

Robert Taylor, Chair  
Brentwood  
City Council

Doug Hardcastle, Vice-Chair  
Oakley  
City Council

Salvatore Evola  
Pittsburg  
City Council

Mary N. Piepho  
Contra Costa County  
Board of Supervisors

Tony Tiscareno  
Antioch  
City Council

Kerry Motts  
Antioch  
Planning Commission

Joseph Weber  
Brentwood  
Planning Commission

Duane Steele  
Contra Costa  
Planning Commission

*Vacant*  
Representing the  
Contra Costa County  
Board of Supervisors

Kevin Romick  
Oakley  
Planning Commission

Bruce Ohlson  
Pittsburg  
Planning Commission

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# TRANSPLAN Committee Meeting

Thursday, June 11, 2015 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

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 Jamar Stamps at 925-674-7832 or jamar.stamps@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 5/14/15 TRANSPLAN Meetings ♦ Page 2
- 4. ACCEPT** Correspondence ♦ Page 9
- 5. ACCEPT** Status Report on Major Projects ♦ Page 11
- 6. ACCEPT** Calendar of Events ♦ Page 19
- 7. ACCEPT** Environmental Register ♦ Page 21

### End of Consent Items

### Open the Public Meeting

**8. DISCUSS** *Transportation Expenditure Plan (“TEP”) Call for Projects. In March, the Contra Costa Transportation Authority (“CCTA” or “Authority”) made a decision to move forward with the development of a TEP for a possible 2016 ballot measure. Subsequently, on May 21, the Authority issued a Call for Projects to the Regional Transportation Planning Committees (“RTPCs”) to submit candidate projects and programs for consideration in the development of the TEP. Input is requested by July 24, 2015. CCTA staff will provide an overview of the TEP Call for Projects (Hisham Noeimi – CCTA staff; Take Action as Appropriate) ♦ Page 23*

**9. ADJOURN** to next meeting on Thursday, July 9, 2015 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

**ITEM 3**  
**5/14/15 TRANSPLAN COMMITTEE MEETING MINUTES**

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

MINUTES

May 14, 2015

The regular meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Robert (Bob) Taylor at 6:30 P.M.

**ROLL CALL / CALL TO ORDER**

PRESENT: Kerry Motts (Antioch), Bruce Ohlson (Pittsburg), Mary N. Piepho (Contra Costa County Board of Supervisors), Kevin Romick (Oakley), Duane Steele (Contra Costa Planning Commission), Tony Tiscareno (Antioch), Joe Weber (Brentwood), Doug Hardcastle (Vice Chair, Oakley), and Robert (Bob) Taylor (Chair, Brentwood)

ABSENT: Salvatore (Sal) Evola (Pittsburg)

STAFF: Jamar Stamps, TRANSPLAN Transportation Planner

**PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA**

There were no comments from the public.

**CONSENT ITEMS**

On motion by Mary Piepho, seconded by Kevin Romick, TRANSPLAN Committee members adopted the Consent Calendar, as follows:

3. Adopted Minutes from April 9, 2015 TRANSPLAN Meeting
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register
8. Approved Railroad Avenue eBART Multimodal Transfer Facility Project (Pittsburg) and State Route 4/Bailey Road Off-Ramp Pedestrian Safety Improvements (County) to receive Contra Costa Transportation Authority ("CCTA") technical assistance for the Active Transportation Program ("ATP") Cycle 2 and authorized TRANSPLAN Chair to sign letters of support, as recommended by the TRANSPLAN Technical Advisory Committee ("TAC")

The motion carried by the following vote:

Ayes: Hardcastle, Motts, Olson, Piepho, Romick, Steele, Tiscareno, Weber, and Taylor  
Noes: None  
Abstain: None  
Absent: Evola

**RECEIVE PRESENTATION ON INITIATION OF THE 2017 REGIONAL TRANSPORTATION PLAN (“RTP”) CALL FOR PROJECTS. THE METROPOLITAN TRANSPORTATION COMMISSION (“MTC”) HAS RELEASED THE CALL FOR PROJECTS FOR THE 2017 RTP ON APRIL 29, 2015. CCTA STAFF WILL BEGIN WORKING WITH THE REGIONAL TRANSPORTATION PLANNING COMMITTEES (“RTPC”) AND TRANSIT OPERATORS ON DEVELOPING A 23-YEAR FINANCIALLY-CONSTRAINED PROJECT LIST FOR SUBMITTAL TO MTC BY SEPTEMBER 30, 2015**

Hisham Noeimi, Engineering Manager, CCTA, reported that the last Regional Transportation Plan (RTP) had been developed in 2013 to cover the planning horizon from 2018 to 2040; a financially constrained document, meaning that the cost of all projects shall not exceed the amount of revenue expected from existing sources over the span of the RTP. He advised that all project sponsors would be asked to look at projects and update them, particularly with respect to the status of funding. The information would be needed no later than July 24, 2015, and would be used to initiate discussions on the Transportation Expenditure Plan (TEP) when the projects to be fully or partially funded with existing funding sources would be known and when the unfunded portion would be identified. The Regional Transportation Planning Committees (RTPCs) were being asked to look at their lists, provide updated information, and make sure that the projects would be submitted as part of the RTP. He identified three lists for the RTP as a Committed Projects List consisting of projects that are fully funded; a Financially-Constrained List of projects expected to request future funding during the RTP period; and a Visions List of projects not included in either the Committed Projects List or the Financially-Constrained List.

Mr. Noeimi verified for Mary Piepho that the Committed Projects List was Countywide, and those projects in the Financially-Constrained List for TRANSPLAN represented \$233.9 million. He also explained in response to Bruce Ohlson who supported the bicycle facilities at State Route 4 when crossing I-680, that those bicycle facilities had been included in the RTP and the Financially-Constrained List, and were expected to be funded from existing sources, although there was no idea when that would occur other than it would occur between now and 2040. To provide those bicycle facilities earlier, he suggested the use of local money, and clarified that the project was in the TRANSPAC area and was a high priority for TRANSPAC.

Mr. Ohlson suggested that a letter from the TRANSPLAN Committee should be submitted to the CCTA to verify the need for those bicycle facilities.

Chair Taylor thanked Mr. Noeimi for the presentation.

**RECEIVE PRESENTATION ON TRANSPORTATION EXPENDITURE PLAN (“TEP”) ROLLOUT. IN MARCH, THE CONTRA COSTA TRANSPORTATION AUTHORITY (“CCTA”) MADE A DECISION TO MOVE FORWARD WITH THE DEVELOPMENT OF A TEP FOR A POSSIBLE 2016 BALLOT MEASURE. SUBSEQUENTLY, IN APRIL, THE AUTHORITY APPROVED A SET OF PRINCIPLES FOR THE DEVELOPMENT OF THE TEP. CCTA STAFF WILL PROVIDE AN OVERVIEW OF THE TEP PROCESS, MILESTONES, AND ROLE OF THE TRANSPAN BOARD**

Ross Chittenden, Deputy Executive Director, Projects, CCTA, reported that the CCTA had recently taken action to start a process of a TEP for consideration to place on the ballot as early as 2016. He stated that the CCTA, working with stakeholders including the RTPCs, would develop what the next round of investment would be to generate additional revenue, and would work collectively with a wide variety of stakeholders over the next 15 months to determine whether to place something on the ballot.

Mr. Chittenden referred to 1988 when Contra Costa County residents had placed Measure C on the ballot and had raised a half-cent sales tax for 20 years. That measure had been capital project intensive with significant construction, and was set to sunset in 2009. Given the need for additional transportation investment, the CCTA had placed Measure J on the ballot in 2004 for a half-cent tax measure for 25 years, extending to 2034. One of the differences from Measure C was that the County was becoming more mature and there was a need for funds to address the aging infrastructure. In the end, 40 percent of the revenue from Measure J had been dedicated to major capital infrastructure for eBART, the widening of Highway 4, and the Caldecott Tunnel, with 58 percent dedicated to maintenance. He explained that the CCTA’s role had been expanded from focusing on highways and BART to truly being multimodal and include ferry service in the foreseeable future, and potentially expand beyond that.

Mr. Chittenden referred to the capital program side, tactics, and policies adopted by the CCTA Board in planning for Measure J, and the desire to get projects shovel ready. He noted that the I-680/SR4 project was not yet ready and the CCTA was working on the design in anticipation of funding, with a policy decision to bond against future revenue. He stated that the CCTA had established relationships with the Metropolitan Transportation Commission (MTC) to leverage funding with funding partners and attempt to find ways to leverage with other funds. He noted that in 2014, there had been more funds in the budget from other sources than from Measure J, which was part of the leveraging effect. He offered a graph to show the leveraging effect over the life of the program and stated that the CCTA would have to look for additional revenues to fill in that gap. He emphasized that through bonding at historically low rates, and through leveraging, the CCTA had delivered a 25-year program in 10 years.

Given that the annual program would continue to 2034, Mr. Chittenden advised there would be few funds for capital programs, and the impetus for the discussion was whether to consider an augmentation of the Measure J sales tax expenditure.

Mr. Chittenden reported that Contra Costa County was one of 20 counties that had elected to tax themselves for transportation, representing 81 percent of the population. He commented that the self-help transportation economy in California was somewhat unique. While 65 percent of the dollars were locally generated, the State represented 22 percent of funding, and the federal government represented 13 percent of funding. He described the situation where there would be little federal relief. At the State level, there had been some discussion that would generate \$3 billion annually through a variety of fees and taxes, with about half to be dedicated to Caltrans for maintenance, 40 percent to local cities for maintenance of local roads and bridges, and 5 percent for incentives.

Putting that all together, Mr. Chittenden stated that as part of the Countywide Transportation Plan (CTP), the CCTA had conducted a public opinion poll 14 months ago on a variety of topics, one of which was whether there was a need for additional funding for transportation. He reported that three quarters of the respondents had agreed with the need for additional funding. As to how to pay for it, he noted discussions of gas tax increases and vehicle miles traveled (VMT) taxes, and commented that folks were accustomed to the local sales tax programs. He referred to the mantra of *Promises Made, Promises Kept* to tell folks that if they were willing to vote yes to dedicate additional funds to transportation, BART in Contra Costa County would be expanded, transit connections to jobs and schools would be expanded, roads would be repaired, traffic congestion would be reduced, and transit services would be enhanced. He added that the proposed augmentation would be a special tax and require a two thirds voter threshold. The CCTA was hopeful that the special tax would be approved.

In response to questions, Mr. Chittenden clarified that the federal rules for transportation funding were onerous. He described some of those rules related to paperwork and the length of time involved in the bureaucratic process, and the limitations and lack of flexibility in the use of the funds. In contrast, the TEP had to be defined in an expenditure plan and had to be for transportation purposes only although it would be up to the electorate as to what to spend it on.

Mr. Chittenden also spoke to the fact that a number of other jurisdictions were expected to approach voters in 2016 with other tax measures in that BART, AC Transit, MTC, and nine other counties in Northern California were looking for similar measures as were local jurisdictions. He noted that some jurisdictions were at the cap, and while the CTP could exceed the cap, if necessary, there was a big concern at the jurisdiction level. He stated that was not a decision anyone would take lightly and was not solely a CCTA decision.

Mr. Chittenden explained that the CCTA wanted to start with what it had learned from the extensive public outreach as part of the CTP and the initial poll, where people did not like potholes and wanted more BART service, more frequent BART, and more access to BART, with the desire for traffic smoothing to allow vehicles to move better along with concerns for the environment, and bike and ped.

Mr. Chittenden referred to a set of principles that had been developed, discussed, and incorporated which tended to embody the culture and put forward an inclusive, accountable, and accessible process that would involve everyone. Some of the elements related to attempts to reduce VMT, greenhouse gases, and the desire to be more definitive in achieving those outcomes.

Mr. Chittenden advised that an amount and term would have to be discussed, which discussion would start with the CCTA Board next week to see what a half-cent tax for 25 years would do (\$2.3 billion in current value), or a quarter cent for the remaining duration of Measure J, with three quarters of a cent beyond that for another 25 years. He noted that Hisham Noeimi had started a discussion on projects and programs to look at existing projects from a bottoms up needs base, which would have to come from the RTPCs. There had also been a discussion of other competing priorities and a host of other policy considerations including the Growth Management Program.

Referring to the schedule in the packet, Mr. Chittenden stated the first part of the schedule related to a 15-month process before reaching a decision as to whether or not to place something on the ballot; there would be stakeholder involvement between now and November; and the CCTA would adopt an Expenditure Plan in January. Leading up to that, an Expenditure Plan Advisory Committee of non-governmental organizations would be formed to get a cross representation of different stakeholders of business, labor, environmental justice, health, youth, and faith-based organizations to get everyone to the table to negotiate a compromise that worked for everyone. With respect to stakeholder outreach, he stated there would be ongoing discussions with the TAC and with the parent group as well, with the desire to make sure they were retaining an interested and engaged public with a round of focus groups and polling. A focus group had been scheduled in June to find out how to better talk about technology and innovation, which should generate jobs as well as provide mobility benefits. There would be rounds of focus groups, polling, and other direct public outreach. CCTA representatives would also visit the home jurisdictions.

Chair Taylor referred to the hectic pace, and Mr. Chittenden explained that they were being guided by an Ad Hoc Committee of the CCTA Board that met every other week and those discussions would go into ePPAC and ultimately to the CCTA Board. If a plan could be devised, they would come back through the jurisdictions and would need 100 percent support of the cities. To make this happen there would be a lot of effort by CCTA and jurisdiction staff.

Tony Tiscareno liked the idea of presentations to each city, and soon, and recognized the need but asked the CCTA to consider voter burnout in its deliberations.

In response, Mr. Chittenden clarified that generally speaking the CCTA had tracked those issues and the number of measures that would expire in 2016 and potentially be on the ballot. He noted that the measure being considered in this case would be for 25 years, and those issues were generally tracked and would be closely monitored.

Mr. Chittenden wanted to hear from the cities, especially if the cities were to have a measure on the ballot, since there was no desire to compete.

Chair Taylor acknowledged the significant funding that had been spent in East County with respect to Highway 4, the State Route 4 Bypass, and the SR 160 Ramp Connections, which were making the roads safer, and which could enhance East County's attitude to accept another tax measure.

The TRANSPLAN Committee thanked Mr. Chittenden for the presentation.

On another matter, Duane Steele asked again about the 2,000 foot approach to the Old River Bridge, which was in poor repair, and which needed to be addressed. He asked what needed to be done to get it finished.

Jamar Stamps, TRANSPLAN Staff, noted his understanding that there was a shared responsibility with Caltrans and would talk to Caltrans to see how to resolve the situation.

### **ADJOURNMENT**

Chair Taylor adjourned the meeting of the TRANSPLAN Committee at 7:21 P.M. to Thursday, June 11, 2015, at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk



**ITEM 4  
CORRESPONDENCE**

# TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
2300 Contra Costa Boulevard, Suite 110  
Pleasant Hill, CA 94523  
(925) 969-0841

May 15, 2015

Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Re: Status Letter for TRANSPAC Meeting – May 14, 2015

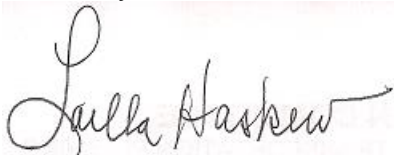
Dear Mr. Iwasaki:

At its meeting on May 14, 2015, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation from Ross Chittenden, CCTA Deputy Executive Director, regarding the Transportation Expenditure Plan (TEP) rollout.
2. Approved a one-time allocation of Measure J Line 20a funds in the amount of \$49,000 to leverage federal funding and fulfill the local match requirement for the Contra Costa Mobility Management project.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Loella Haskew  
TRANSPAC Chair

cc: TRANSPAC Representatives; TRANSPAC TAC and staff  
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)  
Jamar I. Stamps – TRANSPLAN  
Robert Taylor, Chair – TRANSPLAN  
Andy Dillard – SWAT  
Don Tatzin, Chair – SWAT  
John Nemeth – WCCTAC  
Janet Abelson – WCCTAC  
Danice Rosenbohm, CCTA  
June Catalano, Diane Miguel – City of Pleasant Hill

**ITEM 5**  
**STATUS REPORT ON MAJOR PROJECTS**

# TRANSPLAN: Major East County Transportation Projects

- State Route 4 Widening • State Route 4 Bypass
- State Route 239 • eBART

## Monthly Status Report: May 2015

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

### STATE ROUTE 4 WIDENING

#### A. SR4 Widening: Railroad Avenue to Loveridge Road No Changes From Last Month

**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:** Highway Landscaping – Plant Establishment Period - Complete.

**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 complete 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.

#### B. SR4 Widening: Loveridge Road to Somersville Road No Changes From Last Month

**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:** Close-out

**Project Status:** Administrative close-out work continues. Caltrans is reviewing the contractor's exceptions to the Proposed Final Estimate (PFE). Drafting of the as-built plans continues.

**Issues/Areas of Concern:** Contractor has submitted an exception to the PFE; the claim is \$3.4 million. Caltrans and Authority staffs are assessing the merits of the claim.

**C. SR4 Widening: Somersville Road to SR 160** **No Changes From Last Month**

**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 and then six lanes to SR 160, including a wide median for transit. The project also includes the reconstruction of the Somersville Road Interchange, Contra Loma/L Street Interchange, G Street Overcrossing, Lone Tree Way/A Street Interchange, Cavallo Undercrossing and the Hillcrest Avenue Interchange.

