

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda
THURSDAY, JULY 9, 2015

9:00 A.M. to 1100 A.M.

Pleasant Hill City Hall – Community Room
100 Gregory Lane, Pleasant Hill

TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion, or other indication that action will be taken is included on the agenda or attachments thereto.

- 1. Convene Meeting/Pledge of Allegiance/Self-Introductions**
- 2. Public Comment:** At this time, the public is welcome to address TRANSPAC on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments.

CONSENT AGENDA

- 3. Approve June 11, 2015 Minutes**

ACTION: Approve minutes and/or as revised/determined.

Attachment: June 11, 2015 Minutes

END CONSENT AGENDA

- 4. 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. The Contra Costa Transportation Authority (CCTA) has asked the Regional Transportation Planning Committees (RTPCs) and transit operators to develop a 24-year RTP project list for submittal to MTC. RTPC's input is requested by July 24, 2015. The TRANSPAC TAC considered the request at a special meeting on June 4, 2015, and developed a draft list at its meeting on June 25 for the TRANSPAC Board's review and consideration. (*Hisham Noeimi - CCTA Staff*)

ACTION: TRANSPAC is requested to Review/Comment/Concur on the project list for the RTP and authorize transmission of TRANSPAC's project list to CCTA and/or as determined.

Attachments: Draft RTP project lists.

5. **Transportation Expenditure Plan (TEP) Development.** The CCTA is considering placing a new transportation sales tax measure on the ballot as early as November 2016. The RTPCs are requested to submit candidate projects and programs for consideration in the development of a draft Transportation Expenditure Plan (TEP) by July 24, 2015. The TRANSPAC TAC has reviewed this request and developed a TEP proposal for the TRANSPAC Board's review and consideration. (*Hisham Noeimi - CCTA Staff; and TRANSPAC TAC Staff*)

ACTION: TRANSPAC is requested to Review/Comment/Concur on a TEP proposal and authorize transmission of TRANSPAC's proposal to CCTA and/or as determined.

Attachment: 2016 Ballot Measure TEP – TRANSPAC TAC Proposal for Potential Capital Project and Program Categories in Central County.

6. **2016 State Transportation Improvement Program (STIP):** The CCTA released the Call for Projects for the 2016 STIP on May 20, 2015. Applications are due on July 17, 2015. Between \$10 million and \$20 million may be available for capital projects in FY 2019-20 and FY 2020-21. Project sponsors are requested to seek concurrence from their respective RTPCs as part of the application process. The TAC recommends that the TRANSPAC Board concur with the submittal of two applications: SR4 Operational Improvements and Contra Costa Boulevard Improvement Project (Phase 5).

CCTA will be submitting a \$5 million request for the first package of State Route 4 Operational Improvements – design phase. The first package will replace the eastbound acceleration lane or lane drop at Port Chicago Highway on-ramp to create a continuous auxiliary lane from Port Chicago Highway on-ramp to Willow Pass Road off-ramp.

The City of Pleasant Hill will submit a \$5.4 million request for the construction phase of Contra Costa Boulevard Improvement Project – Phase 5 (Viking Drive to Harriet Drive). The project will construct complete streets enhancements including a new curb/gutter, wider buffered sidewalk, buffered Class II bike lanes, extended southbound left turn lane at CCB/Taylor Boulevard intersection, new traffic signal at CCB/Taylor Boulevard intersection, a new half signal at CCB/Alan Drive, pavement rehabilitation, colored crosswalk treatment, LED street lighting, and landscaping. (*Hisham Noeimi - CCTA Staff*)

ACTION: TRANSPAC is requested to Review/Comment/Concur on the STIP projects proposed for submission and authorize transmission of TRANSPAC's project list to CCTA and/or as determined.

Attachment: None

7. **511 Contra Costa Reports**

ACTION: Accept report(s) and/or as determined.

8. **TRANSPAC CCTA Representative Reports:** Reports on the July CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and the CCTA Board meeting (Members Pierce and Durant).

ACTION: Accept report(s) and/or as determined.

9. CCTA Executive Director's Report Regarding Authority Actions/Discussion Items

Attachment: CCTA Executive Director Randell H. Iwasaki's Report dated June 17, 2015.

10. TAC Oral Reports by Jurisdiction: Reports from Concord, Clayton, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available.

ACTION: Accept report(s) and/or as determined.

11. Agency and Committee Reports, if available:

- TRANSPAC Status Letter dated June 12, 2015
- TRANSPLAN Summary Report dated June 12, 2015
- SWAT Meeting Summary dated June 4, 2015
- WCCTAC

County Connection – Fixed Route and LINK reports may be downloaded at:

<http://cccta.org/public-meetings/agendas/os-july-2015>

CCTA Project Status Report may be downloaded at: <http://transpac.us/wp-content/uploads/2008/08/CCTA-Project-Status-Report.pdf>

The CCTA Board agenda for the June 17, 2015 meeting may be downloaded at:

http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=733

CCTA Administration & Projects Committee (APC) agenda for the July 2, 2015 meeting may be downloaded at:

http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=348

CCTA Planning Committee (PC) agenda for the July 1, 2015 meeting may be downloaded at:

http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=567

12. For the Good of the Order

13. Adjourn/Next Meeting. The next meeting is scheduled for September 10, 2015 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

TRANSPAC Meeting Summary Minutes

MEETING DATE: June 11, 2015

MEMBERS PRESENT: Loella Haskew, Walnut Creek (Chair); Edi Birsan, Alternate for Ron Leone, Concord (Vice Chair); David Durant, Pleasant Hill, CCTA Representative; Julie Pierce, Clayton, CCTA Representative; Karen Mitchoff, Contra Costa County; and Mark Ross, Martinez

PLANNING COMMISSIONERS PRESENT: Tim McGallian, Concord; and Diana Vavrek, Pleasant Hill

STAFF PRESENT: Jamar Stamps, Alternate for John Cunningham, Contra Costa County; Corinne Dutra-Roberts, 511 Contra Costa; Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; and Lynn Overcashier, 511 Contra Costa

GUESTS/PRESENTERS: Brian Cory, Concord Resident; Hisham Noeimi, Contra Costa Transportation Authority (CCTA)

MINUTES PREPARED BY: Anita Tucci-Smith

1. Convene Meeting/Pledge of Allegiance/Self Introductions

The meeting was convened at 9:00 A.M. by Chair Loella Haskew, who led the Pledge of Allegiance. Self-introductions followed.

2. Public Comment

Brian Cory, Concord, a member of Bike Concord, advised of his interest in bike/ped improvements in the City of Concord and his concern that while Concord was the largest city in the county, it had very few bike/ped projects. He asked that more bike/ped facilities be provided and urged TRANSPAC to consider more infrastructure to get people out of their cars.

CONSENT AGENDA

3. Approve June 11, 2015 Minutes

On motion by Director Pierce, seconded by Director Ross, to adopt the Consent Calendar, as submitted. The motion carried by the following vote:

Ayes: Birsan, Durant, Mitchoff, Pierce, Ross, Haskew
Noes: None
Abstain: None
Absent: None

END OF CONSENT AGENDA

4. **2017 Regional Transportation Plan (RTP) Call for Projects.** The Metropolitan Transportation Commission (MTC) had released the Call for Projects for the 2017 RTP on April 29, 2015. The Contra Costa Transportation Authority (CCTA) staff will begin working with the Regional Transportation Planning Committees (RTPCs) and transit operators to develop a 24-year financially-constrained project list for submittal to MTC. RTPCs input is requested by July 24, 2015. The TRANSPAC TAC had considered this item at its special meeting on June 4, 2015. *(Hisham Noeimi – CCTA Staff)*

Hisham Noeimi, Engineering Manager, CCTA, stated that MTC had released the RTP Call for Projects on April 29, 2015, and that process needed to be finalized by September. The RTP would cover a 24-year period from 2017 to 2020. The RTP was a financially-constrained document, which meant that the cost of all projects and programs shall not exceed the funding expected over the RTP period from existing sources. While that total had yet to be released, it would likely be the same as the last RTP which would mean \$628 million in escalated dollars for TRANSPAC. The projects that needed to be listed individually in the RTP are those that impacted the capacity of the transportation system or air quality. Non-capacity increasing projects did not have to be listed individually in the RTP since they would be covered by programmatic categories.

Mr. Noeimi explained that the intent was to get out the major projects that affected capacity that would occur over the next 24 years and make sure that MTC modeled them to identify the impacts on the transportation system and air quality. It was also important that such projects be included in the RTP to be eligible for other state and federal funding sources. To that end, input was being sought from the RTPCs by looking at the current list of the RTP and updating that list with current costs and current scopes while remaining within the financial constraints of the RTP.

