

Robert Taylor, Chair
Brentwood
City Council

Kevin Romick, 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

Doug Hardcastle
Oakley
Planning Commission

Bruce Ohlson
Pittsburg
Planning Commission

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TRANSPLAN Committee Meeting

Thursday, May 14, 2015 – 6:30 PM

*****BIKE TO WORK DAY*****

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 4/9/15 TRANSPLAN Meetings ♦ Page 2
- 4. ACCEPT** Correspondence ♦ Page 8
- 5. ACCEPT** Status Report on Major Projects ♦ Page 12
- 6. ACCEPT** Calendar of Events ♦ Page 20
- 7. ACCEPT** Environmental Register ♦ Page 22
- 8. APPROVE** 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 AUTHORIZE TRANSPLAN Chair to sign letters of support, as recommended by the TRANSPLAN Technical Advisory Committee (“TAC”). ♦ Page 24

End of Consent Items

Open the Public Meeting

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

- 9. 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 Noemi – CCTA Staff; Information Only) ♦ Page 30
- 10. 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 TRANSPLAN Board. (Ross Chittenden – CCTA staff; Recommended Action; Information Only) ♦ Page 48

- 11. ADJOURN** to next meeting on Thursday, June 11, 2015 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
4/9/15 TRANSPLAN COMMITTEE MEETING MINUTES

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

MINUTES

April 9, 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 Taylor at 6:30 P.M.

ROLL CALL / CALL TO ORDER

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

ABSENT: Bruce Ohlson (Pittsburg), and Joe Weber (Brentwood)

STAFF: John Cunningham, Contra Costa County 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 March 12, 2015 TRANSPLAN Meeting
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register
8. Approved TRANSPLAN appointments to the Contra Costa Transportation Authority (CCTA) Technical Coordinating Committee (TCC), as recommended by the TRANSPLAN Technical Advisory Committee (TAC)

The motion carried by the following vote:

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

PRESENTATION RECOGNIZING OUTGOING COMMITTEE MEMBER

In the absence of Wade Harper, who had apologized that he would be unable to attend the meeting, Tony Tiscareno read the plaque that had been prepared in recognition of Mr. Harper's service to the TRANSPLAN Committee from 2013 to 2015, and to thank him for his dedication and contributions to improving transportation and the quality of life in Eastern Contra Costa County.

RECEIVE 511 CONTRA COSTA STREET SMARTS PROGRAM ("DIABLO REGION") AND INFRASTRUCTURE PROJECT SPRING 2015 UPDATE

Lynn Overcashier, 511 Program Manager, described the background of the 511 Contra Costa Street Smarts Program, Diablo Region, that had been developed three and a half years ago to encourage children to bicycle and walk to school; and when both TRANSPAC and TRANSPLAN had allocated funding that along with a federal State Routes to School (SR2S) Cycle 1 grant supported bicycle and pedestrian safety programs and infrastructure for local schools K-12 in Central and Eastern Contra Costa County.

Ms. Overcashier reported that those funds had now been used, accomplishing the goal of reaching 100 percent of the schools in East County, not only once but three times in some cases. She thanked all those involved and was pleased with the involvement and awareness of the programs.

Describing the programs, Ms. Overcashier explained that the program developed for K-3 students was a bike and pedestrian interactive safety program called "Mr. Beeps" for a robotic talking car that promoted bicycle and pedestrian safety education. For the 4th and 5th graders, another program had been developed called "Jello in a Jar" to identify what would happen to a brain not protected by a helmet, and a Heads Up! Program that provided helmets and compared positions that required helmets, such as firemen. A three-day program had been developed for Middle Schools with on road school specific training the first day; parent participation with representatives from the Police Department to explain the rules of the road and traffic engineers to explain what was going on in the community the second day; and a challenge to encourage as many children as possible to bike, walk, take the bus, or carpool with another family on the third day, with prizes for participation. The last program had been developed for high schools in conjunction with the CHP, a *Start Smart* program for distracted driving awareness and reinforcing bike and pedestrian safety in the context of a new driver.

Ms. Overcashier noted that federal funds precluded the use of those funds for infrastructure, so over time she had been able to get money together since East County did not have Measure J funds for Safe Transportation for Children as the other Regional Transportation Planning Committees (RTPCs) did. She had carved out other money for infrastructure improvements at 64 schools in Central and East County for everything from changing the driveways into the school to a fence in some cases, and continued to develop and modify programs.

Ms. Overcashier commented that while some schools had been skeptical at first, now all the schools sought out the programs every semester, and she was excited by the progress, the success, and the enthusiasm involved. She referred to the packet of material provided to the TRANSPLAN Committee, which highlighted not only the programs but some of the infrastructure improvements that had been conducted at the various schools. She was happy to develop other programmatic elements that were important to the community.

Doug Hardcastle liked the idea of emphasizing helmets.

Mary Piepho thanked Ms. Overcashier for her great work, was pleased that 100 percent of East County schools had been involved and with the tremendous success of the programs, and urged a continued level of success. She characterized the *Start Smart* program as phenomenal and noted that the *Every 15 Minutes* program offered valuable information. In consideration of the Measure J reauthorization for the Contra Costa Transportation Authority (CCTA), she wanted to make sure that East County was getting support for education and inclusion in the Expenditure Plan. She stated that equalization was important given the dangerous roads in the area. She was also pleased that her teenager was doing well as a new driver, which was a credit to the work that had been done.

Ms. Overcashier noted that she had included an update of some of the other 511 Contra Costa program activities conducted over the last three months, including the installation of the first electric charging station at Antioch City Hall, and other programmatic work on behalf of Central and East County.

Chair Taylor explained that the schools in the Brentwood area had come to recognize the value of the programs and he emphasized the need for East County to be included in the Expenditure Plan. He thanked Ms. Overcashier for a marvelous job.

ADOPT PROPOSED FISCAL YEAR (FY) 2015/16 WORK PLAN AND BUDGET AND DIRECT STAFF TO DELIVER INVOICES TO THE MEMBER AGENCIES

Mr. Cunningham reported that he was filling in for Jamar Stamps who was on vacation.

Mr. Cunningham referred to the budget that had been included in the TRANSPLAN Committee packets and the activities that had been detailed therein. He noted that most of the work undertaken by the Committee was cyclical. The overrun in the budget this past year had been attributed to the CCTA and the associated Action Plan Update. As far as activities, this year's additions related to the activities on State Route 4 and an update to the Strategic Expenditure Plan as related to East County.

On motion by Mary Piepho, seconded by Doug Hardcastle, TRANSPLAN Committee members adopted the Fiscal Year 2015/16 TRANSPLAN Work Program and Budget and directed staff to deliver invoices to the member agencies.

The motion carried by the following vote:

Ayes: Evola, Hardcastle, Motts, Piepho, Romick, Steele, Tiscareno, Taylor

Noes: None

Abstain: None

Absent: Ohlson, Weber

APPROVE THE PROPOSED AMENDMENTS TO THE EAST COUNTY ACTION PLAN FOR ROUTES OF REGIONAL SIGNIFICANCE AND DIRECT STAFF TO FORWARD THE PROPOSED AMENDMENTS TO THE CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA)

Mr. Cunningham stated he had not been involved in the TAC discussions although Paul Reindeers and Robert Sarmiento, who had, were present to respond to questions. He explained that most significant changes in the Action Plan were related to ferry service and the desire to continue to sanction the examination of ferry service in East County; even if not viable in the short term, to be included in the long-term plan.

In response to Chair Taylor with respect to SR 239, Mr. Cunningham stated the program now sanctioned SR 239, which had been included in the program of improvements that would include airport access. As to the \$14 million that had been earmarked for SR 239, he explained that those funds had been turned over to the CCTA which was using them for the Project Study Report (PSR) with Caltrans. He suggested that the CCTA could provide an update on the status of SR 239 if desired by the Committee.

TRANSPLAN members agreed that it would be important to be provided an update on SR 239 along with anything having to do with the airport.

Duane Steele asked about Highway 4, the work at Discovery Bay, and the Old River Bridge where the last 2,000 feet heading eastbound had not been included in that work, was obviously in poor condition, and needed to be repaired.

Mr. Cunningham stated he would contact the Public Works Department to identify the responsibility for that right of way, would be in contact with Mr. Stamps, and a report could be provided at the next meeting.

Mary Piepho suggested that part of the SR 239 study could include a bigger regional influence, Brentwood to Stockton, which should be included in the future planning of transportation projects in the region given the heavy use of that area and the trucks going through that area hauling hazardous materials and other products.

Kerry Motts commented that he had been pleased to see the inclusion and support for potential ferry service, especially for the Rivertown area of Antioch and the multimodal transit center.

Tony Tiscareno also emphasized the need that communication be kept active to pursue ferry service for the City of Antioch, which was developing its own plan.

Mr. Cunningham stated that the change in the Action Plan should help in that regard.

Chair Taylor added that the CCTA was very involved with the Water Emergency Transportation Authority (WETA).

On motion by Doug Hardcastle, seconded by Mary Piepho, TRANSPLAN Committee members approved the proposed amendments to the East County Action Plan for Routes of Regional Significance and directed staff to forward the proposed amendments to the Contra Costa Transportation Authority. The motion carried by the following vote:

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

ADJOURNMENT

Chair Taylor adjourned the meeting of the TRANSPLAN Committee at 7:05 P.M. to Thursday, May 14, 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**



SWAT

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

April 7, 2015

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

RE: SWAT Meeting Summary Report for April 2015

Dear Mr. Iwasaki:

At the **April 6, 2015** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

Appointed SWAT Technical Advisory Committee (TCC) Members for the 2015-17 Term. The Committee appointed the following staff members to the Authority's TCC for a two-year term beginning April 1, 2015 through March 31, 2017:

	Primary Representative	Alternate Representative
Planning:	Lisa Bobadilla, San Ramon	Ellen Clark, Moraga
Engineering:	Tony Coe, Lafayette	Charles Swanson, Orinda
Transportation:	Andy Dillard, Danville	Tai Williams, Danville

Approved Proposals for Safe Routes to School (SR2S) Technical Assistance. The Committee approved SR2S Technical Assistance proposals from the Town of Moraga, Town of Danville, and City of Lafayette.

The next SWAT meeting is scheduled for Monday, April 6th, 2015, at Supervisor Andersen's Lamorinda Office, 3338 Mt. Diablo Boulevard, Lafayette. Please contact me at (925) 314-3384, or adillard@danville.ca.gov, if you should have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Andy Dillard".

Andy Dillard
Town of Danville
SWAT Administrative Staff

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; John Nemeth, WCCTAC; Anita Tucci-Smith, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA; Brad Beck, CCTA; Christina Broadfoot, CCTA

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

April 10, 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 – April 9, 2015

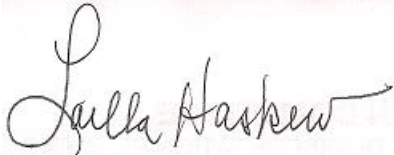
Dear Mr. Iwasaki:

At its meeting on April 9, 2015, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Approved the City of Concord's Measure C/J reprogramming proposal and forwarded the proposal to the Contra Costa Transportation Authority with a recommendation for approval.
2. Received a presentation from Steve Beroldo, BART's Manager of Access Programs and Deidre Heitman, BART's Principal Planner on plans for three new bicycle facilities at Walnut Creek, Pleasant Hill, and Concord BART stations.
3. Received a presentation from Lynn Overcashier, 511 Contra Costa Program Manager on Street Smarts Diablo School Education Programs and Infrastructure Improvements; as well as a presentation on the spring 2015 TRANSPAC/TRANSPLAN TDM Program Update.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Loella Haskew
TRANSPAC Chair

cc: TRANSPAC Representatives; TRANSPAC TAC and staff

Mr. Randell H. Iwasaki
April 10, 2015
Page 2

Candace Andersen, Chair – SWAT
Robert Taylor, Chair – TRANSPLAN
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
John Nemeth – WCCTAC
Janet Abelson – WCCTAC
Jamar I. Stamps – TRANSPLAN
Andy Dillard – SWAT
Danice Rosenbohm, CCTA
June Catalano, Diane Bentley – 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: April 2015

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

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

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

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.

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ITEM 6
CALENDAR OF EVENTS

Calendar of Upcoming Events*

2015	Location	Event
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

ITEM 7
ENVIRONMENTAL REGISTER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Pittsburg	APN097-550-208/030	Request for Comments/Conditions	San Marco Villas II Extension Contact: Hector Rojas (925) 252-4043 hrojas@ci.pittsburg.ca.us	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
City of Oakley	Cypress Grove APN037-192-024	Notice of Public Hearing	Subdivision 9391 at Cypress Grove Contact: Ken Streelo, Senior Planner strelo@ci.oakley.ca.us	Request approval of a vesting tentative map (TM 9391) to subdivide approximately 3.52 acres into 14 single family residential lots.	3/10/15 (hearing date)	No Comments
City of Oakley	4300 Railroad Ave. APN089-010-016	Request for Comments	4300 Railroad Apartments – The Reserve at Woodland Hills Contact: Ken Streelo, Senior Planner strelo@ci.oakley.ca.us	Request for general plan amendment from business/commercial/office to medium density residential and design review to convert office building into apartments.	3/2/15	n/a
City of Oakley	3351 Doyle Road APN033-080-017	Notice of Public Hearing	3351 Doyle Road Minor Subdivision (TPM 02-14) Contact: Ken Streelo, Senior Planner strelo@ci.oakley.ca.us	Request for approval of a tentative parcel map (MS 14-977) to split on 2.64-acre lot into two lots of 0.98-acres and 1.18-acres.	2/24/15 (hearing date)	No Comments
City of Oakley	Cedar Glenn Drive in Live Oak Ranch APN034-250-008	Notice of Public Hearing	Cedar Glenn Estates Design Review (DR 09-14) Contact: Ken Streelo, Senior Planner strelo@ci.oakley.ca.us	Request for design review approval of house plans and architecture, and development plan for 20 entitled lots located w/in proposed final map (SD9104).	2/24/15 (meeting date)	No Comments
City of Oakley	Emmerson Ranch APN037-192-026	Request for Agency Review	Emmerson Ranch Neighborhood 6 Contact: Ken Streelo, Senior Planner strelo@ci.oakley.ca.us	General Plan Amendment to designate approximately 16 acres of an existing 25 acre undeveloped commercial site from "Commercial" to "Multi-Family Low, rezoning, development plan and vesting tentative map for 109 single family lots.	2/12/15	Emailed Comments (1/20/15)
City of Oakley	Citywide	Notice of Availability	Draft Housing Element Contact: Joshua McMurray mcmurray@ci.oakley.ca.us	Public Review Draft Housing Element.	12/18/14	n/a

ITEM 8
ACTIVE TRANSPORTATION PROGRAM CYCLE 2 TECHNICAL ASSISTANCE

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee
FROM: TRANSPLAN Technical Advisory Committee (“TAC”)
DATE: May 14, 2015
SUBJECT: **Proposed Projects for Contra Costa Transportation Authority (“CCTA”) Active Transportation Program (“ATP”) Cycle 2 Technical Assistance**

Recommendation

APPROVE 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 **AUTHORIZE** TRANSPLAN Chair to sign letters of support, as recommended by the TRANSPLAN Technical Advisory Committee (“TAC”).