**Current Project Phase:** Construction.

**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

The final pay estimate has been issued. *Work on as-built drawings and ROW closeout is in progress.*

**Segment 1 construction is 100% complete.**

**Segment 2:** Contra Loma Interchange and G Street Overcrossing

Construction of the Segment 2 widening began in March 2012 and is anticipated to be complete in August 2015.

*On SR4 mainline, drainage, roadway subgrade work, Lean Concrete Base (LCB) and eBART median construction is in progress. At Contra Loma Boulevard undercrossing, abutment, bent cap and girder construction is in progress. At Contra Loma Boulevard, drainage, utility and roadway construction is in progress.*

Segment 2 construction is approximately 81% complete, through February 2015.

**Segment 3A:** A Street Interchange and Cavallo Undercrossing

Construction of Segment 3A started in August 2012 and is anticipated to be complete in spring 2016.

*On SR4 mainline inside WB lanes, rough grading, drainage installation, and eBART median work is in progress. Bridge falsework, soffit and deck construction is in progress at five bridges.*

Segment 3A construction is approximately 61% complete through February 2015.

**Segment 3B:** Hillcrest Avenue to SR160

Construction of Segment 3B began in March 2013. Construction is anticipated to be complete in spring 2016.

*The WB traffic has been switched to the newly constructed inside EB lanes and will utilize the temporary median crossovers. A temporary Hillcrest WB off-ramp to detour the remaining ramp traffic off of the WB lanes is under construction. SR4 mainline WB construction is in progress, including existing pavement demolition, rough grading and drainage construction. At the eBART Entry House and POC, the elevator pit, utility installation work, footing and wall construction is in progress. Roadway and electrical construction is continuing at Slatten Ranch Road and the WB ramps.*

Segment 3B construction is approximately 47% complete through February 2015.

**Issues/Areas of Concern:**

Segment 1 - Somersville Interchange

None.

Segment 2 - Contra Loma Interchange and G Street Overcrossing

*The City of Antioch sewer line at Contra Loma Boulevard/Fitzuren Road has been redesigned. Pricing has been provided by the contractor and provided to the City of Antioch for their approval.*

Segment 3A - A Street Interchange and Cavallo Undercrossing

*Additional modifications to the construction staging are being implemented by the project team to reduce delays to the project schedule.*

Segment 3B - Hillcrest Avenue to SR160

*CCTA is working with the contractor, Caltrans and BART to implement modification of traffic staging for Segment 3B to allow earlier completion of WB mainline work.*

Segments 0, 1 ,2, 3A, and 3B

*Adverse weather affecting JPCP construction continues to impact progress throughout the corridor and the following eBART construction work. Authority staff, Caltrans, and BART continue to identify and implement steps, such as the crossover relocation, to minimize costs and schedule impacts.*

**D. SR4 Bypass: SR4/SR160 Connector Ramps**

**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:** Construction.

**Project Status:** *Falsework erection is complete for the SR160/SR4 Separation Bridge. The contractor has begun placing forms and rebar for the superstructure. Falsework erection continues at the NB 160 Viaduct. Construction of columns continues at the SB 160 Viaduct.*

*Discussions continue regarding winterization of the construction site which may reduce the impact of wet grade. However, since the project is half-way through the rain season, winterization may not be necessary.*

**Issues/Areas of Concern:** *The contractor's schedule has been slipping. To recover, the contractor will add resources in February and will begin accelerating their work.*

*The resident engineer has been in discussions with the East Contra Costa County Habitat Conservancy (HCP) regarding bird protection of the falsework construction. A protection plan is in development.*

## **E. East County Rail Extension (eBART)**

**CCTA Fund Source:** Measure C and J

**Lead Agency:** BART/CCTA

eBART Construction Contact: Mark Dana: [mdana@bart.gov](mailto:mdana@bart.gov)

**Project Description:** Implement rail transit improvements in the State Route 4 corridor from the Pittsburg Bay Point station in the west to a station in Antioch in the vicinity of Hillcrest in the east.

**Current Project Phase:** Final Design and Construction.

**Project Status:** BART is the lead agency for this phase. The overall construction of the Transfer Platform and eBART Facilities (Contract 110) in the median to Railroad Avenue is complete.

The work is complete for the parking lot area for Contract 120. The existing park and ride lot at Hillcrest has been vacated and switched to the new eBART parking lot. *Remaining work on the maintenance building consists of "punch-list" items.*

*Contract 130, consisting of stations and maintenance facility finishes, track work and systems is underway. Rail has been delivered to the project site and the contractor will mobilize soon to begin laying rail.*

Coordination between BART and CCTA is ongoing because the construction is directly north and adjacent to the Segment 3B construction area. A master integrated schedule has been developed for the eBART and SR4 construction contracts *and is updated and reviewed on a regular basis.*

**Issues/Areas of Concern:** Coordination of SR4 highway construction contracts and eBART contracts continues. *See discussion regarding potential delays due to schedule slippage of SR4 contracts.*

**F. SR4 Operational Improvements: I-680 to Bailey Road (6006)**

**CCTA Fund Source:** Measure J

**Lead Agency:** City of Concord

**Project Description:** The project will evaluate various operational improvements along SR4 between I-680 and Bailey Road, including the addition of mixed flow lanes, high occupancy vehicle (HOV) lanes and auxiliary lanes.

**Current Project Phase:** Project Initiation Document (PID) Phase.

**Project Status:** *PDT meetings began in October 2014. At the completion of the PID Phase, project packages and phasing will be identified to proceed to separate PA/ED clearance.*

**Issues/Areas of Concern:** None.

## **STATE ROUTE 4 BYPASS PROJECT**

**G. SR4 Bypass: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1**

**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:** Construction.

**Project Status:** *Traffic has been staged to the final alignment for both the EB and WB directions.*

*Punchlist and change order work is continuing with installation of miscellaneous drainage, permanent erosion control, electrical, Lone Tree Way hardscape and landscaping, and conform grading to the adjacent development.*

Construction is approximately 98% complete through *February 2015*.

**Issues/Areas of Concern:** None.

**H. SR4 Bypass: Balfour Road Interchange – Phase 1 (5005)**

**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:** Design.

**Project Status:** *A Longitudinal Utility Exception Request from Caltrans for Contra Costa Water District (CCWD) to leave a 90-inch water line within the project limits in place was approved on February 5, 2015, saving taxpayers an estimated \$18 million. ROW acquisition is underway by the SR4 Bypass Authority. The 95% design was submitted in July 2014 and comments are being addressed. Final design is anticipated to be complete in March 2015. Utility agreements were completed for the PG&E joint trench in Balfour Road, the relocation of two PG&E transmission towers and the agreement with Kinder Morgan for the pumping plant relocation is being developed. An environmental addendum was completed to address changes to the project, including the utility relocations, and the findings were adopted in December 2014.*

**Issues/Areas of Concern:** *The project estimate has risen and project elements have been revised resulting in a funding shortfall of between \$7.5 and \$10 million. Utility relocation plans are currently behind schedule, which may affect the ROW certification process.*

**I. SR4 Bypass: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project 5002) No Changes From Last Month**

**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:** Design.

**Project Status:** *Caltrans has provided comments on the 65% complete plans. BART announced that the recommended new station location for a future eBART extension should be at a location adjacent to the POC. Impacts of this decision will need to be considered.*

**Issues/Areas of Concern:** Construction funding for the project has not yet been identified.

## **STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY) PHASE 1 - PLANNING**

Staff Contact: Martin Engelmann, (925) 256-4729, [mre@ccta.net](mailto:mre@ccta.net)

**March 2015 Update – No Changes From Last Month**

**Study Status:** Current project activities include model development, compilation of mapping data/conceptual alignments, development of staff and policy advisory groups, Project Visioning/Strategy-Scenario Development, and preparation of the Draft Feasibility Study.

**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.

## **eBART Next Segment Study**

*eBART Next Segment Study Contact: Ellen Smith: [esmith1@bart.gov](mailto:esmith1@bart.gov)*

The Next Segment Study is a pre-feasibility evaluation of the Bypass and Mococo alignments beyond Hillcrest Avenue, and review of six possible future station site opportunities. Station sites being evaluated on the Bypass alignment are: Laurel Road, Lone Tree Way, Mokelumne Trail crossing of SR4, Sand Creek Road, Balfour, and a location near Marsh Creek Road and the Bypass serving Byron and Discovery Bay. The Next Segment Study will be completed in early 2013.

Staff will provide updates as needed.

G:\Transportation\Committees\TRANSPLAN\TPLAN\_Year\2014-15\standing items\major projects status\Major Projects Report.doc

**ITEM 6  
CALENDAR OF EVENTS**

**Calendar of Upcoming Events\***

<b>2015</b>	<b>Location</b>	<b>Event</b>
2015/2016	East County	State Route 160/Highway 4 Direct Connector Ramps Ribbon Cutting
2015/2016	East County	Planning for Integrated Corridor Management (ICM) program on Highway 4.

\*"Upcoming Events" are gleaned from public agency calendars/board packets, East Bay Economic Development Alliance Calendar of Events, submissions from interested parties, etc. If you have suggestions please forward to Jamar Stamps at [jamar.stamps@dcd.cccounty.us](mailto:jamar.stamps@dcd.cccounty.us)

**ITEM 7  
ENVIRONMENTAL REGISTER**

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Oakley	APN033-240-004	Notice of Public Hearing	Retail and Self-Storage Contact: Joshua McMurray, Planning Manager <a href="mailto:mcmurray@ci.oakley.ca.us">mcmurray@ci.oakley.ca.us</a>	Use Permit and Design Review for a new retail (5,120 sq. ft.) and self-storage (approx. 97,000 sq. ft.) project.	6/9/15 (hearing date)	No Comments
City of Pittsburg	APN089-010-016	Notice of Intent (mitigated neg. declaration)	The Reserve at Woodland Hills Contact: Jordan Davis, Associate Planner (925) 252-4015	General Plan Amendment: Business Commercial to Medium Density Residential Rezoning: Office Commercial to Medium Density Residential Design Review: Existing office building conversion into 18 apartment units	6/12/15  6/9/15 (hearing date)	No Comments
City of Pittsburg	APN073-200-013	Notice of Public Hearing	Mt. Diablo Resource Recovery Park Contact: Kristin Pollot, Project Planner (925) 252-6941 <a href="mailto:kpollot@ci.pittsburg.ca.us">kpollot@ci.pittsburg.ca.us</a>	Use permit for expansion of Mt. Diablo Recycling Facility and design review for new 18,000 square foot building/maintenance facility	5/26/15 (hearing date)	No Comments
City of Oakley	APN034-040-016	Notice of Public Hearing	East Bay Work Wear Design Review Contact: Joshua McMurray, Planning Manager <a href="mailto:mcmurray@ci.oakley.ca.us">mcmurray@ci.oakley.ca.us</a>	Design review for approximately 6,035 square foot commercial building.	5/26/15	No Comments
City of Oakley	APN032-082-005	Request for Comments	Leshner Subdivision 9404 Contact: Ken Streelo, Senior Planner <a href="mailto:strelo@ci.oakley.ca.us">strelo@ci.oakley.ca.us</a>	Vesting tentative map (355 acres) for 1,056 residential lots, 45 acre commercial center, and parks and open space.	5/22/15	No Comments
City of Pittsburg	APN073-220-046	Notice of Preparation	Dow Modernization Project Contact: Alexandra Endress (925) 252-4968 <a href="mailto:aendress@ci.pittsburg.ca.us">aendress@ci.pittsburg.ca.us</a>	New production plant and related support infrastructure.	6/1/15	No Comments
City of Pittsburg	APN097-550-208/030	Request for Comments/Conditions	San Marco Villas II Extension Contact: Hector Rojas (925) 252-4043 <a href="mailto:hrojas@ci.pittsburg.ca.us">hrojas@ci.pittsburg.ca.us</a>	Request for design review approval of plans to construct 132-unit extension of San Marco Villas apartments, within an existing "Planned Development District."	3/25/15	No Comments

**ITEM 8  
TRANSPORTATION EXPENDITURE PLAN (“TEP”) CALL FOR  
PROJECTS**



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

Julie Pierce, Chair

Dave Hudson,  
Vice Chair

Janet Abelson

Newell Arnerich

Tom Butt

David Durant

Federal Glover

Karen Mitchoff

Kevin Romick

Don Tatzin

Robert Taylor

Date: May 22, 2015

To: Regional Transportation Planning Committees

From: Randell H. Iwasaki, Executive Director *RH Iwasaki*

RE: Request to Submit Candidate Projects and Programs for Consideration in the development of a DRAFT Transportation Expenditure Plan (TEP) for a New Sales Tax Measure

At its meeting of March 18, 2015, the Authority directed staff to undertake tasks to develop a Transportation Expenditure Plan (TEP) for consideration on a possible ballot as early as November 2016. The Authority asked staff to engage and seek input from all affected stakeholders, including the Regional Transportation Planning Committees (RTPCs), Authority standing advisory committees, a proposed Expenditure Plan Advisory Committee (EPAC), and the general public in development of a Draft TEP.

**New Measure Time Frame and Financial Constraints**

To start the discussion, the Authority is assuming the new measure would increase the sales tax by ½ percent for 25 years, starting on April 1, 2017 and ending on March 31, 2042. Such a measure would be expected to raise approximately \$2.3 billion in constant dollars. Exhibit A shows each subregion share based on its population at the midpoint of the new measure.

**Concurrent Activities**

On May 8, 2015 the Authority released the call for projects for MTC’s Regional Transportation Plan (RTP). By aligning the TEP and RTP call for projects, each subregion will be provided the opportunity to identify its priority projects and programs that are *not* expected to be fully funded from existing revenue sources over the RTP period (2018-2042) and are good candidates to be funded from a new measure. Careful consideration should be given to existing Measure J projects that are not fully funded and do not have plans to fully fund from other existing revenue sources. A list of Measure J projects with funding shortfalls is included in Exhibit B.

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



### Specific Submittals

The Authority requests each RTPC to submit a Summary Memo and Information Sheets by July 24, 2015 providing details on capital projects and programs it would like to be considered for the new expenditure plan, while not exceeding the RTPC funding target.

The Summary Memo should contain the following information:

1. **Regional and/or Countywide Projects:** A list of candidate projects or project categories (including potential project concepts) of regional and/or countywide significance, including estimated cost and prospective sales tax funding sought;
2. **Subregional and Local Projects:** A list of candidate projects or project categories (including potential project concepts) of sub-regional (i.e. within central, east, southwest, and west county sub-areas) and local significance, including estimated cost and prospective sales tax funding sought;
3. **Program Levels:** Proposed annualized funding levels for new and ongoing programs such as bus transit, paratransit, bicycle and pedestrian, Transportation for Livable Communities, and local streets and roads maintenance. Proposals should take into consideration infrastructure condition and needs in each subregion. The RTPCs are encouraged to invite transit operators, City County Engineers Advisory Committee of Contra Costa (CCEAC), and other groups to help assess the various needs in the county. For reference, Exhibit C contains percentages of annual sales tax revenue that each Measure J programs receives, and specific allocations in FY 2014-15.

In addition to the Summary Memo, an Information Sheet (Exhibit D) for each candidate project and program is requested. Where specific capital projects would be relatively small, or not well defined, aggregation of such individual projects into project categories is recommended to increase future flexibility, while still providing some specificity for the voters to consider. (For example, Measure J included East County Corridors and Interchange Improvements on Interstate 680 and SR 242.)

Polling results from a survey conducted by the Authority in March 2014 are included in Exhibit E. This information should help to determine which projects and programs resonate well with Contra Costa voters.

Transit Operators and other agencies should work with their respective RTPCs during this effort. The Authority will use input from the RTPCs, transit operators, EPAC and other advisory committees to establish a framework for a new TEP in Fall 2015.

Authority staff is available to meet with RTPCs and RTPC Technical Advisory Committees (TACs) to discuss this process and assist in initiating the call for projects. Should you have any questions, please contact Hisham Noeimi at 925.256.4731 or Ross Chittenden at 925.256.4735.

Thank you in advance for your input.

