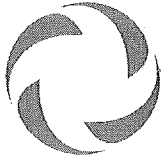


<b>Subject</b>	<b>I-680 HOV Lane Gap Closure – Restriping (Measure J Project 8002): Project Update</b>
<b>Summary of Issues</b>	<p>At its September 2008 meeting, the Authority approved Cooperative Agreement No. 90.11.15 with Caltrans to develop and construct the I-680 SB Carpool Lane Extension project from Livorna Road to 0.9 mile north of Livorna Road (Project 8002). The project is to be accomplished by restriping the existing roadway.</p> <p>Construction will be completed as part of the I-680 Pavement Rehabilitation currently under design by Caltrans. To provide better coordination of both projects, Caltrans is taking the lead on all phases of the HOV extension project. The project has received environmental clearance and design is well underway.</p> <p>Caltrans staff will provide an update on both projects.</p>
<b>Recommendations</b>	None – For Information Only
<b>Financial Implications</b>	The Measure J Strategic Plan programs \$3 million for the project from the I-680 carpool lane gap closure/transit corridor improvements category.
<b>Options</b>	N/A
<b>Attachments</b>	<p>A. I-680 SB Carpool Lane Extension - Restripe (Project 8002) Fact Sheet.</p> <p>B. PowerPoint presentation prepared by Caltrans</p>
<b>Changes from Committee</b>	

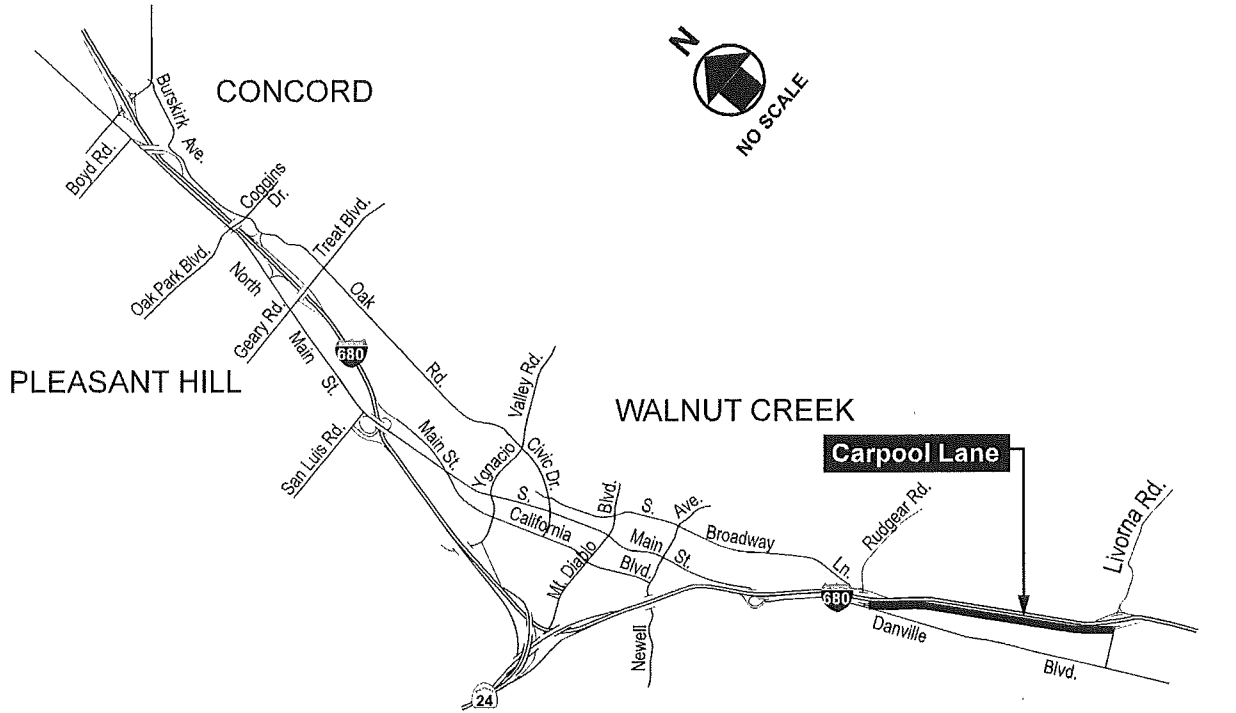
### Background

Last June at the request of TRANSPAC, the Authority approved Amendment No. 1 to the 2007 Measure J Strategic Plan which programmed \$3 million to extend the I-680 SB Carpool Lane 0.9 mile north of Livorna Road.

Through restriping, the project will extend the southbound HOV lane 0.9 mile northward from Livorna Road. The project will provide short term relief to carpoolers stuck in congested mixed flow lanes. To minimize cost, construction will be completed part of the I-680 Pavement Rehabilitation currently under design by Caltrans.



# Interstate 680 Southbound Carpool Lane Extension



Project Number

8002

Project Sponsor

TRANSPAC

Project Type

Transit

Highway

Local Streets

Major Arterial

Bike/Pedestrian

Other

Project Scope

Restripe the median and extend the carpool lane along Interstate 680 in the southbound direction northward from Livorna Road to 0.9 miles north of Livorna Road.