Background

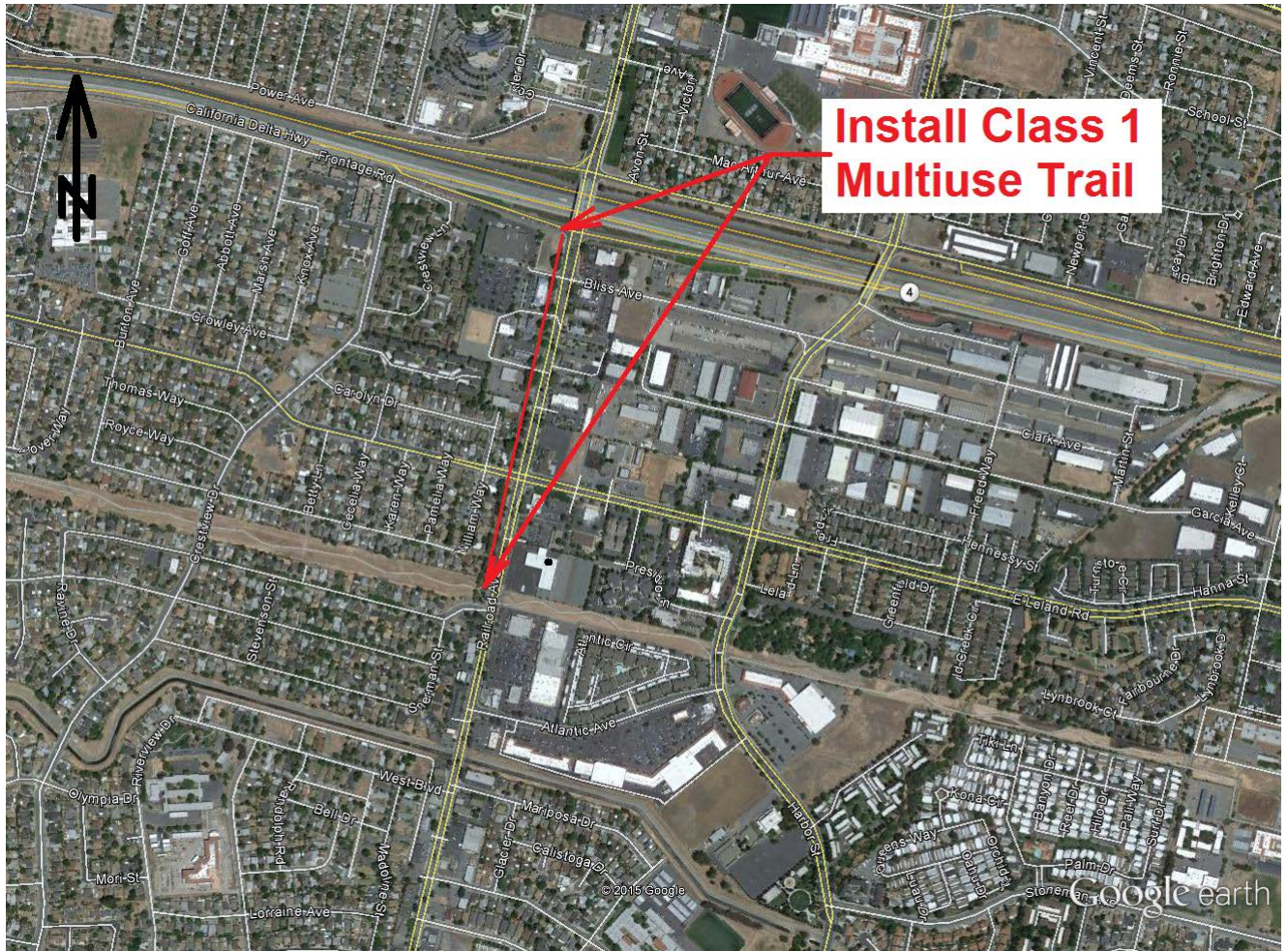
On March 26, 2015, the California Transportation Commission (“CTC”) approved both the Statewide and Metropolitan Transportation Commission’s (“MTC's”) Regional Cycle 2 Active Transportation Program (“ATP”) Guidelines, and announced the Call for Projects for ATP projects. Cycle 2 will cover Fiscal Year (“FY”) 16/17, FY 17/18 and FY 18/19. ATP Fund Estimates indicate Cycle 2 funding will be approximately \$120 million per year, with about \$72 million going to the Statewide Program and the remaining \$48 million going to regions in the state. MTC anticipates receiving \$10 million per year for our region.

CCTA is offering technical consulting support for up to 2 project applications from each Regional Transportation Planning Committee (“RTPC”) to develop and complete the very technical ATP application. TAC members should review the Statewide and MTC Guidelines to determine the top 2 projects to receive CCTA assistance. Eligible projects are those that encourage increased use of active modes of transportation, such as biking and walking.

On April 21, 2015, the TRANSPLAN TAC convened to receive presentations from member agencies on their proposed projects. The City of Pittsburg and Contra Costa County presented the following eligible projects: Railroad Avenue eBART Multimodal Transfer Facility Project (Pittsburg) and State Route 4/Bailey Road Off-Ramp Pedestrian Safety Improvements (County). Fact sheets for both projects are attached. The TAC unanimously agreed to support a recommendation to the TRANSPLAN Committee to award these two projects the CCTA ATP technical assistance opportunity.

Att: Project Fact Sheets

c: TRANSPLAN TAC



X-X: Railroad Avenue Class 1 Trail

Project No.
TBD

Status:
Preliminary Design and Cost Estimate completed

Estimated Project Cost:
\$1,283,000

Project Limits:
Railroad Avenue from State Route 4 to Delta DeAnza Trail at Alvarado Avenue

Funding Sources

Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, PP, Grants
Identified Funding: none

Project Description:

Construct a concrete Class 1 trail along the west side of Railroad Avenue within existing City right-of-way, from the existing Delta De Anza Trail at Alvarado Avenue to State Route 4 freeway (approximately 2400 lf). 10-foot concrete trail will have minimum 1-foot graded shoulders. Project includes trail lighting, crosswalk treatments, modified driveways, a bus shelter, wayfinding and service information signage, as well as Landscaping and irrigation improvements.

Railroad Avenue Class 1 Multipurpose Path

From Delta DeAnza Trail to eBART Station at State Route 4

Date: February 17, 2015

Item No.	Item Description	Quantity	Units	Unit Cost	Total
1	Mobilization	1	LS	\$ 50,000.00	\$ 50,000.00
2	Traffic Control	1	LS	\$ 10,000.00	\$ 10,000.00
3	Clearing & Grubbing	1	LS	\$ 10,000.00	\$ 10,000.00
4	Remove Concrete Curb and Sidewalk	1	LS	\$ 6,000.00	\$ 6,000.00
5	Grading	1	LS	\$ 9,000.00	\$ 9,000.00
6	Asphalt Concrete Pavement (driveway)	210	SF	\$ 100.00	\$ 21,000.00
7	Concrete Curb and Gutter	155	LF	\$ 30.00	\$ 4,650.00
8	10' Concrete Sidewalk (Class 1 Path)	2200	LF	\$ 180.00	\$ 396,000.00
9	Driveway Crossings (RRFB)	4	EA	\$ 3,000.00	\$ 12,000.00
10	12' Concrete Crosswalk (colored/textured)	4116	SF	\$ 35.00	\$ 144,060.00
11	Concrete Curb Ramps	4	EA	\$ 3,000.00	\$ 12,000.00
12	Bus Shelter	1	LS	\$ 5,000.00	\$ 5,000.00
13	Pedestrian Lighting	100	EA	\$ 2,500.00	\$ 250,000.00
14	Landscaping and Irrigation	1	LS	\$ 8,000.00	\$ 8,000.00
15	Wayfinding Signage	4	EA	\$ 1,500.00	\$ 6,000.00
16	Service Information/Identity Signage/Board	2	EA	\$ 3,000.00	\$ 6,000.00
				Subtotal	\$ 949,710.00
				5% Design Contingency	\$ 47,485.50
				10% Construction Contingency	\$ 94,971.00
				Design 10%	\$ 94,971.00
				CM 10%	\$ 94,971.00
				Total	\$ 1,282,108.50

Bailey Road/State Route 4 Interchange Pedestrian & Bicycle Improvement Project



(Left) The existing pedestrian tunnel under the State Route 4 westbound loop off-ramp is underutilized. (Right) Pedestrians often cross the uncontrolled westbound loop off-ramp in lieu of using the pedestrian tunnel

Project Description




The Bailey Road/State Route 4 Interchange Pedestrian & Bicycle Improvement Project will improve safety and circulation of pedestrians and bicyclists along Bailey Road through the State Route 4 (SR4) Interchange.

The underutilized pedestrian tunnel and SR4 westbound loop off-ramp will be removed and a 12-foot wide sidewalk and Class II bike lane will be installed along Bailey Road where the off-ramp currently rests. This will allow pedestrians and bicyclists to travel in a direct path along Bailey Road between Canal Road and the nearby Bay Point/Pittsburg BART Station.

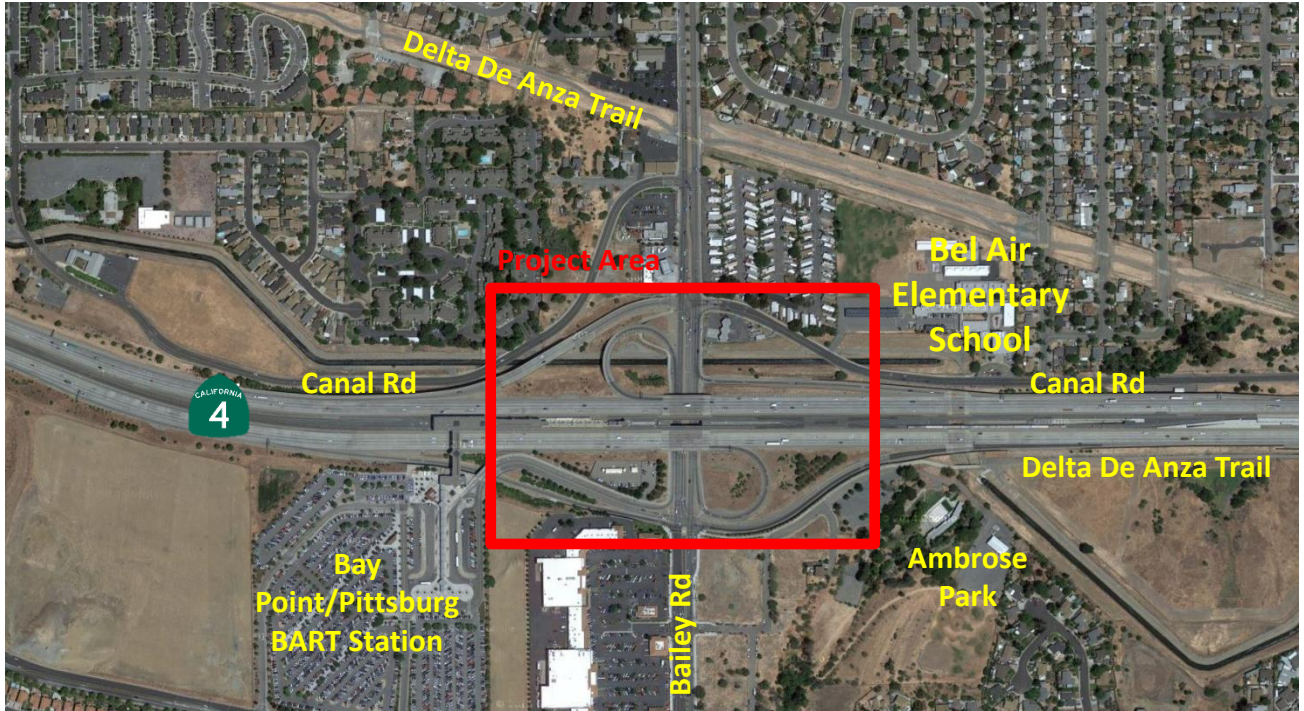
The SR4 diagonal westbound off-ramp on the east side of Bailey Road will be widened to accommodate all westbound traffic exiting the freeway. Right and left turn pockets will be added along with a new traffic signal at the intersection to improve circulation.

The intersection of Bailey Road, the BART station entrance, and the SR4 eastbound loop off-ramp will also be augmented to provide safer circulation for pedestrians and bicyclists. The existing free flow right turn lanes will be removed from the off-ramp and BART entrance to eliminate conflicts with bicycles and pedestrians on Bailey Road.

Provisions by mode:

	<p>ADA pedestrian access and Class II bike lanes striped consistent with CCTA Countywide Bike and Pedestrian Plan</p>
	<p>Improved pedestrian and bicycle access to Bay Point/Pittsburg BART station</p>
	<p>Removal of the underutilized pedestrian tunnel</p>

Bailey Road/State Route 4 Interchange Pedestrian & Bicycle Improvement Project



FUNDING REQUEST

Construction Phase - \$4 million

SCHEDULE

ENV STUDIES: Summer '15

DESIGN: Spring '15-Spring '16

RIGHT OF WAY: Fall '16

CONSTRUCTION: Summer '17

(Right)
Free flow right turn
lane into BART
Station from
southbound Bailey
Road



Meeting Active Transportation Program (ATP) Goals

This project will promote increased pedestrian and bicycle trips by making the corridor safer for non-motorized users. This includes students of nearby Bel Air Elementary School who use Bailey Road as access to the Delta De Anza Regional Trail to walk to school and residents using the Bay Point/Pittsburg BART Station. It will enhance public health by creating a friendly environment for Bay Point residents to choose active modes of transportation to make use of the nearby shopping centers, public transit, and regional trails for recreation. These efforts will create safer infrastructure in a Priority Development Area (PDA), as well as a disadvantaged community. By accomplishing these goals the Bailey Road/State Route-4 Interchange Pedestrian & Bicycle Improvement Project meets the purpose and goals of the Active Transportation Program (ATP).

