg), Ron Bernal (Antioch), Diane Burgis (Contra Costa County), Sarah Foster (Pittsburg), Kerry Harvey (Oakley), Bob Mankin (Contra Costa Planning Commission), Jennifer Perez (Antioch), and Chair Aaron Meadows (Oakley)

ABSENT: Kristopher Brand (Brentwood) and Susannah Meyer (Brentwood)

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

PUBLIC COMMENT

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

Jennifer Perez, the new representative from the Antioch Planning Commission, introduced herself to the TRANSPLAN Committee.

CONSENT ITEMS

BRUCE OHLSON, East County's Mr. Bicycle, referred to the Consent Item, status report on major East County transportation projects, having to do with Highway 4 eastbound and westbound between the Willow Pass Road Interchange and the Port Chicago Highway 4 Interchange, and explained that the bicycle path currently ended at the Willow Pass Road Interchange where the bicyclist had two dangerous unacceptable options. He noted that Caltrans agreed because bicyclists were allowed on Highway 4 between those two interchanges. He emphasized the need for that situation to be addressed by the Contra Costa Transportation Authority (CCTA) as soon as possible.

On motion by Juan Banales, and second by Diane Burgis, TRANSPLAN Committee members ADOPTED the Consent Items, as follows:

1. ADOPTED Minutes from the December 11, 2025 TRANSPLAN Meeting
2. ACCEPTED Environmental Register
3. ACCEPTED Status Report on Major East County Transportation Projects
4. ACCEPTED Miscellaneous Communications:
 - a) December 11, 2025 TRANSPLAN Committee Meeting Summary Letter
 - b) Letter from the Contra Costa Transportation Authority (CCTA) Re: December 17, 2025 Meeting
 - 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 WCCTC 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

The motion carried by the following Roll Call vote:

Ayes: Banales, Bernal, Burgis, Foster, Harvey, Mankin, Perez, Meadows
Noes: None
Abstain: None
Absent: Brand, Meyer

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

County Counsel Michael George reported on the changes made to the Government Code that had eliminated the old emergency sections of the Brown Act, and placed them into a longer list referred to as “just cause” exceptions that could be used twice a year for specified reasons. He advised that a resolution was required to be able to use that option.

Mr. George responded to comments from the TRANSPLAN Committee and verified that the use of the “just cause” option required an in-person quorum. If there was not a physical in-person quorum, the teleconference option would not be available. The location of the “just cause” or the posting of the agenda at the location was not required for the two “just cause” exceptions a year.

Robert Sarmiento, TRANSPLAN staff, stated the information in the packet explained that the “just cause” could be brought up at the start of the meeting but it was best to announce the “just cause” as early as possible.

Diane Burgis agreed that the information would be appreciated as early as possible to allow staff and the group to plan accordingly to ensure a quorum.

Ron Bernal confirmed that if there was no in-person quorum, there would be no “just cause” option and the “just cause” could not be used to create a quorum.

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

On motion by Ron Bernal, and second by Bob Mankin, TRANSPLAN Committee members ADOPTED 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. The motion carried by the following Roll Call vote:

Ayes: Banales, Bernal, Burgis, Foster, Harvey, Mankin, Perez, Meadows
Noes: None
Abstain: None
Absent: Brand, Meyer

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

Eric Holmes, Project Manager, East Bay Regional Park District (EBRPD), presented the request for Measure J funding for two projects: Delta de Anza Trail, Railroad Avenue to Desrys Boulevard in Pittsburg; and Marsh Creek Trail, Creekside Park to East Cypress in Brentwood and Oakley. He noted the last time that Measure J Program 13, Pedestrian, Bicycle or Trail Facilities (PBTF) funds had been used in the TRANSPLAN Committee region was in 2018 at Marsh Creek Road. The proposed project for Measure J Program 13 funds was a request for \$500,000 for pavement rehabilitation for 1.9 miles of the Delta de Anza Trail and 5.9 miles of the Marsh Creek Trail, and he presented maps to identify the project sites.

Mr. Holmes also presented photos of current conditions at Delta de Anza Trail and Marsh Creek Trail for pavement rehabilitation and identified project details where asphalt would be replaced, where needed, utilizing the standard EBRPD contracts. He described the outreach notification plan proposed in addition to sign boards on the trails, with postings on the website. The construction schedule would be from May through August 2026, with the actual work occurring in June and July for both trails to avoid disrupting school access. He described a couple of project phases necessitating a couple of closures for two to three weeks, with some closures for only a day or two, and with limited sections closed at a time given that the trails were well used.

Diane Burgis asked about outreach to help people know and plan for the closures, and Mr. Holmes reported that notices would be provided to all cities and the County along the route and that information would be included on the EBRPD channels and website.

Mr. Holmes explained that for Measure J, the EBRPD normally did one project in a subregion every year. Last year, it was Walnut Creek on the Iron Horse Trail and the last several projects had involved the Iron Horse Trail. He noted the trail conditions in East County were better and the last work in East County involved the same process. He stated that while the project required coordination, the work was less intensive than tearing out the trail and repaving and regrading. The proposed work would be one of coordination and working with the good weather during the summer. He stated there were challenges but he was confident that the work, which was not major, was more one of coordination and quality assurance than heavy construction.

When asked if speed limit signs had been proposed, Mr. Holmes stated he could be in touch with the County Supervisor of the area to see if such signs could be included in the project.

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

On motion by Diane Burgis, and second by Sarah Foster, TRANSPLAN Committee members APPROVED the East Bay Regional Park District request for Contra Costa Transportation Authority (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. The motion carried by the following Roll Call vote:

Ayes: Banales, Bernal, Burgis, Foster, Harvey, Mankin, Perez, Meadows
Noes: None
Abstain: None
Absent: Brand, Meyer

RECEIVE PRESENTATION ON TRAVEL PATTERNS IN EAST CONTRA COSTA COUNTY

Matt Kelly, Director of Planning, Contra Costa Transportation Authority, was present to respond to a question from the TRANSPLAN Committee related to the travel patterns in East County. He noted that CCTA was required to monitor congestion around the county, and in October, CCTA had prepared travel data on travel patterns for the CCTA Board as part of decisions regarding the Countywide Transportation Plan.

With respect to regional traffic patterns, Mr. Kelly offered background on Contra Costa County itself, a bedroom community with about three times more residents than employees, with 1.2 million population and only half a million employees. He stated East County had the highest number of residents while Central County had the highest number of employees in the county and most parts of Contra Costa had more than double the number of residents than employees. Commute travel was generally oriented to locations outside of the county, and locations along the western and southern edges of the county tended to commute to areas outside the county. Central and east county were more mixed between internal and external commutes.

Mr. Kelly explained that most intra-county commute trips stayed in the same subregion. Central County was the main commute hub in the county and attracted a significant number of commute trips from East County and Lamorinda. About 20 percent of East County commuters went to Central County, the major destination outside of East County, and the biggest destination outside Contra Costa County for East County residents was southern Alameda County, Fremont, and the South Bay.

Mr. Kelly added that commutes to job centers were limited to three highly-constrained corridors: I-80, I-680 and Highway 4. Freeways were operating at low Levels of Service (LOS) in the peak period, peak direction. Freeways were currently operating at capacity in the peak direction of travel during the peak periods and BART's existing capacity was underutilized. He explained that commuting by transit was faster to San Francisco, mixed to Oakland and slower to San Jose. All cities had faster access to San Francisco via BART due to Bay Bridge congestion and direct routing of BART to multiple San Francisco destinations. The travel time advantage to Oakland was much more mixed and travel times to San Jose were mostly slower.

Diane Burgis noted that a lot of people traveled on Vasco Road to get to the ACE train at Livermore and to Fremont, and it was noted that getting to San Jose was not ideal, but Vasco Road allowed people to get to transit easier.