Mr. Noeimi reported that there were three lists being developed for projects; a *Committed List of Projects*, a *Financially Constrained List of Projects*, and a *Vision List of Projects*. The Committed List included any project expected to be fully funded from existing state, federal, or local sources with environmental clearance or was expected to be funded by local money. Those projects would not be evaluated by MTC because they had already been funded. The Financially Constrained List represented the top priority of the sub-region in need of funding that needed to be in the RTP. Anything that did not fit in the Financially Constrained List would go on the Vision List.

Mr. Noeimi advised that the TAC had a special meeting on June 4 and would meet again at its regular time on June 25 to go over the project list again.

In response to Director Birsan as to the RTP process, Mr. Noeimi described the RTP as a planning document that allowed capacity projects to compete for federal and state funding sources. For routine maintenance projects, the current RTP included a project category for “pavement rehab for local streets” which allowed those projects to compete for federal and state funding sources. The RTP was updated every four years, so it is more important to ensure capacity-increasing projects expected to move forward in the next four to six years are included in the 2017 RTP. He clarified the jurisdictions still needed to compete for federal/state sources even if the projects are in the RTP. When new funding becomes available, one of the requirements for candidate projects is inclusion in the RTP. If the project is capacity increasing, the amount in the RTP must equal or exceed the current cost of the project. He clarified that the process was a long one and this was the first step to be able to compete for funds.

Speaking for the TAC, Ray Kuzbari reported that the TAC understood the task, was currently working on that task, and would bring forward a proposal to the TRANSPAC Board at its July 9 meeting for the RTP, the TEP, and the STIP before the July 24, 2015 deadline.

Director Pierce referred to the 2013 list and was pleased with what had already been accomplished and/or completed and nearly completed.

The TRANSPAC Board accepted the report and acknowledged that the TAC was working on the task and was aware of the deadline. The Board was also aware of the potential for a special meeting should that be needed to accomplish the task.

Mr. Noeimi commented that at the end of the process the priority projects would be known, and with no funding, those projects would be good candidates for a new Expenditure Plan. As such, it was good that all the exercises were being done together.

5. Transportation Expenditure Plan (TEP) Development. The CCTA is considering placing a new transportation sales tax measure on the ballot as early as November 2016. The RTPCs are requested to submit candidate projects and programs for consideration in the development of a draft Transportation Expenditure Plan (TEP) by July 24, 2015. The TRANSPAC TAC considered this item at its special meeting on June 4, 2015. *(Hisham Noeimi – CCTA Staff)*

Mr. Noeimi reported that the CCTA was considering the placement of a sales tax measure on the 2016 ballot to generate funds to allow projects to be completed. The CCTA had issued the Call for Projects and was seeking input from the four RTPCs on what to include in the TEP. To inform the discussion, information had been provided on the existing Measure J projects in the sub-area that still needed funding to be completed, and a breakdown had been provided for FY 2013/14 of how much funding was going to the different programs in the sub-region. Assuming a half cent sales tax increase over 25 years from April 1, 2017 to March 31, 2042, \$2.3 billion would be generated in constant dollars. TRANSPAC's share would be \$687 million and TRANSPAC would need to identify how that total would be broken down between projects and programs. The plan was to get input from the RTPCs prior to July 24, 2015 to allow CCTA to start the list for an Expenditure Plan.

Mr. Noeimi referenced the proposed public outreach and other efforts to determine what would be acceptable to everyone involved. A draft TEP was expected in January. He reported that other sub-regions had already started on what he characterized as an intensive task. Other sub-regions had decided to form subcommittees to determine how to address the request.

In response to questions, Mr. Noeimi clarified that while projects that had resonated with the voters would be one of the major considerations, there was a need to create a balance. He explained that voters had not necessarily identified specific projects but wanted potholes to be repaired, traffic flow to be smoothed, and supported almost anything to do with BART. It was also clarified that there were no other funding sources available that could fund projects now without asking for another sales tax measure. While polling for a new measure had resonated well with voters, voters wanted their money spent for the things they wanted.

Director Mitchoff referenced other competing needs, such as public safety, and clarified that there had been no decision as to whether or not to go to the ballot.

Director Durant spoke to an incredible array of projects that were wanted and needed, many of which were funded, many of which were not. He explained that sales tax measures ultimately allowed the county itself to decide regardless of all the other things going on, and noted that when CCTA goes to the ballot, the message to the voters has always been 'promises made, promises kept.' He agreed there was never a good time to go to the ballot but given the way the state had taken money from local jurisdictions the local jurisdictions had to find a way to get money to pay for local needs.

Director Durant emphasized that the 18 percent local return to source helped the local jurisdictions and some of the larger projects helped residents more regionally. He suggested the issue would be communicating to the voters the vision, with some clarity, of the certainty where the dollars would be spent. If communicating to the public there was an end in sight there would be a much better chance of getting the public to pass a measure. He added that the promise of sunset had been built into the law.

Director Pierce recognized there were other measures being considered in the Bay Area, such as with BART, a potential Regional Measure 3 Bridge Toll Measure, and there were several counties throughout the state looking to go out for measures. Rather than competing with each other, there had been statewide discussions of a collaboration with unified messages to educate the entire state of voters to understand the needs and the limitations. She emphasized the need for regions to plan to help themselves at least prioritize their needs and be ready if the electorate should decide to move forward.

Director Pierce noted that CCTA had talked about the balance of programs and projects and whether any direction was needed on the percentage desired on return to source. She asked when the TAC wanted a policy discussion on the balance that should be included in the list. She also emphasized the need to balance how the demographics would be changing over the next 25 years to be able to figure out how much money was needed out of the amorphous funds to be able to come up with a total.

Mr. Kuzbari advised that the TAC would include a recommendation on a balance in its proposal. He had conducted an internal analysis in Concord and with a 30 percent return to source in a new measure instead of 18 percent, only a few miles of roadway in Concord could be repaired. He suggested that 18 percent return to source was too low.

Jeremy Lochirco explained that the TAC would use the current Measure J Expenditure Plan as a baseline although in many cases the line item in the Expenditure Plan was very broad, and while it should encompass the expanding need, in some areas there may need to be some augmentation. He stated the TAC would have to come up with a proposal to present to the TRANSPAC Board and noted that road maintenance, senior programs, and others were currently underfunded; bike/ped projects were more in need now as well, and there would have to be some feedback from the CCTA on the balance of funding.

Director Pierce referred to the programmatic list from the last measure and recommended the inclusion of technology upgrades in many of the categories as part of the definitions, if not a separate category all its own. She stated that not enough infrastructure could be built to solve the problems and technology would have to be considered to use the existing infrastructure more wisely. She was also concerned with the need to remember that the dollars were not meant to fully fund projects, at least on the available infrastructure, but would be good for the required 11.47 percent match. She was concerned that unless really drastically expanding the category of return to source, simply the maintenance of existing roads could be problematic.

Eric Hu added that at the end of the month the TAC would be looking at the current and new measures to determine how much money would be going into the various programs and projects. He agreed that the idea was not to fully fund projects, and acknowledged it was getting more and more difficult to secure federal dollars and local money would be needed to offset that lack of funding.

Mr. Kuzbari added that return to source had been a life saver to the local jurisdictions, which was why TRANSPAC had used Line 20a to augment the 18 percent return to source because of the need for more.

Director Birsan referred to the need to submit lists that were voter attractive and noted that the average voter would not know the background to the allocations. He suggested that 30 percent was not problematic as a return to source unless it was not high enough, and wanted to go to the voters with the highest possible return to source which would make a measure more acceptable to the public.

Director Pierce suggested a measure would be all return to source since it would all be spent in Contra Costa County, and while she understood that potholes ranked high, she sought a broader focus.

Chair Haskew noted that someone had reported to her an issue over a sidewalk in Walnut Creek, and at some point the neighbors had felt strongly enough that they had crowd-funded the sidewalk. She recognized the need for the formal process for the big items but noted that somehow the little items would also be taken care of, sometimes in other ways.

Director Durant suggested the success of the previous measures had resulted from the collaborative competition in the region. He explained that the 18 percent return to source had been derived from a number of meetings, and when looking at what the public says through polling, the focus, interest, and intent was for the broader transportation system, which was where the regional measure sales tax would come in to identify where and how the dollars would be spent. He suggested there would be different notions in the different regions of the county given the different sensitivities and comfort levels involved. He suggested the sales tax measure had to be about improving the overall transportation system and it had to be more than about roads. He emphasized the importance of looking at what would give the most bang for the buck and what would secure the most yes votes.