TRANSPLAN Packet Page: 29

CONTACT

Contra Costa County Public Works - Angela Villar, (925) 313-2016 or avill@pw.cccounty.us

ITEM 9
2017 REGIONAL TRANSPORTATION PLAN

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee
FROM: TRANSPLAN Technical Advisory Committee (“TAC”)
DATE: May 14, 2015
SUBJECT: **2017 Regional Transportation Plan (“RTP”) Call for Projects**

Recommendation

RECEIVE presentation on initiation of the 2017 Regional Transportation Plan (“RTP”) Call for Projects.

Background

The Metropolitan Transportation Commission (“MTC”) has released the Call for Projects for the 2017 RTP (also referred to as “Plan Bay Area 2040”) on April 29, 2015. Contra Costa Transportation Authority (“CCTA”) staff has begun working with the Regional Transportation Planning Committees (“RTPCs”) and Transit operators on developing a 23-year financially-constrained project list for submittal to MTC by September 30, 2015. For a transportation project to receive State or federal transportation funding, it must first be included in the RTP.

CCTA staff will work with the RTPCs to update the 2013 RTP project list and to identify new projects and programs to be submitted. CCTA’s letter to the RTPCs is attached. Development of the 2017 RTP will coincide with the Authority’s effort to place a new sales tax measure on the 2016 ballot to extend Measure J. To meet MTCs deadlines for updating the RTP, the RTPCs will need to respond to CCTA with their candidate Contra Costa County Transportation Expenditure Plan (“TEP”) projects/programs by July 24, 2015. The TRANSPLAN TAC will work with CCTA to ensure all potential projects, programmatic categories, and/or programs that may be part of the TEP are submitted as part of one of the three project lists in the RTP: committed projects list, financially-constrained list, or the vision list (definitions of project lists provided in the attachment). Transit operators will coordinate directly with the RTPCs.

att: CCTA 2017 RTP Letter (May 8, 2015)

c: TRANSPLAN TAC



CONTRA COSTA
transportation
authority

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Dave Hudson,
Vice Chair

Janet Abelson

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David Durant

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Karen Mitchoff

Kevin Romick

Don Tatzin

Robert Taylor

Randell H. Iwasaki,
Executive Director

Date: May 8, 2015

From: Randell H. Iwasaki, Executive Director

To: Regional Transportation Planning Committees and Transit Operators

RE: Development of a 23-year Project List for Inclusion in the 2017 Regional Transportation Plan

MTC’s call for projects for the 2017 Regional Transportation Plan (RTP) was released on April 29, 2015. In response, the Authority’s Planning Committee authorized staff to begin work with the Regional Transportation Planning Committees (RTPCs) and Transit Operators on developing a 24-year project list.

During the RTP update process, MTC works with the CMAs and project sponsors to update the project list. This list must be constrained to the amount of discretionary funding projected to be available during the 2017 RTP period. For the Authority, most of its discretionary funding comes from the State Transportation Improvement Program (STIP).

Projects that would increase the capacity of the transportation system and air quality – such as adding lanes to freeways and roadways, rail extensions, park-and-ride lots – or if they expect to receive State and/or federal funding or action (e.g. NEPA clearance) must be included in either the committed or financially constrained lists in the RTP. Routine roadway and transit maintenance projects (e.g. pavement rehabilitation) will be included in programmatic categories in the RTP.

Definitions

Committed Projects List: This list will consist of projects that are fully funded with a mix of funds that include State and federal sources if they have NEPA/CEQA by Sept. 30, 2015, *and* projects funded entirely with local funds even if they have no NEPA/CEQA clearance. (See *Exhibit A* for the 2013 RTP committed project list.)

Financially-Constrained List: Projects on this list are expected to request future discretionary State and federal funds during the RTP period. The requests must not exceed MTC’s fund estimate for Contra Costa. (See *Exhibit B* for the 2013 RTP financially constrained project list.)

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

Vision List: Projects that are included in neither the committed or financially-constrained lists would be included in the vision list. (See *Exhibit C* for the 2013 RTP vision list.) RTPCs and transit operators should include any project that would significantly increase system capacity and any project they believe should be considered in a new transportation sales tax expenditure plan.

Fund Estimate

During the 2013 RTP, MTC estimated that Contra Costa would receive \$2.2 billion (in year of expenditure dollars) in State and federal funds over the life of the plan (through 2040). MTC will release the fund estimate later this year for the 2017 RTP. However, to get started on the process, staff recommends using the same estimate as the last RTP for updating the financially-constrained project list.

The Authority is asking the RTPCs and Transit Operators to:

1. Review the committed project list and:
 - a. Remove projects that are completed, no longer supported, or substantially under construction.
 - b. Update cost estimates, project descriptions, committed fund sources, and determine if the project has a funding shortfall.
 - c. Determine if local sources are available to cover funding shortfalls on any project on the committed list. If not, the project must be moved to the financially-constrained or vision lists.
 - d. Move any project on the committed list that has a mix of programmed state and federal funding sources but does not expect to have CEQA/NEPA clearance by September 30, 2015 to the financially-constrained or vision lists.
2. For projects on the financially constrained list, RTPCs should assign priority to the projects in their areas. Potential core evaluation criteria recommended by the Authority include completion of Measure J projects and project readiness. For the 2013 RTP, MTC used the following measures to evaluate all submitted projects (not in order):
 - a. Reduce emissions
 - b. Reduce injuries and fatalities from collisions
 - c. Encourage walking and biking

- d. Reduce of trip travel time and vehicle miles of travel
- e. Maintain transportation system in a state of good repair
- f. Encourage development within urban footprint
- g. Improve equitable access by reducing transportation/housing costs
- h. Improve economic vitality
- i. Promote healthy and safe communities
- j. Provide adequate housing.

As part of the 2017 RTP, MTC is revisiting these measures and may revise them, perhaps adding new measures, or eliminating some of them.

- 3. Identify significant new projects critical to the RTPC or transit operator to be included in the financially-constrained list. For projects to be added, provide project descriptions, cost estimates in 2014, 2017, and Year of Expenditure dollars (if not available, provide the year the cost estimate was developed), construction start and end dates, funding secured to date, and discretionary funding needed (in Year of Expenditure Dollars).

The Authority will only add projects to the financially-constrained list if capacity exists or if other projects are removed from the list.

Transit operators are requested to coordinate their recommendations with affected RTPCs.

Because the Authority is considering placing a new sales tax measure on the 2016 ballot, a concurrent process to develop the Transportation Expenditure Plan (TEP) will be underway, where input from the RTPCs on candidate TEP projects/programs will be sought by July 24, 2015. The RTPCs are requested to ensure all potential projects, programmatic categories, and/or programs that may be part of the TEP are submitted as part of the three project lists described above. This would allow MTC to complete its project evaluations prior to the November 2016 elections. Since the RTP will not be adopted until 2017, CCTA would have an opportunity after the passage of the new measure to ensure all the projects and programs in the TEP are included in the RTP financially-constrained or committed lists.

To compile the project lists for submittal to MTC as Contra Costa's priority list in September 2015, we need you input no later than **July 24, 2015**.



Should you have any questions, please contact Hisham Noeimi at 925.256.4731 or Stephanie Hu at 925.256.4740.

Thank you in advance for your input.

Attachments:

Exhibit A: List of Acronyms and Frequently Asked Questions

Exhibit B: 2013 RTP committed project list by sub-region

Exhibit C: 2013 RTP financially constrained project list by sub-region

Exhibit D: Vision list developed during the 2013 RTP

List of Acronyms

1. **CCTA:** Contra Costa Transportation Authority – Agency responsible for countywide transportation planning and managing ½ cent sales tax (Measure J) for transportation projects and programs. Also, CCTA is designated as the County Congestion Management Agency.
2. **MTC:** Metropolitan Transportation Commission – Agency responsible for transportation planning and funding in the San Francisco Bay Area
3. **CTC:** California Transportation Commission – An appointed body by the Governor to oversee Caltrans and state funds.
4. **RTPCs:** Regional Transportation Planning Committees – Committees of elected officials that represent transportation issues in the four parts of Contra Costa County (West or WCCTAC, Southwest or SWAT, Central or TRANSPAC, East or TRANSPLAN).
5. **CAC:** Citizen Advisory Committee – A committee comprised of members appointed by each of the 20 local jurisdictions within Contra Costa and 3 At-Large members that advises CCTA.
6. **EPAC:** Expenditure Plan Advisory Committee – A newly formed committee of stakeholders that represent different interests. The committee will advise CCTA when developing a new transportation expenditure plan for a possible 2016 ballot measure.
7. **RTP:** Regional Transportation Plan – A transportation planning document developed by MTC for the Bay Area that guides transportation investment over a 20+ year period.
8. **STIP:** State Transportation Improvement Program – A document that commits state funds to specific projects over a 5-year period.
9. **Measure J:** ½ cent sales tax measure passed by voters in November 2004 to fund specific projects and programs. The Measure started on April 1, 2009 and expires in March 31, 2034.
10. **CTP:** Countywide Transportation Plan – A planning document developed by CCTA every 5 years to guide transportation investment over a 20 to 25-year period based on the Plan’s vision, goals and strategies.
11. **TEP:** Transportation Expenditure Plan – A list of transportation projects and programs that would be funded by a new sales tax.
12. **NEPA:** National Environmental Protection Act. A law that established US national policy to promote enhancement to the environment. It also set up procedures to evaluate impacts of projects/programs on the environment.
13. **CEQA:** California Environmental Quality Act. CEQA requires state and local agencies within California to follow a protocol of analysis and public disclosure of environmental impacts of proposed projects and adopt all feasible measures to mitigate those impacts.

Frequently Asked Questions

1. What is the Regional Transportation Plan (RTP)?

The RTP is the *long-term* transportation planning document for the nine-county Bay Area. MTC must update the RTP every 4 years. The RTP is financially-constrained document. That means the cost of all projects/programs included cannot exceed the amount of funding already committed and reasonably expected during the RTP period (aka RTP fund estimate). The next RTP update is slated for adoption by MTC in 2017 and it will include a list of projects/programs expected to be funded from reasonably expected fund sources over 23 years (2018– 2040). To meet this deadline, input from CCTA to MTC is requested by September 30, 2015.

2. What type of projects and programs need to be listed in the RTP?

Projects/programs that affect the capacity of the transportation system and impact air quality – such as adding lanes to freeways and roadways, rail extensions, park-and-ride lots – must be listed in the RTP even if they are locally funded. Also, projects that require federal actions (such as NEPA clearance) need to be included in the RTP. Routine roadway and transit maintenance projects that do not impact air quality (e.g. pavement rehabilitation) will be included in programmatic categories in the RTP.

3. What projects are included in the Committed, Financially-Constrained, and Vision lists?

The *committed* list will consist of projects that are fully funded with a mix of funds that include state and federal sources if they have NEPA/CEQA by Sept. 30, 2015, *and* projects funded entirely with local funds even if they have no NEPA/CEQA clearance. The *financially-constrained* list will be composed of projects with funding shortfalls that are expected to seek State or federal fund sources during the RTP period. The *vision list* will be composed of projects and programs that need funding but could not fit within the RTP fund estimate for Contra Costa. The vision list should include any project or program the RTPC or transit operator wants to be considered for inclusion in the expenditure plan for a new transportation sales tax measure.

4. Why is CCTA developing the three lists (Committed, Financially-Constrained, Vision) for the RTP and how is the Vision list going to be used?

In the past, MTC evaluated the submitted projects using specific performance criteria, and then included top performing ones within the financial constraints by county to determine the list to be included in the RTP. Projects currently funded or expected to be funded from only local sources were excluded from the performance evaluation. We expect MTC process to continue in this RTP update. To ensure Contra Costa’s priorities are vetted, CCTA has historically opted to develop the three lists upfront where projects on the financially-constrained list represented CCTA’s highest priority for funding from future State and federal sources. In addition, by identifying the committed list, MTC can determine projects that do not need to be subjected to the performance evaluation.

The *Vision* list will not be part of the final RTP when adopted. Should a new fund source be created (e.g. new statewide measure, new countywide sales tax, etc.) between now and the adoption of the final RTP in 2017, CCTA will be able to move projects from the *vision* list to the *committed* or *financially-constrained* list, thereby allowing the project(s) to be included in the RTP.

It is possible that after MTC completes the performance evaluation of all submitted projects that one or more of poorly-performing projects on the *financially-constrained* list may not be included in the RTP. If this happens CCTA will work with MTC to replace those projects with a higher performing one from the *vision* list.

5. What is the Transportation Expenditure Plan (TEP) and how does it relate to the RTP?

In March 2015, CCTA agreed to move forward with the development of a TEP for a possible 2016 ballot Measure to extend or augment the existing ½ cent sales tax (Measure J). The TEP is a list of projects/programs that would be funded by a new voter-approved sales tax measure. If it passes, a new 25-year sales tax Measure (2017 – 2042), would be one of the fund sources considered in the RTP, and the projects and programs in the TEP will need to be included in the RTP list of projects/programs if they require federal actions (e.g. NEPA clearance, permits) or impact capacity of transportation system and air quality. Since CCTA board is not expected to make a final decision on whether to place the new Measure on the 2016 ballot until May 2016, CCTA will develop the three RTP lists without assuming the passage of a new sales tax measure.

6. Shouldn't CCTA develop the TEP first before submitting the RTP list of projects/programs to MTC?

Since the TEP development process is just starting and will involve extensive input from various stakeholders, the draft TEP will not be ready before the RTP list of projects/programs is due to MTC in September 2015. However, a concurrent process to develop the Transportation Expenditure Plan (TEP) will be underway, where input from the RTPCs on candidate TEP projects/programs will be sought by July 24, 2015. The RTPCs are requested to ensure all potential projects, programmatic categories, and/or programs that may be part of the TEP are submitted as part of the three project lists (committed, financially-constrained, or vision). This would allow MTC to complete its project evaluations prior to the November 2016 elections. Since the RTP will not be adopted until 2017, CCTA would have an opportunity after the passage of the new measure to ensure all the projects and programs in the TEP are included in the RTP financially-constrained or committed lists.

7. What happens if the new Measure (or other new fund source) gets approved by the voters after the Authority has already submitted the RTP project/program list?

Since the RTP adoption is not slated until 2017, CCTA will have an opportunity after the November 2016 election to ensure all the projects/programs in the TEP are included in the RTP. All potential projects expected to be included in the TEP would have been submitted as part of the three lists for performance evaluation by MTC.

8. What happens to the RTP list of projects/programs if CCTA decides not to put a new sales tax Measure on the ballot in 2016 or if the Measure does pass?

The three lists submitted by CCTA will remain the same. CCTA’s approach to developing the three lists without the assumption of a new sales tax in 2016 was meant to address this uncertainty.