Mr. Kelly explained that areas with competitive BART travel times and access tended to have higher mode shares. For East County, residents had the lowest transit mode share but also had lower BART frequencies and were more likely to work within the county. The San Ramon Valley had the second lowest transit mode share and the nearest BART station was in Dublin. West, Central and Lamorinda had the highest number of BART stations and the highest transit mode shares. Areas of high transit demand and low transit supply presented opportunities for increased service. Areas of low transit demand where population was expected to grow represented untapped markets for transit service, such as San Ramon, east of Oakley and south of Antioch.

One reason that San Ramon Valley and Lamorinda had lower drive alone rates was likely work from home opportunities. Working from home was not decreasing overall trip making activity or vehicle miles traveled (VMT) since those who worked from home made more short trips over the course of the day. In the BART-served corridors, transit mode shares were between 5 and 20 percent. Workers living in El Cerrito, Orinda and Walnut Creek took 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.

Mr. Kelly explained that the needs identified by the data were to: improve access to transit to increase the number of people that had competitive transit travel times to work; improve transit travel times and options to the South Bay to make it more competitive with drive times; improve connectivity from East County to Central County; and manage peak period demand on freeway facilities to incentivize off-peak use and use of other transportation modes.

Opportunities were identified to: 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 the San Ramon Valley to the South Bay; boost transit service during peak periods between major commute trip O-Ds (origins-destinations); support new regional transit connections that enable faster and more reliable travel; and support sustainable solutions to freeway congestion such as managed lanes, high quality transit, technology solutions, or pricing strategies.

Mr. Kelly referred to the planned growth in Contra Costa County and reported that households were expected to grow 34 percent between 2020 and 2050, 38 percent of which was expected in East County while countywide jobs were growing by 23 percent, although not the type of jobs that would keep East County commuters within the subregion.

Mr. Kelly stated the growing commute needs could not be addressed with capacity. There would be 70,000 more residents than jobs by 2050, which implied that the needs for commuting outside the county through the three constrained corridors would continue to be a strong pattern into the future. In regards to geography and policy limited solutions, geography made roadway expansion very costly in many locations and state policy effectively prohibited the widening of roadways. Instead, state policy, along with local policy encouraged smart growth, transit use and transportation demand management to maintain access and connectivity despite freeway congestion.

Mr. Kelly explained that the needs identified by the data were to: support efficient land use in places in the county that had the infrastructure and capacity to receive new development and minimize the need to build new transportation infrastructure elsewhere; target growth to areas served by existing and proposed transit to utilize available transit capacity; and increase transit capacity to serve existing and future commute trips. Primary opportunities were to support employment growth in the county to reduce travel demand on the entire system because there were more opportunities to work closer to home.

Mr. Kelly focused in on local trends where over 40 percent of daily trips by car in Contra Costa County were less than three miles long. Those trips were most likely to be attractive for walking or biking, if safe. Over 30 percent of daily trips were three to ten miles long, which should be captured by transit, biking and e-bikes. Some routes analyzed served primarily longer trips that tended to be made by vehicles and were more difficult to convert to other modes that would allow for more efficient use of the roadway and there would continue to be a need to serve those types of trips on the Routes of Regional Significance (RORS).

Mr. Kelly used Railroad Avenue in Pittsburg as an example of daily weekday travel and also used Bailey Road, and the Pittsburg-Antioch Highway (medium-length trips), Clayton Road (medium-length trips which were more likely to be able to be converted to transit and biking if travel was convenient and safe and time competitive).

Information for each road was broken down with total trips, vehicle miles traveled, and trip lengths. Mr. Kelly also referred to Danville Boulevard, which represented strong opportunities for multimodal corridor improvements that could promote biking, walking and transit as preferred modes of travel.

Mr. Kelly emphasized that travel time, reliability and efficiency needed to be improved to encourage a transit mode shift. Bus transit was generally exposed to high levels of traffic congestion and received limited or no priority in operations. Non-work trips were highly local in nature, where over 80 percent of all non-work trips in the county stayed within the RTPC. The largest destination of non-work trips outside the county for West County and Lamorinda residents was Northern Alameda County, which was closer in proximity to those RTPCs than other areas within the county. Converting trips to non-auto modes required improving safety on major streets. Bicyclists and pedestrians were the most likely to be severely injured or killed and some of the arterials were planned to serve as connectors for bike trips between different subregions of Contra Costa County.

Bicyclists and pedestrians were exposed to high rates of killed or seriously injured (KSI) collisions disincentivizing travel by those modes. Countywide collisions had an economic cost of \$1.33 billion a year, and between 2018 and 2023, there were 328 pedestrian KSI, 197 bicycle KSI, Equity Priority Commutes were disproportionately burdened with collisions.

Making major streets safer and more convenient for biking and walking supported placemaking and economic development in Priority Development Areas (PDAs). Many segments were located within downtowns and other Places of Regional Significance, shaping their urban character. Those segments needed to support placemaking to encourage walking and biking, while also supporting economic development.

Mr. Kelly explained that the needs identified by the data were to: 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 those 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 those facilities; and establish placemaking design expectations for major streets according to their local development context.

Primary opportunities were to progress the Countywide Smart Signals Project to improve congestion and allow for better multimodal operations on major arterials; implement Complete Streets projects that could better serve local travel as well as a wider range of trips and modes; advancing Safe Routes to Schools programs could improve safety and promote active transportation; and implement a context-sensitive approach to re-designing some major streets, by differentiating streets that were meant to move people and goods from those that were places for people to live, work, and enjoy.

Mr. Kelly encouraged the TRANSPLAN Committee to look at the Transportation Data Dashboard <https://data.ccta.net/> for more information.

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

Mr. Kelly responded to comments. With respect to whether or not there was employer data about the top ten employers, for instance, that caused commutes outside the subregion, he stated the CCTA worked with employers as part of the 511 Program, and while he could not identify the employer that contributed the most, there might be access to the employee travel origins. There was a big data set that knew where travelers were coming from or going to, which could be run to provide more information. He acknowledged the Vasco Road question and the concern that Vasco Road was heavily traveled by those accessing San Jose and that TRANSPLAN Committee members wanted to see information on the Brentwood commute and the employers involved. There was a request that the analysis prepared for the individual routes earlier identified also be prepared for Vasco Road. The request included information about school traffic and how effective cross programs were, whether or not they served all populations, and how the CCTA engaged with the school districts and their bus programs.

Mr. Kelly explained how CCTA engaged with the school districts and noted there were parts of Contra Costa County where Measure J funded school bus programs, such as in Lamorinda. He stated there was a subsidy funded by Measure J that was hugely successful when the locations served were monitored, and where traffic congestion and safety was significantly improved because of the program. He suggested that was something all parts of the county were looking at where there could be a coordinated school bus program focused on congestion relief, which he suggested might develop in the next year.

Diane Burgis noted that outside traffic coming into East County had not been addressed, and when talking about county traffic flow she asked how much was coming from outside, through or to East County, the details of which needed to be identified.

Mr. Kelly stated that had been analyzed as part of the SR-239 Study.

Ms. Burgis understood that East County was tapped out in terms of widening roads and part of the reason that the Lamorinda area was pursuing bus programs was because they had been approaching that tapped out mode. She stated there was a lot of need and East County needed to catch up to even think about being able to pursue a school bus program, which she stated was much needed in East County. She asked if there had been studies in Dublin or elsewhere in the county to understand the impact that the opening of BART had on property values and what that impact was on property values and services provided by cities and counties.

Mr. Kelly stated the May workshop would look at what Contra Costa County would look like without Measure J, and what it would look like if BART was not extended in terms of the impact on transportation.