Director Birsan acknowledged the diverse views and sought some data, such as asking the voters what percentage of the funds should be returned to the local community for local use. He reiterated the need to ask the voters what they would accept in the way of return to source as well as all other potential contentious questions.

6. **2016 State Transportation Improvement Program (STIP).** The CCTA released the Call for Projects for the 2016 STIP on May 20, 2015. Applications are due on July 17, 2015. Between \$10 million and \$20 million is expected to be available for capital projects in FY 2019-20 and FY 2020-21. Project sponsors are requested to seek concurrence from their respective FTPCs as part of the application process. *(Hisham Noeimi – CCTA Staff)*

Mr. Noeimi stated that the STIP was a funding source that could be pursued at this time, one of the few funding sources with discretion over how to program between \$10 and \$20 million every two years, and could only be used for capital projects. He stated if relying on the existing funding sources large projects could not be done any time soon as it would require banking STIP funding for multiple cycles of funding through 2030, which is unrealistic. He offered a couple of potential projects and sought concurrence on actual projects.

Director Pierce noted also that STIP money was not necessarily available when it is programmed, and alternative plans were important, as was continuing to apply for other funds as well.

Mr. Kuzbari reported that the TAC was working closely with CCTA and would make a recommendation on the STIP.

Chair Haskew expressed her thanks to the members of the TAC for all their work.

7. **Update on the Status of the Safe Routes to School (SR2S) Technical Assistance Program.** On March 12, 2015, the TRANSPAC Board approved a list of school-related projects that had been recommended by the TRANSPAC TAC, and forwarded the list to the CCTA for funding. An update on the status of the Technical Assistance Program to local jurisdictions is being conducted by Fehr & Peers as part of the Contra Costa SR2S Program.

Mr. Kuzbari advised that while the refinements were not yet available, he understood the work had been completed in the field.

Lynn Overcashier noted that CCTA had set aside \$150,000 for technical assistance, and understood that most, if not all, of the projects had been completed.

8. 511 Contra Costa Reports

Corinne Dutra-Roberts presented the monthly 511 Contra Costa Report and identified a number of new activities for the summer, including a pilot program for Free Bike Valet Parking at the Pleasant Hill Farmers' Market on the first Saturday of each month through November, in partnership with Pacific Coast Farmers' Market to promote the use of bicycling instead of driving to the Farmers' Market; a safety awareness campaign called Ring or Call Out to promote trail etiquette on Iron Horse Trails, in partnership with the East Bay Regional Park District (EBRPD); and a free Pleasant Hill Summer Youth Bike Challenge from June 1 through August 29, a program to bike to at least twelve identified venues with a prize drawing for an iPad mini. She added that 511 Contra Costa had received a summer intern, Ethan Cordes, through MTC's Summer Intern Program, who would start on June 22.

9. TRANSPAC CCTA Representative Reports

Director Pierce reported that the Administration and Projects Committee (APC) had received an update on legislation as it was moving quickly in Sacramento; a presentation of the budget for the Congestion Management Agency, which was looking good; and had agreed to pay unfunded liability for the California Public Employees Retirement System (CalPERS), which would put the CCTA in a better position to refund the notes. The APC had also looked at the investment policy and making some slight revisions to that policy.

Director Pierce stated the APC had also evaluated issues around I-680/Highway 4 transportation improvements and had communicated with Caltrans, which had a problem with the Grayson Creek Bridge. The bridge was deteriorating, was too low, and Caltrans needed to replace it, although Caltrans had indicated a need for locals to fund the \$38 million bridge replacement as opposed to Caltrans replacing its bridge. She advised that updates would be provided on that ongoing issue where some funds were being sought from MTC. She also reported that in East County, a letter to amend an agreement to require flagging services in the amount of \$500,000 for the Union Pacific Railroad on the Highway 4 project would have to be executed. The APC had also looked at updating procedures for Authority-advertised projects in the 2015 Construction Guide.

Director Durant stated that the Authority Board had approved the lump sum payment to CalPERS, and the re-marketing of \$21 million of CCTA 21A Sales Tax Revenue Bonds. With respect to the Planning Committee, funds had been allocated for seniors with disabilities and the Express Bus program with discussions of additional funding for bus service enhancements in the region and allocation of sub-regional Southwest County Safe Transportation for School Bus dollars. An extension of Executive Director Randy Iwasaki's contract for three years had also been recommended for approval. He added that the Planning Committee had also approved the Work Plan for the Countywide Transportation Plan (CTP), which was why the TEP was on the agenda; and had contracted with consultants who would help with growth management development, and the preparation of an Environmental Impact Report (EIR) for the 2014 CTP.

10. CCTA Executive Director's Report Regarding Authority Actions/Discussion Items

Mr. Iwasaki's Executive Director's Report dated May 20, 2015 had been included in the Board packet.

11. Items Approved by the Authority for Circulation to the Regional Transportation Planning Committees (RTPCs) and Related Items of Interest

Mr. Iwasaki's letter to the RTPCs dated June 2, 2015 for the May 20, 2015 Board meeting had been included in the Board packet.

12. TAC Oral Reports by Jurisdiction

There were no additional reports from the TAC.

13. Agency and Committee Reports

The Reports had been included in the Board packet.

14. For the Good of the Order

There were no comments.

15. Adjournment

The meeting was adjourned at 10:32 A.M. The next meeting of the Board is scheduled for July 9, 2015 at 9:00 A.M. in the City of Pleasant Hill Community Room unless otherwise determined.

COMMITTED LIST OF PROJECTS

							2013 RTP Costs and Funding				Updated 2017 RTP Costs and Funding							
New No	Old No	County	RTP ID	Subregion	Sponsor	Project Description	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	1	Contra Costa	240364	CCTA	CCTA	Paratransit programs in Contra Costa	?	227.0	2027	Measure J	171.1	182.6	227.0	2018	2036	2027		
2	2	Contra Costa	240365	CCTA	CCTA	TLC/Streetscape projects in Contra Costa	?	146.0	2027	Measure J	110.0	117.4	146.0	2018	2036	2027		
3	3	Contra Costa	240367	CCTA	CCTA	Contra Costa Safe Routes to Schools including bus passes	?	45.0	2027	Measure J	33.9	36.2	45.0	2018	2036	2027		
4	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	34.2	36.5	39.0	2019	2021	2020		
5	7	Contra Costa	98126	TRANSPAC/SWAT	CCTA	Non-capacity increasing improvements to interchanges and parallel arterials to I-680 and Route 24	32.0	32.0	2015	Local	28.1	30.0	32.0	2020	2025	2022		
	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								Moved to Financially Constrained List
6		Contra Costa	22353	TRANSPAC	CCTA	Construct HOV lane on I-680 southbound between North Main Street and Livorna					76	81.1	82.9	2017	2019	2018	RM2: 14.1, Measure J: 36.9, STIP: \$15.6, BAIFA: 15.1	moved from financially constrained list to committed list
		Contra-Costa	98193	TRANSPAC	Concord	Extend Panoramic Drive from North Concord BART Station to Willow Pass Road												
	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								No Longer Supported
	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								Moved to Financially Constrained List
	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								completed
7	10a	Contra Costa	NEW	TRANSPAC	Pleasant Hill	Construct complete street enhancements along Golf Club Road and Old Quarry Road, including sidewalk, ADA curb ramps, bike lanes, signal replacement, new signal installation, RRFB crosswalk beacon, roundabout construction, LED street lighting, pavement grind/overlay, and landscaping					5.6	5.9	5.9	2016	2017	2016	OBAG TLC (\$4.77 M,) TDA Article 3 (\$80K), Local Funds (\$701K)	Expected to be completed by 2017.
8	10b	Contra Costa	NEW	TRANSPAC	Pleasant Hill	Construct complete street enhancements along Contra Costa Boulevard between Beth Drive and Harriet Drive, including sidewalk, ADA curb ramps, bike lanes, signal replacement, LED street lighting, pavement grind/overlay, and landscaping.					3.1	3.3	3.3	2016	2017	2016	HSIP (\$900K), TDA Article 3 (\$90K), ATP Cycle 1 (\$1.556 M)	Expected to be completed by 2017.
9		Contra Costa	240333	TRANSPAC	County Connection	Replace existing diesel trolley fleet with electric trolleys and necessary infrastructure	4.3	4.3	2016	FTA 3507; Prop 1B PTMISEA	4.3	4.3	4.3	2016	2017	2017	FTA 3507; Prop 1B PTMISEA	moved from financially constrained list to committed list
		Contra-Costa	240320	TRANSPAC	CCTA	Extend the Interstate 680 southbound high occupancy vehicle lane northward 1 mile from Livorna Road to north of Rudgear Road	2.95	3.80	2014	Measure C: \$0.8, RM2: \$1.1, Prop 1B: \$0.8, Local: \$1.1								completed
	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.	1.6	1.6	2012	Local								completed
	12b	Contra-Costa	22637	TRANSPAC	BART	BART crossover at Pleasant Hill Station	40.0	40.0	2016	Local								completed