9. How will CCTA develop the TEP?

CCTA will be seeking input from all stakeholders while developing the TEP. Stakeholders will include members of the proposed Expenditure Plan Advisory Committee, RTPCs, Citizen Advisory Committee, and others. A draft TEP will need to be developed no later than January 2016 to make the November 2016 election date. CCTA will be seeking RTPCs priorities on what to include in the TEP in June and July 2015.

10. How is the 2016 State Transportation Improvement Program (STIP) call for projects relate to the 2017 RTP?

The STIP is a fund *programming* document that is used by State officials to commit state funding to specific projects in specific years for the next 5-year period. For a project to be included in the STIP, it has to be part of the RTP. The STIP is one of the fund sources accounted for in the RTP when determining amount of funds expected during the RTP period. A call for projects for the 2016 STIP will be issued in May 2015 with applications due on July 17, 2015. The schedule is dictated by MTC and CTC processes.

11. How is the 2015 Measure J Strategic Plan update relate to the 2017 RTP?

The Strategic Plan is a fund *programming* document that is used by CCTA to commit Measure J funding to specific projects in specific years for the next 7-year period. All current Measure J projects are included in the RTP. CCTA updates the Strategic Plan every 2 years. Measure J is one of the fund sources accounted for in the RTP when determining amount of funds expected during the RTP period. Projects fully funded with Measure J will be included in the committed list in the RTP. CCTA will be initiating the 2015 Strategic Plan in May 2015 concurrent with the 2016 STIP call for project, with input from the RTPCs to be sought in July and August 2015.

12. How is the CTP related to the TEP and RTP?

The Countywide Transportation Plan (CTP) is a planning document developed by CCTA every 5 years to guide transportation investment over a 20 to 25-year period consistent with the CTP’s vision, goals and strategies. The CTP includes a financially-constrained list of projects/programs as well as an unconstrained list, similar but more extensive, to the vision list.

Input on the CTP typically feeds into the project lists submitted for the RTP and TEP.

COMMITTED LIST OF PROJECTS

No	County	RTP ID	Subregion	Sponsor	Project Description	2013 RTP Costs and Funding				Updated 2017 RTP Costs and Funding							
						Cost (2011 \$)	Cost (YOE \$)	Mid Year of Construction	Updated Committed Funding (list all sources)	Updated Cost (2014 \$)	Updated Cost (2017 \$)	Updated Cost (YOE \$)	Start Year of Construction/ Ops	End Year of Construction /Ops	Mid Year of Construction	Updated Committed Funding (list all sources)	Notes
1	Contra Costa	240364	CCTA	CCTA	Paratransit programs in Contra Costa	?	227.0	2027	Measure J								
2	Contra Costa	240365	CCTA	CCTA	TLC/Streetscape projects in Contra Costa	?	146.0	2027	Measure J								
3	Contra Costa	240367	CCTA	CCTA	Contra Costa Safe Routes to Schools including bus passes	?	45.0	2027	Measure J								
5	Contra Costa	22609	TRANSPAC	CCTA	Widen and extend major streets, and improve interchanges in central Contra Costa County	32.0	39.0	2020	Local								
6	Contra Costa	98115	TRANSPAC	Concord	Widen Ygnacio Valley/Kirker Pass Roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	12.5	15.0	2017	Local: \$15								
7	Contra Costa	98126	TRANSPAC	CCTA	Non-capacity increasing improvements to interchanges and parallel arterials to I-680 and Route 24	32.0	32.0	2015	Local								
8	Contra Costa	98194	TRANSPAC	Concord	Extend Commerce Avenue from current terminus to Waterworld Parkway, including construction of vehicular bridge over Pine Creek and installation of trails and pedestrian bridge, and connect Willow Pass Road to Concord Avenue/Route 242 Interchange	8.2	8.2	2012	Measure C: \$4.4, Local: \$2.4, Earmark: \$1.4								
9	Contra Costa	230212	TRANSPAC	Concord	Improve Clayton Road/Treat Boulevard Intersection to improve operational efficiency and increase capacity (includes upgrading traffic signal and constructing geometric improvements)	2.6	2.6	2012	Measure J: \$2.0 Local: \$0.6								
10	Contra Costa	230239	TRANSPAC	Pleasant Hill	Widen and improve Buskirk Avenue between Monument Boulevard and Hookston Road to provide 2 through-lanes in each direction (includes road realignment, new traffic signals, and bicycle/pedestrian streetscape improvements)	11.0	11.0	2012	Measure J								
11	Contra Costa	230596	TRANSPAC	County Connection	Construct Pacheco Boulevard Transit Hub on Blum Road at the Interstate 680/State Route 4 Interchange, including 6 bus bays and 110 park-and-ride spaces.	2.95	3.80	2014	Measure C: \$0.8, RM2: \$1.1, Prop 1B: \$0.8, Local: \$1.1								
12b	Contra Costa	22637	TRANSPAC	BART	BART crossover at Pleasant Hill Station	40.0	40.0	2016	Local								
14	Contra Costa	21211	TRANSPLAN	BART	Extend BART/East Contra Costa Rail (eBART) eastward from the Pittsburg/Bay Point BART station into eastern Contra Costa County	499.0	499.00	2013	Measure J: \$135, RM2: \$96, RM1: \$52, AB1171: \$115, Fees: \$35, STIP: \$13, Prop 1B: \$37, STA: \$3, TCRP: \$5.25, Other \$1								
15	Contra Costa	21214	TRANSPLAN	Antioch	Widen Wilbur Avenue over Burlington Northern Santa Fe Railroad from 2 lanes to 4 lanes	15.7	15.7	2013	HBRR: \$13.9, Local \$1.8								
16	Contra Costa	22607	TRANSPLAN	CCTA	Widen and extend major streets, and improve interchanges in east Contra Costa County	30.0	45.0	2020	Local								
17	Contra Costa	94046	TRANSPLAN	CCTA	Non-capacity increasing improvements to interchanges and parallel arterials to Route 4	32.0	32.0	2015	Local								
18	Contra Costa	98999	TRANSPLAN	CCTA	Widen Route 4 from Somersville Road to Route 160 including improvements to interchanges	406.0	415.0	2012	Measure J: \$110, SLPP: \$15, Prop 1B: \$85, Measure C: \$12.4, Fees: \$30, Earmark: \$1.6, Tolls: \$90, STIP: \$45, BART: \$26								
19	Contra Costa	230202	TRANSPLAN	SR4 Bypass	Widen Route 4 Bypass from Laurel Road to Sand Creek Road from 2 lanes to 4 lanes	16.9	20.0	2014	Local								
20	Contra Costa	230203	TRANSPLAN	SR4 Bypass	Construct Route 4 Bypass Interchange at Sand Creek Road	30.0	32.0	2014	Local								
21	Contra Costa	98222	TRANSPLAN	SR4 Bypass	SR4/SR160 Connectors - SB SR160 to EB SR4 Bypass and WB SR4 Bypass to NB SR160	46.8	53.0	2014	Bridge Toll: \$50								
22	Contra Costa	230205	TRANSPLAN	SR4 Bypass	Widen Route 4 Bypass from Sand Creek Road to Balfour Road from 2 lanes to 4 lanes	18.7	22.0	2014	Local								
23	Contra Costa	230206	TRANSPLAN	SR4 Bypass	Construct Route 4 Bypass Interchange at Balfour Road (Phase 1)	42.1	46.0	2014	Local								
24	Contra Costa	230236	TRANSPLAN	Antioch	Widen Pittsburg-Antioch Highway from 2 lanes to 4 lanes with turning lanes from Auto Center Dr to Loveridge Rd	13.0	15.0	2015	Local								
25	Contra Costa	230238	TRANSPLAN	Pittsburg	Widen California Avenue from 2 lanes to 4 lanes with 2 wide left turn lanes	11.9	12.9	2015	Local								
26	Contra Costa	230250	TRANSPLAN	Brentwood	Widen Brentwood Boulevard from 2 lanes to 4 lanes between Sunset Court and Lone Tree Way.	15.4	16.1	2013	Redevelopment 15.5, Facility Fees 0.6								

COMMITTED LIST OF PROJECTS

No	County	RTP ID	Subregion	Sponsor	Project Description	2013 RTP Costs and Funding				Updated 2017 RTP Costs and Funding							
						Cost (2011 \$)	Cost (YOE \$)	Mid Year of Construction	Updated Committed Funding (list all sources)	Updated Cost (2014 \$)	Updated Cost (2017 \$)	Updated Cost (YOE \$)	Start Year of Construction/ Ops	End Year of Construction /Ops	Mid Year of Construction	Updated Committed Funding (list all sources)	Notes
27	Contra Costa	230253	TRANSPLAN	Antioch	Replace the old 2-lane Fitzuren Road with a new, 4-lane divided arterial, including shoulders, bicycle lanes, and sidewalks.	9.2	10.0	2015	Local								
28	Contra Costa	230274	TRANSPLAN	Oakley	Widen Main Street from State Route 160 to Big Break Road from 4 lanes to 6 lanes.	11.6	12.6	2015	Local								
29	Contra Costa	230288	TRANSPLAN	Oakley	Widen Empire Avenue from 2 to 4 lanes between Lone Tree Way and Union Pacific Railroad right of way/Antioch city limits.	1.9	2.1	2015	Local								
30	Contra Costa	230535	TRANSPLAN	County	Realign curves along Marsh Creek Road to improve safety and operations.	7.8	8.5	2015	Local								
30b	Contra Costa	230631	TRANSPLAN	Caltrans	Double track between Oakley and Port Chicago	21.0	21.0	2015	Other								
31	Contra Costa	230538	TRANSPLAN	County	Widen Bailey Road to 12-ft lanes and 4-ft shoulders.	5.2	5.7	2015	Local								
32	Contra Costa	22402	SWAT	SWAT	Implement the San Ramon School Bus Program, and continue the Lamorinda School Bus Program.	200.0	261.0	2027	Measure J: \$82, Local: \$179								
33	Contra Costa	22613	SWAT	CCTA	Widen and extend major streets, and improve interchanges in southwest Contra Costa County (including widening Camino Tassajara)	30.0	42.0	2020	Local								
34	Contra Costa	94532	SWAT	SWAT	Gateway Lamorinda Traffic Program (including carpool lots, road improvements, pedestrian accommodation, and signal coordination)	5.0	5.0	2014	Measure C: \$2.4; Measure J: \$2.8								
35	Contra Costa	98134	SWAT	County	Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line	72.0	72.0	2013	Development Fees								
37	Contra Costa	21210	WCCTAC	Hercules	Construct Capitol Corridor train station in Hercules (Phase 1 - trail, retaining walls, utilities)	19.0	19.0	2013	STIP: \$8, STIP-TE: \$2.74, MEASURE J: \$3.2, TIGERIII: \$2.27, LOCAL: \$1.95								
37b	Contra Costa	230084	WCCTAC	Richmond	Construct a railroad grade separation at the Richmond Waterfront on the Marina Bay Parkway.	39.0	39.0	2016	Multiple source: \$39								
38	Contra Costa	22610	WCCTAC	CCTA	Widen and extend major streets, and improve interchanges in west Contra Costa County	32.0	45.0	2020	Local								
39	Contra Costa	22611	WCCTAC	WCCTAC	West County low-income student bus pass program	15.5	32.0	2026	Measure J: \$32								
41	Contra Costa	94048	WCCTAC	CCTA	Improve interchanges and parallel arterials to I-80 (specific projects to be determined)	23.0	23.0	2015	Local								
43	Contra Costa	230084	WCCTAC	Richmond	Construct a railroad grade separation at the Richmond Waterfront on the Marina Bay Parkway.	37.9	39.0	2012	Prop 18: \$19, Measure J: \$11.8, Railroad Match: \$3.0, Local: \$4.2								
44	Contra Costa	230129	WCCTAC	WestCAT	Expand WestCAT service, including purchase of vehicles	13.0	13.0	2013	Local								
45	Regional/ Multiple Counties	230222	WCCTAC	WCCTAC	San Pablo Avenue SMART Corridors Operations & Management	8.0	11.0	2026	Local								
47	Contra Costa	230221	WCCTAC	Caltrans	Install new or upgraded corridor management and traveler information elements along the Interstate 80 corridor from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge Toll Plaza. (I-80 ICM - Freeway)	66.0	70.0	2012	CMIA: \$55.3, Measure J: \$3.8, TFCA: \$1.1, CMAQ: \$3.2M, ACCMA: \$3, STIP: \$1								
48	Contra Costa	230293	WCCTAC	Richmond	Provide transportation improvements on the east side of the Richmond BART station to accommodate redevelopment for a transit village.	11.0	11.0	2012	CMAQ: \$3.9, RM2: \$.75, TFCA: \$0.6, STIMP: \$12.7								
48b	Contra Costa	230505	WCCTAC	Richmond	East side improvements at the Richmond Intermodal Station	18.0	19.0	2015	Local								
49	Contra Costa	230542	WCCTAC	Pinole	Close a bicycle/pedestrian gap on San Pablo Avenue by upgrading the existing bridge or constructing new dedicated bicycle/pedestrian bridge.	0.9	0.9	2013	Local								
51	Contra Costa	230597	WCCTAC	WCCTAC	Install new or upgraded corridor management and real-time traveler information improvements along (1) Interstate 80 and (2) key arterial routes between the Carquinez Bridge to the San Francisco-Oakland Bay Bridge Toll Plaza. (I-80 ICM - Arterials)	25.9	26.5	2012	TLSP: \$21.4, RM2: \$4, Measure J: \$1.1								
52	Contra Costa	94048	WCCTAC	CCTA	Non-capacity increasing improvements to interchanges and parallel arterials along I-80	20.6	23.0	2020	Local								
53	Contra Costa	240624	WCCTAC	WCCTAC	I-80 Integrated Corridor Mobility (ICM) Project Operations and Maintenance - Contra Costa Arterial Portion	3.0	3.0	2012	RM2 Savings: \$2, Other Local \$1								

COMMITTED LIST OF PROJECTS

No	County	RTP ID	Subregion	Sponsor	Project Description	2013 RTP Costs and Funding				Updated 2017 RTP Costs and Funding							
						Cost (2011 \$)	Cost (YOE \$)	Mid Year of Construction	Updated Committed Funding (list all sources)	Updated Cost (2014 \$)	Updated Cost (2017 \$)	Updated Cost (YOE \$)	Start Year of Construction/ Ops	End Year of Construction /Ops	Mid Year of Construction	Updated Committed Funding (list all sources)	Notes
54	Contra Costa	21206	SWAT/TRANS PAC	Caltrans	Caldecott Landscaping	1.6	1.6	2013	Measure I								
SUM						2097.3	2709.5										