Ms. Burgis noted the assumption on the traffic did not even consider a potential loss of BART service.

Ms. Burgis added that a walking trail and a biking trail had to be considered given the need for children to have access to schools. Since East County was the affordable part of the Bay Area, she asked if any study had been done on the cost savings of homes in the region in relation to transportation and in consideration of the fact that homes were contributing to greenhouse gases (GHGs). She stated it would not be fair for those in East County paying for higher transportation costs, particularly given that bus transit in East County was approaching a financial cliff, and those traveling on BART were generally those with lower paying jobs, and there was an equity issue. She commented that school buses would be amazing in East County.

Mr. Kelly understood the need to convert the data to identify the financial and other impacts on East County residents and he suggested there were opportunities to do that.

Sarah Foster referred to public transportation and noted there was access but there needed to be more education and incentive, and Mr. Kelly referred to 511 Transportation Demand Management (TDM), which coordinated with employers to offer some sort of ride program, and which worked with those employers to educate them and encourage them to offer benefits, but he agreed there was a lot more that could be done. He stated there was a big barrier to those who had never been on transit, although there were a variety of options to incentivize transit depending on the employer. He added that employers were required to participate in the TDM program.

Ron Bernal verified with Mr. Kelly that the traffic modeling had used 2025 data. Given that a third of the growth would occur between now and 2050, there would be many more people than jobs, roadways were not being widened, and there would be 5 percent or less people using transit, he suggested there would be a mess in the future and he wanted to see some graphic to show the amount of time people would be sitting in their cars. He also referenced the travel time, reliability and efficiency graph and referred to the bus only lanes, which he suggested would be a perfect place to get people quickly from Pittsburg to Walnut Creek, and he suggested that could be an alternative to moving people.

Mr. Kelly stated that the Kirker Pass Road corridor had been identified for Bus Rapid Transit.

Mr. Bernal suggested the model for 2050 for slowing down traffic and keeping people safe would only make commutes longer and there was a need to identify the actual impacts timewise, the amount of time sitting in a vehicle, and he asked to put numbers to what that would look like with respect to traffic. When showing the number of trips and using examples of trip percentages, he referred to Railroad Avenue compared with Danville Boulevard and stated the project should identify the number of people it would help. He added that the significance of RORS also needed to be identified.

Mr. Kelly hoped to capture that in the performance-based planning for projects that would have the highest impact on people.

Mr. Bernal added that the projections of people, jobs and traffic impacted by all the other development along the corridor was a concern. He wanted to look at the reality of what it would all mean for Contra Costa County to figure out the best plan to help East County, coupled with a sales tax that could be supported to help in the future.

Bob Mankin referred to truck traffic, expansion and the plans for East County, and using Google Notebook he stated Environmental Impact Reports (EIRs) could be put into that tool. He had taken the agenda and had prepared a 20-minute summary and had referenced SR-239.

Mr. Kelly advised that the CCTA was managing the SR-239 project for the state.

Mr. Mankin reported that on January 23, 2023, Highway 4 east had been shut down due to a slide and another portion had been closed because of flooding. He emphasized the need to address that type of situation. He also referred to two 100-year-old bridges along State Route 4 between East County and Stockton that were also a concern. He sought an update on potential outlets in the next 12 months.

Mr. Kelly advised that CCTA had received a Caltrans grant to focus on an emergency evacuation study due to fire, flood, earthquake or other emergency and CCTA was looking at that to make sure there was more than one access and identify areas of the road that were at risk. He also referred to mobility hubs where modes of transit could be switched, which would be part of the evacuation plan.

Jennifer Perez clarified with Mr. Kelly that BART's current schedule had been used to figure out travel times from people's homes to the stations using a specific software. Since she drove to BART, it took her a significant amount of time to get to BART and another extended period of time to get to work, which was exacerbated by the limited hours and staggered BART trains that added more time to her ultimate commute.

Diane Burgis advised that she was working to see how to get a BART train out to the valley and then in another direction, and she would work with the CCTA to better BART access and times. She wanted to emphasize the reverse commute and improve jobs in East County. She asked if there had been any good models to create jobs in areas to capitalize on all of the investment in the infrastructure in East County and to use that investment more efficiently.

It was suggested that the addition of jobs in East County would alleviate the number of people having to travel to employment centers, although it was acknowledged that could create problems with the opposite commute.

Ms. Burgis suggested improving the East County transportation system would make it more attractive for businesses to locate in far East County.

When asked about potentially losing BART service and if there had been any adjustment to the mitigation fund to apply an alternative method, Mr. Kelly noted that the billions the CCTA had invested had prompted CCTA to respond to BART's comments about its future in East County. He stated the goal was to keep transit going somehow, which might have the impact of being able to fund other transportation modes. He also commented that if the next Bay Area transit measure did not pass, the components of a future Countywide Transportation Expenditure Plan might have to be reconsidered.

Chair Meadows thanked Mr. Kelly for the presentation.

RECEIVE REPORT ON CCTA ACTIVITIES FROM TRANSPLAN COMMITTEE REPRESENTATIVES

Juan Banales noted that Aaron Meadows had been recognized as the outgoing Chair of the CCTA Board at the last meeting, community assignments had been discussed and approved, there had been a discussion on the four guiding principles and a focus on significant outcomes, and an introduction of more to come. There would also be additional meetings on the Transportation Expenditure Plan (TEP).

Diane Burgis emphasized the importance of the Regional Transportation Planning Committees (RTPCs) and hoped to get deep into understanding the different mechanisms involved in transportation because one of the ideas was to talk more to the cities given the importance of the regional lens. She hoped the other member agencies would also show up at CCTA meetings to show the regional cooperation.

RECEIVE MISCELLANEOUS TRANSPLAN COMMITTEE MEMBER COMMENTS

There were no comments.

ADJOURNMENT

Chair Meadows adjourned the meeting of the TRANSPLAN Committee at 8:19 P.M. to the next meeting on Thursday, April 9, 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 | Bridgehead Industrial Project | Removal of the existing vineyard and associated buildings and subsequent construction of 10 light industrial buildings (Buildings 1 through 10) totaling 3.18 million sf of new building space, along with supporting infrastructure improvements. | 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 | Stonecreek Subdivision 9647 Project | 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 | Pittsburg Technology Park Specific Plan | Specific Plan will serve as the overarching planning document for an area where a future technology-focused business park will be developed. | 8/19/2024 | No |
| City of Oakley | East of Bethel Island Road, north of East Cypress Road, and west and south of Sandmound Boulevard. | Notice of Preparation: Supplemental Environmental Impact Report | East Cypress Corridor Specific Plan | Redesign to "Planning Area 2" of the East Cypress Corridor Specific Plan, further subdivision of the project site into 443 residential lots through six Builder's Remedy Tentative Maps, and an analysis of the feasibility of a new Rock Slough Bridge. | 6/10/2024 | Yes |
| City of Oakley | West of Big Break Road, east of Bridgehead Road, and north of Main Street | Notice of Preparation: Environmental Impact Report | Bridgehead Industrial Project | Removal of the existing vineyard and associated buildings and subsequent construction of 10 light industrial buildings (Buildings 1 through 10) totaling 3.18 million sf of new building space, along with supporting infrastructure improvements. | 6/10/2024 | Yes |

TRANSPLAN ENVIRONMENTAL REGISTER

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

TRANSPLAN ENVIRONMENTAL REGISTER

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

ITEM 5

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

TRANSPLAN: Major East County Transportation Projects

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

Quarterly Status Report: January – March 2026

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:

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

- 6) Add Aux lane b/w San Marco Blvd on ramp and Willow Pass off ramp.