Funding Sources (\$ in million)

<b>Total</b>	<b>3.0</b>
Measure J Transportation Sales Tax <sup>1</sup>	3.0

<sup>1</sup>Measure J funds shown in escalated dollars. Actual commitment is in 2004 dollars as shown in Appendix A.

## I-680 Southbound Carpool Lane Extension (cont.)

### Need/Purpose

The project is necessary to encourage carpooling in the corridor by allowing carpoolers to bypass congested mixed flow lanes on I-680 in the southbound direction.

### Possible Segmentation

N/A

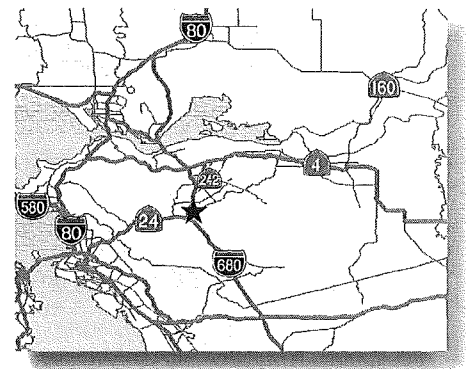
### Issues

None

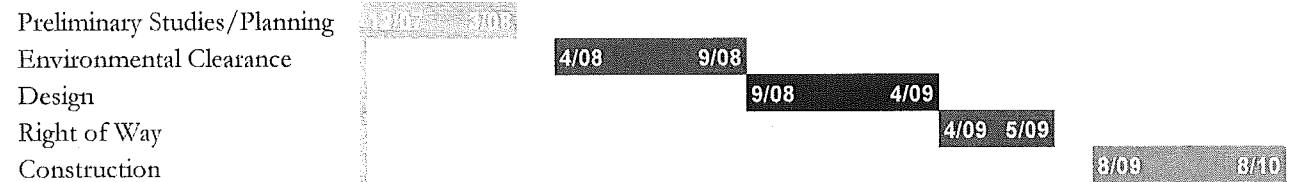
### Current Status

Project is in the environmental clearance stage. Construction is targeted for Fall 2009.

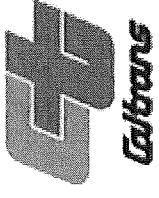
### Project Location



### Project Schedule



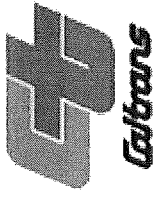
# I-680 PAVEMENT REHABILITATION & SOUTHBOUND HOV LANE EXTENSION



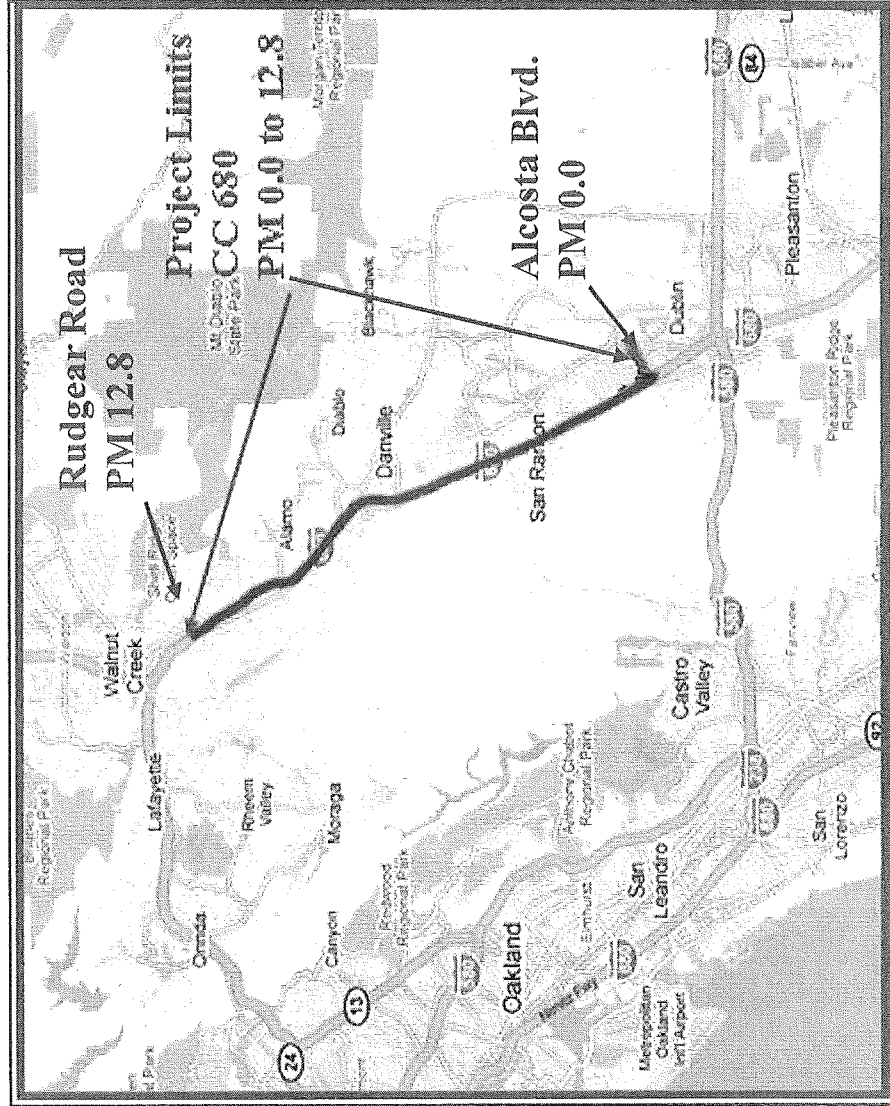
California Department of Transportation, District 4