FINANCIALLY CONSTRAINED LIST OF PROJECTS

							2013 RTP Costs and Funding					Updated 2017 RTP Costs and Funding								
New No.	Old No.	County	RTP ID	Subregion	Sponsor	Project Description	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)	Notes
1	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 J and others: \$57	40	80	85	97	2020	2030	2025	Measure J and others: 57	40	
2	0	Contra Costa	240074	ALL	BART	Station Capacity Expansion — includes vertical circulation, emergency stairs, platform expansion, add 4 foregates, etc. BART Stations, Parking and Access (station modernization, TOD infrastructure, system capacity, access, parking, etc.)	92.0	127.0	2020	None	127	111.5	119.0	127.0	2018	2022	2020	None	127	
3	1	Contra Costa	230693	CCTA	CCTA	Local Streets and roads maintenance	3558	4932	2025	4299	644	4055	4328.6	4932	2020	2030	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								0	
4	2a	Contra Costa	21205	TRANSPAC	CCTA/TRANSPAC	Improve I-680/Route 4 interchange (phases 1)						103	110	120.0	2020	2022	2021	0	120	regional priority project
5	2b	Contra Costa	21205	TRANSPAC	CCTA/TRANSPAC	Improve I-680/Route 4 interchange (phases 2)						64.8	69.0	75.0	2020	2022	2021	0	75	regional priority project
6	2c	Contra Costa	21205	TRANSPAC	CCTA/TRANSPAC	Improve I-680/Route 4 interchange (phases 3)						90.5	96.6	96.6	2016	2018	2017	STIP: \$36.8, Measure C: \$17.3, Measure J: \$3.8	38.7	regional priority project
	3	Contra Costa	22353	TRANSPAC	CCTA	Construct HOV lane on I-680 southbound between North Main Street and Liverna	74	74	2015	RM2: \$14M, Measure J: \$39	20	76	81.1	82.9	2017	2019	2018	RM2: \$14.1, Measure J: \$36.9, STIP: \$15.6, BAIFA: \$5.1	0	move to committed list
7	4	Contra Costa	22388	TRANSPAC	ConcordCCTA	Construct Route 242 on and off -ramp at Clayton Road	31.2	35	2018	Measure J: \$4.6 Local: \$1.1	29	50	53.3	55.6	2018	2020	2019	Measure J: \$5.0	50.6	
	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.	22.8	35	2018	Measure J: \$3.0 Local: \$24.9	9								0	Replace with SR4 Operational Improvements
8	6	Contra Costa	22614	TRANSPAC	Martinez	Construct Martinez Intermodal Station (Phase 3) including an additional 125 parking spaces and auto/ped bridges	15	20	2016	Measure J: \$4	16	6.5	6.8	6.8	2016	2018	2017		6.8	
9	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	50.3	54.2	57.3	2020	2020	2020	Measure J: \$5.6, Measure C: \$3.2, Dev Fees: \$1.2, Local: \$5.2	42.1	
	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								0	No Longer Supported
10		Contra Costa	NEW	TRANSPAC	Concord	Widen Willow Pass Road from Lynwood Drive to State Route 4 from 2 lanes to 4 lanes and implement Complete Streets improvements						17.5	18.7	20	2019	2021	2020	0	20	Regional Commute Route
11		Contra Costa	NEW	TRANSPAC	Concord	Widen Ygnacio Valley Road from Michigan Blvd to Cowell Road from 4 lanes to 6 lanes and implement Complete Streets improvements						17.8	19	20	2018	2020	2019	0	20	Regional Commute Route
12		Contra Costa	NEW	TRANSPAC	Concord	Widen Concord Boulevard from Kirker Pass Road to Ayers Road to allow for upgrading this segment of Concord Boulevard to Complete Streets standards						7	7.4	8	2020	2021	2021	0	8	Regional Commute Route
13		Contra Costa	NEW	TRANSPAC	Concord	Widen southbound Galindo Street from Concord Boulevard to Clayton Road to reconfigure travel lanes and signal design/operations from Harrison Street to Laguna Street for more efficient vehicle/pedestrian flows, and install bike lanes from Clayton Road to Laguna Street						4	4.3	4.5	2018	2019	2019	Local: \$0.1	4.4	Major Parallel Arterial to I-680/SR242
14		Contra Costa	NEW	TRANSPAC	Concord	Widen Farm Bureau Road from Walnut Avenue to Clayton Road to allow for upgrading this segment of Farm Bureau Road to Complete Streets standards						4	4.3	4.4	2017	2018	2018	0	4.4	Ped/Bike Safety & SR25
15		Contra Costa	NEW	TRANSPAC	Concord	Upgrade Oak Street, Grant Street & Salvio Street near downtown Concord BART station to Complete Streets standards and improved streetscape design						5.3	5.7	6	2018	2019	2019	0	6	Ped/Bike Safety & Multi-Modal Access to BART

							2013 RTP Costs and Funding					Updated 2017 RTP Costs and Funding								
New No.	Old No.	County	RTP ID	Subregion	Sponsor	Project Description	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)	Notes
16		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)						3.8	4.1	4.1	2015	2015	2015	Measure J: \$2.3, \$0.8 Local	1	Final ROW Costs Pending Outcome of Eminent Domain
	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								0	Modified and divided into phases
17	9	Contra Costa	NEW	TRANSPAC	Pleasant Hill	Construct complete street enhancements along Contra Costa Boulevard between Harriet Drive and Viking Drive, including sidewalk, ADA curb ramps, bike lanes, signal replacement (at Taylor Boulevard), intersection geometry modification (at Taylor Boulevard), new signal installation, LED street lighting, pavement grind/overlay, and landscaping.						5.5	5.9	5.9	2018	2019	2018	0	5.9	
18	9a	Contra Costa	NEW	TRANSPAC	Pleasant Hill	Construct complete street enhancements along Pleasant Hill Road between Taylor Boulevard and Gregory Lane, including ADA curb ramps, sidewalk repair, bike lanes, signal replacement/upgrade, LED street lighting, pavement grinding/overlay, and landscaping.						6.25	6.7	6.7	2019	2020	2019	0	6.7	
19	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	17.4	18.7	19.2	2018	2019	2018	Measure J: \$6.2, STIP: \$2.7, Local: \$1.9	8.4	
20	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	2.1	2.2	2.3	2018	2020	2019	.3 Local	2	
21	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	10.6	11.2	12	2015	2020	2018	\$2.3 HR3/HSIP \$2.7 local	7	
	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	29.4	31.4	33.5	2018	2022	2020	Local: \$22.5	0	under project 240074
	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								0	deleted
	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								0	Moved to Committed List
	16	Contra Costa	22350	TRANSPAC	CCTA/TRANSPAC	I-680/SR4 Phase 4 SB to EB	54.9	65.3	2019	none	65.3	62.4	66.5	80.7	2025	2027	2026		0-0	Moved to Vision List
	17	Contra Costa	22350	TRANSPAC	CCTA/TRANSPAC	I-680/SR4 Phase 5 WB to NB	43	51.2	2019	none	51.2	48.8	52.1	70.5	2030	2032	2031		0-0	Moved to Vision List
	17	Contra Costa	22350	TRANSPAC	CCTA/TRANSPAC	I-680/SR4 HOV Flyover	87.6	104.2	2019	none	104.2	97.8	104.4	156.5	2035	2037	2036		0-0	Moved to Vision List
22	18	Contra Costa	22351	TRANSPAC	CCTA/TRANSPAC	I-680 NB HOV Lane Extension: N. Main to SR242	42.1	48	2017	none	48	48	51.2	53.5	2018	2020	2019	Future Bridge Tolls/BAIFA	53.5	regional priority project
	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								0	Moved to Committed List
23		Contra Costa	NEW	TRANSPAC	Walnut Creek	Newell Bridge widening over San Ramon Creek to add bike lanes and turning lanes						3	3.2	3.5	2019	2021	2020		3.5	
24		Contra Costa	NEW	TRANSPAC	Walnut Creek	N. Main Street Bridge replacement and widening over Las Trampas Creek for wider sidewalks						4.9	5.3	5.7	2019	2021	2020		5.7	
	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								0	Replace with SR4 Operational Improvements
	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								0	Replace with SR4 Operational Improvements
25		Contra Costa		TRANSPAC	CCTA/TRANSPAC	State Route 4 Operational Improvements - Eastbound: Replace acceleration lane/lane drop at Port Chicago on ramp to create auxiliary lane from Port Chicago on-ramp to Willow Pass Rd (west) off-ramp. Westbound: Project will add a mixed flow lane between Bailey Rd on ramp and Port Chicago Hwy off-ramp, an auxiliary lane from San Marco Blvd on-ramp to Willow Pass Rd off-ramp, an auxiliary lane from Willow Pass Road on-ramp to Port Chicago Hwy off-ramp, and will modify one of the mandatory exit lanes to SR242 to an optional exit lane.						129.0	137.7	143.8	2018	2020	2019	Measure J: \$4.6	139.2	Regional Priority Project
Subtotal											628.8								628.9	