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

- The initial Eastbound (EB) Phase 1 Project work was put on hold while State guidance on implementation of Senate Bill 743 (SB 743) was being developed. The Authority restarted the EB Phase 1 project in March 2026.
- The Authority released Request for Proposal (RFP) 25-05 in November 2025 to procure a consultant team to complete PA&ED for WB Initial Phase. The procurement process is anticipated to be completed by May 2026.
- The Authority received CTC approval in March 2026 for STIP funding to support the PA&ED phase of 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 environmental approval for an initial segment to proceed with design and construction.

Administration: Responsibility for the State Route 239 Study the associated federal funding was transferred from Contra Costa County to the Contra Costa Transportation Authority in January 2012.

Current Phase: Environmental Clearance

Status

- Feasibility study and project initiation document have been completed.
- The PAED work is ongoing.
- The project funding deadline was extended to June 30, 2026 to reflect the complex nature of the project.

Issues/Areas of Concern

- Significant funding is needed to complete project and a two-tiered process is being contemplated to be consistent with project phasing.
- The 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 has been completed.
- Project alternatives refinement to account for environmental survey results and public input is ongoing.
- 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 under review.
- Project includes various multi-modal project elements including active transportation, accommodation for and connections to future transit and micro-transit facilities.
- The project team has developed a 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 fall/winter 2026.
- Schedule has been updated based on the latest information.

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

March 26, 2026

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 March 12, 2025:

1. Adopted a resolution authorizing TRANSPLAN Committee members to have the option to teleconference for TRANSPLAN Committee meetings, consistent with new revisions to the Brown Act.
2. Approved East Bay Regional Park District request for Contra Costa Transportation Authority (CCTA) approval to program and appropriate \$500,000 in Measure J – Program 13 (Pedestrian, Bicycle, and Trail Facilities) funds for two trail rehabilitation projects in East County.
3. Received a presentation on travel patterns in East Contra Costa County (“East County”) from CCTA staff. TRANSPLAN Committee members provided several comments:
 - a. Consideration and evaluation of East County commute travel on Vasco Road and the utilization of the ACE train service from the Livermore area to commute to and from the South Bay.
 - b. Consideration to analyze traffic from outside East County (e.g. San Joaquin County) traveling to or traversing through the subregion to determine its impact on East County commute travel.
 - c. Acknowledgement that potential enhancements to bus operations between the Pittsburg and Walnut Creek areas would provide a benefit on commute travel between Central and East County.
 - d. A request to receive an update on potential evacuation routes in East County in the event an emergency in the subregion takes place.
 - e. Consideration to improve the transportation system and add jobs in East County to facilitate the “reverse commute.”

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

Sincerely,



Robert Sarmiento
TRANSPLAN Staff

c: TRANSPLAN Committee M. Todd, TRANSPAC 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 ::: www.transplan.us



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COMMISSIONERS

- Darlene Gee, Chair
- Sue Noack, Vice Chair
- Mark Armstrong
- Newell Americh
- Juan Banales
- Diane Burgis
- Ken Carlson
- Chris Kelley
- Aaron Meadows
- Carlyn Obringer
- Rita Xavier

MEMORANDUM

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: March 11, 2026

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

Timothy Haile,
Executive Director

At its February 18, 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. *The Authority Board approved the proposed 2026 State and Federal advocacy programs for the Authority.*
- B. *The Authority Board authorized the Chair to execute Cooperative Agreement No. 90.80.11 with the California Department of Transportation in the amount not-to-exceed \$596,850 for Northbound Interstate 680 Express Lane Completion (Project 8009.02) oversight services of the 30% design and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- C. *The Authority Board nominated and appointed Karen Mitchoff as the Authority Board Representative to serve as a non-voting Ex-Officio advisory member on the Authority's Accessibility Advisory (AAC) Committee.*
- D. *The Authority Board approved appointments to the AAC for four Public*

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Transit Rider primary representatives and optional alternates to the AAC, following approval by a majority vote of the AAC, finalized and confirmed the AAC nominations and appointed nominees to the AAC in accordance with the AAC Bylaws, and adopted Resolution 25-06-A to dissolve the Paratransit Coordinating Council.


- E. *Staff provided an update on the operations at GoMentum Station as we approach the two-year mark of operations by the Authority and Next Generations Mobility, including an update on financial obligations.*
- F. *The Authority Board approved Resolution 26-05-P to award Construction Contract No. 737 to DC Electric Group, Inc. in the amount of \$446,947 to establish a total construction allotment of \$513,989.05, including a 15% contingency, and authorized the Executive Director or designee to shift funds within the allotment without exceeding the total amount, authorized the execution of agreements and purchase orders with various vendors in an amount not-to-exceed \$598,776.25 for required equipment and software, including a 15% contingency, and authorized the use of \$83,832.70 in remaining construction funds, and any additional project savings, for authority staff time, construction management and optional signal timing implementation.*
- G. *Staff provided an update on the Transportation Expenditure Plan development.*
- H. *The Authority Board provided a letter to Bay Area Rapid Transit (BART) dated February 10, 2026 regarding Contra Costa County considerations in future BART service scenarios.*

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

COMMISSIONERS

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Sue Noack, Vice Chair
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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: April 8, 2026
Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

Timothy Haile,
Executive Director

At its March 18, 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. *The Authority Board approved Resolution 26-10-P which will appropriate \$3,691,000 in Measure J Program 24 funds to the Town of Danville for the construction phase of the Diablo Road Trail Project (Project 24035).*
- B. *The Authority Board approved Resolution 26-11-P which appropriates \$1,180,000 in Fiscal Year 2022 earmark funds to the City of Pittsburg, governing administration of the federal earmark for the Pittsburg Center Smart City Pilot Project, authorizing up to \$20,000 for Authority administrative costs, and allowing the Executive Director or designee to make any non-substantive changes to the language.*
- C. *Staff provided a status update on the approved Planning Department Work Plan for Fiscal Year 2025-26.*
- D. *The Authority Board approved the release of Request for Proposals 26-01 for professional services for the development of the study for the Model*

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Agreement and Ordinance for a Countywide Micromobility Operations Program Study with a budget not-to-exceed \$150,000.

- E. *The Authority Board approved Resolution 26-07-G appropriating \$13,402.54 of previously allocated Measure J Program 17 funds to the City of Martinez in Central Contra Costa County for the installation of publicly available bike parking for the Commute Alternatives Program (Program 17).*
- F. *The Authority Board approved Resolution 26-12-G supporting East Contra Costa Transit Authority, dba Tri Delta's reallocation request for the Regional Measure 3 (RM3) funds in the amount of \$6,589,404 from the Bus Replacement and Hydrogen Fueling Station to the Facility Rehabilitation and Vehicle Replacements, and authorizing staff to forward the resolution and revised recommendation to the Metropolitan Transportation Commission (MTC) for the North Bay Access Transit Improvements.*
- G. *The Authority Board approved Resolution 26-09-P which authorized the Executive Director to 1) approve the Project design in accordance with Government Code Section 830.6 to preserve design immunity, 2) publicly advertise the construction contract at the Executive Director or designee's discretion, 3) approve changes and issue addenda to the bidding documents during the advertisement period and 4) publicly open all bids received for the Countywide Smart Signals Project (Project 31000).*
- H. *The Authority Board approved Resolution 26-12-A (Rev 1) which will update changes to the Fiscal Year 2025-26 Midyear Budget for the Authority and Congestion Management Agency.*
- I. *Staff presented an overview summary of consultant cost for Fiscal Year 2024-25.*
- J. *Staff provided an update on MTC's One Bay Area Grant Cycle 4 and related policies, and funding programs recently adopted by MTC.*
- K. *Staff provided an update on the development of the Transportation Expenditure Plan development*