FINANCIALLY CONSTRAINED LIST OF PROJECTS

No	County	RTP ID	Subregion	Sponsor	Project Description	2013 RTP Costs and Funding					Updated 2017 RTP Costs and Funding							
						Cost (2011 \$)	Cost (YOE \$)	Estimated Mid Year of Construction	Updated Committed Funding (list all sources and amounts)	Requested Discretionary Funds (Funding Shortfall)	Updated Cost (2014 \$)	Updated Cost (2017 \$)	Updated Cost (YOE \$)	Start Year of Construction/ Ops	End Year of Construction/ Ops	Estimated Mid Year of Construction	Updated Committed Funding (list all sources and amounts)	Updated Request for Discretionary Funds (Funding Shortfall)
0	Contra Costa	21225	CCTA	CCTA	Improve regional and local pedestrian and bicycle system, including constructing overcrossings, expanding sidewalks, and expanding facilities.	70	97	2025	Measure I and others: \$57	40								
0	Contra Costa	240074	ALL	BART	Station Capacity Expansion – Includes vertical circulation, emergency stairs, platform expansion, add fare gates, etc. at west county stations	92.0	127.0	2020	None	127								
1	Contra Costa	230693	CCTA	CCTA	Local Streets and roads maintenance	3558	4932	2025	4299	644								
Subtotal																		
2	Contra Costa	21205	TRANSPAC	CCTA/TRANSPAC	Improve I-680/Route 4 Interchange (phases 1-2 and 3)	185.7	205	2016	STIP: \$1.3, Measure C: \$6, Measure J: \$10.9, Caldecott Measure J Savings: \$15	172								
3	Contra Costa	22353	TRANSPAC	CCTA	Construct HOV lane on I-680 southbound between North Main Street and Livorno	74	74	2015	RM2: \$14M, Measure J: \$39	20								
4	Contra Costa	22388	TRANSPAC	Concord	Construct Route 242 on and off-ramp at Clayton Road	31.2	35	2018	Measure J: \$4.6 Local: \$1.1	29								
5	Contra Costa	22390	TRANSPAC	Concord	Reconstruct Route 4/Willow Pass Road ramps in Concord to support new infill development at the Concord Naval Weapons Station.	32.8	35	2018	Measure J: \$3.0 Local: \$2.9	9								
6	Contra Costa	22614	TRANSPAC	Martinez	Construct Martinez Intermodal Station (Phase 3) including an additional 425 parking spaces and auto/ped bridges	15	20	2016	Measure J: \$4	16								
7	Contra Costa	98133	TRANSPAC	Martinez/County	Widen Pacheco Boulevard from Blum Road to Arthur Road from 2 lanes to 4 lanes	50.3	57.3	2020	Measure J: \$5.2, Measure C: \$3.2, Dev Fees: \$5.2, Local: \$40	0								
8	Contra Costa	230216	TRANSPAC	Concord	Construct 2-lane bridge connecting Waterworld Parkway with Meridian Park Boulevard.	12.8	14.5	2017	Measure J: \$3.5 Local: \$5.4	5.6								
9	Contra Costa	230240	TRANSPAC	Pleasant Hill	Construct intersection geometry modification, signal upgrade, pavement rehabilitation, and bicycle/pedestrian improvements along Contra Costa Boulevard (between Boyd Road and 2nd Avenue)	12.1	13.3	2015	Federal HSIP: \$650,000 Measure J: \$1.14 Local: \$480,000	11.03								
10	Contra Costa	230291	TRANSPAC	County	Add Northbound truck climbing lane and an 8-foot bicycle lane on Kirker Pass Road from Clearbrook Drive in Concord to just beyond the crest of Kirker Pass.	9.7	10.2	2020	Local: \$6	4.2								
11	Contra Costa	230306	TRANSPAC	Martinez	Add a second southbound Alhambra Avenue lane from Walnut Avenue to the south side of Highway 4, including signal modifications.	1.9	2.1	2015	Local: \$0.3	1.8								
12	Contra Costa	230308	TRANSPAC	Martinez/County	Straighten curves to improve safety and operation of Alhambra Valley Road.	10.4	10.6	2015	Prop 1B \$2.5, HSIP: \$2.6, Local \$1.1	4.5								
13	Contra Costa	240457	TRANSPAC	Walnut Creek	Construct improvements at the Walnut Creek BART TOD, includes additional parking station access, safety and ops improv.	30.8	33.5	2020	Local: 22.5	10								
14	Contra Costa	230309	TRANSPAC	County Connection	Provide rolling stock, infrastructure and information-technology for bus-rapid-transit service in productive corridors in Contra Costa County, including software support for regional Americans With Disabilities Act database	14.5	15.5	2015	none	15.5								
15	Contra Costa	240333	TRANSPAC	County Connection	Replace existing diesel trolley fleet with electric trolleys and necessary infrastructure	0.4	0.4	2013	none	0.4								
16	Contra Costa	22350	TRANSPAC	CCTA/TRANSPAC	I-680/SR4 Phase 4 SB to EB	54.9	65.3	2019	none	65.3								
17	Contra Costa	22350	TRANSPAC	CCTA/TRANSPAC	I-680/SR4 Phase 5 WB to NB	43	51.2	2019	none	51.2								
17	Contra Costa	22350	TRANSPAC	CCTA/TRANSPAC	I-680/SR4 HOV Flyover	87.6	104.2	2019	none	104.2								
18	Contra Costa	22351	TRANSPAC	CCTA/TRANSPAC	I-680 NB HOV Lane Extension: N. Main to SR242	42.1	48	2017	none	48								
61	Contra Costa	240033	TRANSPAC	County Connection	Replace existing diesel trolley fleet with electric trolleys and necessary infrastructure	0.4	0.4	2013	None	0.4								
19	Contra Costa	240584	TRANSPAC	CCTA/TRANSPAC	SR4: Add a westbound mixed-flow lane from east of Willow Pass Road (West) to the lane--add west of Willow Pass Road (West)	22	26.7	2020	none	26.7								
20	Contra Costa	240355	TRANSPAC	CCTA/TRANSPAC	SR4: Add an eastbound mixed-flow lane from the lane-drop west of Port Chicago Highway to east of Willow Pass Road (West)	28	34	2020	none	34								
Subtotal										628.4								
15	Contra Costa	98198	TRANSPLAN	County	Improve safety and operations on Vasco Road in Contra Costa and Alameda counties	41.4	45.2	2015	Local: \$10.7	34.5								

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						Cost (2011 \$)	Cost (YOE \$)	Estimated Mid Year of Construction	Updated Committed Funding (list all sources and amounts)	Requested Discretionary Funds (Funding Shortfall)	Updated Cost (2014 \$)	Updated Cost (2017 \$)	Updated Cost (YOE \$)	Start Year of Construction/ Ops	End Year of Construction/ Ops	Estimated Mid Year of Construction	Updated Committed Funding (list all sources and amounts)	Updated Request for Discretionary Funds (Funding Shortfall)
21	Contra Costa	240459	TRANSPLAN	SR4 Bypass	Mokelumne Overcrossing Project	5.6	6	2014		6								
22	Contra Costa	230232	TRANSPLAN	Antioch	Construct new interchange at Route 4/Phillips Lane	45	50.1	2017	Local: \$30.1	20								
23	Contra Costa	230237	TRANSPLAN	Pittsburg	Extend West Leland Road, including a raised median, bicycle lanes and sidewalks, from San Marco Boulevard to Willow Pass Road.	13.8	16.2	2019	Fees: 14.9	1.3								
24	Contra Costa	230247	TRANSPLAN	Brentwood	Widen Lone Tree Way to 6 lanes: O'Hara Ave. to Brentwood Blvd. to match roadway west of O'Hara Ave.	14.5	15.5	2014	Development \$1.0, Facility Fees \$2.9	11.6								
25	Contra Costa	230185	TRANSPLAN	Tri Delta/BART	Establish Express Bus Service and eBART support network (park-and-ride lots and rolling stock)	19.9	24	2015	none	24								
26	Contra Costa	230249	TRANSPLAN	Brentwood	Construct a 6-lane grade separation undercrossing along the Union Pacific Line at Lone Tree Way.	17.6	18.8	2014	Facility Fees 3.6, Development 0.5	14.7								
27	Contra Costa	240625	TRANSPLAN	Pittsburg	Railroad Avenue eBART Station	15	16	2014	Fees: \$3.7 (23%)	12.3								
28	Contra Costa	240167	TRANSPLAN	Brentwood	Widen Brentwood Blvd. from 2 to 4 lanes between Lone Tree Way and the North City Limit	10	12	2016	Redevelopment \$11	0.9								
29	Contra Costa	230233	TRANSPLAN	Pittsburg	Extend James Danton Boulevard to Kirker Pass Road by constructing a new 2-lane expressway	47.5	53.7	2016	Fees: \$36.8 (68%)	16.9								
30	Contra Costa	230289	TRANSPLAN	Oakley	Construct Main Street Downtown Bypass road between Vintage Parkway and 2nd Street.	24.3	27.1	2016	Local: \$12.7	14.7								
31	Contra Costa	22400	TRANSPLAN	County	Conduct environ. & design studies to create a new alignment for Route 239 from Brentwood to Tracy Expressway - Project development	25	30	2016	Earmark: \$14	16								
32	Contra Costa	22604	TRANSPLAN	County	Vasco Road Safety Improvements from Brentwood to Ala Co. line: Phase 2 (includes potential realignment)	50	61	2020	None	61								
Subtotal:										233.9								
33	Contra Costa	22352	SWAT	CCTA/San Ramon	Construct direct access ramps in the vicinity of Norris Canyon Rd. San Ramon	91	101.6	2016	Measure J: \$13.3M, Local: \$34.4	53.9								
34	Contra Costa	22602	SWAT	CCTA/Danville	Construct I-680 auxiliary lanes in both directions from Sycamore Valley Road to Crow Canyon Road	32.3	34.0	2013	Measure C: \$14.9	20.0								
35	Contra Costa	230307	SWAT	County	Widen Camino Tassajara Road from 2 lanes to 4 lanes, including shoulders and bicycle lanes in both directions from Windemere Parkway to the Alameda/Contra Costa Countyline.	13	14.3	2020	Developer Fees: \$7M	7.3								
36	Contra Costa	98196	SWAT	Orinda	Construct auxiliary lanes on Route 24 from Gateway Boulevard to Brookwood Road/Moraga Way	6.0	7.3	2020		7.3								
37	Contra Costa	240629	SWAT	San Ramon	Bollinger Canyon Road Widening from Alcosta to San Ramon Valley Boulevard	7.3	10.3	2012	Local: \$7.3M	3.0								
Subtotal:										91.5								
38	Contra Costa	22122	WCCTAC	WETA	Implement Richmond Ferry service from Richmond to San Francisco	50	53	2022	Measure J: \$1	53								
39	Contra Costa	22355	WCCTAC	CCTA	Modify I-80/Central Avenue Interchange	22.4	25	2016	Measure J: \$11.5, WCCTAC Fees: \$7.1, Earmark: \$2.6	3.8								
40	Contra Costa	22360	WCCTAC	San Pablo/CCTA	Reconstruct I-80/San Pablo Dam Road Interchange and modify adjacent interchanges including the reconstruction of the Riverside Avenue Pedestrian Overcrossing	94.1	114	2016	Measure J: \$7.6, WCCTAC Fees: \$7.1, Local: \$3, STIP: \$5, RM2 Savings: \$7M.	64.3								
41	Contra Costa	240706	WCCTAC	AC Transit	Expansion Buses to support improved transit service (CC County)	4.6	5	2015	none	5								
42	Contra Costa	240707	WCCTAC	AC Transit	Implement CAD dispatch for AC transit - CC County	3.4	3.7	2015	none	3.7								
44	Contra Costa	230196	WCCTAC	AC Transit	Transit Preferential Enhancements (TPM) in CC County (includes SPDR, McDonald, Cutting, other Arterials)	17.4	19	2015	Other: \$13	6								
45	Contra Costa	21134	WCCTAC	AC Transit	Construct enhancements to San Pablo Rapid Service, including real-time info, queue jump lanes, buses and on-board equipment, and passenger amenities.	17.4	19	2015	Other: \$13	6								
45b	Contra Costa	21208	WCCTAC	AC Transit	Implement improvements to Richmond Parkway Transit Center	45	50	2020	STIP: \$12.7, RM2: \$16, Other: \$21.3	20								
45c	Contra Costa	230127	WCCTAC	WestCAT	Construct new WestCAT satellite maint/admin. facility	6	11	2025	none	11								
46	Contra Costa	230129	WCCTAC	WestCAT	Expand existing WestCAT maintenance facility (includes land purchase)	5.9	6.1	2013	Measure J: \$1	5.1								
47	Contra Costa	230318	WCCTAC	County	Extend North Richmond truck route along Soto Street from Market Avenue to Parr Boulevard.	18.5	20	2020	none	20								
48	Contra Costa	230613	WCCTAC	WETA	Launch ferry service between Hercules and San Francisco	50	53.4	2022	Other: 4	49								
49	Contra Costa	240640	WCCTAC	Richmond	Ferry Service - Landside Improvements (parking expansion)	19	21	2013	RCRA: \$2M	19								

						2013 RTP Costs and Funding					Updated 2017 RTP Costs and Funding								
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50	Contra Costa	230321	WCCTAC	Hercules	Hercules Rail Station (Phase 2 - track, platform, bridge, 226 parking spaces)	16.9	18.5	2015	Measure J: \$2.7, RDA: \$4	11.8									
51	Contra Costa	230321	WCCTAC	Hercules	Hercules Rail Station (Phase 3 - Station Structure and Plaza)	11.4	12.7	2016	RDA: \$2; TCRP: \$0.7	10									
52	Contra Costa	230321	WCCTAC	Hercules	Hercules Rail Station (Phase 4 - Ferry Station Structure, Transit Loop, Refugio Creek/Trail, Bayfront Bridge, John Muir Pkwy Phase 2)	22	25.1	2017		25.1									
53	Contra Costa	240641	WCCTAC	Caltrans	I-80 EB HOV lane extension (Cummings-Slowy-Carquinez Br)	25	30	2020		30									
54	Contra Costa	230127	WCCTAC	WestCAT	Construct new satellite WestCAT maintenance facility (Includes land purchase)	8.2	11.1	2025	None	11.1									
55	Contra Costa	230397	WCCTAC	WestCAT	Construct and develop infrastructure enhancements to improve operations of transit service within the WestCAT service area, including Park-and-Ride lots, signal prioritization, bus-only lanes and freeway drop ramps	12.4	16.8	2025	None	16.8									
56	Contra Costa	230131	WCCTAC	WestCAT	Lynx service Expansion	6	8.0	2025	None	8									
57	Contra Costa	230218	WCCTAC	El Cerrito	Del Norte Area TOD	25	30.4	2020	None	30.4									
58	Contra Costa	240637	WCCTAC	Richmond	23rd Street Streetscape	12	15.0	2020	None	15									
60	Contra Costa	240649	WCCTAC	Hercules	Hercules Rail Station Parking Structure	30.0	34.9	2021	None	34.9									
62	Contra Costa	240656	WCCTAC	San Pablo	Church Lane Bridge Widening at San Pablo Creek	0.5	0.6	2020	None	0.6									
Subtotal										479.6									