*Attachments:*

- Exhibit A: Funding Target By Subregion
- Exhibit B: List of Measure J Project with Funding Shortfalls
- Exhibit C: Measure J Allocations to Programs
- Exhibit D: Information Sheet Form
- Exhibit E: Polling Results from March 2014

**Funding Targets by Subregion**

CONSTANT \$	2030 Percentages POPULATION	25-year Measure REVENUE (x 1,000)
TRANSPLAN	28.25%	\$ 660,756
TRANSPAC	29.37%	\$ 686,929
WCCTAC	23.26%	\$ 544,032
SWAT	19.13%	\$ 447,366
TOTAL*	100.00%	\$ 2,339,083

\* may not add up due to rounding

**MEASURE J CAPITAL PROJECTS**

(YOE Dollars x 1000)

<b>CALDECOTT TUNNEL FOURTH BORE</b>		<b>MEASURE J TOTAL</b>	<b>FUNDING SHORTFALL</b>	<b>Central</b>	<b>West</b>	<b>Southwest</b>	<b>East</b>
1001	Caldecott Tunnel Fourth Bore	125,000	0	x		x	
<b>Subtotal</b>		125,000	0				
<b>BART - EAST CONTRA COSTA EXTENSION</b>		<b>MEASURE J TOTAL</b>	<b>FUNDING SHORTFALL</b>	<b>Central</b>	<b>West</b>	<b>Southwest</b>	<b>East</b>
2001	East Contra Costa Rail Extension (eBART)	137,702	0				x
2002	Pittsburg Center Station	2,904	0				x
<b>Subtotal</b>		140,606	0				
<b>STATE ROUTE 4 EAST WIDENING</b>		<b>MEASURE J TOTAL</b>	<b>FUNDING SHORTFALL</b>	<b>Central</b>	<b>West</b>	<b>Southwest</b>	<b>East</b>
3001	SR 4 East Widening: Somersville Road to SR160	94,105	0				x
3003	SR4 East Widening: Loveridge Rd to Somersville Rd	30,720	0				x
<b>Subtotal</b>		124,825	0				
<b>CAPITOL CORRIDOR IMPROVEMENTS</b>		<b>MEASURE J TOTAL</b>	<b>FUNDING SHORTFALL</b>	<b>Central</b>	<b>West</b>	<b>Southwest</b>	<b>East</b>
4001	Hercules Rail Station	7,961	58000		x		
4002	Martinez Intermodal Station - Phase 3	7,770	0	x			
<b>Subtotal</b>		15,731	58000				
<b>EAST COUNTY CORRIDORS</b>		<b>MEASURE J TOTAL</b>	<b>FUNDING SHORTFALL</b>	<b>Central</b>	<b>West</b>	<b>Southwest</b>	<b>East</b>
5002	SR4: Widen to 4 Lanes - Laurel Rd to Sand Creek Rd	4,269	0				x
5003	SR4: Sand Creek Interchange - Phase 1	13,647	0				x
5005	SR4: Balfour Road Interchange - Phase 1	38,000	13000				x
5006	Vasco Road Safety Improvements - Phase 1 (CC County)	647	0				x
5010	SR4: Segments 1 and 3	25,001	0				x
5011	East County Reserve	19,645	0				x
<b>Subtotal</b>		101,209	13000				
<b>INTERCHANGE IMPROVEMENT ON I-680 &amp; STATE ROUTE 242</b>		<b>MEASURE J TOTAL</b>	<b>FUNDING SHORTFALL</b>	<b>Central</b>	<b>West</b>	<b>Southwest</b>	<b>East</b>
6001	I-680/SR4 Interchange Improvements - Phase 3	34,461	34000	x			
6001	I-680/SR4 Interchange Improvements - Phase 1, 2, 4, 5	-	324000	x			
6002/6004	SR242/Clayton Road Southbound Off-Ramp	4,651	46000	x			
6006	State Route 4 Operational Improvements	1,511	255000	x			
<b>Subtotal</b>		40,623	659000				
<b>I-80 CARPOOL LANE EXTENSION AND INTERCHANGE IMPROV.</b>		<b>MEASURE J TOTAL</b>	<b>FUNDING SHORTFALL</b>	<b>Central</b>	<b>West</b>	<b>Southwest</b>	<b>East</b>
7002	I-80/San Pablo Dam Road Interchange Improvements - Phase 1	12,038	0		x		
7002	I-80/San Pablo Dam Road Interchange Improvements - Phase 2	-	71000		x		
7003	I-80/Central Avenue Interchange Improvements	11,584	9000		x		
7005	I-80 Integrated Corridor Mobility	7,022	0		x		
<b>Subtotal</b>		30,644	80000				
<b>I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.</b>		<b>MEASURE J TOTAL</b>	<b>FUNDING SHORTFALL</b>	<b>Central</b>	<b>West</b>	<b>Southwest</b>	<b>East</b>
8001	I-680 Carpool Lane Completion/Express Lanes (Central County)	32,055	0	x			
8002	I-680 Southbound Carpool Lane Extension (Restripe)	2,011	0	x			
8003	I-680 Direct Access Ramps	20,592	90000			x	
8004	I-680 Reserve in Central County	27,269	0	x			
<b>Subtotal</b>		81,927	90000				

RICHMOND PARKWAY		MEASURE J TOTAL	FUNDING SHORTFALL	Central	West	Southwest	East
9001	Richmond Parkway Upgrade Study	136	0		X		
9002	Richmond Parkway Maintenance/Upgrade	1,998	0		X		
9003	Marina Bay Parkway Grade Separation	11,800	0		X		
<b>Subtotal</b>		<b>13,934</b>	<b>0</b>				

BART PARKING, ACCESS, and OTHER IMPROVEMENTS		MEASURE J TOTAL	FUNDING SHORTFALL	Central	West	Southwest	East
10001	BART Parking, Access and Other Improvements - Central County	14,178	0	X			
10002	BART Parking, Access and Other Improvements - West County	16,690	0		X		
10003	BART Parking, Access and Other Improvements - Southwest County	3,989	0			X	
10004	BART Parking, Access and Other Improvements - East County	2,000	0				X
<b>Subtotal</b>		<b>36,857</b>	<b>0</b>				

ADDITIONAL BUS TRANSIT ENHANCEMENT		MEASURE J TOTAL	FUNDING SHORTFALL	Central	West	Southwest	East
19002	WestCAT Transit Capital Improvements	1,051	0		X		
<b>Subtotal</b>		<b>1,051</b>	<b>0</b>				

MAJOR STREETS: TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV.		MEASURE J TOTAL	FUNDING SHORTFALL	Central	West	Southwest	East
24001	Marsh Creek Road Upgrade (Clayton)	1,153	0	X			
24003	Pacheco Blvd Realignment and Widening (Contra Costa County)	5,930	19700	X			
24004	Kirker Pass Road Truck Lanes - Northbound (Contra Costa County)	6,148	4300	X			
24005	Court Street Overcrossing - Phase 1 (Martinez)	255	0	X			
24006	Buskirk Avenue Widening - Phase 2 (Pleasant Hill)	11,663	0	X			
24007	Geary Rd. Widening - Phase 3 (Walnut Creek & Pleasant Hill)	9,881	0	X			
24013	Salvio Street Complete Streets	227	0	X			
24009	Danville Major Streets Improvements (Danville)	3,504	0			X	
24010	Olympic Blvd/Reliez Station Rd (Lafayette)	2,102	0			X	
24011	Traffic Operation and Congestion Improvements in Downtown Corridors (Lafayette)	200	0			X	
24012	Farm Bureau Road Safe Route to School Improvements	4,081	0			X	
24014	St. Mary's Road/Rheem Blvd Roundabout (Moraga)	450	7000			X	
24015	Rheem Blvd Landslide Repair and Repaving (Moraga)	729	700			X	
24016	Canyon Road Bridge Replacement (Moraga)	393	0			X	
24017	Camino Pablo Pavement Rehabilitation (Orinda)	2,043	0			X	
24020	Camino Tassajara Bike Lane Completion (County)	1,000	0			X	
24021	Alcosta Blvd Pavement Rehabilitation (San Ramon)	2,500	0			X	
24022	Crow Canyon Road Pavement Rehabilitation (San Ramon)	1,414	0			X	
24023	Norris Canyon Safety Barrier (County)	1,300	0			X	
24024	Downtown Alamo Pedestrian Safety Improvements (County)	1,247	0	X			
24025	Major Streets in East County	19,400	0				X
24026	Contra Costa Blvd Improvements (Pleasant Hill)	1,262	0	X			
24027	Ygnacio Valley Road Permanent Restoration - Phase 2 (Concord)	2,547	0	X			
24028	Clayton Rd/Treat Blvd/Denkinger Rd Intersection Capacity Improvements (Concord)	2,329	1000	X			
24029	Old Marsh Creek Road Overlay (Clayton)	370	0	X			
24031	Alhambra Creek Bridge and Ferry Street Improvements (Martinez)	10,013	0	X			
<b>Subtotal</b>		<b>92,141</b>	<b>32700</b>				

CAPITOL CORRIDOR RAIL STATION IMPROVEMENTS AT MARTINEZ		MEASURE J TOTAL	FUNDING SHORTFALL	Central	West	Southwest	East
27001	Capitol Corridor Rail Station Improvements at Martinez	2,837	0	X			
<b>Subtotal</b>		<b>2,837</b>	<b>0</b>				

SHORTFALL BY SUBREGION

932700 684000 138000 97700 13000



ALLOCATIONS TO EXISTING MEASURE J PROGRAMS IN FY 2013-14

	Sales Tax Revenue (FY 2013-14)		Central		West		Southwest		East			
		\$										
		\$ 75,899,000										
			FY 2013-14									
	% in Measure J		18.0%	18.0%	4.140%	3,142,219	3.960%	3,005,600	4.500%	3,415,455		
Local Streets Maintenance & Improvements	18.0%	\$	13,661,820	1.450%	\$	1,100,536	0.900%	\$	683,091	1.450%	\$	1,100,536
TLC	5.0%	\$	3,794,950	1.5%	\$	284,621	0.375%	\$	284,621	0.375%	\$	284,621
Ped/Bike	1.5%	\$	1,138,485	5.0%	\$	3,794,950	2.600%	\$	1,973,374	0.770%	\$	584,422
Bus Service	5.0%	\$	3,794,950	3.9%*	\$	2,960,061	1.365%	\$	1,036,021	0.663%	\$	503,210
Transportation for Seniors & People with Disabilities	5.0%	\$	2,960,061	4.3%	\$	3,263,657	2.000%	\$	1,517,980	1.000%	\$	758,990
Express Bus	4.3%	\$	3,263,657	1.0%	\$	758,990	0.324%	\$	245,913	0.202%	\$	153,316
Commuter Alternatives	1.0%	\$	758,990	3.0%	\$	2,276,970	0.750%	\$	569,243	0.750%	\$	569,243
Congestion Management, Transportation Planning, Facilities	3.0%	\$	2,276,970	3.425%**	\$	2,599,541	2.225%	\$	1,688,753	-	\$	-
Additional Bus Transit Enhancements	3.425%	\$	2,599,541	1.150%	\$	872,839	0.650%	\$	493,344	-	\$	-
Additional Transportation for Seniors and People with Disabilities	1.150%	\$	872,839	4.545%	\$	3,449,610	0.725%	\$	550,268	3.320%	\$	2,519,847
Safe Transportation for Children	4.545%	\$	3,449,610	2.25%	\$	1,707,728	2.250%	\$	1,707,728	-	\$	-
Ferry Service in West County	2.25%	\$	1,707,728	2.09%	\$	1,586,289	0.550%	\$	417,445	0.540%	\$	409,855
Additional Streets and Roads Maintenance	2.09%	\$	1,586,289	0.4%	\$	303,596	0.400%	\$	303,596	-	\$	-
Additional TLC	0.4%	\$	303,596	0.04%	\$	30,360	0.040%	\$	30,360	-	\$	-
Additional Ped/Bike	0.04%	\$	30,360	1.53%****	\$	1,138,485	0.810%	\$	614,782	0.235%	\$	178,363
Subregional Transportation Needs	1.53%	\$	1,138,485	1.0%	\$	758,990	0.250%	\$	189,748	0.250%	\$	189,748
Administration	1.0%	\$	758,990	58.1%	\$	44,097,319	20.047%	\$	15,215,473	12.965%	\$	9,840,305
Sum	59.2%	\$	44,097,319		\$	11,964,718		\$	15,215,473		\$	7,099,592

Bold font highlights programs aimed to improve transportation services rather than capital improvements

\* This program is allocated funds on an increasing annual percentage. In FY 2014 that allocation was 3.9%. It will average 5% by end of the Measure.

\*\* A portion (.066%) was programmed to WestCAT for a capital project

\*\*\* A portion (1.45%) was programmed to capital TLC projects in East County

\*\*\*\* A portion (.151%) was programmed to capital TLC projects in East County

**PROJECT/PROGRAM INFORMATION FORM**

	ENTER NAME OF SUBREGION _____
<b>Subregional Priority</b>	
<b>Project, Project Category or Program Name</b>	
<b>Brief Description</b>	
<b>Eligible Components (address degree of flexibility in Language)</b>	
<b>Cost Estimate (specify year of estimate)</b>	
<b>Funding Requested (2015 \$, % of Subregion Share)</b>	
<b>Other Likely Sources of Funding</b>	
<b>Status in MTC 2017 RTP Specify if project is shown in committed, financially constrained or vision lists)</b>	
<b>Status of Environmental Review and Conceptual Engineering</b>	

# SAMPLE

## PROJECT/PROGRAM INFORMATION FORM

	ENTER NAME OF SUBREGION: WCCTAC
Subregional Priority	#1
Project, Project Category or Program Name	I-80 Corridor High Capacity Transit Improvements
Brief Description	Rail and/or bus capital and service improvements in the I-80 and/or San Pablo Avenue Corridor
Eligible Components (address degree of flexibility in Language)	Capital and incremental operating costs for expansion of transit services in the I-80 and San Pablo Avenue corridors, including feeder service to regional routes. Components include, but are not limited to: operational improvements to decrease BART headways, extension of BART from Richmond to Hercules, Light rail construction and service on San Pablo Avenue, expansion of Capitol Corridor service, express bus service enhancements on I-80, expansion of local feeder service, park & ride lots and other enhancements to transit service.
Cost Estimate (specify year of estimate)	\$XXX,XXX,XXX in 2015 \$
Funding Requested (2015 \$, % of Subregion Share)	\$XX,XXX,XXX
Other Likely Sources of Funding	Bridge Tolls (capital), STIP, Regional Gas Tax
Status in MTC 2017 RTP Specify if project is shown in committed, financially constrained or vision lists)	Included in the vision list
Status of Environmental Review and Conceptual Engineering	A conceptual study is underway. No environmental review has been completed.



# Top Priorities by Region

## Overall

1. **Sync traffic lights along major roads**
2. **Improve safety in BART stations and parking lots**
3. Better coordination between BART and bus schedules
4. Technology to improve traffic flow on major roads when there's an accident on the freeway
5. Increase parking at all BART stations in Contra Costa County

## West

1. **Improve safety in BART stations and parking lots**
2. **Better coordination between BART and bus schedules**
3. **Sync lights along major roads**
4. Extend BART up 80 between Richmond & Hercules
5. Improve intersection of 80/San Pablo Dam Road

## Central

1. **Sync lights along major roads**
2. **Improve safety in BART stations and parking lots**
3. New BART line between Dublin & Walnut Creek
4. **Increase parking at WC, PH, Concord, North Concord BART**
5. Extend BART to Brentwood

# Top Priorities by Region

## San Ramon Valley

1. **Sync lights along major roads**
2. **Improve safety in BART stations and parking lots**
3. **Increase parking at all BART stations in Contra Costa County**
4. **Increase parking at Orinda, Lafayette, WC BART**
5. **New BART line between Dublin & Walnut Creek**

## Lamorinda

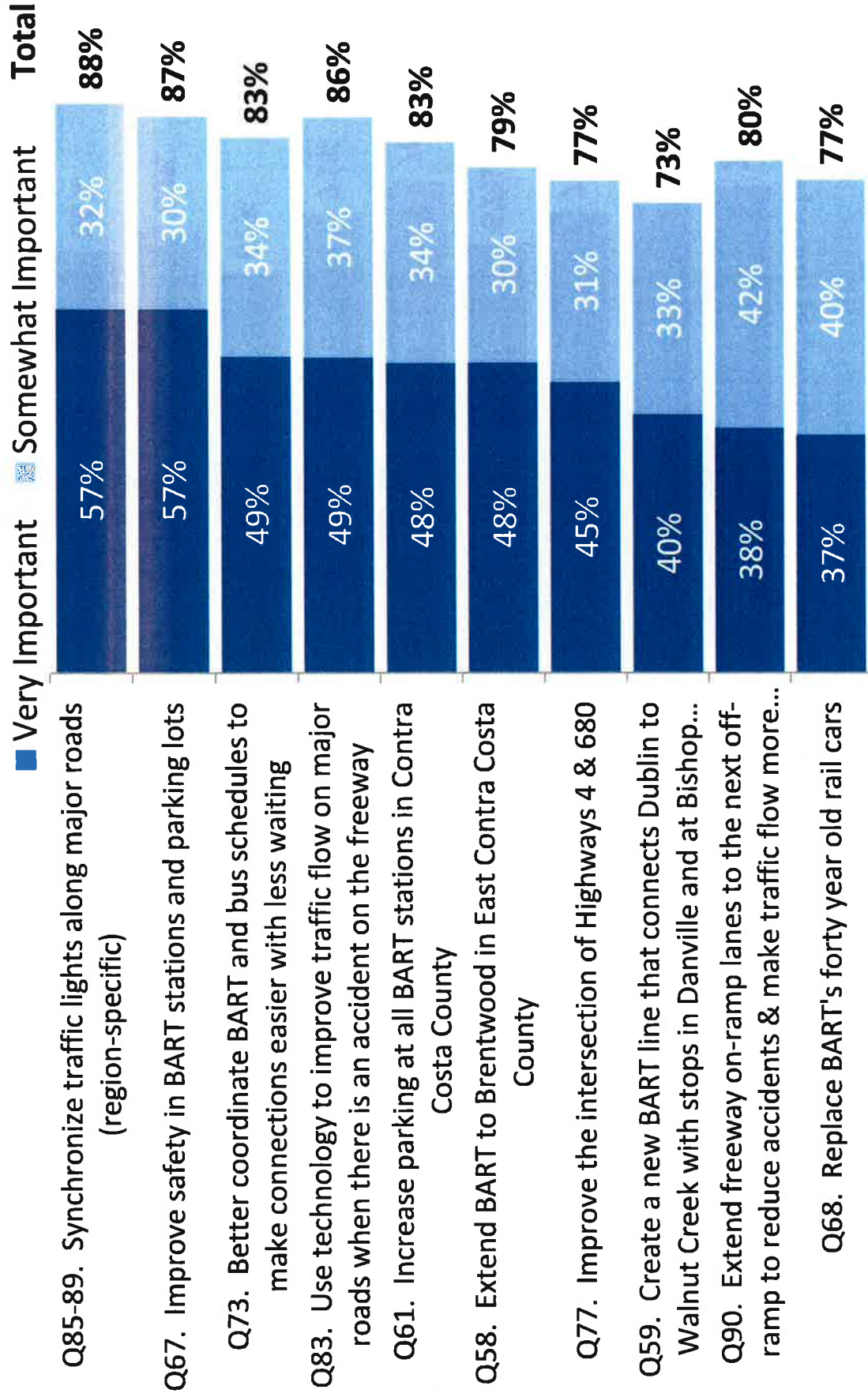
1. **Sync lights along major roads**
2. **Increase parking at Orinda, Lafayette, WC BART**
3. **Technology to improve traffic flow on major roads when there's an accident on the freeway**
4. **Increase parking at all BART stations in Contra Costa County**
5. **Better coordination between BART and bus schedules**