***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.**




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MEMORANDUM

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

From:  for
Timothy Haile, Executive Director

Date: April 24, 2026

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

Timothy Haile,
Executive Director

At its April 15, 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 January – March 2026, which also included a report on Transportation for Livable Communities and Pedestrian, Bicycle, and Trail Facilities Projects.*
- B. *The Authority Board authorized the Chair to execute Amendment No. 2 to Agreement No. 700 with Kimley-Horn and Associates, Inc., in the amount of \$675,000.44, for a new total agreement value of \$4,756,000.44, to provide Preliminary Engineering services and Design Services During Construction for the Innovate 680 - Shared Mobility Hubs (Project 8009.04), contingent upon successful obligation of the grant funds and receipt of an Authorization to Proceed from the California Department of Transportation District Local Assistance, and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- C. *The Authority Board authorized the Chair to execute Agreement No. 753 with*

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Ghirardelli Associates, Inc., Agreement No. 754 with Mark Thomas and Company, Inc., Agreement No. 755 with MNS Engineers, Inc., Agreement No. 756 with Azad Engineering PC, and Agreement No. 757 with WSP USA, Inc. for a total not-to-exceed amount of \$15 million for On-Call Construction Management Services, allowed the solicitation of a mini Request for Proposals to firms on the on-call bench as project needs arise, allowed the Executive Director or designee to make any non-substantive changes to the language and authorized the Executive Director to approve individual Task Orders up to a cumulative total of \$15 million.

- D.** *The Authority Board approved Resolution 26-01-G, which will program and appropriate Measure J Pedestrian, Bicycle and Trail Facilities (Program 13) funds in the amount of \$500,000 to the East Bay Regional Park District, for the construction phase of the Delta de Anza Trail (Railroad Avenue to Desrys Boulevard in the City of Pittsburg) and Marsh Creek Trail Rehabilitation (Sand Creek Road to Delta Road in the City of Brentwood; and Delta Road to East Cypress Road in the City of Oakley), 2026 East County (Project 130035).*
- E.** *The Authority Board approved Resolution 25-03-G (Rev 1), incorporating the Authority's Fiscal Year 2025-26 Transportation Fund for Clean Air (TFCA) 40% Fund Expenditure Plan and allocation of the TFCA 40% funds in the amount of \$1,979,081, and authorized the Executive Director or designee to sign and submit the Expenditure Plan Summary application to the Bay Area Air District.*
- F.** *The Authority Board approved Resolution 26-08-G (Rev 1), incorporating the Authority's Fiscal Year 2026-27 TFCA 40% Fund Expenditure Plan and allocation of the TFCA 40% funds in the amount of \$5,732,738, and authorized the Executive Director or designee to sign and submit the Expenditure Plan Summary application to the Bay Area Air District.*
- G.** *The Authority Board approved Resolution 26-13-P, which authorizes the Executive Director or designee to 1) approve the Project design in accordance with Government Code Section 830.6 to preserve design immunity, 2) publicly advertise the construction contract at the Executive Director or designee's discretion, contingent upon successful obligation of the grant funds and receipt of an Authorization to Proceed from the California Department of Transportation Division of Local Assistance, 3) approve changes and issue addenda to the bidding documents during the advertisement period, and 4) publicly open all bids received, for the Lamorinda Smart Signal System (Project 31009).*
- H.** *The Authority Board approved the release of Request for Proposals No. 26-2 to provide pre-construction and construction management services for the Project and allowed the Executive Director or designee to make any non-*

substantive changes to the language, for the Innovate 680 - Advanced Technologies (Project 8009.06) – Coordinated Adaptive Ramp Metering Phase 1 Project.

- I. *The Authority Board approved Resolution 26-14-P, which authorizes the submittal of an allocation request to the Metropolitan Transportation Commission in the amount of \$33.9 million in Regional Measure 3 funds, for the Project and Construction Management and Right-of-Way phases of the Innovate 680 - Northbound Interstate 680 Express Lane Completion, Phase 1 (Project 8009.02).*

- J. *The Authority Board approved staff to send the preliminary draft Fiscal Year 2026-27 Congestion Management Agency (CMA) budget to the Chair of the Public Managers' Association (PMA) for circulation and approval from each member, and authorized staff to make minor refinements to the budget as-needed before circulation. The PMA subsequently approved the CMA budget at their meeting on April 9, 2026, which included the local contribution of \$1,000,000 and jurisdictional allocation. This approval will allow the CMA budget to be incorporated into the Authority's Fiscal Year 2026-27 Budget for Authority Board consideration in June 2026.*

- K. *The Authority Board approved the formation of a Transportation Expenditure Plan (TEP) Subcommittee of the Authority Board to assist with the development of the TEP and appointed Chair Gee, Vice Chair Noack, Commissioners Arnerich, Burgis, and Kelley, and Rep. Worth to serve on the TEP Subcommittee.*

***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.**




CONTRA COSTA
TRANSPORTATION
AUTHORITY

COMMISSIONERS

- Darlene Gee, Chair
- Sue Noack, Vice Chair
- Mark Armstrong
- Newell Americh
- Juan Banales
- Diane Burgis
- Ken Carlson
- Chris Kelley
- Aaron Meadows
- Carlyn Obringer
- Rita Xavier

MEMORANDUM

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: June 1, 2026

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

Timothy Haile,
Executive Director

At its May 20, 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.** *The Authority Board authorized the Chair to execute Funding Agreement No. 08CS.02 with Tri-Valley Transportation Council (TVTC) and the Town of Danville for the allocation of Tri-Valley Transportation Development Fees (TVTDF) in the amount of \$2,288,292 for implementation of the Innovate 680 – Advanced Technology: Coordinated Adaptive Ramp Metering (CARM) (Project 8009.06) and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- B.** *The Authority Board elected not to authorize remote meeting procedures for standing and advisory committees under Senate Bill (SB) 707, including the Regional Transportation Planning Committees, and continue to require in-person meetings in accordance with the standard provisions of the Ralph M. Brown Act, as well as permit Americans with Disabilities Act of 1990 accommodations, when required.*

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

-
- C. *The Authority Board authorized the Chair to execute Amendment No. 6 to Agreement No. 523 with Nelson\Nygaard in the amount of \$310,000, for a new total agreement value of \$1,158,700, to provide additional Accessible Transportation Strategic Plan (ATSP) implementation services. This amendment will extend the agreement termination date from June 30, 2026 to June 30, 2027. The Authority shall have the unilateral option, at its sole discretion, to renew this agreement for no more than one additional one-year term*
- D. *The Authority Board approved Resolution 21-40-G (Rev 3), adopting the proposed amendment of the Authority's Countywide Vision Zero Safety Policy and Implementation Guide, referred to as the Vision Zero Action Plan, and authorized the Executive Director to make non-substantive changes as needed, pending concurrence from the Countywide Bicycle and Pedestrian Advisory Committee.*
- E. *The Authority Board authorized the Chair to execute Agreement No. 744 with HDR, Inc. upon completion of the federal pre-award audit and funding obligation process, in an amount not-to-exceed \$3,999,732 for environmental and engineering services for the State Route 4 Operational Improvements – Westbound Phase 1 (Project 6006), and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- F. *The Authority Board authorized the Chair to execute Agreement No. 758 with HNTB Corporation in the amount of \$4,980,000, for Project and Construction Management Phase 1A services for the Interstate 680 Northbound Express Lane Completion (Phase 1) (Project 8009.2) and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- G. *The Authority Board approved Resolution 26-15-P, which authorized the Executive Director or designee to 1) approve the Moraga Road and Canyon Road Complete Street (Project 31005) design in accordance with Government Code Section 830.6 to preserve design immunity, 2) publicly advertise the construction contract at the Executive Director or designee's discretion, contingent upon successful obligation of the grant funds and receipt of an Authorization to Proceed from the Federal Highway Administration, 3) approve changes and issue addenda to the bidding documents during the advertisement period; and 4) publicly open all bids received.*
- H. *The Authority Board provided feedback and approved Calendar Years 2024 and 2025 Growth Management Program Compliance Checklists for allocation of Fiscal Years 2025-26 and 2026-27 Local Street Maintenance and Improvement funds for distribution to local jurisdictions.*
- I. *The Authority Board authorized the Chair to execute Amendment No. 1 to Cooperative Agreement No. 60.00.03 with the Central Contra Costa Transit Authority dba County Connection and approved Resolution 26-16-G to allocate Measure J Subregional Central County Safe Transportation for Children Program 21a funds for*

the reimbursement of bus rides on County Connection in an amount not-to-exceed \$41,000, for a Summer Youth Program.