TOTAL 1784.4 7161.5 4917.0 2344.4

VISION LIST OF PROJECTS

No	RTP ID	Subregion	Sponsor	Project Description	2013 RTP Costs and Funding					Updated 2017 RTP Costs and Funding							
					Cost (2011 \$)	YOE (\$)	Mid Yr of Construction	Funding Shortfall	Fund Sources/Amounts	Updated Cost (2014 \$)	Updated Cost (2017 \$)	Updated Cost (YOE \$)	Start Year of Construction/ Ops	End Year of Construction/O ps	Mid Yr of Construction	Updated Funding Shortfall	Fund Sources/Amounts
1	22371	CCTA	CCTA	Park & Ride Lots for the support of Regional Express Bus Service	16.5	20	2020	20	none								
2	21223	TRANSPAC	CCTA/TRANSPAC/SWAT	I-680 Transit corridor improvements (including express bus service enhancements and improved connections to BART)	100	124	2020	124	none								
3	22343	TRANSPAC	CCTA/TRANSPAC/SWAT	Express bus service expansion along I-680 (Phases 1 and 2)	57	71	2020	71	none								
5	98130	TRANSPAC	Martinez	Alhambra Avenue Widening (Phase 3)	6	7.3	2020	7.3	none								
6	22354	TRANSPAC	Martinez	Improve I-680/Marina Vista Interchange	6.5	7.9	2020	6.6	Measure J: 51.3								
7	230217	TRANSPAC	Concord	State Route 4/Port Chicago Highway Interchange Improvements	35	42.6	2020	42.6	none								
8	230522	TRANSPAC	County	Kirker Pass Rd Truck Climbing Lanes Southbound	21.5	26.1	2020	26.1	none								
9	240663	TRANSPAC	Martinez	Construct Court Street Overcrossing	9.7	11.8	2020	11.8	none								
10	240030	TRANSPAC	BART	Expansion Vehicles – purchase 225 additional vehicle to accommodate future ridership	93	76.5	2020	76.5	none								
11	240069	TRANSPAC	BART	Security – projects necessary to improve or enhance BART patron and system security	17.4	14.3	2020	14.3	none								
12	240070	TRANSPAC	BART	BART System Capacity – Investments include train control mods, traction power upgrade, 3rd rail feeder cables, improved ventilation, etc.	15.6	12.8	2020	12.8	none								
13	240074	TRANSPAC	BART	Station Capacity Expansion – includes vertical circulation, emergency stairs, platform expansion, add'l faregates, etc. at central county stations	5	6.3	2020	6.3	none								
14	240071	TRANSPAC	BART	Station Access – Combines smart growth/TOD, transit connectivity, bicycle, pedestrian, signage, parking (except at Lafayette and Orinda BART), and other access modes to meet growing ridership demand	68.7	56.5	2020	56.5	none								
15	240642	TRANSPAC	CalTrans	Feasibility analysis of ITS and ramp metering operations	3	3.1	2013	3.1	none								
16	21227	TRANSPAC	BART	Extend BART Phase 2: Extend BART using DMU technology from Hillcrest Ave to Byron.	500	608	2020	608	none								
17	22336	TRANSPAC	County	Byron Highway shoulder widenings and railroad grade separation	20	24.3	2020	24.3	none								
18	22376	TRANSPAC	CalTrans	Route 4 ramp meter, Traffic Operation System (TOS) and fiber optic cable project	4.8	5	2013	5	none								
19	22400	TRANSPAC	County	Construct Route 239 from Brentwood to Tracy Expressway - Phase 2	130	156	2020	156	0								
20	22605	TRANSPAC	SR4 Bypass Authority	SR4 Bypass: Widen Segment 2 (Lone Tree Way - Balfour Rd) to 6 lanes and Segment 3 (Balfour Rd - Walnut Blvd) to 4 lanes	143.5	160	2016	160	none								
21	22981	TRANSPAC	County	Widen State Route 4 as continuous 4-lane arterial from Marsh Creek Road to San Joaquin County line	100	111	2016	111	none								
22	230206	TRANSPAC	SR4 Bypass Authority	State Route 4 Bypass: Widen from 4 to 6 lanes from Laurel Road to Sand Creek Road	32	32	2016	32	none								
23	22346	TRANSPAC	Tri Delta	Express bus service expansion along I-580	50	53.4	2020	53.4	none								
24	240030	TRANSPAC	BART	Expansion Vehicles – purchase 225 additional vehicle to accommodate future ridership	87.0	105.8	2020	105.8	none								
25	240069	TRANSPAC	BART	Security – projects necessary to improve or enhance BART patron and system security	16.2	19.5	2020	19.5	none								
26	240070	TRANSPAC	BART	BART System Capacity – Investments include train control mods, traction power upgrade, 3rd rail feeder cables, improved ventilation, etc.	14.6	17.8	2020	17.8	none								
27	240074	TRANSPAC	BART	Station Capacity Expansion – includes vertical circulation, emergency stairs, platform expansion, add'l faregates, etc. at East county stations	10.3	12.5	2020	12.5	none								
28	240071	TRANSPAC	BART	Station Access – Combines smart growth/TOD, transit connectivity, bicycle, pedestrian, signage, parking (except at Lafayette and Orinda BART), and other access modes to meet growing ridership demand	64.1	78	2020	78.0	none								
29	21036	SWAT	CCTA/SWAT	Selected additional I-680 auxiliary lanes south of I-680/24 Interchange	16.5	20	2020	20	none								
30	22375	SWAT	CalTrans	SR24 and I-680 Traffic Operation System (TOS) and fiber optic cable project	4.8	5	2013	5	none								
31	240168	SWAT	Lafayette	Downtown Multipurpose Pathway – construct a pedestrian and bicycle pathway along the EBMUD Aqueduct and Caltrans ROW between Rita Road and Brown	6.3	8.5	2025	8.5	none								
32	240626	SWAT	San Ramon	Iron Horse Trail Pedestrian Overcrossing at Bollinger Canyon Road	9.1	15.3	2035	15.3	none								
33	240630	SWAT	Danville	Iron Horse Trail Pedestrian Overcrossing at Sycamore Valley Road	7.0	11.9	2035	11.9	none								
34	240634	SWAT	San Ramon	Iron Horse Trail Pedestrian Overcrossing at Crow Canyon Road	5.8	9.7	2035	9.7	none								
35	240030	SWAT	BART	Expansion Vehicles – purchase 225 additional vehicle to accommodate future ridership	58.9	71.6	2020	71.6	none								
36	240069	SWAT	BART	Security – projects necessary to improve or enhance BART patron and system security	11.0	13.4	2020	13.4	none								
37	240070	SWAT	BART	BART System Capacity – Investments include train control mods, traction power upgrade, 3rd rail feeder cables, improved ventilation, etc.	10.0	12.2	2020	12.2	none								
38	240074	SWAT	BART	Station Capacity Expansion – includes vertical circulation, emergency stairs, platform expansion, add'l faregates, etc. at lamorinda county stations	7.3	8.9	2020	8.9	none								

VISION LIST OF PROJECTS

No	RTP ID	Subregion	Sponsor	Project Description	2013 RTP Costs and Funding					Updated 2017 RTP Costs and Funding							
					Cost (2011 \$)	YOE (\$)	Mid Yr of Construction	Funding Shortfall	Fund Sources/Amounts	Updated Cost (2014 \$)	Updated Cost (2017 \$)	Updated Cost (YOE \$)	Start Year of Construction/Ops	End Year of Construction/Ops	Mid Yr of Construction	Updated Funding Shortfall	Fund Sources/Amounts
39	240071	SWAT	BART	Station Access – Combines smart growth/TOD, transit connectivity, bicycle, pedestrian, signage, parking (except at Lafayette and Orinda BART), and other access modes to meet growing ridership demand	48.5	52.9	2020	52.9	none								
40	240337	SWAT/TRANSPAC	CCCTA	Transit Enhancements - Upgrade Shelter and real time arrival info displays	1.3	1.4	2015	1.4	none								
41	240655	WCCTAC	Richmond	Richmond CyberTran	41	50.0	2020	50	none								
42	22004	WCCTAC	AC Transit	AC Transit Regional Lifeline Transit Priorities	50	53.4	2020	53.4	none								
43	22358	WCCTAC	Hercules	Re-engineer Freeway Ramps at I-80/SR4	11.7	11.8	2013	11.8	none								
44	22516	WCCTAC	Capital Corridor JPA	Capital Corridor Regional Rail Service (West Contra Costa and Solano counties)	70	94.9	2025	94.9	none								
45	94050	WCCTAC	CCTA	Upgrade State Route 4 to full freeway from I-80 to Cummings Skyway (Phase 2)	75	101.7	2025	101.7	none								
46	230227	WCCTAC	WCCTAC	Conduct engineering, environmental and financial feasibility assessment of rail mass transit to western Contra Costa County (includes future station site acquisition)	3.1	4.4	2030	4.4	none								
47	230283	WCCTAC	Richmond	Grade Separation @Atlas/Giant	26	31.6	2020	31.6									
48	230401	WCCTAC	WCCTAC	Construct bicycle- and pedestrian-friendly improvements along San Pablo Avenue from El Cerrito to Crockett to support transit-oriented development.	6.8	8.3	2020	8.3	none								
49	230528	WCCTAC	County	Cummings Skyway Truck Lane Extension	1.8	2.2	2020	2.2	none								
50	240648	WCCTAC	Richmond	Cutting/Carlson grade crossing improvements at UPRR grade crossing	19	23.1	2020	23.1	none								
51	240639	WCCTAC	Richmond	Macdonald Avenue Streetscape	16	19.5	2020	19.5	RCRA: \$0.58M								
52	240645	WCCTAC	Richmond	Richmond Bicycle and Pedestrian Projects	16	19.5	2020	19.5	CMAQ: \$0.6, TCA: \$0.75, RCRA: \$0.08								
53	240646	WCCTAC	San Pablo	Wildcat Creek Trail Construction	3	3.6	2020	3.6	none								
54	240658	WCCTAC	WCCTAC/Caltrans	I-80 CSMP Improvements	30	36.5	2020	36.5	none								
55	240030	WCCTAC	BART	Expansion Vehicles – purchase 225 additional vehicle to accommodate future ridership	71.3	86.7	2020	86.7	none								
56	240069	WCCTAC	BART	Security – projects necessary to improve or enhance BART patron and system security	13.3	16.2	2020	16.2	none								
57	240070	WCCTAC	BART	BART System Capacity – Investments include train control mods, traction power upgrade, 3rd rail feeder cables, improved ventilation, etc.	12.0	14.6	2020	14.6	none								
59	240071	WCCTAC	BART	Station Access – Combines smart growth/TOD, transit connectivity, bicycle, pedestrian, signage, parking (except at Lafayette and Orinda BART), and other access modes to meet growing ridership demand	52.7	64.1	2020	64.1	none								
60	21134	WCCTAC	AC Transit	San Pablo Avenue Rapid TPM (future phases)	14.2	17.3	2020	17.3	none								
61	21159	WCCTAC	AC Transit	West County Maintenance Facility Efficiency	3.3	4.0	2020	4.0	none								
62	230196	WCCTAC	AC Transit	Enhanced Operating Programs	80.0	97.3	2020	97.3	none								
63	MULTIPLE-see note	WCCTAC	AC Transit	Environ Projects at Facilities, Safety and Security, Expansion Buses In Contra Costa	35.4	43.1	2020	43.1	none								
64	230229	WCCTAC	Pinole	Widen Pinole Valley Road Ramps at I-80	0.9	0.9	2013	0.9	none								
65	240647	WCCTAC	Pinole	Multimodal Streetscape Improvements, San Pablo Ave, Pinole Valley Rd, Applan Way	4.5	5.5	2020	5.5	none								

Total 2799.5 3306.3 2903.2 3.1

ITEM 10
TRANSPORTATION EXPENDITURE PLAN (“TEP”)

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: March 18, 2015

Subject	Development of a Transportation Expenditure Plan (TEP)
Summary of Issues	<p>Over the past two years, the Authority, its partners and other stakeholders have been working on the 2014 Countywide Comprehensive Transportation Plan (CTP). Through that planning process, over \$32 billion of projects and programs were identified to improve our transportation system. The projected revenue from federal, state and regional sources is insufficient to fully fund the needs identified in the CTP. Over the last two decades, local funds from Measures C & J have become a major factor in the funding and delivery of transportation improvements, however, a significant funding gap still exists. Development and approval of a new Transportation Expenditure Plan (TEP) and an associated countywide transportation sales tax measure is one method to begin to address the funding gap. Staff seeks Authority guidance regarding development of a TEP, formation of appropriate advisory committees, drafting of TEP principles, and schedule for adoption.</p>
Recommendations	<p>Staff recommends that the Authority initiate the TEP development process by directing staff to develop a work plan, committee structure, principles, and cost estimates for undertaking a Transportation Expenditure Plan effort.</p>
Financial Implications	<p>Authority Agreement No. 366 with Gray Bowen Scott, as amended, includes a total budget of \$1.8 million for Public Outreach and Polling in Support of the CTP. Approximately \$900,000 remains in the budget for continued consultant support for conducting additional public education and outreach following CTP adoption. The total cost of developing a TEP and placing it on the ballot would likely exceed the remaining budget. Upon approval of the Principles, staff will propose a plan to pursue the development of a TEP, including costs associate with additional consultant efforts for development and other costs such as the fees paid to the Registrar of Voters and the County Clerk–Recorder.</p>
Options	<ol style="list-style-type: none"> 1. Defer TEP development. 2. Direct staff to investigate other options to address funding

Attachments	shortfalls. A. Proposed Schedules to be handed out at Authority Meeting
Changes from Committee	N/A

Background

Since 1989, the Contra Costa Transportation Authority has administered sales tax revenues collected through voter-approved transportation improvement funding measures, Measures C and J. Measure C, passed in 1988, created a half-cent sales tax for 20 years, expiring in 2009. In 2004, Contra Costa County voters approved Measure J, with a 71.1 percent vote, to continue the half-cent transportation sales tax for an additional 25 years (beyond the original 2009 expiration date). Together, the two measures will generate more than \$3.8 billion in local sales tax funds. When combined with federal, state and regional funds, it will result in over \$6.5 billion invested in transportation (year of expenditure dollars).