Presentation to the CCTA Administration and Projects Committee  
June 4, 2009

# PROJECT LOCATION



In Contra Costa County on Route 680 in San Ramon, Danville, Alamo, and Walnut Creek from Alcosta Boulevard to Rudgear Road



# PROJECT FACTS



## SCOPE:

- Freeway Mainline pavement rehabilitation
- Re-stripe pavement for southbound HOV lane from Rudgear Rd. to Livorna Rd.
- Repair/rehabilitate ramps
- Replace bridge approach slabs, install bridge hinges & seals
- Repair/pave freeway shoulders



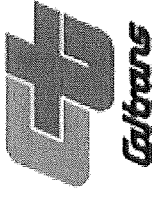
## FUNDING:

- \$78 million construction capital from the State Highway Operations and Protection Program (SHOPP)
- \$2.3 million from Contra Costa County Measure J



**SCHEDULE:** Begin Construction Spring 2010  
Completion in Spring 2012

# SOUTHBOUND 680 HOV LANE



- Extend Southbound HOV lane from 0.2 mile north of Rudgear Rd. south to Livorna Rd. for a total length of 0.9 miles

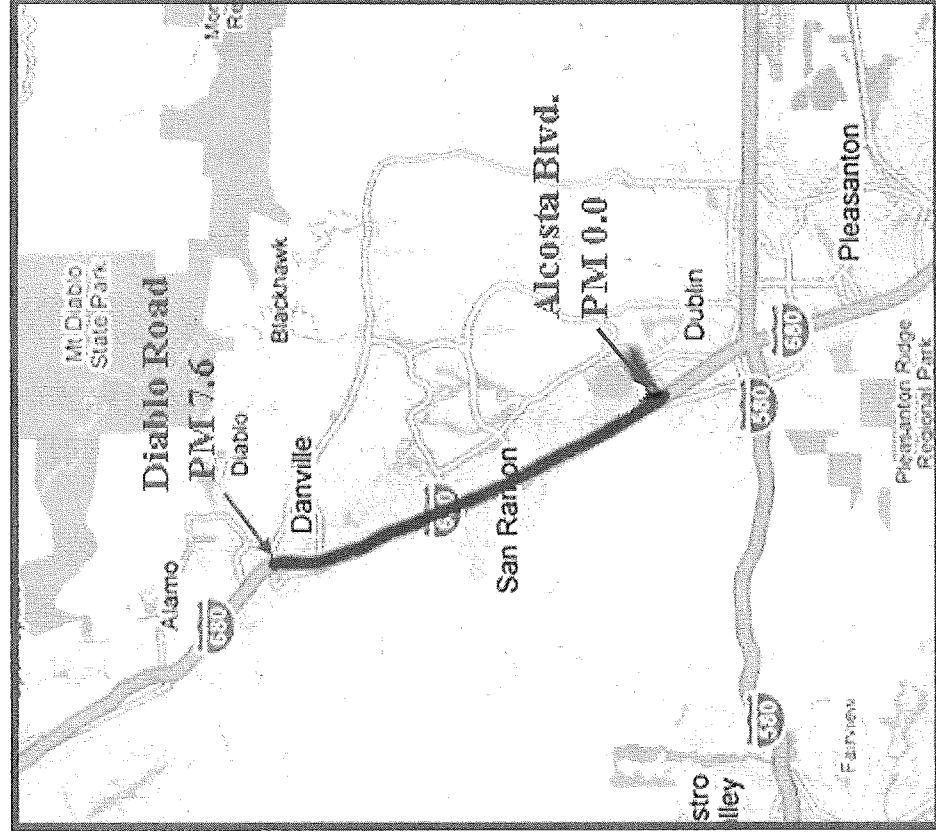
# REHABILITATION STRATEGY



## SOUTHERN AREA

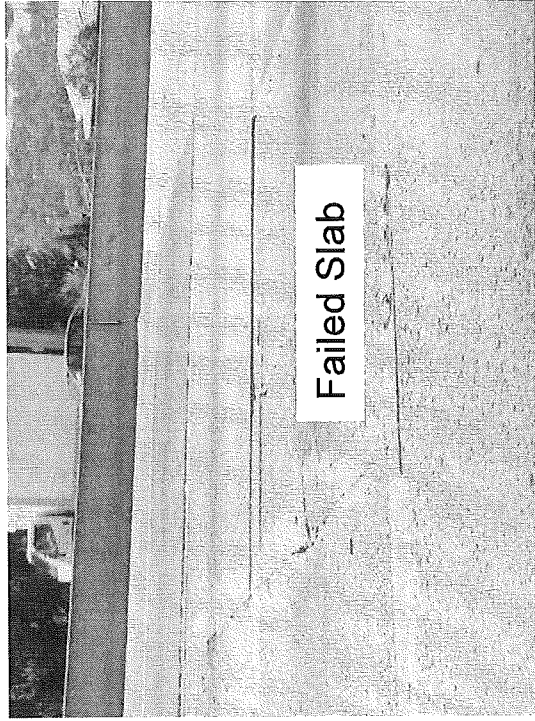
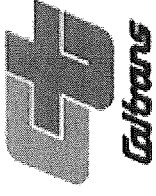
From Alcosta Boulevard north to Diablo Road:

- Replace failed freeway mainline concrete slabs
- Grind and repave HOV lanes
- Repair/Repave on/off ramps
- Repair/Repave freeway shoulders
- Diamond grind all concrete paving for a smooth riding surface



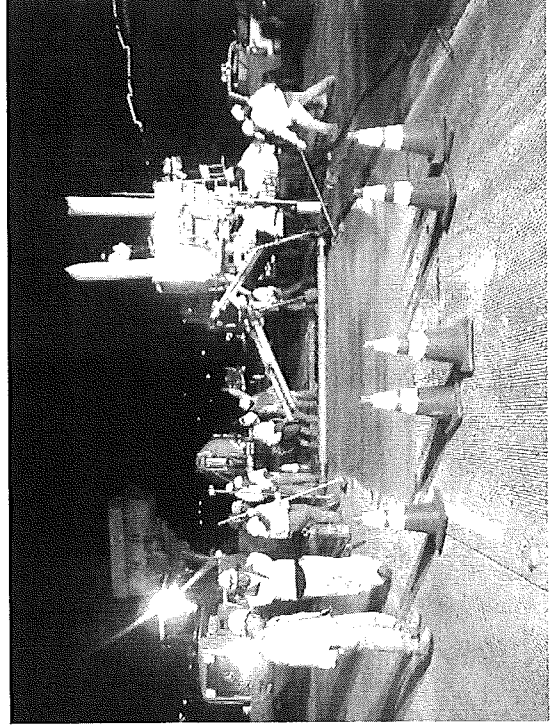


# REHABILITATION STRATEGY



## SOUTHERN AREA From Alcosta Blvd. north to Diablo Road:

- Failed Concrete Slabs will be removed
- New concrete will be poured in place or new pre-cast concrete slabs will be fabricated off-site and constructed to fit in place



# REHABILITATION STRATEGY



- **New pre-cast concrete slabs will be used to replace failed mainline concrete slabs in the #2 and #3 lanes**



Slabs are placed over prepared base material and doweled to adjacent slabs for stability

Once slabs are placed, they can be opened to traffic. A grouting operation will follow.

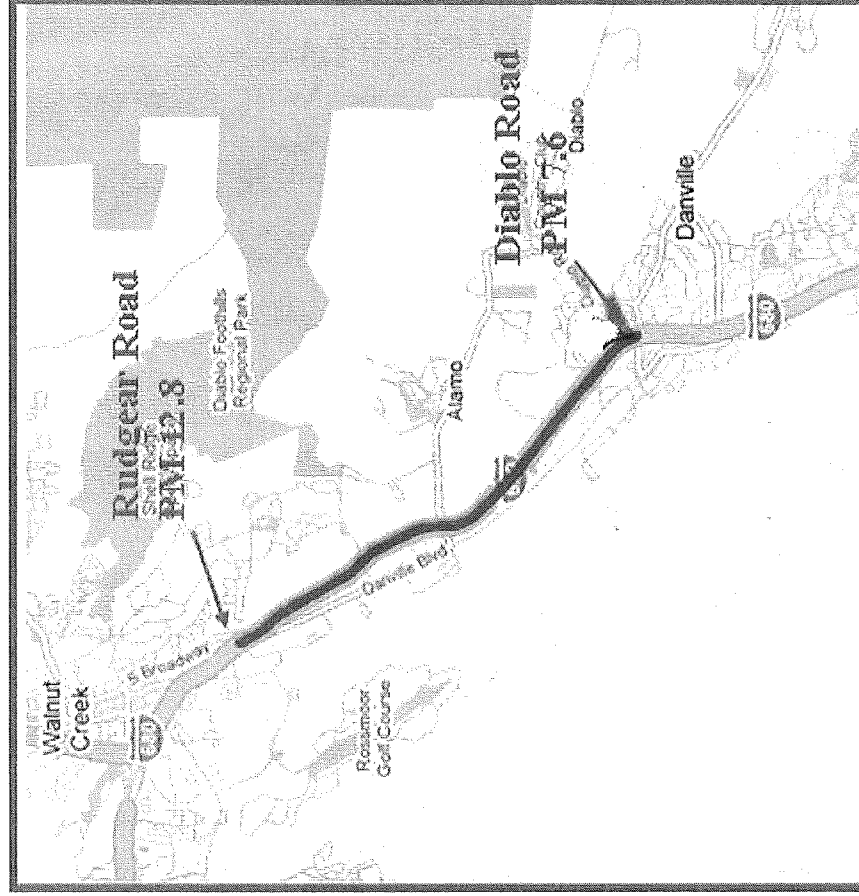
# REHABILITATION STRATEGY



## NORTHERN AREA

**From Diablo Road to north of Rudgear Road:**

- Crack and seat existing concrete slabs and overlay with rubberized asphalt
- Replace freeway barriers
- Repair/Repave on/off ramps and freeway shoulders
- Replace some bridge approach slabs, bridge hinges, and repair bridge deck surfaces
- Re-stripe southbound HOV lane from Rudgear Road to Livorna Road