- J. *The Authority Board received an update on the development of the Ride Together Countywide Mobility Program.*

***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

March 24, 2026

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

RE: Status Letter for TRANSPAC Meeting – March 12, 2026

Dear Mr. Haile:

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

1. The Board approved the programming of \$13,402.54 in previously allocated Measure J Program 17 funding to install 20 circular bicycle racks and two bicycle repair stations in the City of Martinez.
2. The Board received information on the Measure J Line 20a Fund Program – FY 2026/2027 and FY 2027/2028 Program.
3. The Board received information on Form 700 Filing Requirements for 2026.

Please contact me at (925)-937-0980, or email at 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

TRANSPAC
Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
1320 Mount Diablo Blvd, Suite # 206, Walnut Creek, CA 94596
(925) 937-0980

May 5, 2026

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

RE: Status Letter for TRANSPAC Meeting – April 9, 2026

Dear Mr. Haile:

The TRANSPAC Committee met on April 9, 2026. The following is a summary of the meeting and action items:

1. The Board received information on the Measure J Line 20a Fund Program – FY 2026/2027 - FY 2027/2028 Program.
2. The Board received an update on the 2026 CCTA youth transit program implementation.

Please contact me at (925)-937-0980, or email at 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
Lyone Conner, Ethan Bindernagel, 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

May 19, 2026

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

RE: Status Letter for TRANSPAC Meeting – May 11, 2026

Dear Mr. Haile:

The TRANSPAC Committee met on May 11, 2026. The following is a summary of the meeting and action items:

1. The Board Accepted the quarterly financial report for the period ended March 31, 2026.
2. The Board approved the appointment of Trevor McGuire (Martinez) as a Primary representative and Anthony Nuti (Pleasant Hill) as an alternate representative to the CCTA TCC for the term April 1, 2026 - March 31, 2027.
3. The Board approved the Draft FY 2026-2027 & FY 2027-2028 Measure J Line 20a Fund Program and release for comment.
4. The Board received information on Contra Costa Transportation Authority Countywide Travel Training Program.
5. The Board received information on TRANSPAC Workplan and Budget Process for Fiscal Year 2026/2027.

Please contact me at (925)-937-0980, or email at 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
Lyone Conner, Ethan Bindernagel, City of Pleasant Hill



SWAT

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

May 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 May 4, 2026

Dear Mr. Haile:

The Southwest Area Transportation Committee ("SWAT") met Monday, May 4th, 2026. The following is a summary of the meeting and action items:

1. **SWAT Countywide Bicycle Pedestrian Advisory Committee (CBPAC) Reappointment** of Chris Weeks, City of San Ramon as the Primary SWAT Representative to the Countywide Bicycle Pedestrian Advisory Committee (CBPAC) and Patrick Golier as the Alternate SWAT Representative. The appointments will be for (2) two-year terms beginning April 1, 2026, running through **March 31, 2028**.
2. **SWAT Technical Coordinating Committee (TCC) Reappointments** of Nate Levine, Town of Moraga, as Primary Engineering Representative to the Contra Costa County Technical Coordinating Committee (TCC), Chris Weeks as the Primary Planning Representative and Patrick Golier as the Primary Transportation Representative. The appointments will be for **(2) two-year** terms beginning April 1, 2026, through **March 31, 2028**.
3. **SWAT Countywide Bicycle Pedestrian Advisory Committee (CBPAC) Citizen Recruitment**
Proposed recruitment of applications for Citizen representative to the CBPAC. Expired: Danville Resident, Bill Keeshen appointment ended **12/31/2025**.
4. **Presentation & Approval:** SWAT Technical Advisory Committee (TAC) approved proposal from Street Smarts Contra Costa to apply for SWAT TFCA funds to expand the "Walk N Roll" program into Lamorinda. SWAT BOD to voted to support the submission of Street Smarts Contra Costa's application for \$45,450 of rollover SWAT TFCA funds to onboard three Lamorinda schools to the "Walk N Roll" program in Lamorinda for next year. Street Smarts Contra Costa will submit the TFCA application for \$45,450 of rollover TFCA funds.

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

Regards

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

Chris Weeks
San Ramon Transportation Division Manager/SWAT Administrator

Cc: SWAT; SWAT TAC; Hisham Noemi ,CCTA; Stephanie Hu, CCTA; Matt Kelly, CCTA; John Hoang, CCTA; Matt Todd, TRANSPAC; Tiffany Gephart, TRANSPAC; John Nemeth, WCCTAC; Robert Sarmiento, TRANSPAN; Ying Smith, CCTA; Ryan McClain, CCTA; Danielle Elkins, CCTA; Rod Wui, City of San Ramon; Emily Owen, CCTA

ITEM 7

**APPOINT TRANSPLAN REPRESENTATIVES TO THE CCTA
COUNTYWIDE BICYCLE AND PEDESTRIAN ADVISORY
COMMITTEE.**

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: June 11, 2026
SUBJECT: **TRANSPLAN Appointments to the Countywide Bicycle and Pedestrian Advisory Committee**

Recommendation

APPOINT Khristin Labao as the Primary TRANSPLAN Staff Representative, **APPOINT** Kirsten Riker Ruiz as the Alternate TRANSPLAN Staff Representative, and **RE-APPOINT** Bruce Ohlson as the Citizen TRANSPLAN Representative to the Contra Costa Transportation Authority's Countywide Bicycle-Pedestrian Advisory Committee (CBPAC).

Background

The CBPAC bylaws state that member appointments are for two-year terms. The terms for the current Primary TRANSPLAN staff representative, Kirsten Riker (511 Contra Costa); the Alternate TRANSPLAN staff representative, Khristin Labao; and the TRANSPLAN citizen representative, Bruce "Ole" Ohlson, has expired.

Ms. Riker and Ms. Labao have expressed interest in swapping their roles as Primary and Alternate TRANSPLAN staff representatives to the CBPAC. TRANSPLAN staff solicited applications to the public for the TRANSPLAN citizen representative position (Exhibit A) for a two-year term in the months of March and April and received one response from from Mr. Ohlson (Exhibit B), the current TRANSPLAN citizen representative. TRANSPLAN TAC approved all three appointments at its April meeting.

att: Exhibit A: Call for a TRANSPLAN CBPAC Citizen Representative
Exhibit B: Bruce Ohlson - Letter of Interest as the TRANSPLAN citizen appointee to the CCTA CBPAC

cc: TRANSPLAN TAC

TRANSPLAN

Committee

NOW OPEN TO RESIDENTS:
East County Representative to serve on the
*Countywide Bicycle and Pedestrian Advisory Committee of the Contra Costa
Transportation Authority*

TRANSPLAN seeks a member of the general public to serve as an East County Representative on the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) of the Contra Costa Transportation Authority (CCTA). The individual should be passionate about bicycling and walking and have extensive knowledge and experience with bicycle and pedestrian policies and issues in eastern Contra Costa County. The individual must reside in the TRANSPLAN region (https://transplan.us/wp-content/uploads/2023/03/County_Wide_Map_Cities_TRANSPLAN_RTTC-1-scaled.jpg) at the time of application and throughout the term, be available to attend committee meetings on the 4th Monday of every other month starting in January at 11:00 a.m.¹, which are held in the boardroom at the CCTA offices, located at 2999 Oak Road, Suite 100, Walnut Creek, CA 94597, and have the ability to review CBPAC meeting packets and develop comments and questions on agenda items beforehand. The individual is anticipated to serve a two-year term in a volunteer capacity.