VISION LIST OF PROJECTS

						2013 RTP Costs and Funding					Updated 2017 RTP Costs and Funding							
New No.	Old No.	RTP ID	Subregion	Sponsor	Project Description	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
1	1	22371	CCTA	CCTA	Park & Ride Lots for the support of Regional Express Bus Service	16.5	20	2020	20	none	16	17	20	2020	2030	2025	20	
2	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	104.5	111	124	2020	2030	2025	124	
3	3	22343	TRANSPAC	CCTA/TRANSPAC/SWAT	Express bus service expansion along I-680 (Phases 1 and 2)	57	71	2020	71	none	60	64	71	2020	2030	2025	71	
4		22350	TRANSPAC	CCTA/TRANSPAC	I-680/SR4 Phase 4 SB to EB	54.9	65.3	2019	65.3	none	62.4	66.5	80.7	2025	2027	2026	80.7	None
5		22350	TRANSPAC	CCTA/TRANSPAC	I-680/SR4 Phase 5 WB to NB	43	51.2	2019	51.2	none	48.8	52.1	70.5	2030	2032	2031	70.5	None
6		22350	TRANSPAC	CCTA/TRANSPAC	I-680/SR4 HOV Flyover	87.6	104.2	2019	104.2	none	97.8	104.4	156.5	2035	2037	2036	156.5	None
7		NEW	TRANPAC	CCTA/TRANSPAC	SR4 Operational Improvements (remaining phases: Project will add a mixed flow lane between the Port Chicago Hwy Interchange and Bailey Rd off ramp, an auxiliary lane from Port Chicago Hwy on-ramp to Willow Pass Rd off-ramp, an auxiliary lane from Willow Pass Rd on-ramp to San Marco Blvd off-ramp, and an auxiliary lane from SR242 off ramp to Port Chicago Hwy off-ramp.)						106.0	113.2	123.4	2022	2024	2023	123.4	None
8	5	98130	TRANSPAC	Martinez	Alhambra Avenue Widening (Franklin Canyon to Alh. Valley Rd.)	6	7.3	2020	7.3	none	12.6	13.6	14.8	2020	2022	2021	14.8	none
-	6	22354	TRANSPAC	Martinez	Improve I-680/Marina Vista Interchange	6.5	7.9	2020	6.6	Measure J: \$1.3							0	
-	7	230217	TRANSPAC	Concord	State Route 4/Port Chicago Highway Interchange Improvements	35	42.6	2020	42.6	none							0	
9	8	230522	TRANSPAC	County	Kirker Pass Rd Truck Climbing Lanes Southbound	21.5	26.1	2020	26.1	none	22.6	24.3	33.5	2030	2030	2030	33.5	none
10		NEW	TRANSPAC	County	San Miguel Drive Pedestrian/Bicycle Improvements						6	6.5	8.0	2025	2025	2025	8	none
11	9	240663	TRANSPAC	Martinez	Construct Court Street Overcrossing	9.7	11.8	2020	11.8	none	4.3	4.7	5	2020	2022	2021	5	none
12		NEW	TRANSPAC	County Connection	Increase bus service frequency to BART stations (20 years)			2016	50.0	none	37.5	40.2	50.0	2017	2037	2027	50.0	none
13	9a	NEW	TRANSPAC	Pleasant Hill	Gregory Lane Complete Street Enhancements between Pleasant Hill Road and Contra Costa Boulevard.						12	12.81	12.81	2020	2022	2021	12.81	None
-	14	NEW—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	0	none							0	
14		NEW	TRANSPAC	CCTA/Walnut Creek	I-680 Operational Improvements between N. Main and Treat Blvd						78.7	84	100	2024	2026	2025	100	
15		NEW	TRANSPAC	County	Olympic Corridor Trail Connector (from Olympic Blvd at Reliez Station Rd to Main St at Broadway in WC)						11.7	12.5	13.3	2019	2021	2020	13.3	
16		NEW	TRANSPAC	Martinez	Martinez Ferry Terminal						15	16.2	18.0	2022	2024	2023	18.0	none
17		NEW	TRANSPAC	CCTA/Pleasant Hill	Interchange Improvements at 680/Concord Blvd/Contra Costa Blvd						20.2	21	25	2023	2027	2025	25	
18		NEW	TRANSPAC	CCTA/Concord	Install ADA-compliant ramp connection from Iron Horse Trail to the north side of Willow Pass Road near I-680						0.9	0.96	1.04	2020	2021	2021	1.04	none
19	10	240030	TRANSPAC	BART	Expansion Vehicles -- purchase 225 additional vehicle to accommodate future ridership	93	76.5	2020	76.5	none	64.3	68.6	76.5	2020	2018	2026	76.5	none
20	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	12.8	14.3	2020	2018	2026	14.3	none
21	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	10.75	11.5	12.8	2020	2018	2026	12.8	none
22	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	5.3	5.7	6.3	2020	2018	2026	6.3	none
23	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	49.6	56.5	2020	56.5	none	46.5	49.6	55.3	2022	2018	2026	56.5	none
-	21	NEW—240023	TRANSPAC	County Connection	Replace existing diesel trolley fleet with electric trolleys and necessary infrastructure	0.4	0.4	2013	0.0	none							0	

2016 Ballot Measure TEP

Potential Capital Project Categories in Central County - **TRANSPAC TAC PROPOSAL**

Funding Categories		\$ millions	Sponsor
1	I-680/SR4/SR242 Corridor Congestion Relief/Traffic Smoothing		
	I-680/SR4 Interchange Improvements	60.0	CCTA
	SR242/Clayton Road Off- and On-Ramps	17.7	CCTA
	SR4 Operational Improvements	30.0	CCTA
	CCB/Concord Avenue Interchange Improvements	24	CCTA
	SUBTOTAL	131.7	
2	Transit Corridor Improvements		
	I-680 Operational Improvements	15.0	CCTA
	SUBTOTAL	15.0	
3	BART Parking, Access and Other Improvements		
	Add New Cars to the Fleet	10.0	BART
	SUBTOTAL	10.0	
4	Ferry Transportation		
	Ferry Service	8.0	County/Martinez
	SUBTOTAL	8.0	
5	Major Streets: Traffic Flow, Safety and Capacity improvements		
	Clayton Rd/Treat Blvd Intersection Capacity Improvements	1.0	Concord
	Ygnacio Valley Rd Traffic Smoothing & Complete Streets	20.0	Concord
	Concord Blvd Complete Streets for Pedestrian/Bike Safety	8.0	Concord
	Willow Pass Rd Capacity and Complete Streets Improvements	5.0	Concord
	Galindo Street Corridor Efficiency Improvements	4.4	Concord
	Contra Costa Blvd Complete Streets Project - Phase 5 & 6	12.8	Pleasant Hill
	Gregory Lane Complete Street Project	17.7	Pleasant Hill
	Pleasant Hill Rd Complete Streets Project - Phase 2 & 3	16.6	Pleasant Hill
	Olympic Corridor Bike/Trail Connector	11.7	County/Walnut Creek
	West Downtown Public Improvements	24.0	Walnut Creek
	Pacheco Blvd Widening	20.3	Martinez/County
	Alhambra Avenue Widening	10.0	Martinez
	SUBTOTAL	151.5	
TOTAL		\$316.2	

2016 Ballot Measure TEP

Potential Programs in Central County - **TRANSPAC TAC PROPOSAL**

Funding Categories

\$ millions

1	Local Streets Maintenance & Multi-Modal Improvements (Vehicle, Bike, Ped & Transit)	206.1
2	Technology Upgrades	20.0
3	Transportation for Livable Communities (Bike, Ped & Transit Enhancements)	24.7
4	Safe Routes to Schools	10.8
5	Increased Transit Bus Frequency to BART	57.9
6	Transportation for Senior & People with Disabilities	21.3
7	Bike/ped regional trails enhancement and maintenance	20.0
8	Commute Alternatives	10.0

TOTAL

370.7

GRAND TOTAL

(Capital Project Categories & Programs)

\$686.9

**Central County
Funding Target**

\$686.9

EXECUTIVE DIRECTOR'S REPORT
June 17, 2015

John F. Kennedy Park: May 16, 2015

OC Jones and Sons partnered with Alta Vista Solutions and KNBR to rebuild the ball field at the John F. Kennedy Park in the City of Richmond. I participated along with many staff members of both companies.