# REHABILITATION STRATEGY



## Crack, Seal & Overlay Pavement



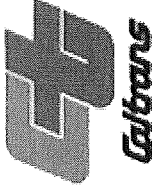
### NORTHERN AREA

From Diablo Road north to Rudgear

Road:

- Existing concrete pavement will be mechanically cracked across all freeway lanes
- Sealing ensures the best possible foundation for asphalt overlay
- Mainline and shoulders will then be paved with rubberized asphalt

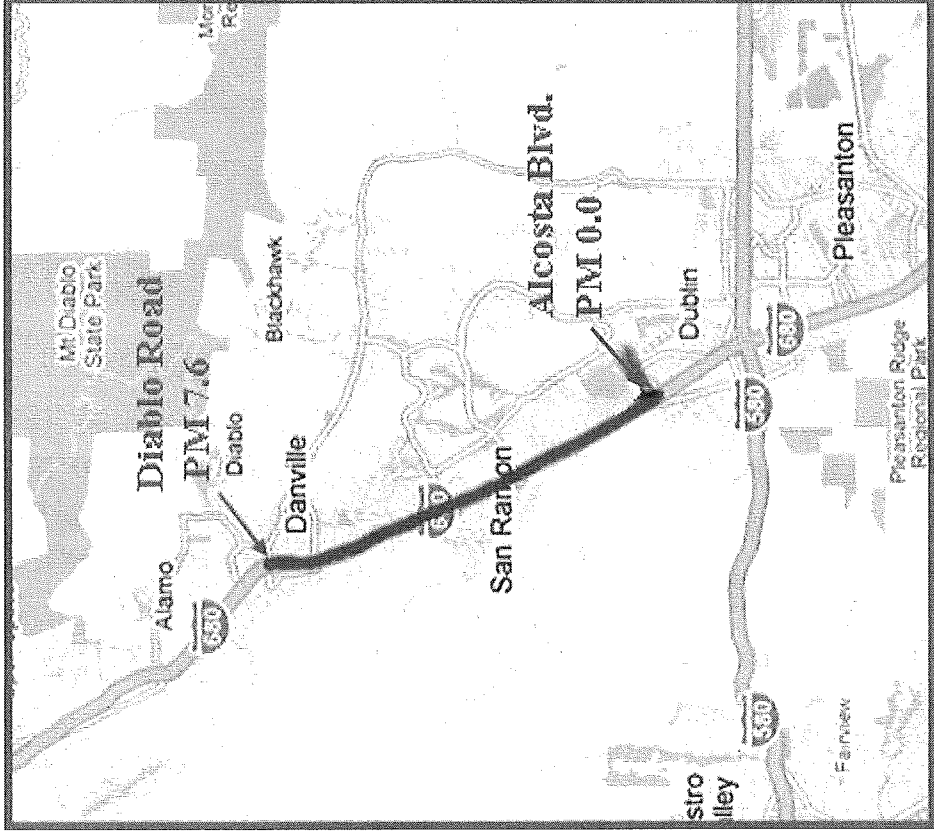
# TRAFFIC MANAGEMENT PLAN



## SOUTHERN AREA

From Alcosta Boulevard to Diablo Road:

- Mainline freeway construction will occur weeknights between 8 PM and 6 AM, on Friday nights from 8 PM to 10 AM Saturday, and Saturday nights through Monday morning.
- On some Sundays during daytime hours, 3 freeway lanes will be open for travel. This will allow for faster work progress and reduce the overall construction period.
- At least one freeway lane will be open in each direction of travel at night
- Work will require nighttime on/off ramp closures both for mainline work and for ramp repairs. Detours will be in place.
- Ramps will be open during weekday daytime hours. Some ramps will be closed on weekend days.
- Some concrete construction work will occur during daytime hours in the #4 lane. All freeway lanes will be open for travel and will be shifted toward the median in the work areas.
- The freeway speed limit may be reduced in construction zones.