The CBPAC advises CCTA on bicycle and pedestrian issues, oversees updates to the Countywide Bicycle and Pedestrian Plan (https://ccta.ca.gov/active_studies/countywide-bicycle-and-pedestrian-plan) and other CCTA policy documents and helps implement the policies established therein, reviews and provides recommendations for funding for bicycle and pedestrian plans and studies, projects, and programs, and reviews and comments on “complete streets” checklists required of proposed projects. CBPAC members have an opportunity to influence bicycle and pedestrian issues within jurisdictions throughout Contra Costa County through scheduled presentations by multimodal transportation experts, advocacy groups, and CCTA staff. Additional information on the CBPAC can be found in its by-laws (<https://ccta.ca.gov/wp-content/uploads/2023/11/CBPAC-Bylaws-Adopted-2011-10-19.pdf>).

Should you have any questions, please call (925) 655-2918. To apply for this position, please send a letter of interest, which should include a description of your experience in bicycle- and pedestrian-related matters, to Robert Sarmiento, TRANSPLAN staff and liaison to the TRANSPLAN Committee, either via e-mail at robert.sarmiento@dcd.cccounty.us or via fax at (925) 655-2750, to the attention of Robert Sarmiento. **Interested individuals should apply by April 10, 2026.**

¹ Meeting time subject to change (likely a 10AM start time) due to an update of the CBPAC by-laws, which is expected to become effective by June 2026.

From: [Bruce Ole Ohlson](#)
To: [Robert Sarmiento](#)
Cc: [Bike East Bay Advocacy Robert Prinz](#); [Bike East Bay Dani Lanis](#)
Subject: Interest in TRANSPLAN appointment to CCTA BPAC
Date: Monday, March 23, 2026 9:39:45 PM

This Message Is From an External Sender

This email originated from outside of Contra Costa County. Please do not click links or open attachments unless you are expecting this email.

[Report Suspicious](#)

Robert,

It was good to see you at the Bicycle and Pedestrian Advisory Committee meeting today at the CCTA offices.

I am interested in being reappointed by TRANSPLAN to this committee.

I am East County's "Mister Bicycle," and travel throughout not only East County, but also Central County by bicycle. I do not own or have access to an automobile.

I rode my bicycle round trip from Pittsburg to today's meeting at 2999 Oak Road, Walnut Creek. As you know, the Delta de Anza Regional Trail extends from Brentwood through Oakley, Antioch, Pittsburg, Bay Point, and currently ends at the Willow Pass Road interchange with Highway 4 in Concord. There, the bicyclist is faced with two equally unacceptable alternatives. S/He can go down Willow Pass Road toward downtown Concord and cross the narrow, short-sight-distance, dangerous hump of a World-War-Two-era bridge over the Naval Weapons Station railroad tracks, or use the shoulder of eight-lane Highway 4 to get to the next interchange to the west, Port Chicago Highway. That Caltrans allows bicyclists to use this segment of freeway shoulder indicates that they agree that the bridge is a death-trap for anyone not in a motor vehicle. I know of no bicyclist who goes over that bridge a second time!

Saturday, I went on the Bike East Bay organized ride celebrating the second anniversary of the opening of the Mokelumne Aqueduct Trail

ped/bike bridge over Highway 4 in Brentwood. That bridge was built because I kept reminding the Highway 4 Bypass Authority that it was an EIR requirement of the construction of the freeway to build a "crossing" for each of the three trails that the construction of the freeway ended up cutting.

The Mokelumne Aqueduct Trail was initially going to be in a culvert under the freeway, but a member of the Highway 4 Bypass Authority "did not want to spend any motorist money on bicyclist amenities," so it was not built. Staff, knowing that it was an EIR requirement, immediately went into CYA mode and drafted a memorandum of agreement with the Brentwood Recreation Department promising to build a bridge over the freeway once the Recreation Department built the trail. CCTA representatives heard my request for the crossing during public comment during the ceremony transferring the freeway over to Caltrans, and took on the construction of the bridge as a CCTA project. Measure "J" money was used for the design, and a federal grant was used for the construction. It has been a long time in coming, but we finally got our crossing.

The other two trails that this segment of Brentwood freeway crosses:

- * The Delta de Anza Regional Trail is on the maintenance road of the Contra Costa Canal as it passes under the freeway; where there is room for a truck, there is plenty of room for a bicycle to get under the freeway.

- * The Marsh Creek Regional Trail was built on the shoulder of the creek as it goes under the bridge under the freeway by raising the bridge only a bit and widening it by the width of the trail.

If appointed to the CCTA's Bicycle and Pedestrian Advisory Committee, I will continue to advocate for bicycle facilities in East County and Central County.

Thank you for your concern for my continued well-being.

All best wishes,

~Ole

Bruce 'Ole' Ohlson aka "Mister Bicycle"

Contra Costa 511's Bicycle Champion of the Year for 2024

Delta Group Sierra Club

Bike East Bay

Delta Pedalers Bicycle Club

Contra Costa Countywide Bicycle Advisory Committee

CCTA Bicycle & Pedestrian Advisory Committee

Caltrans District 4 Bicycle Advisory Committee

ITEM 8

**APPOINT TRANSPAN REPRESENTATIVES TO THE CCTA
TECHNICAL COORDINATING COMMITTEE.**

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee
FROM: Robert Sarmiento, TRANSPLAN Staff
DATE: June 11, 2026
SUBJECT: **TRANSPLAN Appointments to the Contra Costa Transportation Authority
Technical Coordinating Committee**

Recommendation

APPROVE TRANSPLAN Technical Advisory Committee (TAC) recommendation to make the following staff appointments to the Contra Costa Transportation Authority (CCTA) Technical Coordinating Committee (TCC) through March 31, 2028:

- Primary Representative- Habibullah Habib (Oakley)
- Alternate Representative- Billilee Saengchalern (Oakley)

Background

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

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

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

The current TRANSPLAN Primary Representatives to the TCC are as follows:

- Billilee Saengchalern (Oakley)
- Anju Pillai (Brentwood)
- Gina Haynes (Pittsburg)

Currently, there are no TRANSPLAN Alternate Representatives to the TCC.

In May 2026, TRANSPLAN staff was informed by Oakley staff of a proposal to replace Ms. Saengchalern with Habibullah Habib (Oakley) as one of the TRANSPLAN Primary Representative positions and move Ms. Saengchalern to a vacant Alternate Representative position. The term for both new appointments would run through March 31, 2028. The TRANSPLAN TAC reviewed and recommended forwarding this proposal to the TRANSPLAN Committee.

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

cc: TRANSPLAN TAC

ITEM 9

**REVIEW TRANSPLAN'S PROPOSED FISCAL YEAR 2026/2027 BUDGET
AND WORK PROGRAM, REVISE AS NECESSARY, ADOPT THE BUDGET,
AND DIRECT STAFF TO INVOICE MEMBER AGENCIES.**

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: June 11, 2026

SUBJECT: Fiscal Year 2026/2027 Proposed TRANSPLAN Work Program and Budget

Recommendation

ADOPT the Fiscal Year 2026/2027 (“FY 2026/27”) TRANSPLAN Work Program and Budget, and **DIRECT** staff to deliver member dues invoices to the member agencies.