Integrated Corridor Mobility Project: May 19, 2015

Hisham Noeimi and Ivy Morrison provided an update to the El Cerrito City Council on the I-80 Integrated Corridor Mobility (ICM) project. Construction activities on the project are nearing completion and rigorous testing is now underway. When activated in late 2015, the project will be the first deployment of a comprehensive integrated active traffic management system in California.

Active Transportation Program (ATP): May 19, 2015

We applied for \$2 million of ATP funds from MTC in Cycle 1 call for projects. The Riverside Avenue Pedestrian Overcrossing, which is part of the San Pablo Dam Road Interchange (SPDR) Project Phase 1, was on the cut line and did not receive any funds. After discussions with MTC, the project received \$682,000. We were subsequently notified that, due to the deletion of a project in Santa Rosa and the transition of the Bay Area Bike Share Program to a private company, Contra Costa would receive an additional \$3.674 million of Cycle 1 ATP funds. Consequently, our original SPDR request for the full \$2 million was granted. In addition, Contra Costa County's Port Chicago Highway and Willow Pass Road Bicycle and Pedestrian Facility Project received \$800,000. A third project, the Contra Costa Boulevard Improvements Project (from Beth Drive to Harriet Drive in Pleasant Hill (\$1,556,000) now made it above the cut line and was also funded.

ATP Cycle II: May 2015

During May, we provided technical assistance to six local jurisdictions for the preparation of eight Cycle II grant applications. Stephanie Hu, Associate Transportation Engineer for CCTA, oversaw work performed by Paul Fassinger of CTP Planning and Economics to provide technical assistance to ATP applicants recommended through the RTPCs. The ATP "call for projects" was released in late March, with applications due by June 1. The application is very complicated and requires a lot of technical information, including benefit/cost ratios, and existing and projected bicycle and pedestrian activity. Some jurisdictions might decide that it is not worth it to invest staff resources to compete for limited funding. To encourage local participation, we provided technical support to help local staff submit competitive applications under a tight deadline.

COG Directors Association of California (CDAC) Meeting: May 19, 2015

I attended the CALCOG meeting in Sacramento. Hasan Ikhata was appointed as the Chair of the Directors Group for the upcoming year. He is the Executive Director of the Southern California Association of Governments.

CITI: May 19, 2015

Randy Carlton and I met with Ron Marino, Alex Zaman, and Darren Hodge. Ron Marino gave us an update on the situation in Washington DC with respect to the extension of MAP-21.

Investor Road Show: May 20, 2015

Authority Chair Julie Pierce, Randy Carlton and I participated with Adam Aranda from Morgan Stanley to tape the audio for an electronic slide presentation that will be used to explain why investing in Contra Costa Transportation Authority's refinancing of \$200 million of floating rate notes is a good investment.

Caltrans Planning Academy Tour & Presentation: May 20, 2015

Matt Kelly hosted the Caltrans Planning Academy. About 30 Caltrans Planning staff from all over the state were hosted by CCTA. They toured the Contra Costa Centre's Transit Oriented Development. After the tour, I greeted them and answered questions. Matt Kelly spoke to the group about CCTA.

Nossaman and Overland Pacific & Cutler, Inc.: May 20, 2015

I met with Artin Shaverdian from Nossaman and Polly Walton and Joey Mendoza from OP&C to discuss CCTA's capital program. They are very interested in participating in future projects providing Right-of-Way support.

California Transportation Foundation Awards Luncheon: May 21, 2015

Authority Chair Julie Pierce, Ross Chittenden, Linsey Willis and I attended the CTF Awards luncheon. Past CCTA Commissioner and current Assembly Member and Chair of the Assembly Transportation Committee Jim Frazier was honored as the Elected Official of the year.

California Transportation Foundation Board Meeting: May 21, 2015

I attended the CTF Board meeting after the awards ceremony. We discussed the finances and future projects. CTF is going to use more social media tools to gain interest in its programs. There is interest in finding ways of raising an endowed scholarship program for the children of workers killed in the line of duty that are going to college.

Construction Management Association of America (CMAA): May 21, 2015

Ross Chittenden and I emceed the annual CMAA Awards banquet. CCTA won two awards. The first was the Caldecott Tunnel and the second was for the Sand Creek Interchange. Both awards were for transportation projects over \$25 million.

Assembly Member Catharine Baker: May 22, 2015

Linsey Willis and I met with Assembly Member Baker and her District Director Cindy Chin. We talked about projects and programs in her district.

ITS Canada Annual Conference and General Meeting (ACGM): May 24 – 27, 2015

I provided the keynote speech at the 2015 ITS Canada ACGM. The conference attendees were interested in how our agency is using technology to ‘redefine mobility’. This year’s conference has the largest attendance numbers in its history. Canada is also working on its Surface Transportation Bill, which is called the Canada Act. Two of the advisors for the Act discussed how technology will be embedded in the Act. Expenses for the trip totaled \$910.89.

California State Association of Counties (CSAC) – Housing, Land Use & Transportation Policy Committee: May 28, 2015.

I was invited to make a presentation on “New Transportation Technology: Contra Costa Transportation Authority GoMentum Station” in Sacramento. Because of a prior commitment to attend a Long Term Pavement Performance Committee meeting, I requested that Jack Hall give the presentation. This was approved by CSAC staff, and Jack made the presentation to approximately 80 county representatives.

Long Term Pavement Performance (LTPP) Committee: May 28 – 29, 2015

I attended the LTPP Committee meeting in Washington DC. Pavement test sites on State Highways and the Interstate system have been built over the past few decades. The FHWA has hired consultants to gather data about the performance of various pavement types. There are a number of factors such as truck traffic, weather, volumes, and pavement types which are collected and input into a database. The states work with the FHWA to ensure the integrity of the test sites is maintained. The LTPP has been an advisory committee to the FHWA for over 30 years. I would like to see if the Cities and Counties can benefit from the data, which could be helpful for making decisions on the type of treatment used on roadways.

Intelligent Transportation Society of America (ITS America) Annual Meeting: May 31 - June 3, 2015

Ross Chittenden attended the ITS America Annual Meeting held in Pittsburgh, Pennsylvania. There were about 2,000 attendees for this year's annual meeting, including a number of partners and potential partners on our GoMentum and connected vehicles programs.

Adelphes, Inc.: June 2, 2015

Susan Miller, Ivan Ramirez and I met with Stacey Dyke of Adelphes, Inc. She works with construction management firms to put together RFP proposals. Ms. Dyke is interested in our capital program.

East Bay Leadership Council Transportation Task Force: June 2, 2015

Linsey Willis made a presentation to the transportation task force about CCTA’s intention to begin putting together a potential transportation expenditure plan. It was mentioned that no decision had been made by the CCTA Board to place a measure on a future ballot. Authority Chair Julie Pierce also attended the meeting and spoke about regional transportation funding efforts.

Expenditure Plan Advisory Committee (EPAC): June 3, 2015

Authority Chair Julie Pierce, Martin Engelmann and I made presentations at the first EPAC meeting. It was mentioned several times that no decision has been made by the CCTA Board to

place a measure on a future ballot. Martin presented the status of the Countywide Comprehensive Transportation Plan. I presented the history of the measures in Contra Costa and the reasons why a future measure is being contemplated by the CCTA Board.