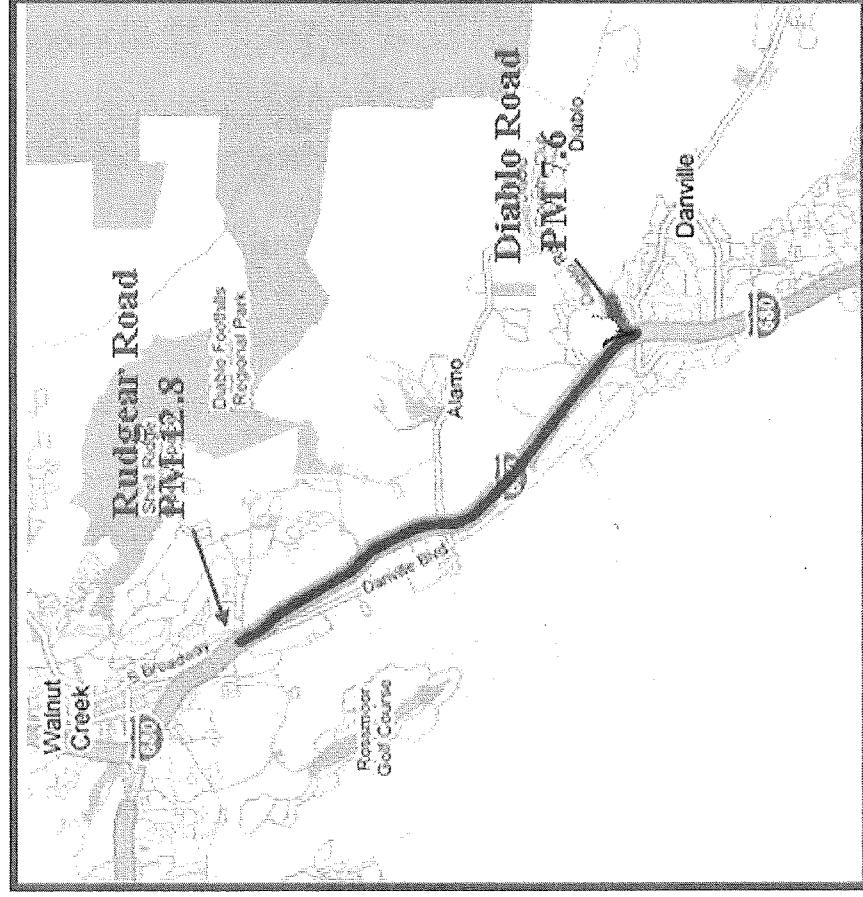


# TRAFFIC MANAGEMENT PLAN



## Northern Area Diablo Road to Rudgear Road:

- Mainline freeway construction will occur weeknights between 8 PM and 6 AM and weekends from 8 PM until 10 AM.
- At least one lane will be open in each direction of travel at night
- Work will require nighttime on/off ramp closures and weekend daytime closures both for mainline work and for ramp repairs. Detours will be in place.
- Ramps will be open during weekday peak travel times.



# PUBLIC OUTREACH



- **How will the public be affected?**
  - Nighttime and weekend construction will include freeway lane closures for several hours.
  - On and Off ramps will closed at night and on some weekends.
  - Detours will be established directing motorists to the next available ramp.
  - There will be noise and vibration from construction operations.
- **How will I get information?**
  - Caltrans will launch an early public information campaign including public meetings and information meetings with city and regional representatives prior to construction.
  - A project specific website and telephone information line will be established
  - Current information will be provided to the media and through mailers.
  - Information will also be broadcast via message signs along the freeway in advance of planned construction.