## East

1. **Extend BART to Brentwood**
2. **Improve intersection of 4/680**
3. **Improve safety in BART stations and parking lots**
4. **Technology to improve traffic flow on major roads when there's an accident on the freeway**
5. **Increase parking at Pittsburg/Bay Point, Concord, North Concord BART**



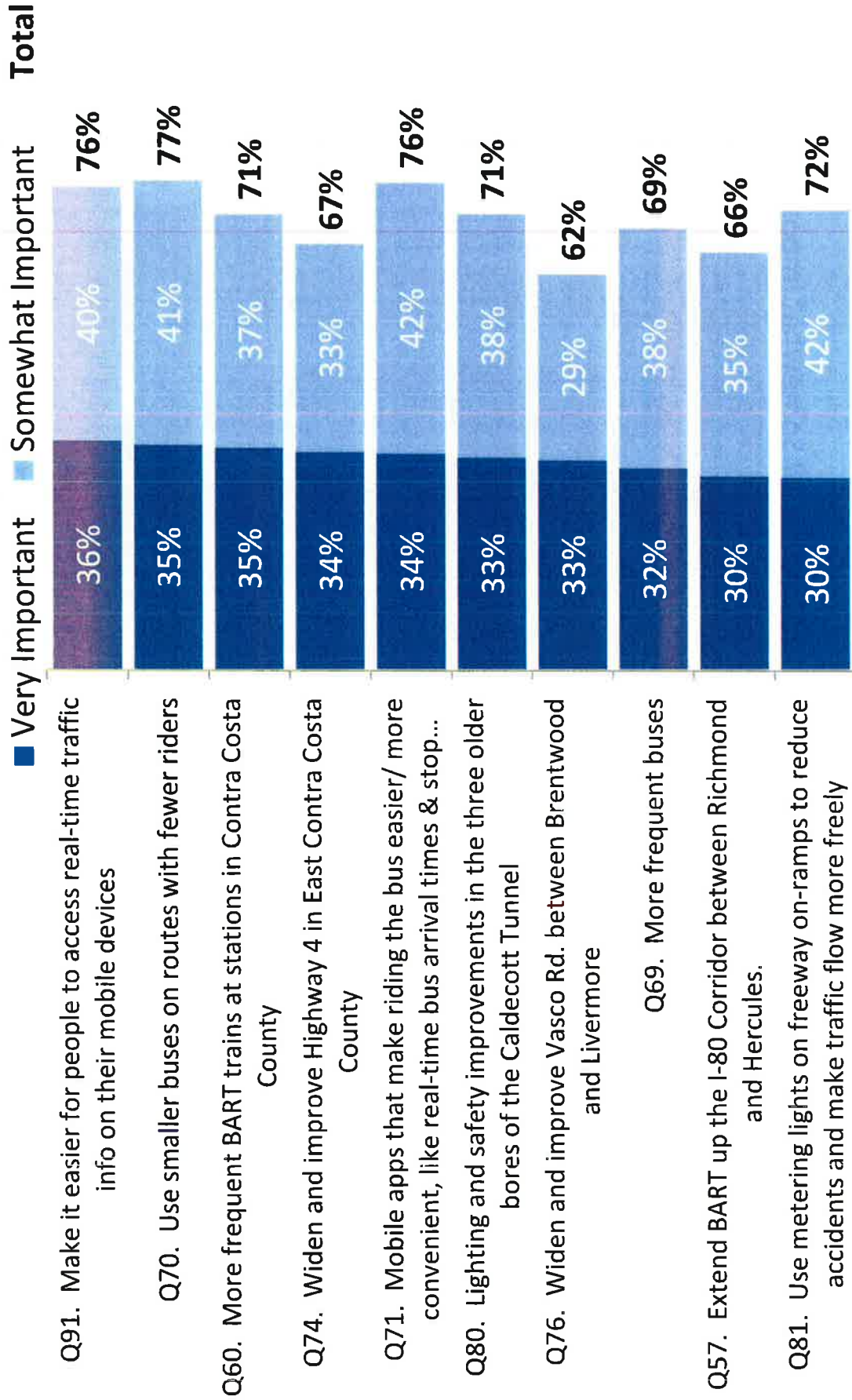
# Improvement Priorities – Top Items Overall



Q57-93. Now I'd like to read you some of the specific projects and programs being considered for inclusion in the Contra Costa Countywide Transportation Plan. For each one, please tell me how important you think it is to include in the plan...



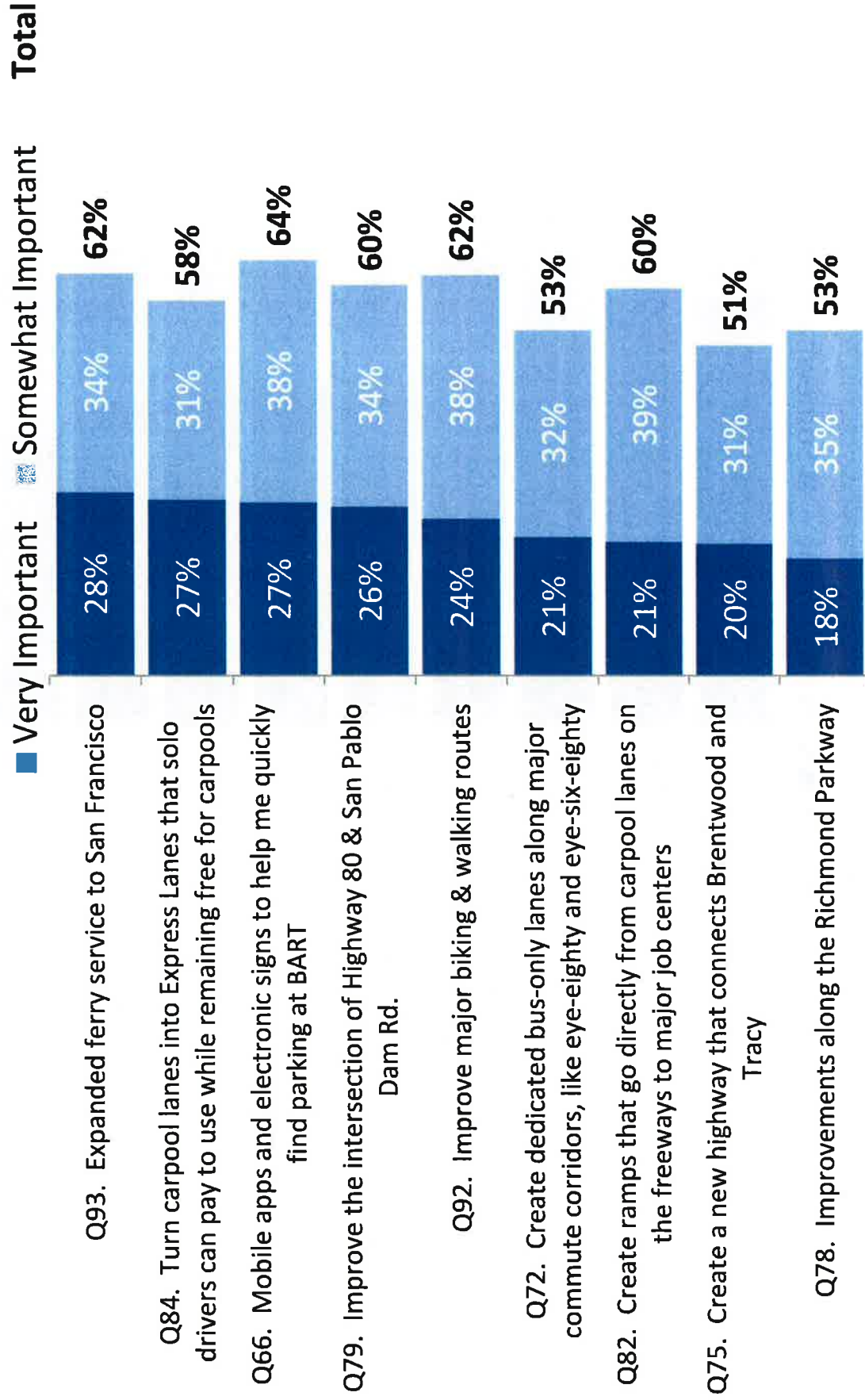
# Priorities (Continued) – Top Items Overall



Q57-93. Now I'd like to read you some of the specific projects and programs being considered for inclusion in the Contra Costa Countywide Transportation Plan. For each one, please tell me how important you think it is to include in the plan...



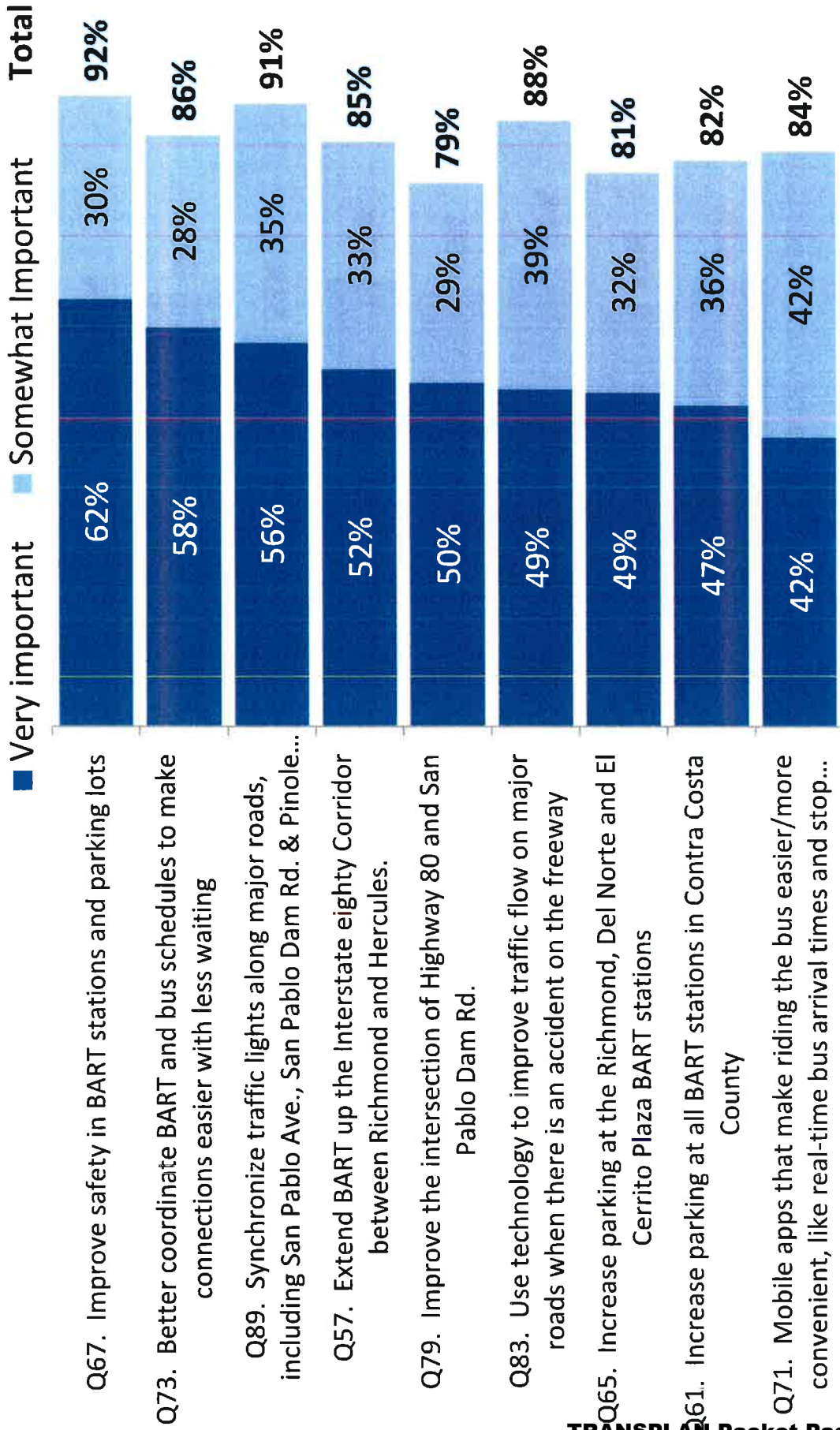
# Priorities (Continued) – Top Items Overall



Q57-93. Now I'd like to read you some of the specific projects and programs being considered for inclusion in the Contra Costa Countywide Transportation Plan. For each one, please tell me how important you think it is to include in the plan...