The projects and programs that are advanced with these funds are defined in a Transportation Expenditure Plan (TEP) that was approved by the Authority and included with the ballot measures. The TEP is a critical component of gaining approval of a local transportation revenue source, as it clearly defines what benefits will be received if the electorate approves a local sales tax measure. The TEP also allows the Authority to include details of policy provisions that will be used in the implementation such as accountability, priorities for leveraging other fund sources, the Growth Management Program, the Urban Limit Line, and other policies.

Information Developed Through the 2014 CTP Update

The Authority updates its CTP every 5 years. The CTP provides a blueprint for future investment in Contra Costa's transportation system, and identifies projects, programs and policies anticipated to be needed over the next 25 years. Public review of the Draft 2014 CTP Update, released in August 2014, included a comprehensive public outreach program to collect input from stakeholders and the communities throughout Contra Costa. The Draft CTP identified goals for bringing together all modes of travel, networks and operators to meet the diverse transportation needs of Contra Costa County.

In response to the public input received during September and October of 2014, Authority staff revised the Draft CTP. The Proposal for Adoption version of the CTP was posted to the Authority website as part of the March 4 Planning Committee meeting packet. It identifies over \$32 billion (2014 constant dollars) of projects and programs. The projects are generally capital improvements to the transportation infrastructure, collections of related smaller infrastructure projects, and operational or service enhancements to existing transportation services. The programs generally represent costs to operate and maintain the existing transportation system. The cost for the projects identified in the draft CTP totals \$12.4 billion with available funding from approved local, federal, state and regional sources projected to be \$3.4 billion, resulting in a \$9 billion shortfall for projects. The CTP cost for programs is \$19.6 billion which is primarily funded from regional and other sources (including transit fares and tolls). The shortfall for programs is estimated to be less than \$2 billion.

Adoption of the Final 2014 CTP, originally scheduled for March 18, 2015, has been postponed pending further refinements to respond further to stakeholder comments.

Status of Measure J

The current Measure J half-cent transportation sales tax will be collected through 2034 and is included in the above revenue assumptions. Measure J includes a “pay-as-you-go” program component consisting of maintenance and operations activities and hybrid project programs (collections of related smaller infrastructure projects). Together, these represent about 58 percent of the overall revenue that will be used to continue the TEP defined program improvements (i.e. Local Streets Maintenance & Improvements, Bus Services, Transportation for Seniors & People with Disabilities, Safe Transportation for Children, Pedestrian, Bicycle & Trail Facilities, and Transportation for Livable Communities) through the expiration of Measure J.

The remaining Measure J funds (42 percent) are identified in the TEP for major projects (e.g., new Caldecott Tunnel fourth bore, BART extension, Highway 4 widening, Richmond Parkway, I-680 Carpool Lane Gap Closure). All of the major projects are either underway or completed, with accelerated delivery strategies ensuring that the benefits of the projects will be realized within the first 10 years. This is possible through an Authority policy to bond against future project revenues and aggressive delivery strategies. These strategies also resulted in nearly 3 to 1 leveraging of capital projects funding. A consequence of the aggressive delivery strategy is

that all the Measure J funds available for major capital projects have been expended or committed.

Impetus for the TEP

To continue to implement a robust capital program to improve the transportation network in Contra Costa, and to enhance or add new services, additional new revenue is required. Over the last two decades, local funds have become a major factor in the funding and delivery of transportation improvements. Development and approval of a new TEP and an associated countywide transportation sales tax measure is one method to begin to address the funding gap.

On behalf of the Authority, EMC Research completed a research program that consisted of focus groups conducted in each of the four sub-regions and countywide telephone surveys of likely voters in Contra Costa County. The focus groups and the initial survey were completed in the autumn of 2013 and the follow-up survey was completed in March of 2014.

The results showed strong support for the Authority's work and a willingness to consider an extension and augmentation of the sales tax. The research indicates, however, that voters will insist on a detailed spending plan with improvements across all modes of travel. In particular, survey respondents expressed preference for improved transit and BART, traffic smoothing, and maintenance of existing streets and roads. Specific capital project investments, improved pedestrian and bicycle trails, and expanding alternative modes of travel also polled well.

Process for Developing a new TEP

Developing a new TEP is a lengthy process that will require a significant level of public outreach and stakeholder engagement. Staff estimates that the process would take about 18 months, which means that to get on the ballot in November 2016, the process would have to begin now. Previous schedules circulated to the Authority envisioned release of a Draft TEP in summer 2015, approval of a Final Draft TEP in December 2015, and using 2016 to go through the local review and approval process.

Staff therefore seeks direction from the Authority to initiate the process. Upon direction from the Authority to start work on a new TEP, staff would develop a proposed committee structure, a schedule, and a cost estimate for the effort. The proposed process would need to address the various scenarios and options for projects and programs, the amount and term of a possible

new measure, and different funding distributions. For example, current forecasts indicate that an additional 25 year half-cent sales tax (with collection starting in 2017) would generate approximately \$2.3 billion (in constant 2014 dollars).

Development of a TEP would also require technical, political, public and stakeholder engagement. The Authority would need to develop a set of Principles to help guide it through a range of issues that will need to be addressed, including supporting the vision and goals of the Authority, public participation, the need for consensus, and highlighting priority programs and policies.

Regarding committee structure, staff recommends the creation of an Expenditure Plan Advisory Committee comprised of representatives from non-governmental organizations throughout Contra Costa. This committee would provide valuable input on developing a TEP that finds the right balance among competing transportation needs.

Next Steps

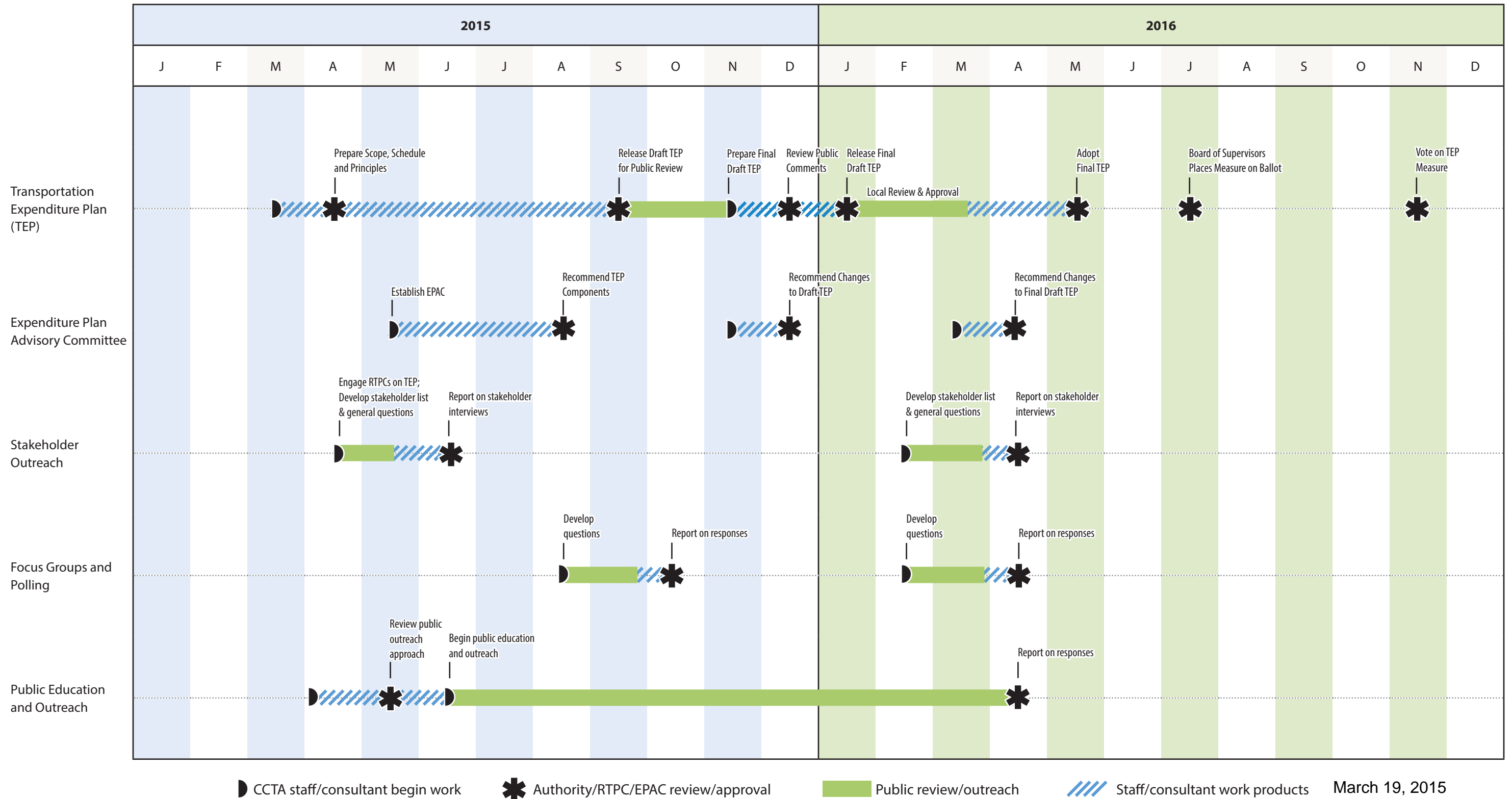
Upon direction from the Authority to proceed, staff would return in April with a recommended TEP process and schedule for consideration by the Authority.

Overall Schedule

Transportation Expenditure Plan

March 18, 2015

Draft



Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: April 15, 2015

Subject	Approval of Principles for Development of a Transportation Expenditure Plan
Summary of Issues	<p>At its meeting in March, the Authority directed staff to undertake tasks to initiate the development of a Transportation Expenditure Plan (TEP) that would begin to address the major shortfall in funding identified in the Draft 2014 Countywide Transportation Plan (CTP). Development of a TEP should be aligned with the Vision, Goals and Strategies identified in the draft 2014 CTP, as well as reflect the values that have governed cooperative planning over the life of Measures C and J. Accordingly, staff has developed a proposed set of principles for consideration by the Authority to help guide the TEP effort.</p>
Recommendations	<p>Staff seeks Authority approval of the Principles for Development of a Transportation Expenditure Plan (Principles). Upon approval of the Principles, staff will propose a work program, including schedule, cost estimate and stakeholder engagement plan, to pursue the development of a TEP for consideration in May.</p>
Financial Implications	<p>There is no cost to approve the Principles. However, development of the TEP requires considerable staff and consultant support effort, as well as other anticipated costs such as the fees paid to the Registrar of Voters and the County Clerk–Recorder. Authority Agreement No. 366 with Gray Bowen Scott, as amended, includes a total budget of \$1.8 million for Public Outreach and Polling in Support of the CTP. Approximately \$600,000 to \$700,000 remains in the budget for continued consultant support for conducting additional public education and outreach following CTP adoption. The total cost of developing a TEP and placing it on the ballot is likely to exceed the remaining budget. Staff will propose a comprehensive work program and budget to finalize development of a TEP for discussion at a future Authority meeting.</p>

Options	<ol style="list-style-type: none">1. Modify the proposed Principles.2. Do not proceed with TEP effort.
Attachments	<ol style="list-style-type: none">A. Draft Principles for Development of a Transportation Expenditure Plan
Changes from Committee	N/A

Background

Since 1989, the Authority has administered sales tax revenues collected through voter-approved transportation improvement funding measures. Measure C, passed in 1988, created the Authority, and established a half-cent transportation sales tax for 20 years expiring in 2009. In 2004, the voters of Contra Costa approved Measure J, which continued the half-cent transportation sales tax for an additional 25 years through 2034. Together, the two measures will generate more than \$3.8 billion in local sales tax funds. When leveraged with federal, State and regional funds, the two measures will result in over \$6.5 billion invested in transportation projects and programs in Contra Costa.

The projects and programs that are advanced with these funds were defined in a TEP that was developed by the Authority with input from many stakeholders. Each successful ballot measure involved a complex development process that eventually led to approval by the voters of Contra Costa.

The current Measure J half-cent transportation sales tax will expire in 2034. Approximately 58 percent of the overall revenues are used for "pay-as-you-go" programs and 42 percent for capital improvement projects. During the first ten years of the measure, all of the major capital improvement projects (SR-4 East, eBART, I-680 and I-80 corridor investments and others) will be complete or in construction. Consequently by 2018, approximately 82 percent of the Measure J project funds will have been expended, and any remaining project revenues will go towards repayment of bonds. Given the lack of new funding for major capital projects at the State and federal level, and the need to augment maintenance and operational programs, the Authority is considering development of a new TEP for possible consideration by the voters in November 2016.

Adoption of TEP Principles

At its meeting in March, the Authority directed staff to initiate the development of a TEP for a possible November 2016 ballot measure. An initial step in this process is to adopt Principles for Development of a TEP (Principles). Development of a new TEP should be guided by principles that build on the Vision, Goals and Strategies identified in the 2014 CTP and that embrace the values of collaboration between the Authority and its partner agencies. Development of a TEP will require technical, political, public and stakeholder engagement. The Principles will help guide the Authority through the TEP stakeholder engagement and development process and the range of issues that will be part of the discussion leading to a TEP.

The proposed Principles for a new TEP include supporting the Authority's vision and goals; conducting a robust public participation effort; adopting a consensus-based approach; finding the right balance for a healthy environment and strong economy for future generations; maintaining the system; leveraging funds and continuing our commitment to growth management and cooperative planning (see Attachment A).

Developing a Work Plan and Schedule

Authority adoption of the proposed Principles marks a starting point for a major work effort that staff is prepared to undertake. Staff is currently developing a work program, detailed cost estimate and schedule, proposed committee structure, and stakeholder engagement strategy for discussion in May.

Already, there is significant interest among stakeholders in the TEP development process. Upon approval of the Principles, staff and consultants will continue in the discussions that were held with the public and stakeholders during development of the draft CTP to transition to a discussion of a financially-constrained TEP.

Relationship of the TEP Effort and MTC's 2017 RTP

In March, MTC released information regarding an update to the Regional Transportation Plan (RTP). Staff has reviewed the proposed RTP process and schedule and believes that it could be complementary to development of a TEP. Consequently, beginning in April, staff will simultaneously introduce the RTP and TEP development process to the Regional Transportation Planning Committees (RTPCs), the Technical Coordinating Committee (TCC), the Citizens Advisory Committee (CAC), other standing committees and key stakeholders to collect input for development of a coordinated workplan. The goal of this effort will be to identify a process that

results in consensus on priority projects and programs that may be applicable to both the TEP and the RTP.