# STAKEHOLDER OUTREACH



**Caltrans is scheduling meetings with stakeholders well in advance of planned construction:**

**Alamo: 4/30/09**

**Town of Danville: 3/26/09 (staff), Town Council 4/21/09**

**City of San Ramon: 3/18/09 (staff), City Council June 2009**

**City of Walnut Creek: 3/25/09**

**Contra Costa County Supervisor Piepho: 4/30/09**

**SWAT (Southwest Area Transportation Committee): 6/1/09**

**CCTA Administration and Projects Committee (APC): 6/4/09**

**Bishop Ranch: June 2009**

**Alameda County: June 2009**

**Cities of Dublin and Pleasanton: July 2009**



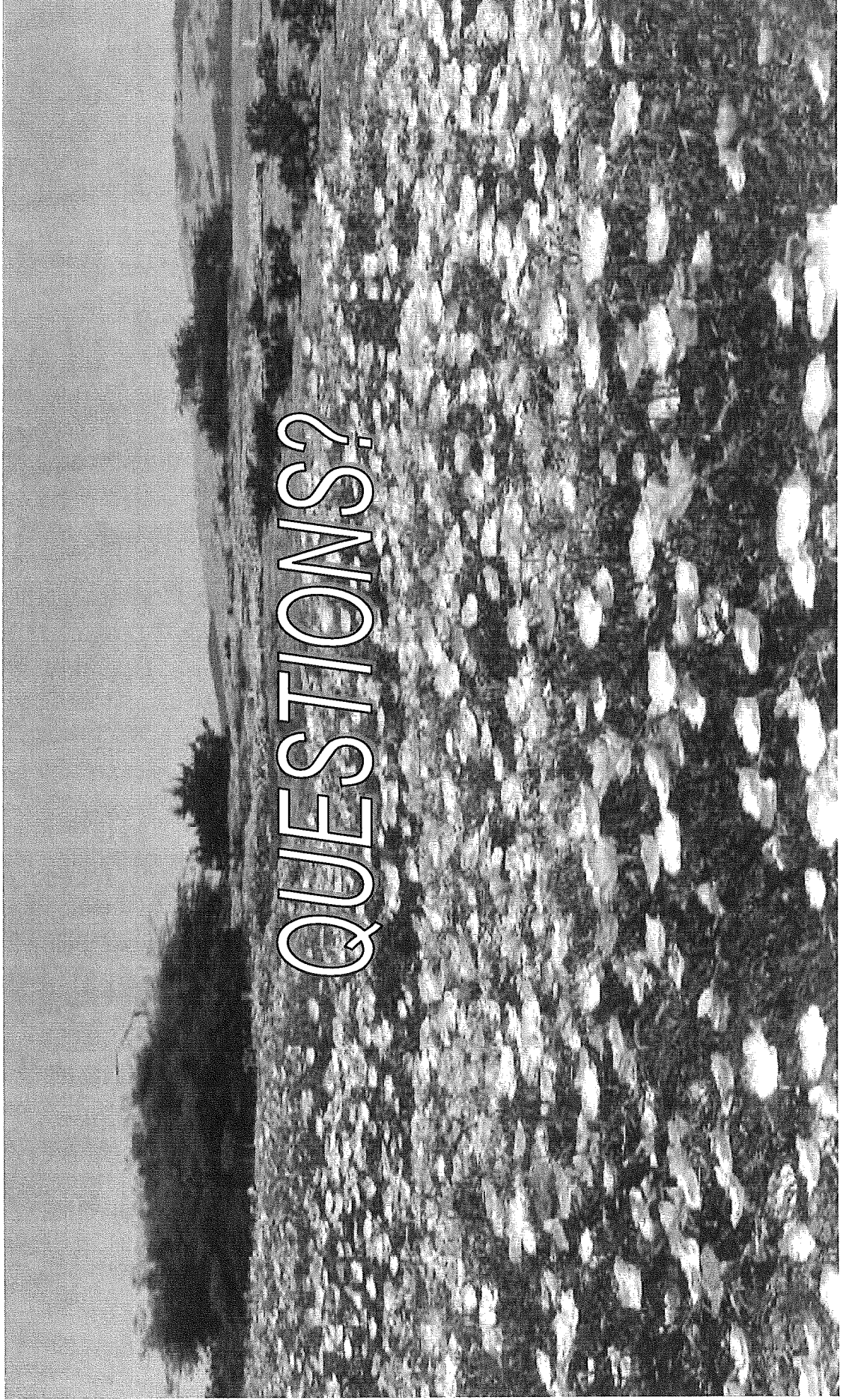
# I-680 IS 'GREEN'



- We're using rubberized asphalt derived from tires destined for the land fill
- The demolished concrete can be recycled and crushed for future use as base material
- Existing trees will be preserved and protected to the maximum extent possible
- Areas under new guardrail will be treated with landscape fabric and concrete to eliminate weed growth. This will eliminate the need to use herbicides for fire control
- All environmentally sensitive areas and ornamental landscaped areas will be marked and protected
- All areas subject to erosion during construction will be treated to eliminate sediment from reaching storm drains and waterways



# I-680 PAVEMENT REHABILITATION & SOUTHBOUND HOV LANE EXTENSION



<p><b>Subject</b></p>	<p><b>Review of <i>Proposal for Adoption 2009 CTP</i>, Approval of “Findings, Facts in Support of Findings, and Statement of Overriding Considerations,” Adoption of the Mitigation Monitoring and Reporting Program, and Adoption of the 2009 Countywide Comprehensive Transportation Plan by approval of Resolution 09-30-G.</b></p>
<p><b>Summary of Issues</b></p>	<p>Following certification of the EIR and Addendum, adoption of the Final 2009 CTP Update requires Authority action as follows:</p> <ol style="list-style-type: none"> <li><b>1. Approval of Revisions to the Draft 2009 Countywide Comprehensive Transportation Plan (CTP).</b> In response to comments received, staff has prepared the Proposal for Adoption 2009 CTP for adoption by the Authority. The revisions are shown in <u>underline</u>/<del>strike through</del> format to highlight proposed revisions to the February 13, 2009 Public Review Draft.</li> <li><b>2. Additional Revisions to the Proposal for Adoption 2009 Countywide Comprehensive Transportation Plan.</b> If necessary, additional revisions to the Proposal for Adoption 2009 CTP will be distributed to the Authority. ( If necessary)</li> <li><b>3. Approval of Findings, Facts in Support of Findings, and Statement of Overriding Consideration.</b> These documents state the Authority’s conclusions and findings regarding the significance of the 2009 CTP’s potential environmental impacts and explain the reasons for approving the 2009 CTP despite its significant environmental impacts.</li> <li><b>4. Adoption of Mitigation Monitoring and Reporting Program.</b> As required by state environmental regulations, staff has prepared a program to monitor and report on the mitigation measures identified in the Draft EIR for the 2009 CTP.</li> <li><b>5. Adoption of Resolution 09-30-G.</b> Authority adoption of Resolution 09-30-G constitutes adoption of the Final 2009 Countywide Comprehensive Transportation Plan and other necessary actions.</li> </ol>
<p><b>Recommendations</b></p>	<p>Staff recommends that the Authority take the necessary actions to adopt the Final 2009 CTP.</p>
<p><b>Financial Implications</b></p>	<p>N/A</p>
<p><b>Options</b></p>	<p>Delay action until July 15, 2009.</p>
<p><b>Attachments</b> <i>Attachment A is available at ccta.net; Attachments B, C, and D will be made available in the Authority</i></p>	<ol style="list-style-type: none"> <li>A. Proposal for Adoption 2009 CTP (<i>separate attachment for Authority members and RTPC Managers-includes comments and responses</i>).</li> <li>B. Additional Revisions to the Proposal for Adoption 2009 CTP (<i>if</i></li> </ol>