Vehicle to Infrastructure (V2I) Consortium: June 4 – 5, 2015

I was asked to be the Institute of Transportation Engineer's representative on the V2I consortium which was held in Pittsburgh, PA. The consortium is a partnership between ITS America, American Association of State Transportation Officials, and ITE to facilitate the deployment of the connected vehicle. I could not attend the first day of the meeting, but I was able to attend the second day. There are five focus areas. They are Deployment Initiatives, Deployment Research, Infrastructure Operator, Deployment Guidance, and Deployment Standards. I was able to attend the Deployment Guidance and Infrastructure Operator sessions. CCTA is on the right track with our application for a connected vehicle test bed in the U.S.

Concord and Diablo Rotary Clubs: June 5 and 8, 2015

Hisham Noeimi made a presentation on the I-80 ICM project to the Concord and Danville rotary clubs on June 5th and 8th, respectively. The clubs are interested in learning more about technological advancements that help relieve traffic congestion.

Technology Focus Groups: June 10-11, 2015

Working as subconsultant to Gray-Bowen, EMC Research conducted two in-person focus group sessions and one on-line focus group session to explore attitudes and awareness of technology by itself, and related to transportation. Each of the in-person focus groups included 10 people, with one group comprised of younger people and one group comprised of older people. Each focus group session lasted approximately two hours. EMC's professional facilitators asked each group the same pre-determined set of questions covering a wide array of technology-related topics. The focus groups are part of a larger public outreach effort currently underway, including stakeholder interviews, and polling, to obtain public feedback that will help guide the development of a potential expenditure plan. It was interesting to see the different perspectives on technology. EMC will provide a summary report of the feedback we received from the focus groups.

Staff Out-of-State Travel – Prior Reporting Period

As reported in April, Vice Chair Dave Hudson, Ross Chittenden, Linsey Willis and I traveled to Washing DC April 12-14 on our federal advocacy trip. As a correction to the June 17, 2015 Executive Director's Report, expenses for the trip totaled \$7,425.12.

As reported in May, I attended the ITS World Congress Board Meeting in Melbourne Australia May 10-11, 2015. Expenses for the trip totaled \$2,735.79.

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

June 12, 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 – June 11, 2015

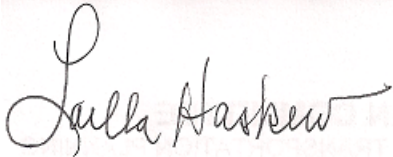
Dear Mr. Iwasaki:

At its meeting on June 11, 2015, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation from Hisham Noeimi, Engineering Manager, CCTA, regarding the 2017 Regional Transportation Plan (RTP) Call for Projects; the Transportation Expenditure Plan (TEP); and the 2016 State Transportation Improvement Program (STIP).
2. Received update on the status of the Safe Routes to School (SR2S) Technical Assistance Program.
3. Received 511 Contra Costa update from Corinne Dutra-Roberts, 511 Contra Costa.

TRANSPAC hopes that this information is useful to you.

Sincerely,

A handwritten signature in black ink, reading "Loella Haskew". The signature is fluid and cursive, with a large initial "L".

Loella Haskew
TRANSPAC Chair

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

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

June 12, 2015

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on June 11, 2015.

RECEIVE presentation on Transportation Expenditure Plan (“TEP”). Hisham Noeimi, CCTA staff, delivered a presentation on the TEP process. CCTA is in their stakeholder outreach process to educate and inform on the history and success of Measures C and J, and the impetus for expanding or augmenting the TEP. The TRANSPLAN TAC will begin developing East County’s TEP at the June TAC meeting and will present a draft TEP to the Committee in July. A subcommittee of TRANSPLAN (Taylor – Brentwood, Ohlson – Pittsburg, Weber – Brentwood) was formed to handle TEP matters throughout the process.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, July 9, 2015 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



Jamar Stamps, TRANSPLAN Staff

c: TRANSPLAN Committee	D. Rosenbohm, CCTA
A. Dillard, SWAT/TVTC	J. Townsend, EBRPD
A. Tucci-Smith, TRANSPAC	D. Dennis, ECCRFFA
J. Nemeth, WCCTAC	



SWAT

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

June 4, 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 June 2015

Dear Mr. Iwasaki:

At the **June 1, 2015** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

Approved a Request to Reprogram 2011 Measure C Strategic Plan Funds and forward to the Authority: SWAT unanimously approved a request from the Town of Danville and City of Orinda to reprogram \$1.223 million in Measure C funds. A letter summarizing the approval and recommendation to the Authority is provided as an attachment.

Received presentation and discussed MTC's 2017 Regional Transportation Plan (RTP) Call for Projects.

Received presentation and discussed the Authority's Call for Candidate Project and Program Submittals for Consideration in the development of a Draft Transportation Expenditure Plan (TEP).

Received information on the 2016 State Transportation Improvements Program Call for Projects.

The next SWAT meeting is scheduled for Monday, July 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". The signature is fluid and cursive, with the first name "Andy" and last name "Dillard" clearly legible.

Andy Dillard
Town of Danville
SWAT Administrative Staff

Attachment: SWAT Letter of Support for Measure C Reprogramming Request

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; John Nemeth, WCCTAC; Anita Tucci-Smith, TRANSPAC; Danice Rosenbohm, CCTA;



SWAT

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

June 11, 2015

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

Dear Mr. Iwasaki:

At its regular meeting on June 1st, 2015, SWAT considered and unanimously supported the SWAT Committee unanimously supported a request from the Town of Danville and City of Orinda to reprogram a total of \$1.223 million in Measure C funds from the *Interstate 680 Corridor* program category. The request from the Town of Danville consists of a request to reprogram \$1.048 million from the I-680 Auxiliary Lanes Segment 2 Project to a new "Diablo Road Circulation Improvements Project" in the *Major Arterials – Southwest Region* program category. The request from the City of Orinda consists of a request to reprogram \$175,000 to a new "Santa Maria Park and Ride Lot Slide Repair Project" in the *Major Arterials – Southwest Region* program category.

At this time, SWAT respectfully forwards this request to the Authority for consideration. If you have any questions or would like additional information on this matter, please feel free to contact Andy Dillard, SWAT administrative staff at (925) 314-3384, or adillard@danville.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Don Tatzin", is written over a light blue horizontal line.

Don Tatzin, Chair
Southwest Area Transportation Committee

Attachments: Town of Danville Request Letter
City of Orinda Request Letter

cc: Ross Chittenden, CCTA; Hisham Noeimi, CCTA; Stephanie Hu, CCTA; Christina Broadfoot, CCTA; SWAT; SWAT TAC



"Small Town Atmosphere
Outstanding Quality of Life"

June 4, 2015

Ross Chittenden, PE
Deputy Executive Director, Projects
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

SUBJECT: Request to Reprogram 2011 Measure C Strategic Plan Funds

The Town of Danville is requesting consideration to reprogram re-program \$1.048 million from the "I-680 Auxiliary Lanes Segment 2 Project" (Project No. 1106S2) in the 2011 Measure C Strategic Plan (referenced under the *Interstate 680 Corridor* program category) to a new "Diablo Road Circulation Improvements Project" in the *Major Arterials – Southwest Region* program category.

By way of background, The Contra Costa Transportation Authority (CCTA) have been working with the Town of Danville and Caltrans to complete the final phase of the I-680 Auxiliary Lanes Project, pending re-landscaping of the project area. The initial project funding plan included a mix of Measure C (\$1.223 million), federal, state, regional and local development fee funds. The Measure C funds were programmed from the *Interstate 680 Corridor* funding category.

Because the project benefitted from federal and state grants and impact fee revenue, the originally programmed Measure C funds (from the *Interstate 680 Corridor* program funding category) are no longer necessary to complete the final phase of the project. These funds are available to be re-programmed for other projects in the sub-region.

SWAT Support

At its June 1, 2015 regularly scheduled meeting, the SWAT Committee unanimously supported a request from the City of Orinda and Town of Danville to reprogram \$1.048 million from the I-680 Auxiliary Lanes Segment 2 Project in the Measure C *Interstate 680 Corridor* program category to a new "Diablo Road Circulation Improvements Project" in the *Major Arterials – Southwest Region* program category.

510 LA GONDA WAY, DANVILLE, CALIFORNIA 94526

Administration
(925) 314-3388

Building
(925) 314-3330

Engineering & Planning
(925) 314-3310

Transportation
(925) 314-3320

Maintenance
(925) 314-3450

Police
(925) 314-3700

Parks and Recreation
(925) 314-3400

June 4, 2015
Page 2

We appreciate you forwarding this request to reprogram Measure C funds to the appropriate review committees of the Contra Costa Transportation Authority for consideration.