# Top Priorities – West Contra Costa

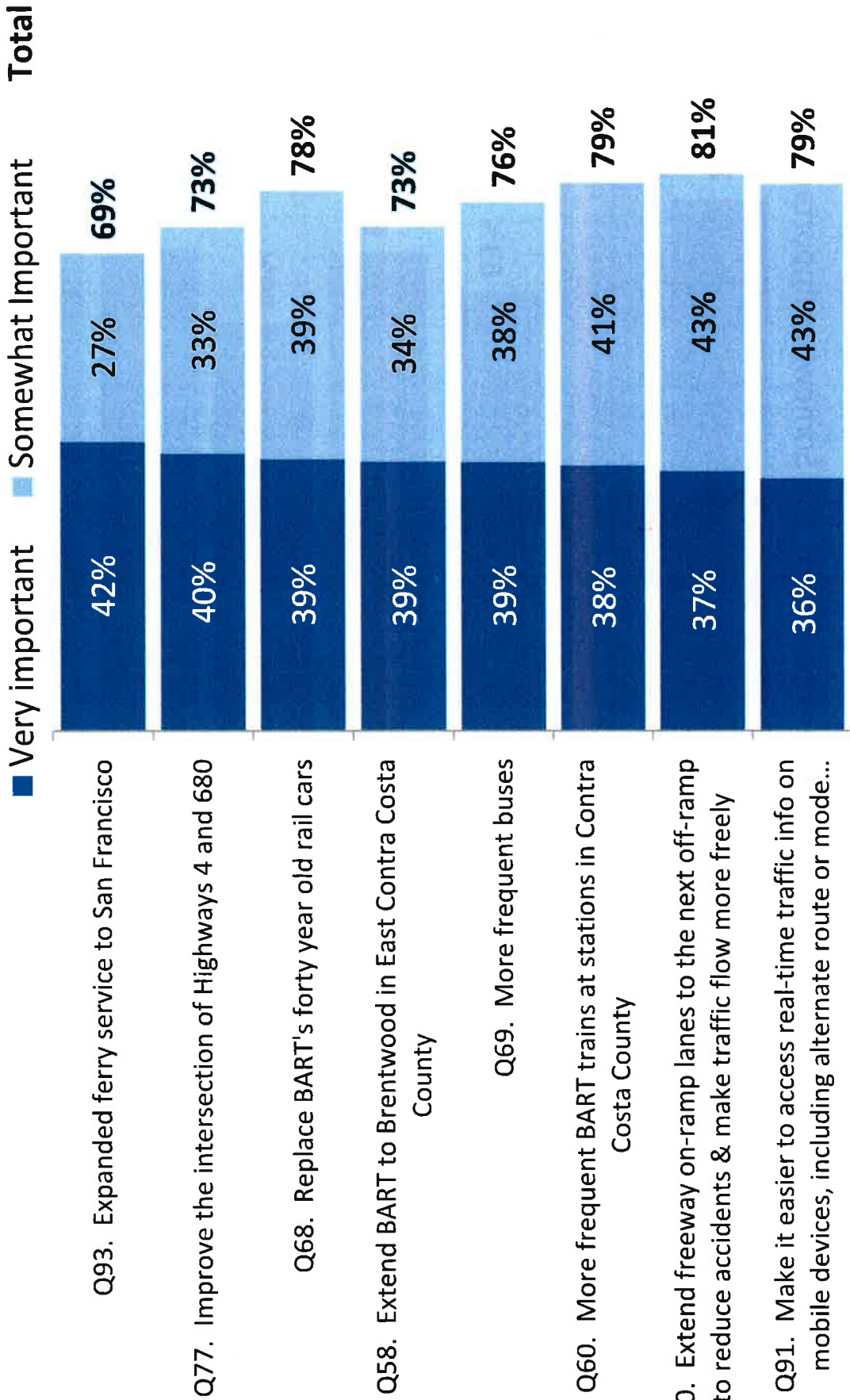


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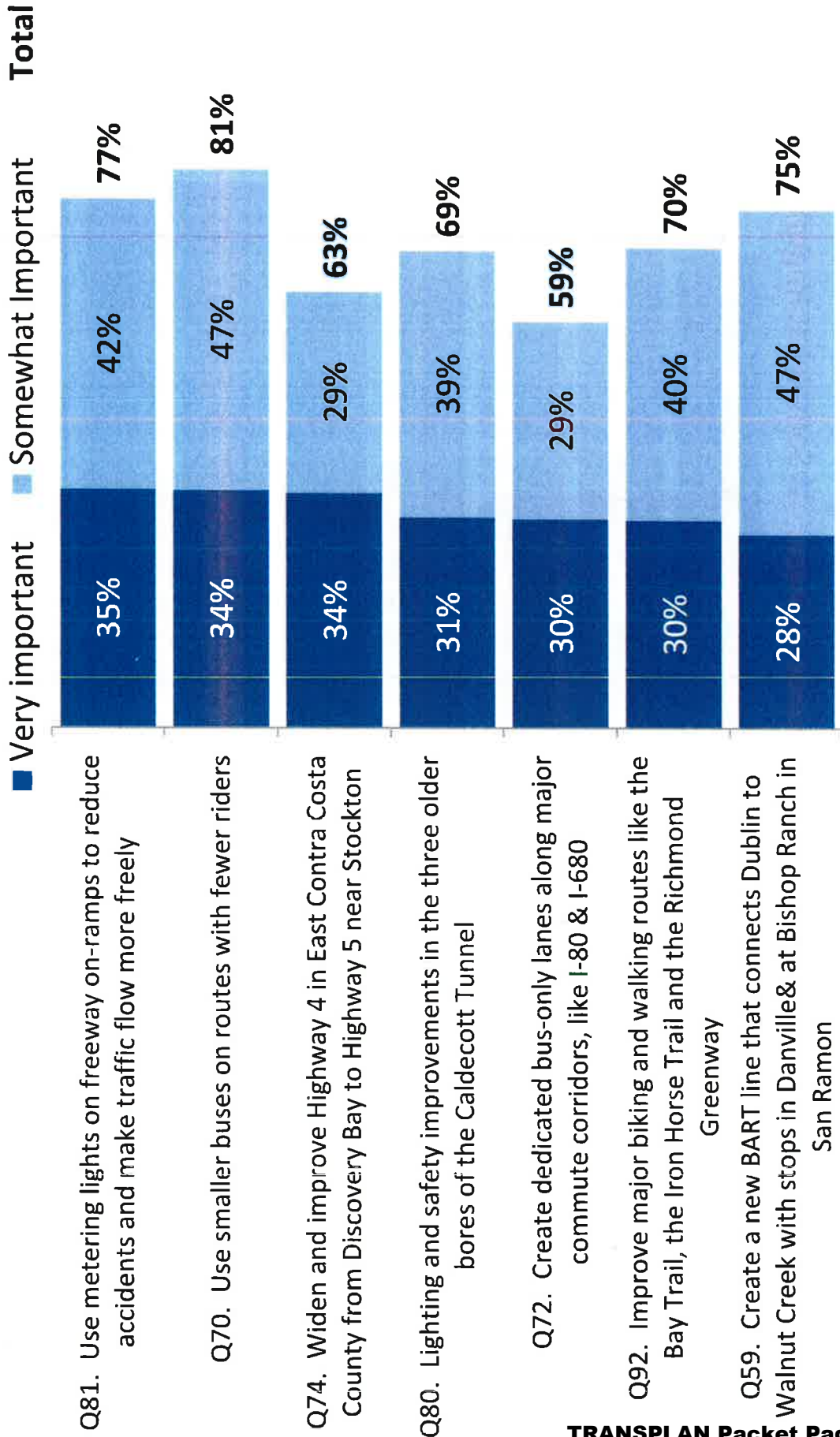
# Priorities (Continued) – West Contra Costa



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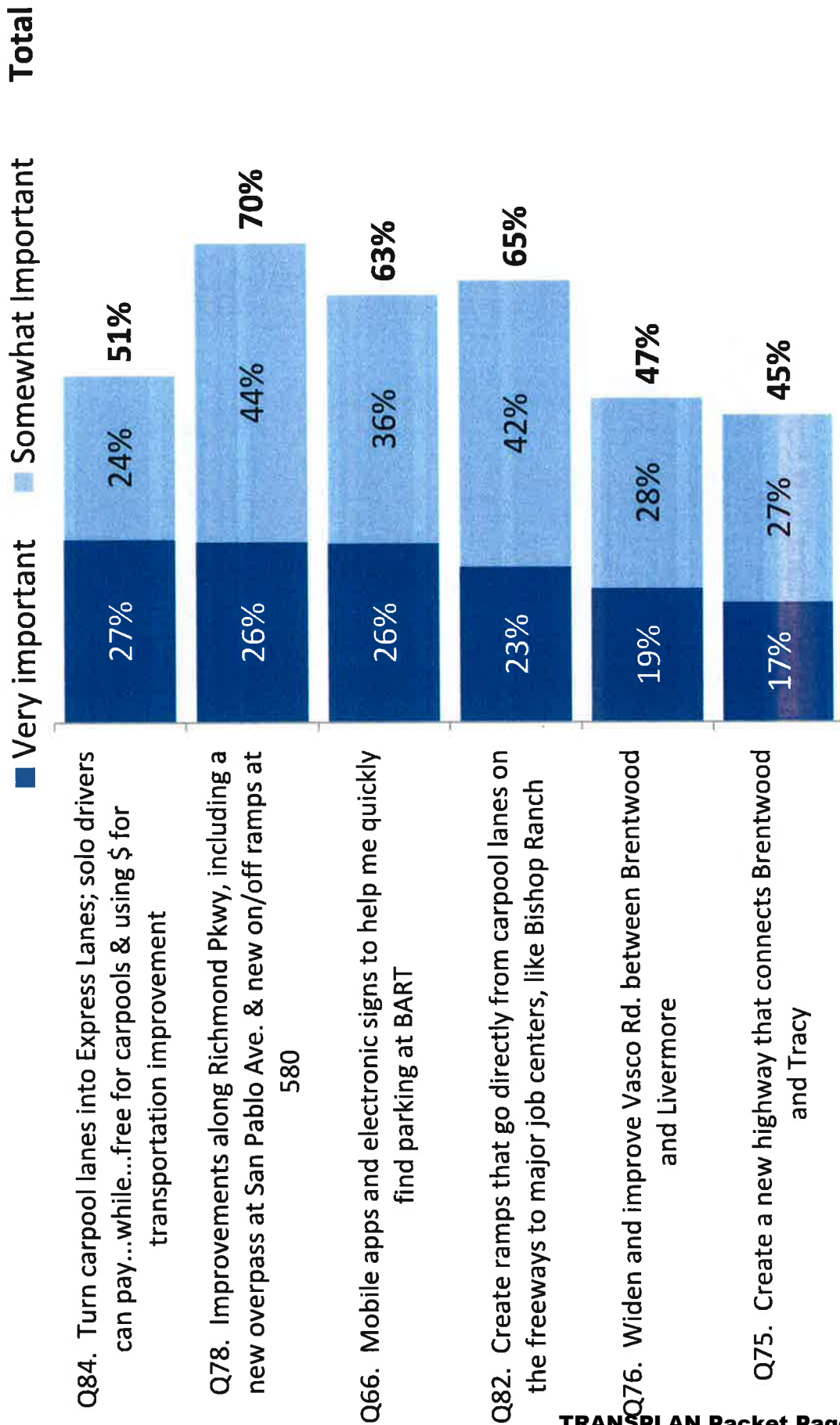


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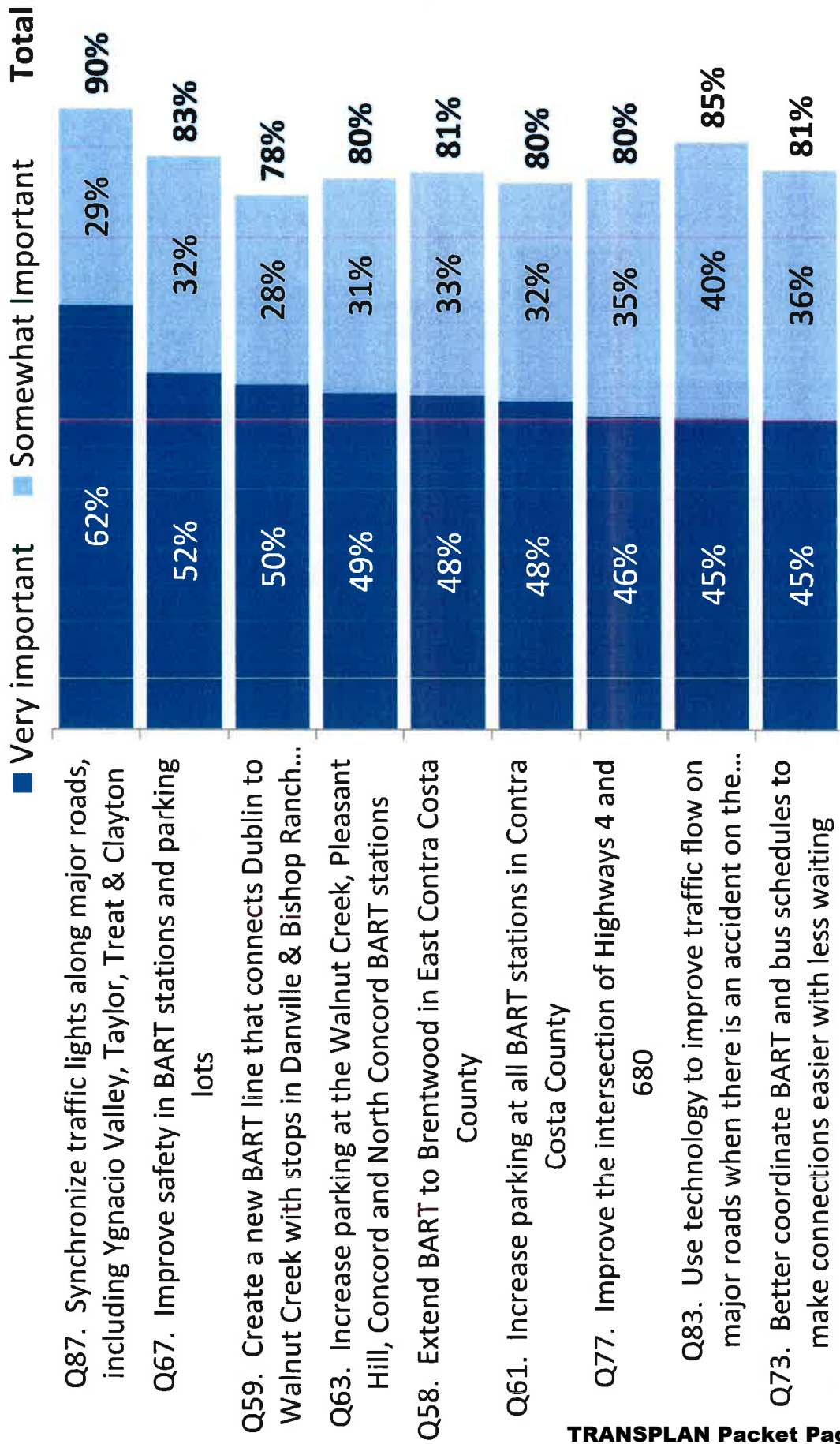


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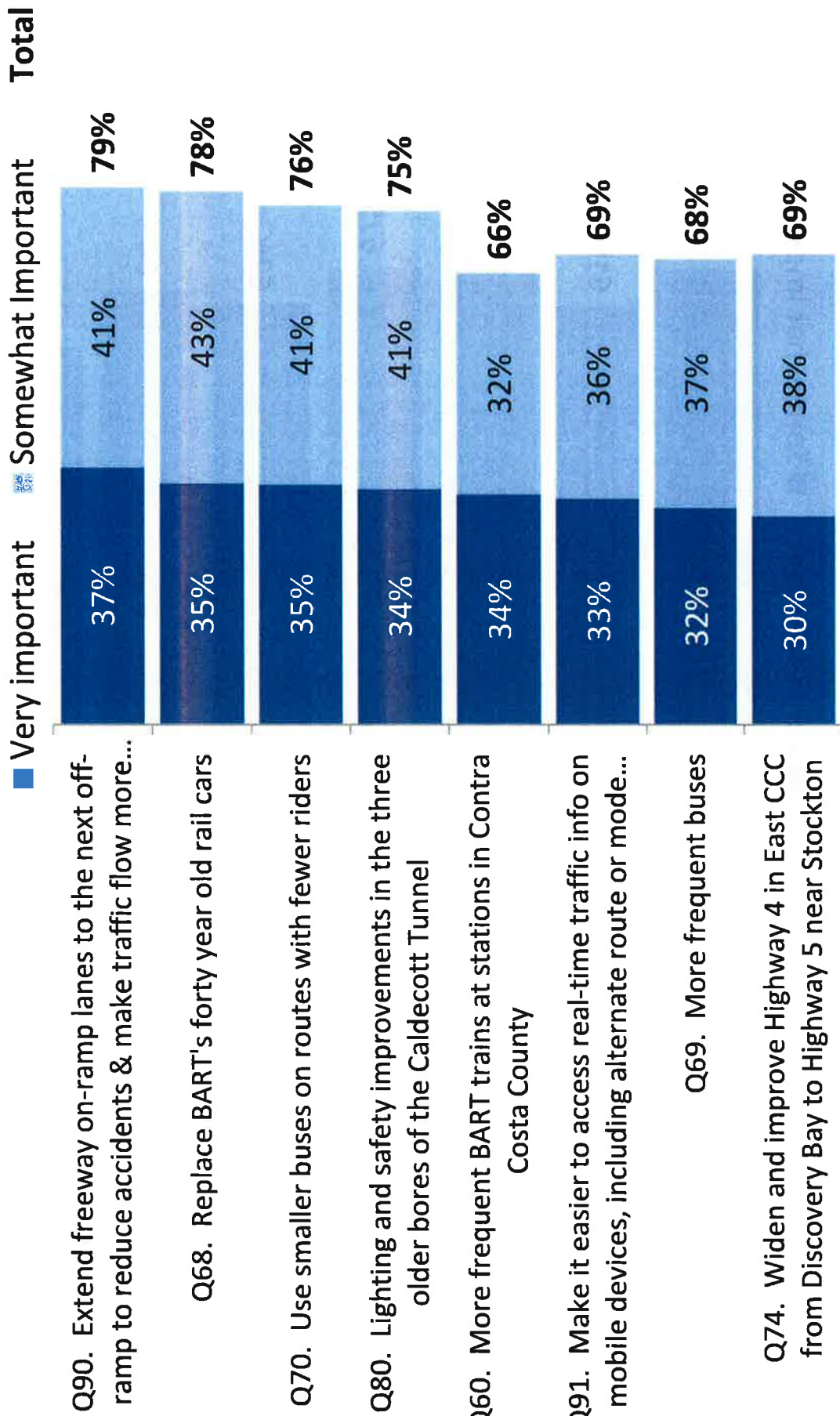
# Top Priorities – Central Contra Costa