Background

The TRANSPLAN Committee adopts a budget and work program annually. Some of the tasks from the previous work program will carry over. Current budget and proposed budget and work plan activities for the impending fiscal year are detailed in the following discussion.

Fiscal Year 2025/2026 Budget Report

For Fiscal Year 2025/2026 (“FY 2025/26”), each TRANSPLAN member agency was required to remit dues payments of \$4,886.10, for a total revenue of \$24,430.50. When combined with \$15,723.20 in actual Fiscal Year 2024/2025 surplus, the FY 2025/26 budget revenue totals \$40,153.70.

Total actual expenditures through the first three quarters of FY 2025/26 (July 2025 – March 2026) are approximately \$14,746.67. Revenue less actual and projected expenditures (\$5,000.00) for the remainder of FY 2025/26 results in a surplus of approximately \$19,407.03 (\$24,430.50 + \$15,723.20 - \$14,746.67 - \$5,000.00).

Activities

The attached work program proposes the set of tasks to be undertaken during the 2026/27 fiscal year. As is typical, some of the items are continuing items, with three modifications noted below:

***NEW* Transportation Expenditure Plan (TEP) Development.** CCTA is moving forward with development of a new Transportation Expenditure Plan for Contra Costa County. The RTPCs will be a venue for discussions related to the proposed TEP components.

***NEW* Micromobility Study to Develop a Model Ordinance and Agreement for Countywide Operations Framework.** CCTA is currently retaining a consultant to develop a model ordinance and agreement to support local and countywide micromobility programs. As part of the Study, outreach to the RTPCs will occur.

***NEW* TFCA Project Approvals Coordination.** The RTPCs will be requested to review and concur on the subregional TFCA project lists.

Proposed FY 2026/2027 Budget

This budget includes approximately ten hours of a Transportation Planner per month, two hours of secretarial time per month, and eight hours of the minutes-taker’s time per month. The budget also

includes \$1,800 for ongoing maintenance of the TRANSPLAN website, \$250 for office supplies and mailing costs, and a \$3,000 contingency reserve.

Whenever possible, individual TAC members assume liaison duties for various CCTA committees (e.g. Technical Coordinating Committee, Technical Model Working Group and Growth Management Program Working Group) and report any relevant activities to the full TAC. Essentially, the TAC's participation also helps to minimize TRANSPLAN's budget. Consistent with Committee direction from past years, staff will bill the jurisdictions for the difference in this year's actual cost (any overrun will be added to the 2025/26 invoice, or surplus will be deducted).

FY 2026/27's projected budget (Table 1) is \$44,742.40. When the previous year surplus of \$19,407.03 is applied towards the FY 2026/27 projected budget, the result is a total net budget of \$25,335.37. When divided by five, the dues payment for each of the five-member jurisdictions is **\$5,067.07**.

att: Draft Work Program for FY 2026/2027
Table 1: Proposed TRANSPLAN Budget for FY 2026/27

Draft Work Program for FY 2026/2027

Task 1: Monitor the Brentwood-Tracy Expressway (SR 239) Project. The Contra Costa Transportation Authority (CCTA) is the project manager; TRANSPLAN is a primary stakeholder. The public/external planning process for this effort began in 2011/12 and is now complete. CCTA is now working with Caltrans on the development of an environmental document for the project.

Task 2: Review/Monitor major land use proposals within East County for compliance with East County Action Plan for Routes of Regional Significance. This task will continue as an ongoing activity, required by Measure J and by TRANSPLAN's own procedures. It is part of the Measure J Growth Management Program.

Task 3: Review land use proposals outside of East County that meet the Measure J threshold requirements (100 or more new peak-period vehicle trips) for potential traffic impacts on East County routes of regional significance. This task will continue as an ongoing activity, similar to Task 2 above. It is part of the Measure J Growth Management Program.

Task 4: Facilitate collaboration between member jurisdictions and the Contra Costa Transportation Authority in conducting planning activities requiring sub-regional consultation. TRANSPLAN will provide ongoing assistance and local facilitation with CCTA, at a minimum for the State Route 4 Operational Improvements, the Congestion Management Program, the Measure J Strategic Plan, Measure J Growth Management Program ("GMP") (e.g. Countywide Transportation Plan/Action Plan for Routes of Regional Significance), the Countywide Bicycle and Pedestrian Plan, and various federal, state, regional and local funding programs. These efforts, while administered primarily by other agencies, require and benefit from local facilitation.

Task 5: Represent TRANSPLAN at meetings of CCTA as needed, including the monthly CCTA Board meetings and the monthly meetings of its two committees (the Administration and Projects Committee, and the Planning Committee). This task will continue.

Task 6: Participate as needed in refining the East County portion of the countywide travel demand forecasting model and/or in adapting the model for local application. Ongoing refinements, monitoring or consultation on the model are often required. The Measure J GMP requires local jurisdictions to consult with the Technical Advisory Committee ("TAC") when they use or adapt the model for local general plan amendments or CEQA review of large development proposals.

Task 7: Monitor Ferry Planning. Coordinate ferry service planning with member agencies, CCTA, the Water Emergency Transportation Authority, and other affected entities.

Task 8: Growth Management Program Compliance. Assist in administering the resolution of growth management compliance issues between member jurisdictions in cooperation with Contra Costa Transportation Authority staff per *TRANSPLAN Committee Administrative Procedures, Article III*.

Task 9: Concord Community Reuse Project: TRANSPLAN staff will monitor and report to the TAC and Committee on activities related to the subject project.

Task 10: Countywide Transportation Plan (CTP) Update: CCTA staff is updating the CTP. TRANSPLAN staff will assist in facilitating discussions on this item with the TAC and the Committee.

Task 11: Transportation Expenditure Plan (TEP) Development. CCTA is moving forward with development of a new Transportation Expenditure Plan for Contra Costa County. The RTPCs will be a venue for discussions related to the proposed TEP components.

Task 12: Countywide Emergency Evacuation Plan: The Contra Costa Countywide Emergency Evacuation Plan will conduct local-level evacuation compliance assessments and high-level evacuation

route capacity, safety, and viability analysis for the county, including the 19 cities/towns and unincorporated County.

Task 13: Micromobility Study to Develop a Model Ordinance and Agreement for Countywide Operations Framework. CCTA is currently retaining a consultant to develop a model ordinance and agreement to support local and countywide micromobility programs. As part of the Study, outreach to the RTPCs will occur.

Task 14: TFCA Project Approvals Coordination. The RTPCs will be requested to review and concur on the subregional TFCA project lists.

Table 1: Proposed TRANSPLAN Budget for FY 2026/27

| Item | Proposed FY 2026/27 Budget | % of Proposed Budget |
|---|-----------------------------------|-----------------------------|
| Transportation Planner (10 hours/month) [1] | \$29,492.40 | 66% |
| Secretary (2 hours/month) [2] | \$2,040.00 | 5% |
| Minutes Taking (8 hours/month) [3] | \$8,160.00 | 18% |
| Subtotal for Personnel Costs | \$39,692.40 | |
| TRANSPLAN Website Ongoing Maintenance | \$1,800.00 | 4% |
| Offices Supplies and Services | \$250.00 | 1% |
| Contingency Reserve | \$3,000.00 | 7% |
| Total FY 2026/27 Budget | \$44,742.40 | 100% [4] |
| Previous Fiscal Year Surplus | \$19,407.03 | |
| Net Total FY 2026/27 Budget | \$25,335.37 | |
| Per Jurisdiction Contribution | \$5,067.07 | |

[1] Hourly rate is \$245.77.

[2] Hourly rate is \$85.00.

[3] Hourly rate is \$85.00.

[4] The sum of the percentages may not equal 100% due to rounding.