If you have any questions or need additional clarification, please contact me at (925) 314-3313 or via email at twilliams@danville.ca.gov

Thank you for your consideration.

Sincerely,



ON BEHALF OF

Tai J. Williams
Community Development Director

Attachment A: Diablo Road Circulation Improvements Project Description



MEMORANDUM

PROJECT PROPOSAL

Project: Diablo Road Circulation Improvements

Requesting Agency:

Town of Danville

Contact: Tai Williams, Community Development Director

(925) 314-3313

twilliams@danville.ca.us

Project Description:

The project includes the design and implementation of a multi-modal transportation alternative along Diablo Road. The project extends along the Diablo Road corridor in Danville, from the intersection of Fairway Drive to approximately 450 feet west of Avenida Nueva. In addition to enhancing safety, this project would also reduce congestion along this heavily traveled two-lane rural road by providing a safe travel alternative for non-vehicular traffic. Diablo Road is just one of two arterial roadways in Danville that connect the eastern portion of the community to Interstate 680.

Schedule:

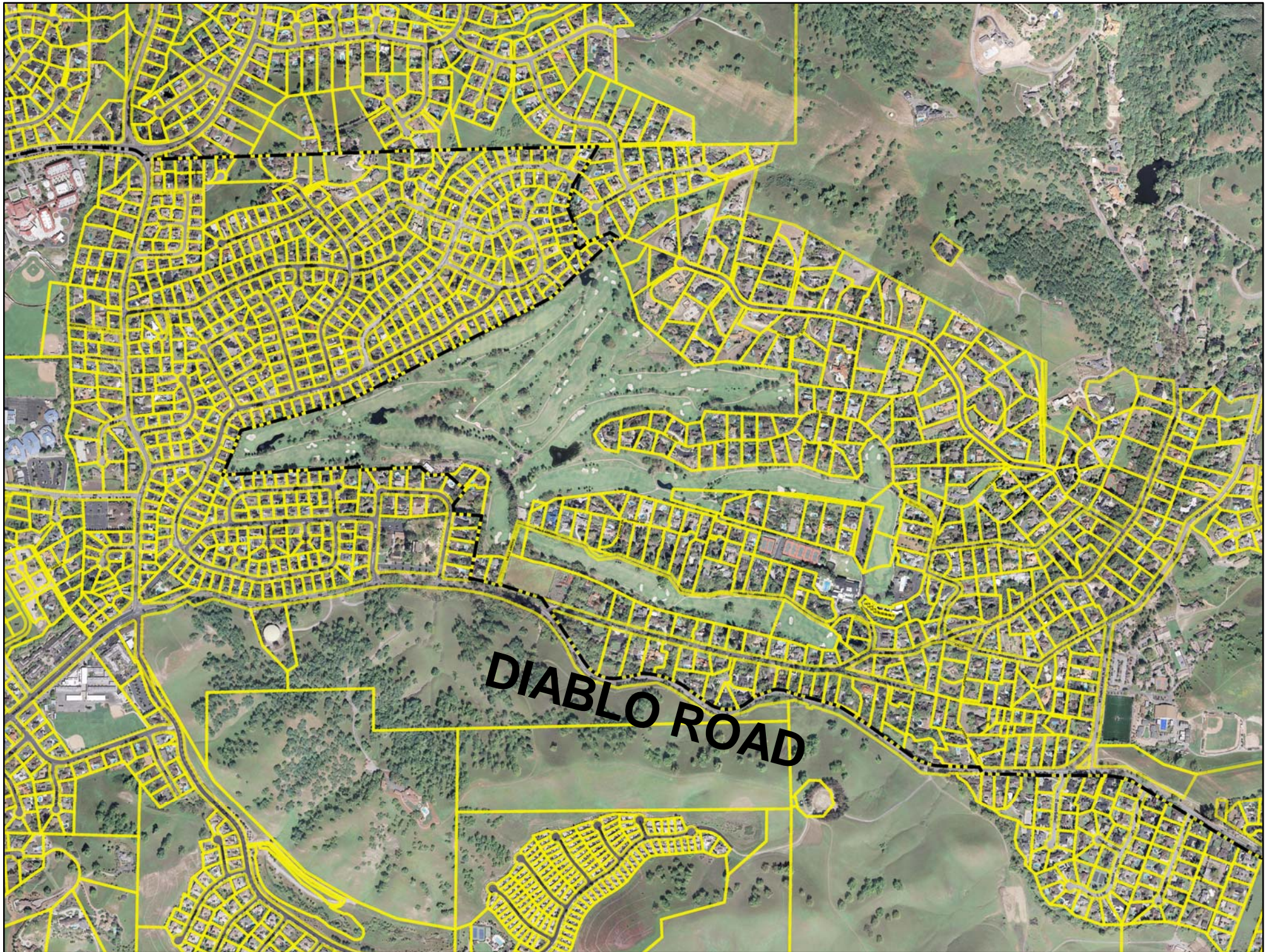
The Town will commence with design immediately after allocation of project funding.

Funding Request:

The Town is requesting \$1.048 million in 2011 Measure C Strategic Plan funds for the design and environmental assessment associated with project implementation.

Attachments:

Attachment 1: Map – Project Location, Diablo Road Corridor.





22 orinda way • orinda • california • 94563

June 4, 2015

Mr. Ross Chittenden, PE
Deputy Executive Director, Projects
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Re: Request to Re-program 2011 Measure C Strategic Plan Funds for the Orinda Santa Maria
Park and Ride Slide Repair Project

Dear Mr. Chittenden,

The City of Orinda is requesting that a portion of the 2011 Measure C Strategic Plan funds be re-programmed to fund a City project to repair a slide that is impacting the Santa Maria Park and Ride Lot adjacent to City Hall.

Currently the CCTA has been working with the Town of Danville and Caltrans to complete the final phase of the I-680 Auxiliary Lanes Project, pending re-landscaping of the project area. The initial project funding plan included a mix of Measure C, federal, state, regional and local development fee funds. The Measure C funds were programmed from the "Interstate 680 Corridor" funding category.

Because the project benefitted from federal and state grants as well as sufficient impact fee revenue, the originally programmed Measure C funds are no longer necessary to complete the final phase of the project. These funds are available to be re-programmed for other projects in the sub-region.

On Monday, June 1, 2015 the Southwest Area Transportation Committee met and approved the requests by the Cities of Orinda and Danville to re-program these funds. We request that you forward this Measure C re-programming request to the Administration & Projects Committee (APC) and the Authority Board for review and consideration.

If you have any question please contact me at 925-253-4252 or via email at cswanson@cityoforinda.org.

Thank you for your consideration.

Sincerely,

Charles Swanson
Director of Public Works and Engineering Services

cc: Andy Dillard, City of Danville
Larry Theis, Senior Civil Engineer

Attachment A: Project Proposal, City of Orinda

General Information

(925) 253-4200 (ph)
(925) 254-9158 (fax)

Administration

(925) 253-4220 (ph)
(925) 254-2068 (fax)

Planning

(925) 253-4210 (ph)
(925) 253-7719 (fax)

Parks & Recreation

(925) 254-2445 (ph)
(925) 253-7716 (fax)

Police

(925) 254-6820 (ph)
(925) 254-9158 (fax)

Public Works

(925) 253-4231 (ph)
(925) 253-7699 (fax)



MEMORANDUM

PROJECT PROPOSAL

Project: Santa Maria Park and Ride Lot Slide Repair

Requesting Agency:

City of Orinda

Contact: Chuck Swanson, Director of Public Works and Engineering
Services

(925) 253-4252

cswanson@cityoforinda.org

Project Description:

The City currently leases and maintains the parking lot adjacent to the City Hall on Santa Maria from St. Stephens Church (The Roman Catholic Bishop of Oakland) known as the Santa Maria Park and Ride Lot. This lot primarily provides additional parking to support the Orinda BART Station. A 100 ft. long section (approximately 9 parking spots) of the lot has started to show signs of sliding and is in need of immediate repair. The City has had a geotechnical investigation performed and a preliminary repair recommendation prepared. The City's consultant has recommended that the repair be either an embankment reconstruction with geogrid-reinforced fill or edge stabilization piles.

Schedule:

The City's plan is to have the slide repaired by the end of calendar year 2015.

Funding Request:

The City is requesting \$175,000 in CCTA Measure C funds for final design and construction of the needed repairs.

Attachments:

Attachment 1: Map – Project Location, Santa Maria Park and Ride Lot



Project Location

Santa Maria Park and Ride Lot

ATTACHMENT 1