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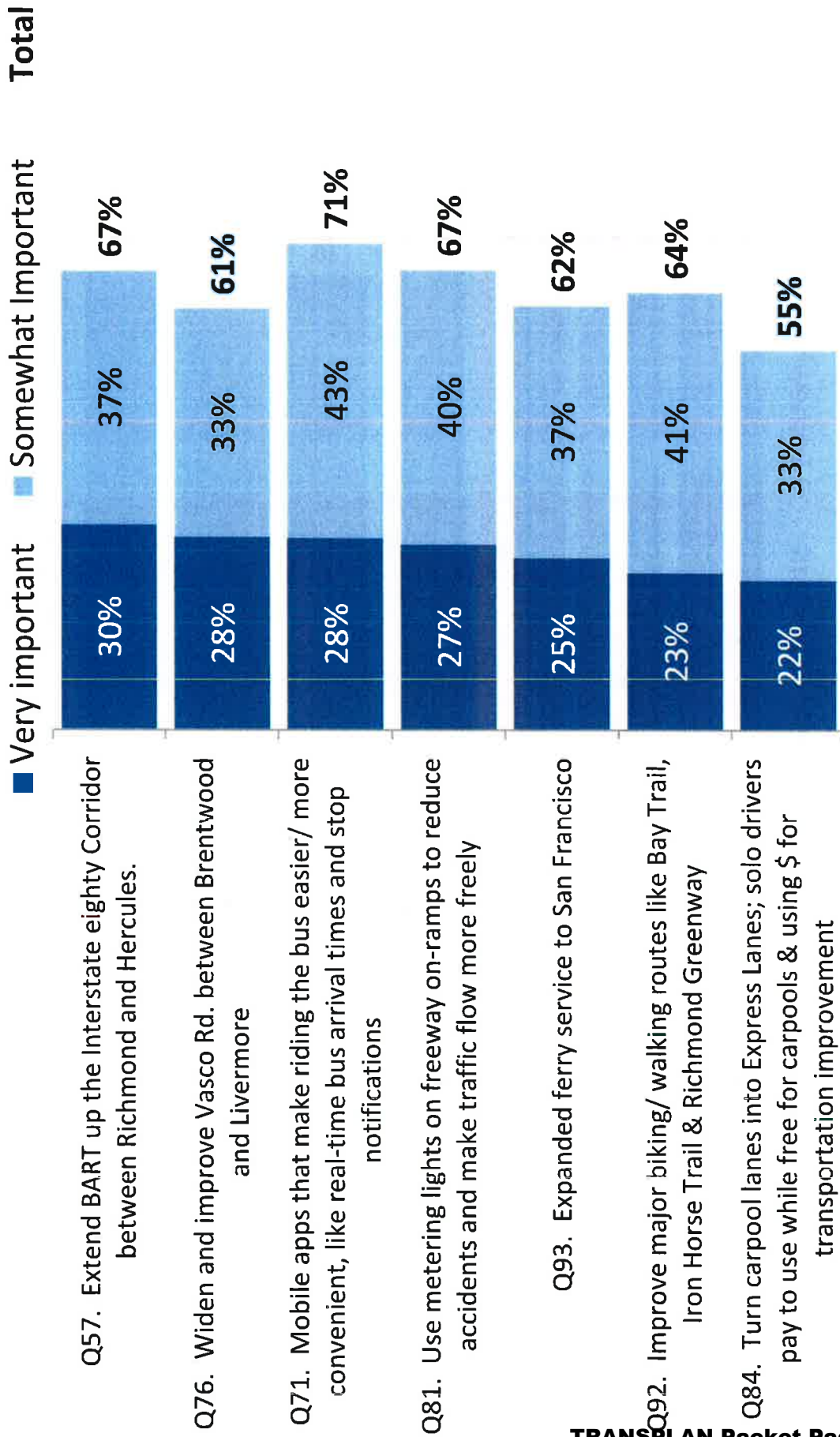
# Priorities (Continued) – Central Contra Costa



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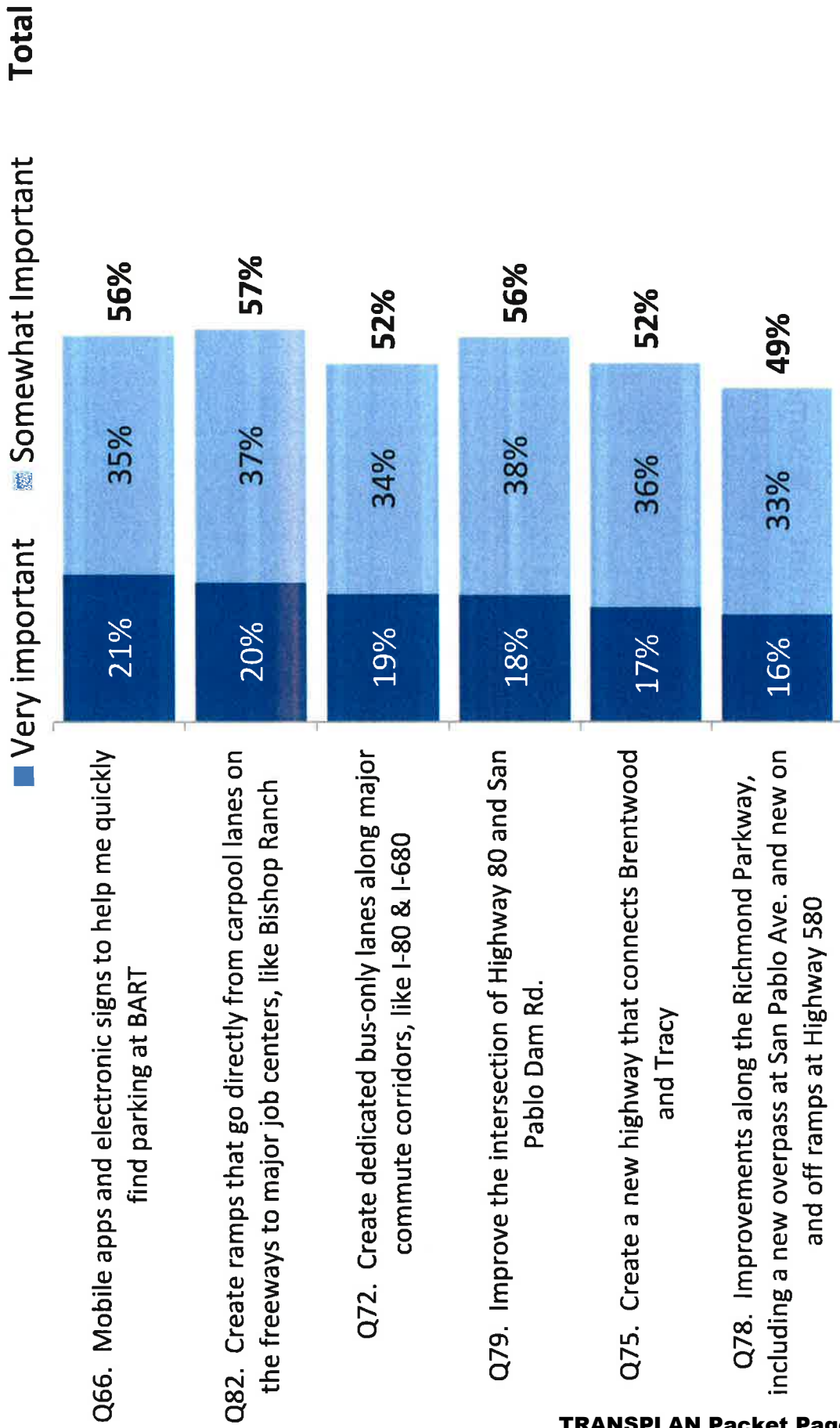


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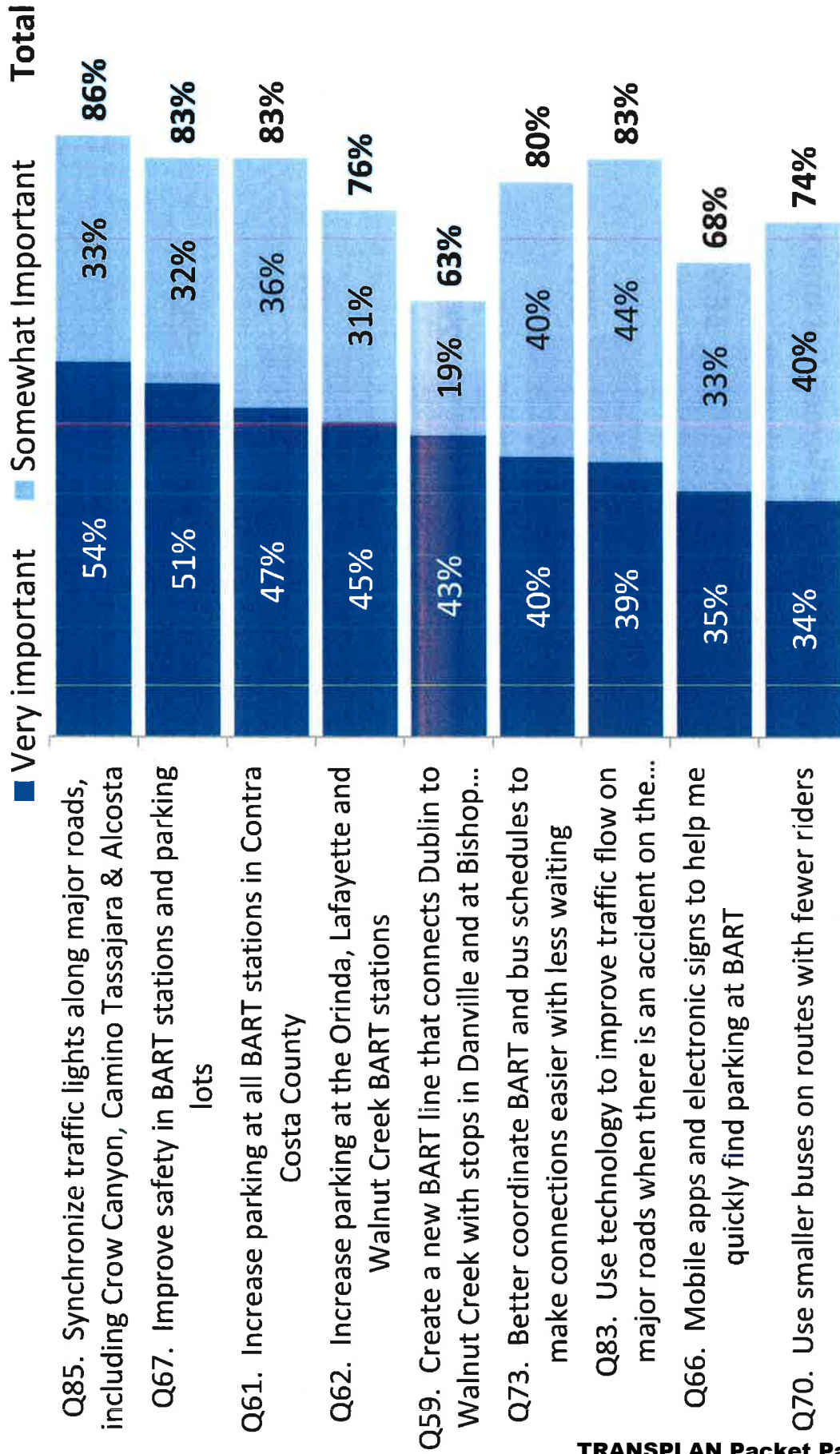
# Priorities (Continued) – Central Contra Costa



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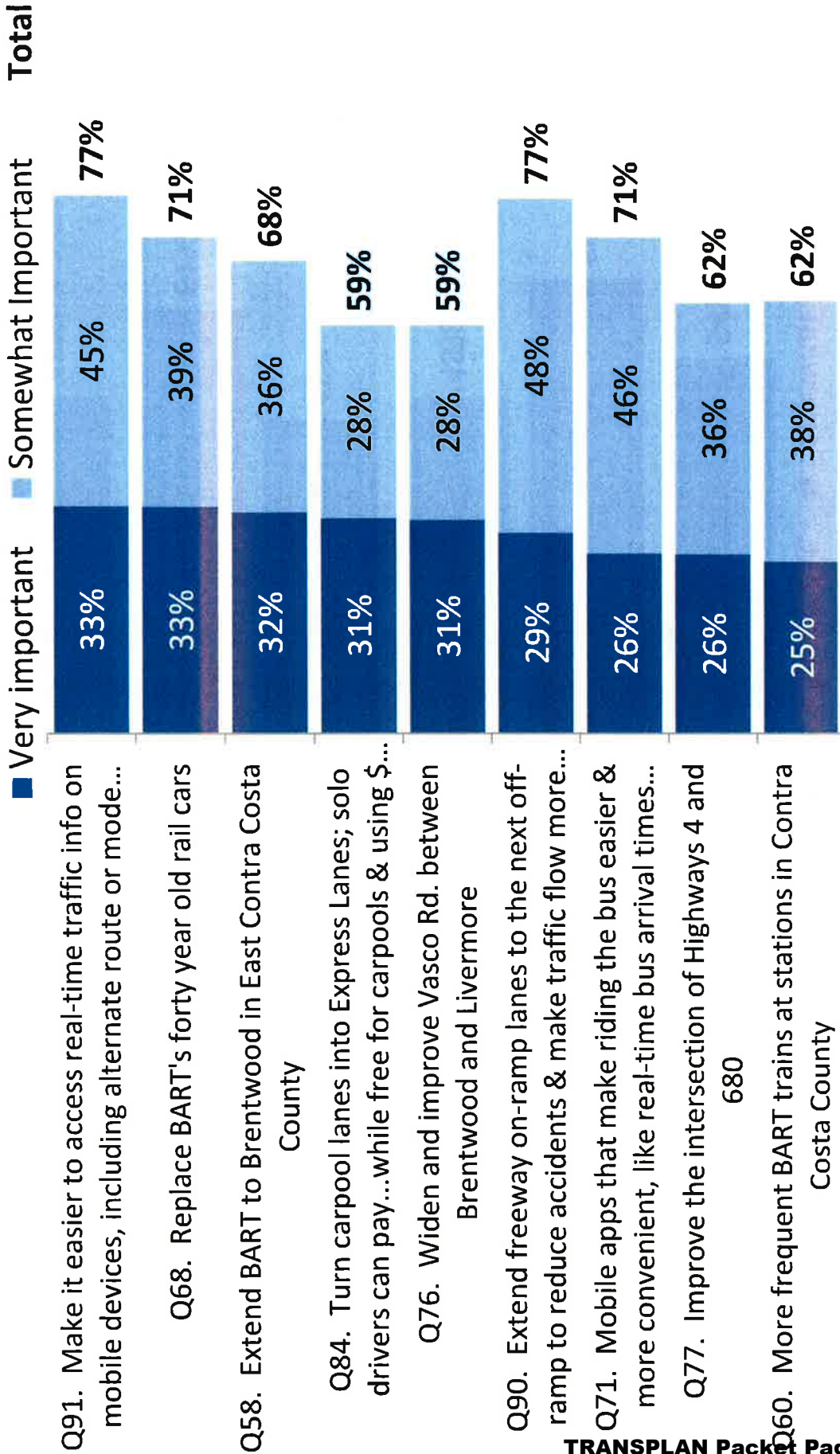
# Top Priorities – San Ramon Valley



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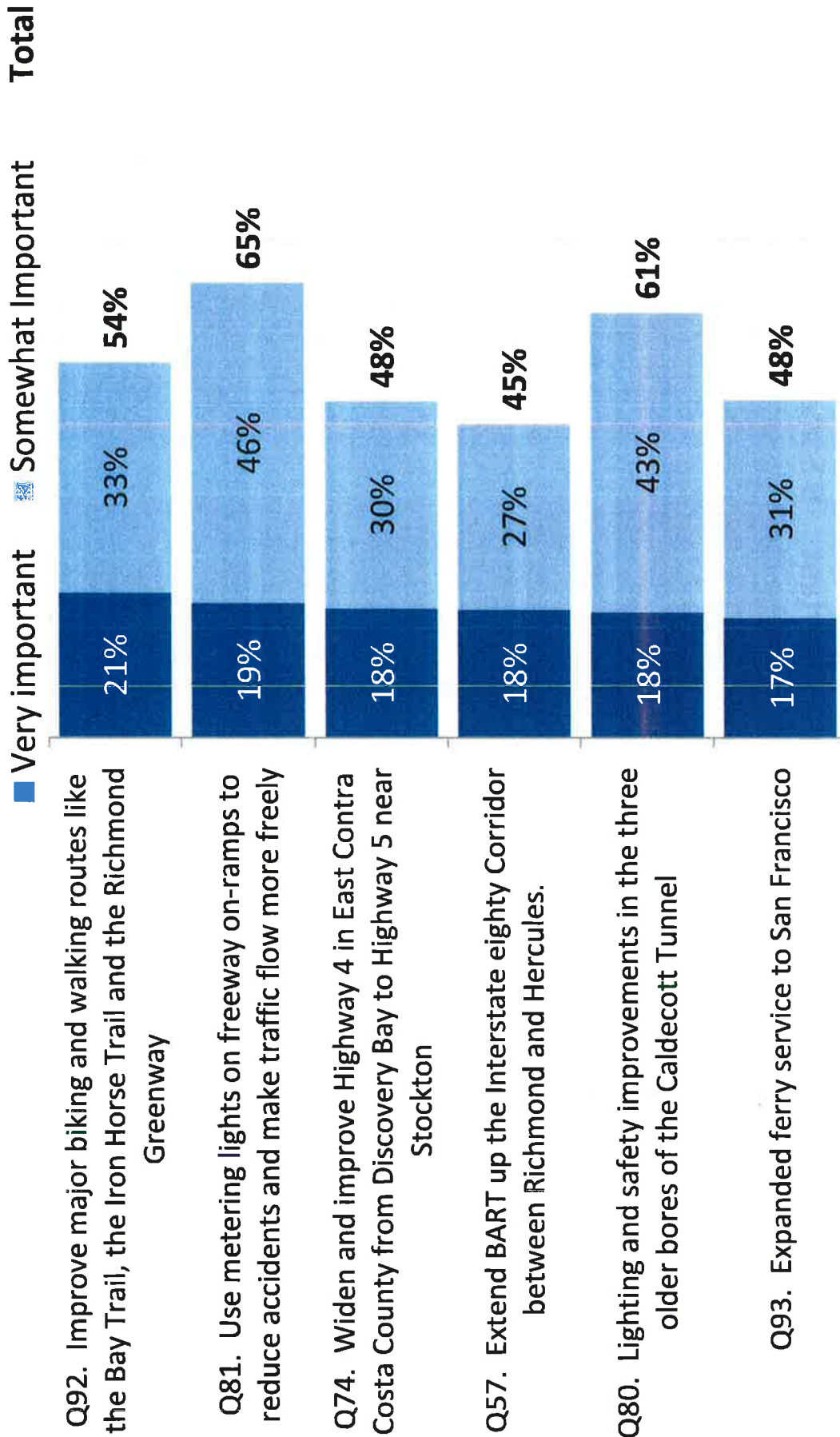
# Priorities (Continued) – San Ramon Valley