Next Steps

A schedule and work program for undertaking the TEP will be brought to the Authority in May. The schedule will be based upon the required lead time and process involved with the preparation for a possible November 2016 ballot measure. Staff will make every effort to combine and coordinate the work with MTC for the development of the 2017 RTP with the effort to develop policies and investment priorities for the TEP.

Contra Costa Transportation Authority

Principles for Development of a Transportation Expenditure Plan

April 15, 2015

PREAMBLE

Since 1989, the Contra Costa Transportation Authority has administered sales tax revenues collected through voter-approved transportation improvement funding measures, Measures C and J. Together, the two measures will generate more than \$3.8 billion in local sales tax funds. When these funds are combined with federal, State and regional funds, over \$6.5 billion will be invested in transportation projects and programs approved by voters as part of Measures C and J. The two measures also include a Growth Management Program that requires new growth to pay its own way and encourages cooperative planning to address growth and transportation issues.

Measure C, passed in 1988, created a half-cent transportation sales tax for 20 years expiring in 2009. In 2004, Contra Costa County voters approved Measure J, with a 71 percent vote, to continue the half-cent transportation sales tax for an additional 25 years beyond the original 2009 expiration date. All of the major projects identified in the Measure J Transportation Expenditure Plan are either underway or completed with accelerated delivery strategies so the benefits of the projects will be realized within the first 10 years of the enacted measure.

Through Measures C and J, the Contra Costa Transportation Authority is reducing the impacts of transportation on the environment, encouraging alternative modes of transportation, and providing congestion relief, including:

- BART extensions and improvements
- Bus and ferry service improvements
- Highway 4 improvements from Hercules to Discovery Bay
- New Caldecott Tunnel Fourth Bore
- Richmond Parkway
- Highway 24 and Highway 242 corridor improvements
- Bicycle and pedestrian improvements
- I-80 corridor improvements
- I-680 corridor improvements
- Transit service improvements for students, seniors and people with disabilities
- Local street and road improvements
- Electric Vehicle Charging Stations

Every 5 years, the Contra Costa Transportation Authority updates its Countywide Comprehensive Transportation Plan to provide a blueprint for future investment in Contra Costa's transportation system and identify projects, programs and policies anticipated to be needed over the next 25 years. The most recent update in 2014 included a comprehensive

public outreach program to collect input from stakeholders and the communities throughout Contra Costa. The result is a Countywide Comprehensive Transportation Plan that identifies goals for bringing together all modes of travel, networks and operators to meet the diverse transportation needs of Contra Costa County.

VISION AND GOALS FOR THE COUNTYWIDE COMPREHENSIVE TRANSPORTATION PLAN

Measure J requires the development and regular update of a Countywide Comprehensive Transportation Plan.

As outlined in its “vision,” the Contra Costa Transportation Authority will:

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit all people and areas of Contra Costa, through (1) a balanced, safe, and efficient transportation network, (2) cooperative planning, and (3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.

To achieve this vision, the Countywide Comprehensive Transportation Plan identifies the following goals:

1. Support the efficient, safe, and reliable movement of people and goods using all available travel modes;
2. Manage growth to sustain Contra Costa’s economy, preserve its environment, and support its communities;
3. Expand safe, convenient and affordable alternatives to the single occupant vehicle;
4. Maintain the transportation system; and
5. Continue to invest wisely to maximize the benefits of available funding.

The challenge now facing the Contra Costa Transportation Authority is to prioritize \$32 billion in projects and programs, as our transportation needs significantly exceed available revenue. The projected revenue from federal, State and regional sources is not sufficient and a \$10.9 billion shortfall is identified. Over the last two decades, local funds have become the driving force in funding transportation improvements. Development and approval of a new countywide transportation sales tax measure will be critical to help address the funding gap.

PRINCIPLES FOR A NEW TRANSPORTATION EXPENDITURE PLAN

The Contra Costa Transportation Authority will apply the following principles in developing a new Transportation Expenditure Plan that will define the use of funds from a potential new transportation sales tax measure for Contra Costa:

1. **Vision and Goals.** Support the vision and goals of the Contra Costa Transportation Authority.
2. **Public Participation.** The Contra Costa Transportation Authority will conduct a comprehensive public outreach program to collect input from stakeholders and the communities throughout Contra Costa about the transportation priorities important for our communities.
3. **Accountability.** The Contra Costa Transportation Authority will continue its commitment to accountability and transparency.
4. **Consensus-Based Planning.** The Contra Costa Transportation Authority will seek to develop a Transportation Expenditure Plan that reflects consensus between the Contra Costa Transportation Authority, the public, stakeholders, regional transportation planning committees, cities, towns, Contra Costa County and transit agencies.
5. **Balanced Approach.** Balance the needs and benefits for all people and areas of Contra Costa to provide a healthy environment and strong economy, considering impact on vehicle miles travelled and greenhouse gas emissions, supporting transportation for livable communities' projects, while accounting for future demographic and technological change and innovation.
6. **Public Health.** The Contra Costa Transportation Authority recognizes that transportation policy can result in a reduction of transportation impacts on the environment and provide complementary public health benefits.
7. **Maintenance of the Existing System.** Maintain the existing highway, road, bicycle, pedestrian and transit systems in a safe and operable condition.
8. **Use of Local Dollars to Attract Other Funds.** The Contra Costa Transportation Authority will continue to identify federal, State and regional funding opportunities that can maximize the amount of overall funds available for transportation projects in Contra Costa.
9. **Commitment to Growth Management and Cooperative Planning.** New development should comprehensively address infrastructure improvement needs. The Transportation Expenditure Plan will carry forward Contra Costa's Growth Management Program and adherence to the Urban Limit Line Policy, as adopted.

**Contra Costa Transportation Authority
Principles for Development of a
Transportation Expenditure Plan**

April 15, 2015

DRAFT for May 20, 2015 CCTA Board Meeting

PREAMBLE

Since 1989, the Contra Costa Transportation Authority has administered sales tax revenues collected through voter-approved transportation improvement funding measures, Measures C and J. Together, the two measures will generate more than \$3.8 billion in local sales tax funds. When these funds are combined with federal, State and regional funds, over \$6.5 billion will be invested in transportation projects and programs approved by voters as part of Measures C and J. The two measures also include a Growth Management Program that requires new growth to pay its own way and encourages cooperative planning to address growth and transportation issues.

Measure C, passed in 1988, created a half-cent transportation sales tax for 20 years expiring in 2009. In 2004, Contra Costa County voters approved Measure J, with a 71 percent vote, to continue the half-cent transportation sales tax for an additional 25 years beyond the original 2009 expiration date. All of the major projects identified in the Measure J Transportation Expenditure Plan are either underway or completed with accelerated delivery strategies so the benefits of the projects will be realized within the first 10 years of the enacted measure.

Through Measures C and J, the Contra Costa Transportation Authority is reducing the impacts of transportation on the environment, encouraging alternative modes of transportation, and providing congestion relief, including:

- BART extensions and improvements
- Bus and ferry service improvements
- Highway 4 improvements from Hercules to Discovery Bay
- New Caldecott Tunnel Fourth Bore
- Richmond Parkway
- Highway 24 and Highway 242 corridor improvements
- Bicycle and pedestrian improvements
- I-80 corridor improvements
- I-680 corridor improvements
- Transit service improvements for students, seniors and people with disabilities
- Local street and road improvements
- Electric Vehicle Charging Stations

Every 5 years, the Contra Costa Transportation Authority updates its Countywide Comprehensive Transportation Plan to provide a blueprint for future investment in Contra Costa's transportation system and identify projects, programs and policies anticipated to be

needed over the next 25 years. The ~~most recent~~ update ~~in 2014~~ underway includes a comprehensive public outreach program to collect input from stakeholders and the communities throughout Contra Costa. The result is a Countywide Comprehensive Transportation Plan that identifies goals for bringing together all modes of travel, networks and operators to meet the diverse transportation needs of Contra Costa County.

VISION AND GOALS FOR THE COUNTYWIDE COMPREHENSIVE TRANSPORTATION PLAN

Measure J requires the development and regular update of a Countywide Comprehensive Transportation Plan.

As outlined in its “vision,” the Contra Costa Transportation Authority will:

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit all people and areas of Contra Costa, through (1) a balanced, safe, and efficient transportation network, (2) cooperative planning, and (3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.

To achieve this vision, the Countywide Comprehensive Transportation Plan identifies the following goals:

1. Support the efficient, safe, and reliable movement of people and goods using all available travel modes;
2. Manage growth to sustain Contra Costa’s economy, preserve its environment, and support its communities;
3. Expand safe, convenient and affordable alternatives to the single occupant vehicle;
4. Maintain the transportation system; and
5. Continue to invest wisely to maximize the benefits of available funding.

The challenge now facing the Contra Costa Transportation Authority is to prioritize \$32 billion in projects and programs, as our transportation needs significantly exceed available revenue. The projected revenue from federal, State and regional sources is not sufficient and a \$10.9 billion shortfall is identified. Over the last two decades, local funds have become the driving force in funding transportation improvements. Development and approval of a new countywide transportation sales tax measure will be critical to help address the funding gap.

PRINCIPLES FOR A NEW TRANSPORTATION EXPENDITURE PLAN

The Contra Costa Transportation Authority will apply the following principles in developing a new Transportation Expenditure Plan that will define the use of funds from a potential new transportation sales tax measure for Contra Costa:

- 1. Vision and Goals.** Support the vision and goals of the Contra Costa Transportation Authority.
- 2. Public Participation.** The Contra Costa Transportation Authority will conduct a comprehensive public outreach program to collect input from stakeholders and the communities throughout Contra Costa about the transportation priorities important for our communities.
- 3. Accountability.** The Contra Costa Transportation Authority will continue its commitment to accountability and transparency.
- 4. Consensus-Based Planning.** The Contra Costa Transportation Authority will seek to develop a Transportation Expenditure Plan that reflects consensus between the Contra Costa Transportation Authority, the public, stakeholders, regional transportation planning committees, cities, towns, Contra Costa County and transit agencies.
- 5. Balanced Approach.** ~~Balance the needs and~~The Contra Costa Transportation Authority will seek to develop a Transportation Expenditure Plan that provides widespread benefits for all people and areas of Contra Costa, ~~to provide~~promotes a healthy environment and strong economy, ~~considering impact on~~results in a reduction of vehicle miles travelled and greenhouse gas emissions and per capita vehicle miles travelled, supporting ing transportation for livable communities' projects, ~~while accounting for~~and addresses future demographic and technological change and innovation.
- 6. Public Health and Safety.** The Contra Costa Transportation Authority will ensure that the Transportation Expenditure Plan promotes a ~~recognizes that transportation~~ ~~can that~~ results in thea reduction of transportation impacts on the environment and provides s complementary public health and safety benefits.
- 7. Maintenance of the Existing System.** Maintain the existing ~~highway, local~~ roads, bicycle, pedestrian and transit systems in a safe and operable condition.
- 8. Use of Local Dollars to Attract Other Funds.** The Contra Costa Transportation Authority will continue to identify federal, State and regional funding opportunities that can maximize the amount of overall funds available for transportation projects in Contra Costa.
- 9. Commitment to Growth Management and Cooperative Planning.** New development should comprehensively address infrastructure improvement needs. The Transportation

Expenditure Plan will carry forward Contra Costa's Growth Management Program and adherence to the Urban Limit Line Policy, as adopted.

10. **Innovation and Technology.** Embrace innovation and utilize technology to accelerate and enhance transportation services.

DRAFT

WE HEARD YOU

A Summary of Results From the Countywide
Comprehensive Transportation Plan Outreach Efforts
Conducted By the Contra Costa Transportation Authority



CONTRA COSTA
transportation
authority
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Planning Together For the Future

Every five years, the Contra Costa Transportation Authority (CCTA) evaluates and updates the Countywide Comprehensive Transportation Plan, which serves as a **30-year blueprint** for the county's transportation future. With input from the many and diverse communities that make up Contra Costa, the process of updating the Countywide Comprehensive Transportation Plan helps ensure that we plan for, fund, and implement a **collective transportation vision** for Contra Costa County.

Between August and November 2014, CCTA conducted a robust public engagement campaign to solicit input from residents for the 2014 Countywide Comprehensive Transportation Plan update. Through varied public engagement opportunities from our online engagement tool to workshops, we asked Contra Costa residents to **contribute their ideas** and share their thoughts on the goals and priorities that should shape our shared transportation future. We're now working to turn this feedback into specific actions and strategies that support a **safe, sustainable, and efficient** transportation network that improves the quality of life for all Contra Costa residents. Thank you for participating.

PARTICIPATION

Record Participation Boosts 2014
Countywide Comprehensive
Transportation Plan



ONLINE TOOL

5,216 visits
(4,069 unique visitors)

www.keepcontracostamoving.net



IN-PERSON WORKSHOPS

156
total attendees

5 individual meetings
held in Walnut Creek,
Pittsburg, Lafayette,
Hercules, and Richmond



PAPER
DISTRIBUTION

259
paper surveys
received

TELEPHONE
TOWN HALL



1,378

callers participating in the
town hall during its peak

WHAT WE HEARD



CONTRA COSTA
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ccta.net

Through the 2014 Countywide Comprehensive Transportation Plan outreach process, Contra Costa residents told us their transportation priorities—and we're listening. Some of the feedback and ideas for improvement we heard include:



Extend and Improve BART

Residents strongly support extending BART and rail service to more places including along I-680 and I-80 corridors, more frequent trains, adding more parking at BART stations and improving BART connections with bus service.



Encourage Alternatives

Residents are interested in programs to improve safety for bicyclists and pedestrians, especially in neighborhoods and around schools, improve bike paths, bike lanes, and sidewalks, expand ferry service, and promote walkable communities.



Repair Roads

Residents expressed strong support for local street repairs, pothole repair and road resurfacing for a smoother ride, reduction of congestion and vehicle wear and tear.



Relieve and Smooth Traffic

Residents countywide support smoothing traffic flow on freeways and major roads, use of technology to ease traffic congestion, and improvements on all freeways including 680, 80, 4, and 24.



Protect the Environment

Residents want strategies and programs that manage the impacts of transportation and growth on the environment and local air quality.



Improve Bus Service

The public showed strong support to maintain and enhance bus service. This includes better coordination of BART and bus schedules, improving transit connections, and using technology to make riding the bus easier and more convenient.



See what your neighbors are saying at keepcontracostamoving.net.

NEXT STEPS

The Contra Costa Transportation Authority (CCTA) is eager to build on the legacy of investments that have resulted from past Countywide Comprehensive Transportation Plan updates, including projects like the Caldecott Tunnel's fourth bore and highway, bicycle, pedestrian and transit improvements across Contra Costa. **TRANSPLAN Packet Page: 67**