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# Priorities (Continued) – San Ramon Valley

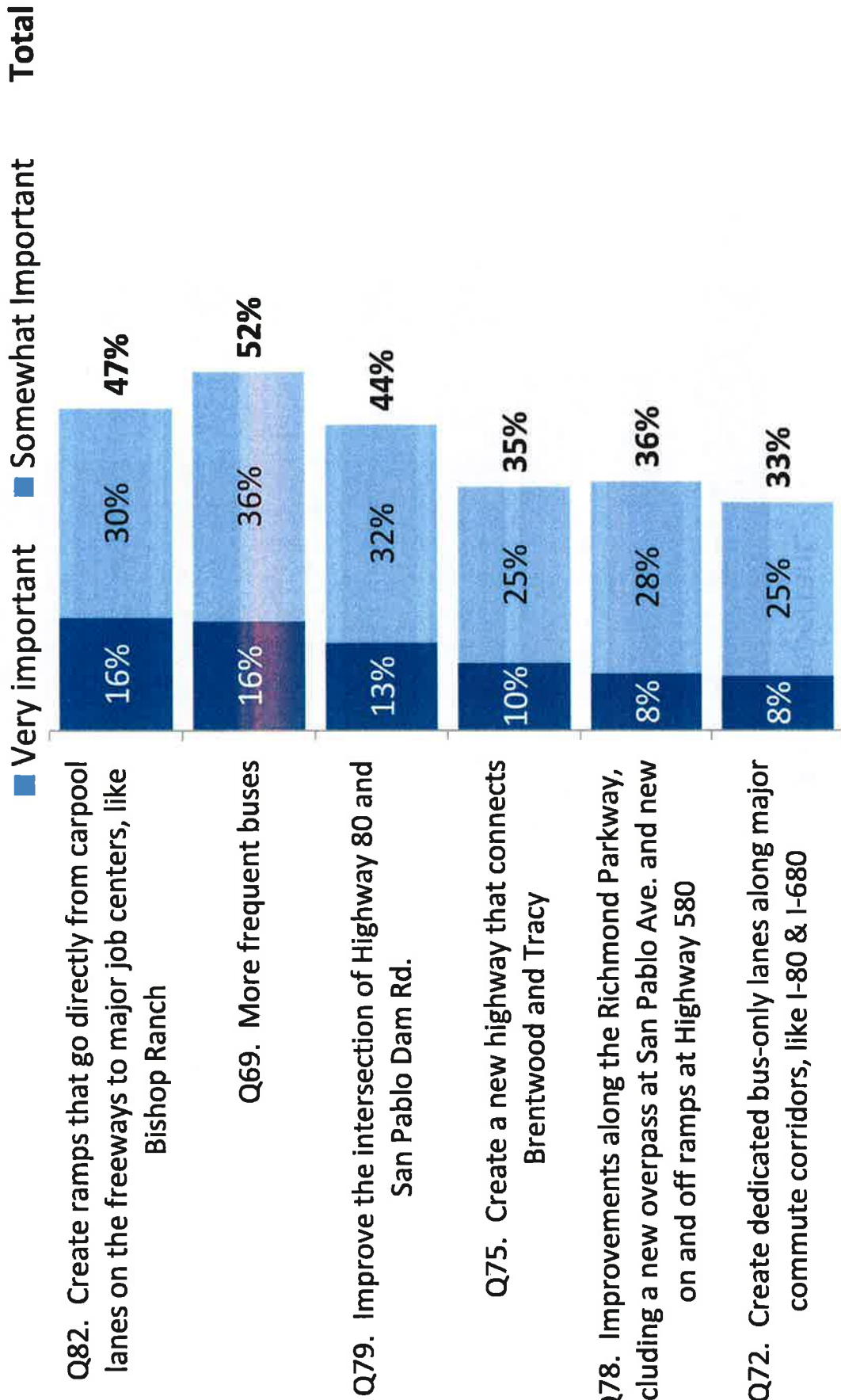


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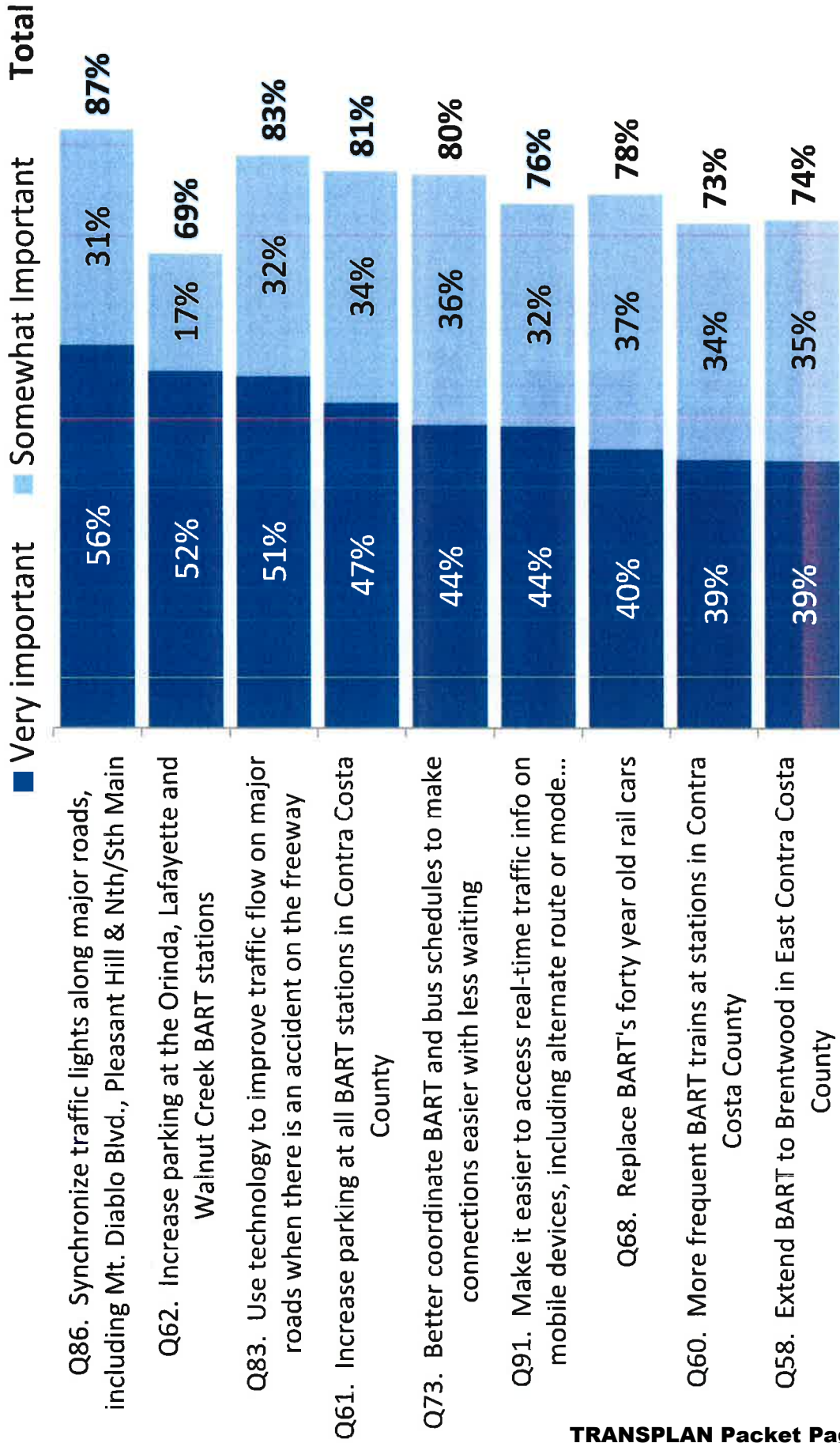
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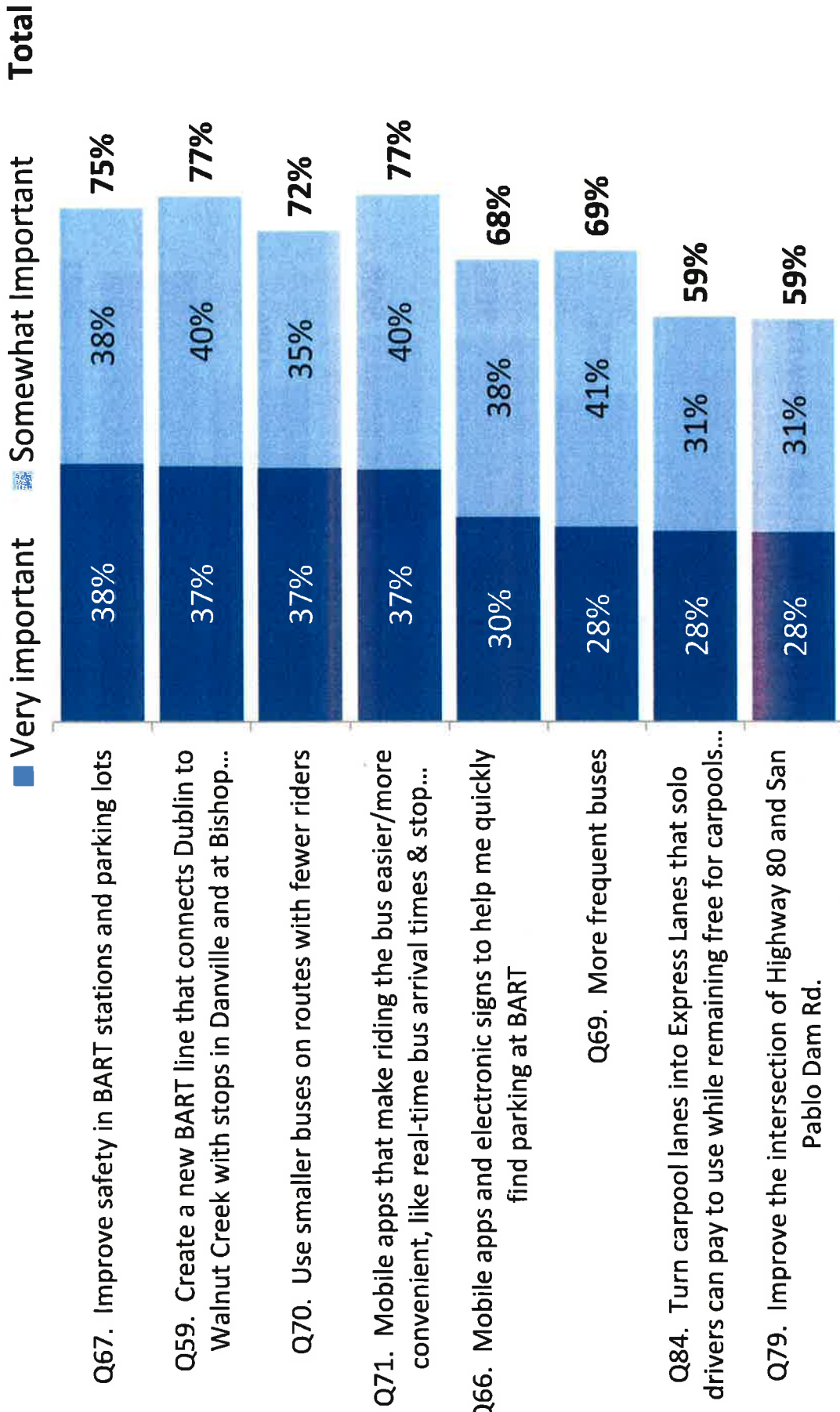
# Top Priorities – Lamorinda



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# Priorities (Continued)– Lamorinda

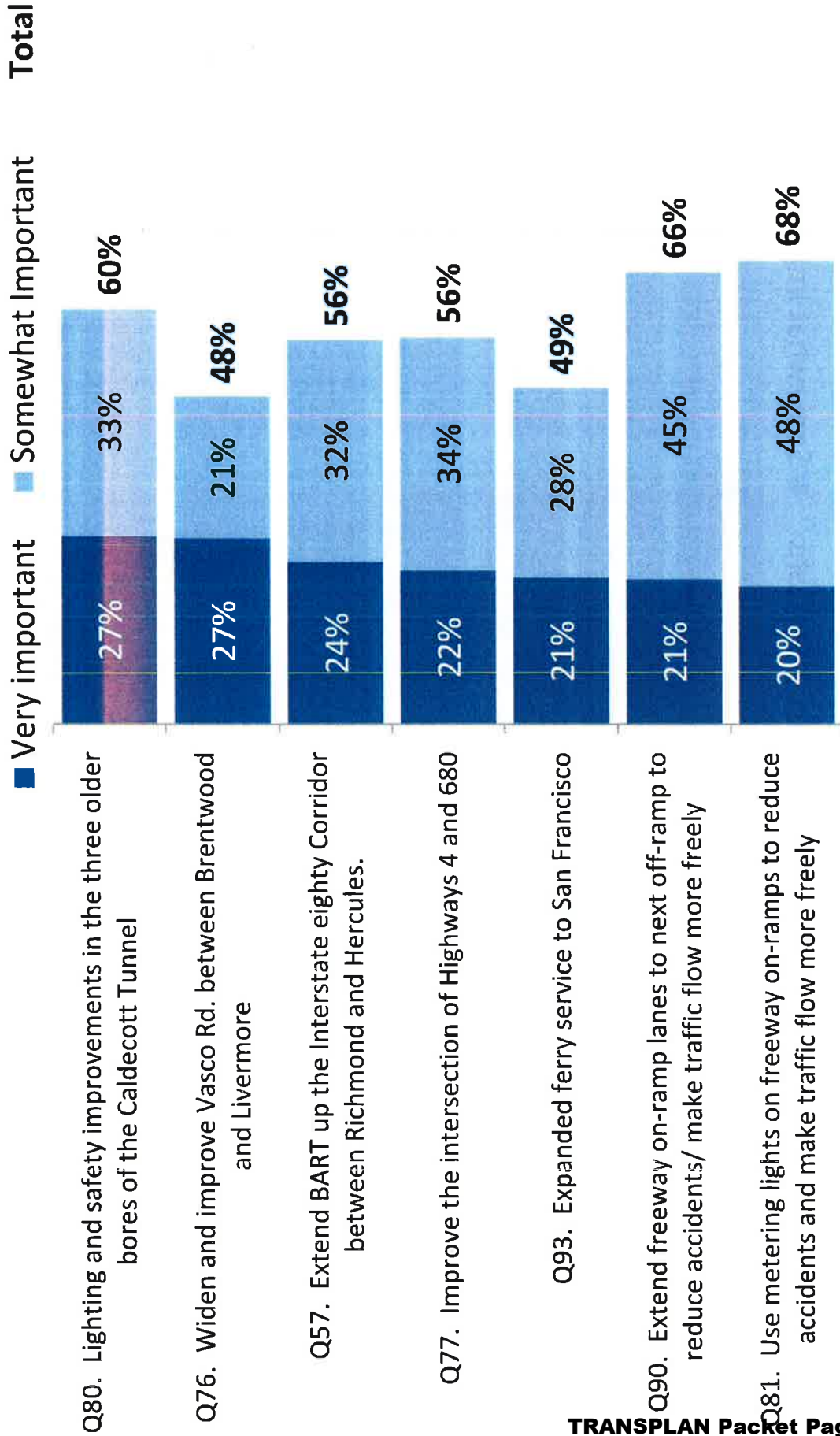


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# Priorities (Continued)– Lamorinda

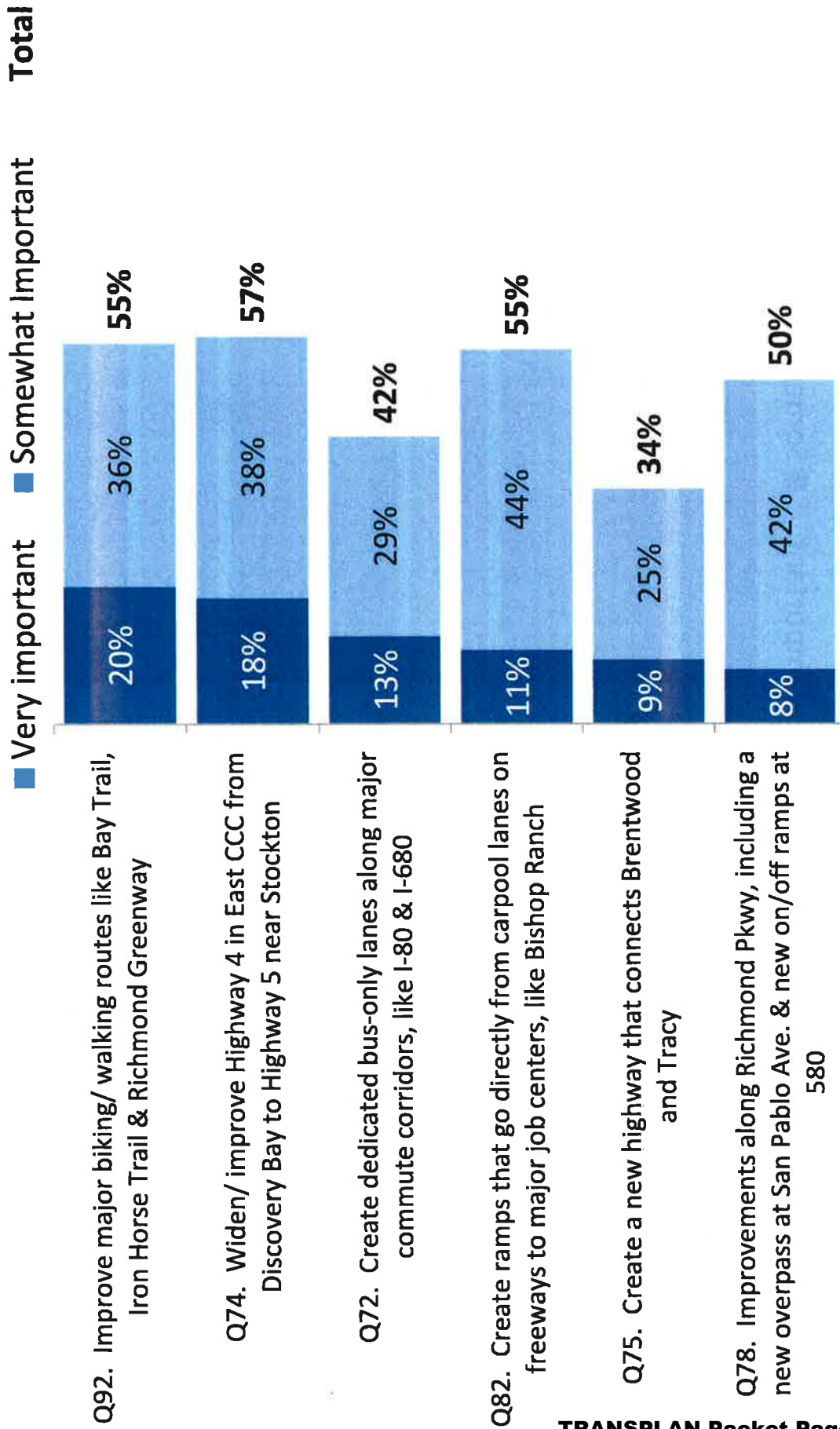


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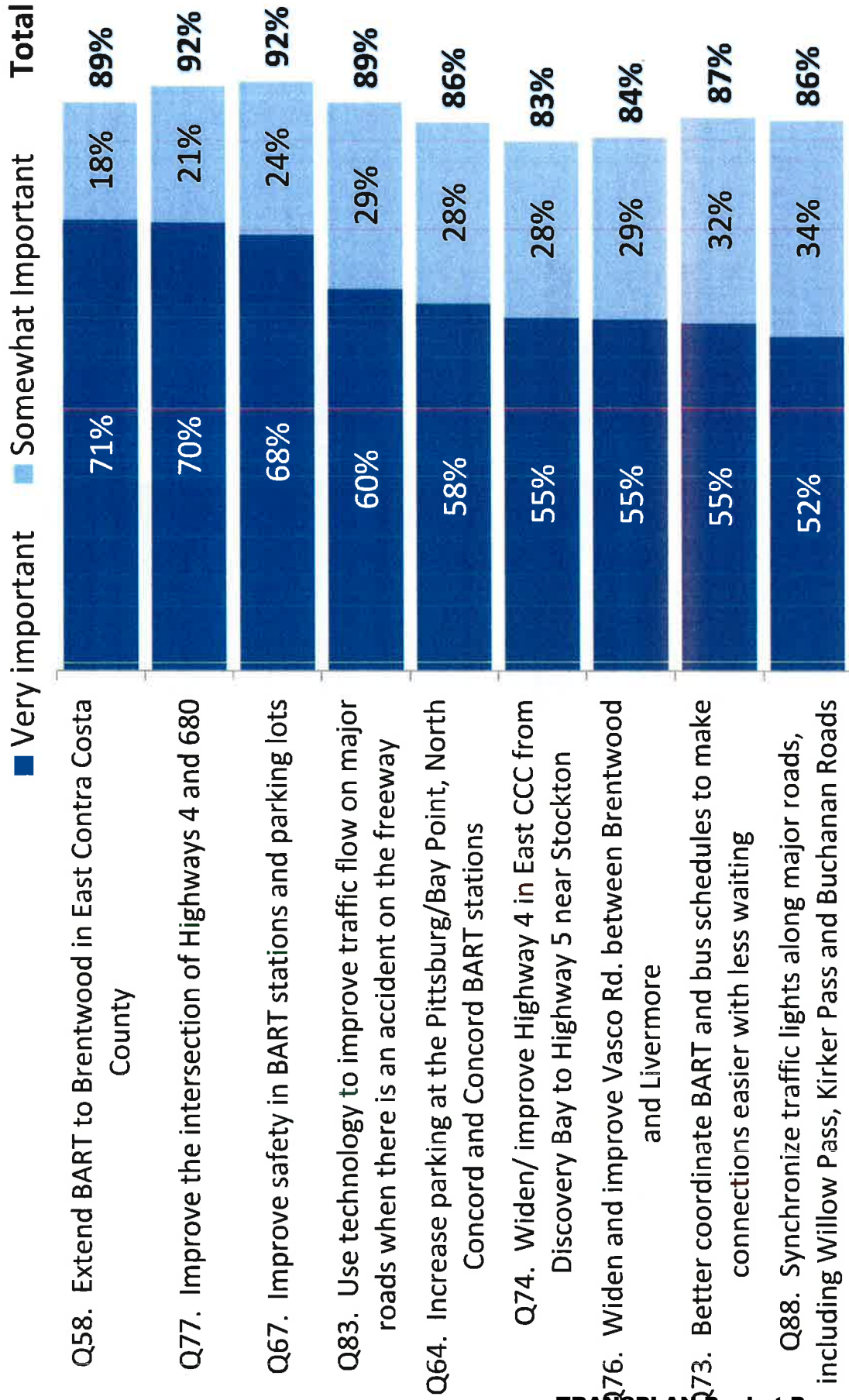
# Priorities (Continued)– Lamorinda



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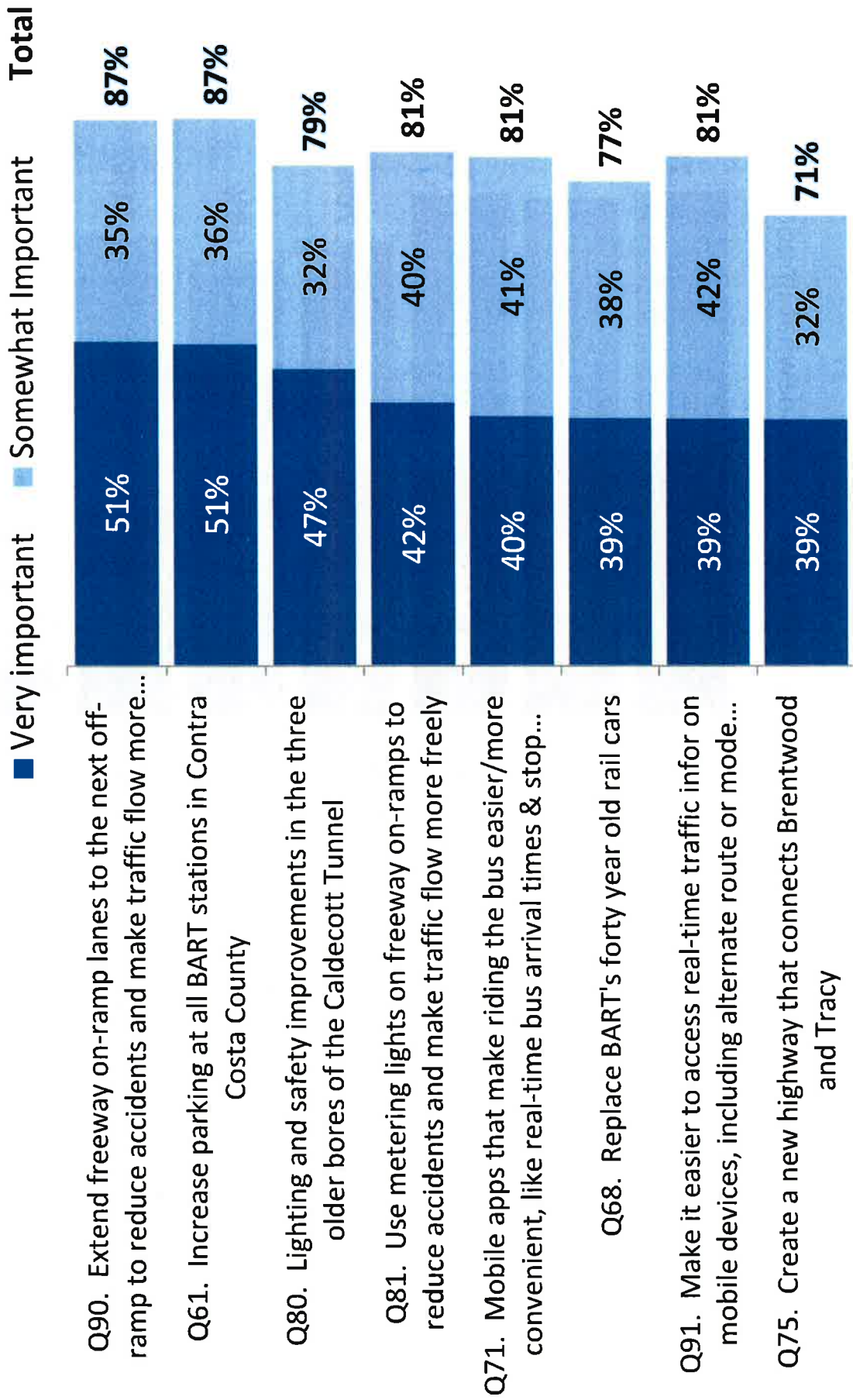
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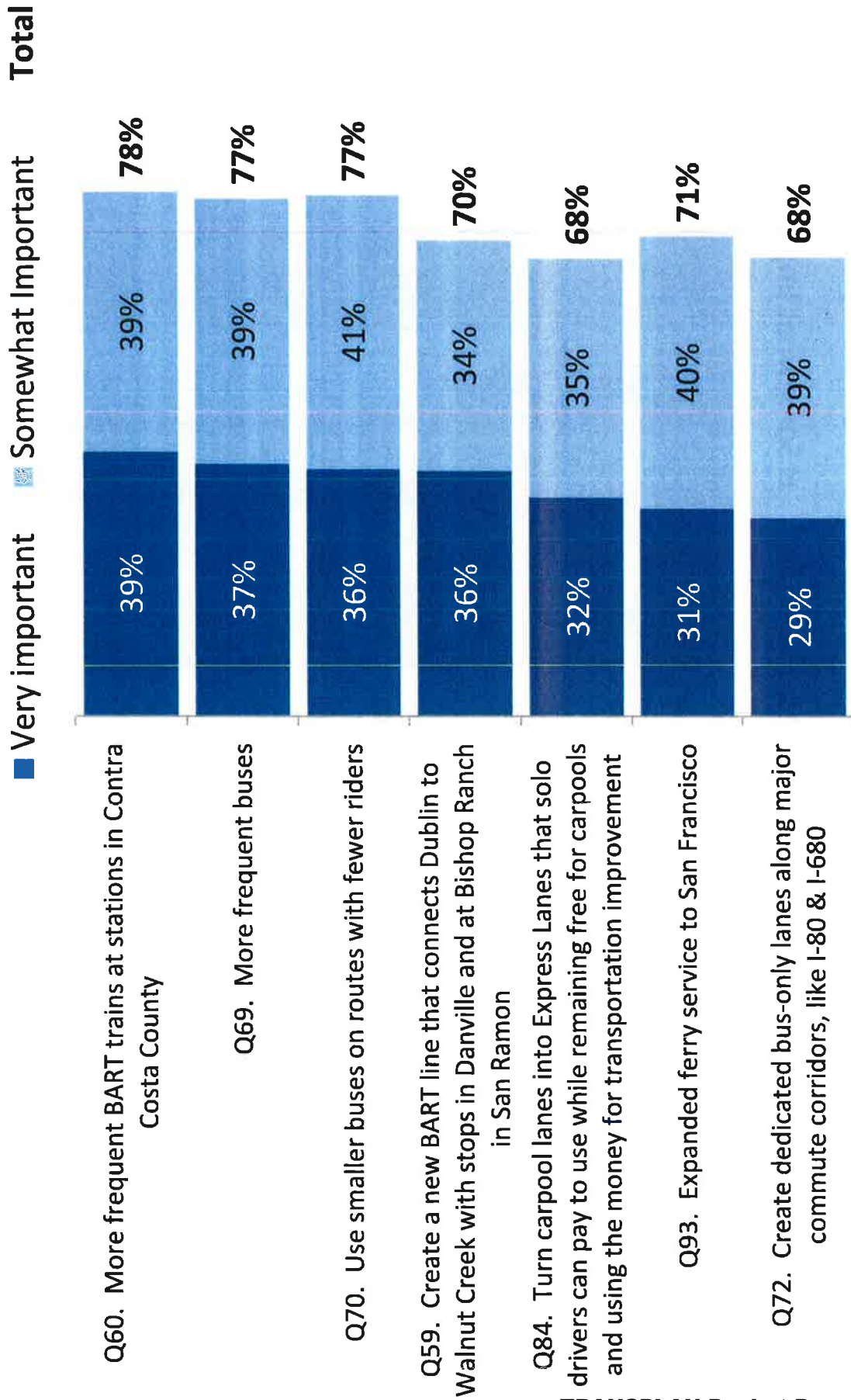
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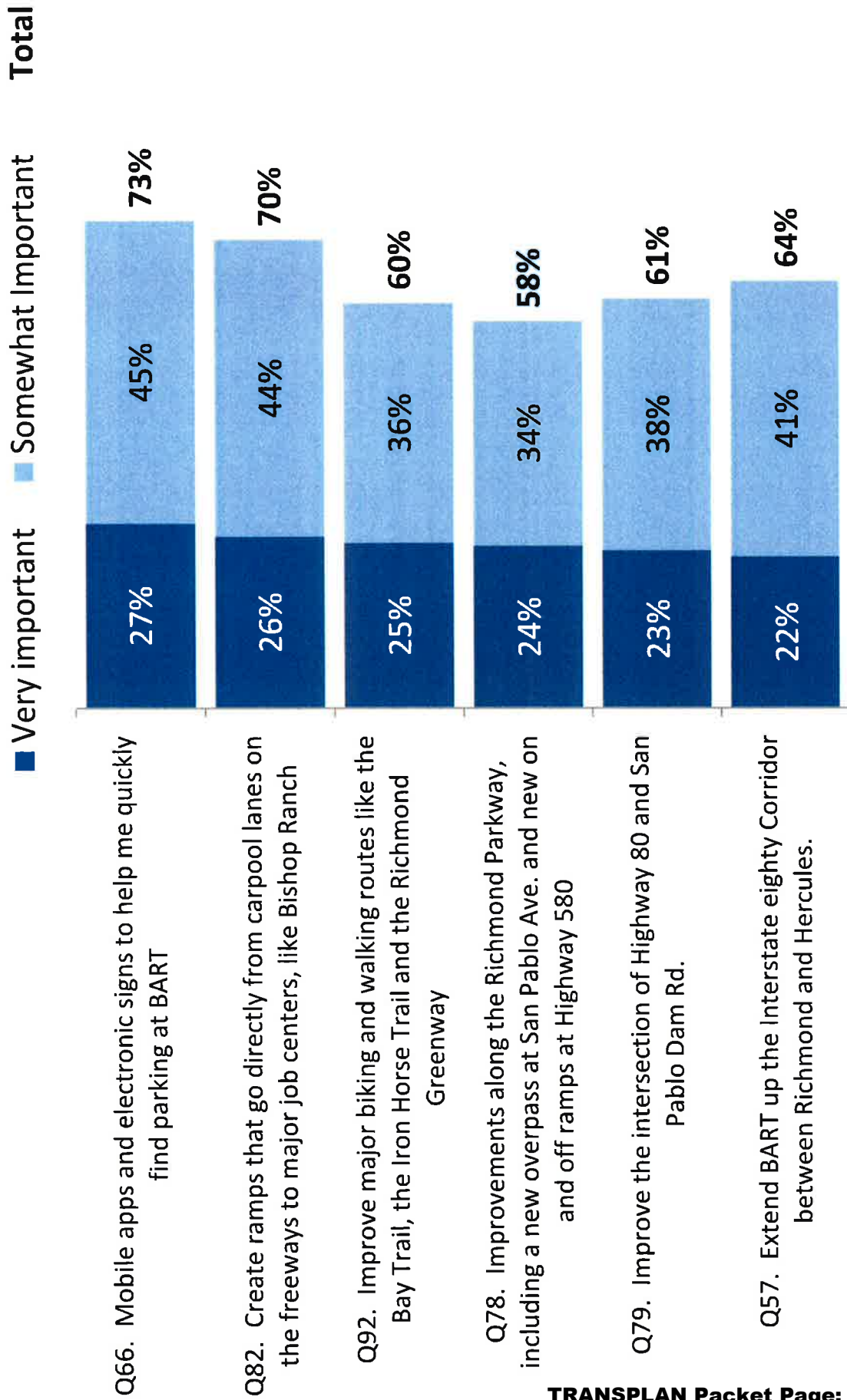


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# Priorities (Continued)– East Contra Costa



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