<p><i>packet</i></p> <p><b>Changes from Committee</b></p>	<p><i>necessary</i>).</p> <p>C. Findings, Facts in Support of Findings, and Statement of Overriding Consideration.</p> <p>D. Mitigation Monitoring and Reporting Program.</p> <p>E. Resolution 09-30-G.</p>
-----------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

## Background

Resolution 09-30-G is the proposed vehicle for adoption of the *2009 Countywide Comprehensive Transportation Plan*. It would first adopt the required “Findings, Facts in Support of Findings, and Statement of Overriding Significance” required by CEQA, as well as the “Mitigation Monitoring and Reporting Program similarly required by CEQA. Approval of the *2009 CTP* also incorporates by reference the Action Plans for Routes of Regional Significance as updated by the RTPCs.

The Authority may adopt resolution 09-30-G only after adoption of Resolutions 09-29-G, which together would certify the Final EIR for the 2009 CTP and the Action Plans for Routes of Regional Significance.

Following the June 17<sup>th</sup> Authority meeting, staff will prepare the Final 2009 CTP for publication and will issue it to all interested parties.

## Incorporation of Authority Policy Direction Regarding SB 375 and Related Issues

As shown in Attachment A new text has been incorporated into the “Proposal for Adoption” CTP to reflect Authority policy direction regarding SB 375 and related issues.

At its meeting on May 20, the Authority gave staff clear direction to proceed with the following revisions:

1. Add a section that describes SB 375, including the process and requirements outlined in it, and what the Authority’s role might be in that process
2. Describe how the Authority is already implementing many of the actions that will be necessary to achieve the goals of SB 375 through our implementation of Measure J
3. Include a proposed implementation task that looks at the broader issue of sustainability, smart growth and other issues on the horizon. This longer-term study could help inform the Authority’s approach to SB 375 as well as address the issues of sustainability, environmental stewardship and new approaches managing the transportation system.

The additions and changes to the CTP to address SB 375 reflect existing policies and actions such that the Action Plans will not need to be changed and revisions to the EIR will not be required.

### **Staff-Proposed Changes**

The following summarizes the changes that were incorporated into the Proposal for Adoption CTP:

#### *Add a New Sidebar on SB 375*

The sidebar:

1. Describes the requirements of the legislation and how it will affect regional transportation planning and planning in the County
2. Outlines the current schedule for implementing these requirements
3. Summarizes the “question marks” in the process and how the Authority might be involved
4. Refers to the actions the Authority is already taking, especially those associated with implementing Measure J that would be useful in achieving the SB 375 goals.

#### *Add a Discussion of Sustainability and Transportation Planning*

As part of the Growth Management Chapter 6, staff has added a broad, policy-level discussion of what sustainability is, how sustainability is related to the Authority’s responsibilities and powers, and what the Authority has already been doing in this regard (since Measure C was adopted and including Measure J). This discussion is cross-referenced to details elsewhere in the Plan.

#### *Add Implementation Tasks to Investigate Sustainability, Smart Growth and Greenhouse Gas Reduction*

Staff added two new implementation tasks in response to comments received. The first explores the issues of sustainability, smart growth, greenhouse gas reduction and other coming issues; how those issues relate to the Authority’s roles and responsibilities; and what policy approaches the Authority could take to address them. The second incorporates the policies that come out of those discussions into the next CTP, and as appropriate, other Authority programs (e.g. the Measure J GMP and the CMP) and processes, such as project review.

The above revisions were prepared in consultation with Steve Goetz of Contra Costa’s Department of Conservation and Development, to reflect the SB 375 – related suggestions presented in his May 12 letter, that was handed out at the May 20<sup>th</sup> Authority meeting.

**OVERALL SCHEDULE**

The comment period for the Draft 2009 CTP closed on April 6, 2009. Following is the tentative schedule for adoption of the Final 2009 CTP.

Date – 2009	Action
April/May	Authority staff prepares responses to comments received
May 6	The Planning Committee reviews comments received, and gives staff direction on responses to policy issues raised
May 20	Authority Board reviews and approves proposed responses to major policy issues
May 21	TCC reviews detailed response to comments and approves the final language for inclusion the Proposal of Adoption 2009 CTP
May 27	Authority staff transmits response to comment letters to all interested parties, and notifies commentors of the Authority’s CTP adoption schedule ( Note: the complete set of comment letters and responses is available at ccta.net)
June 3	PC reviews Proposal for Adoption 2009 CTP including all proposed text changes
June 17	Authority Board certifies the Final EIR and adopts the Final 2009 CTP
Mid-July	Staff Publishes Final 2009 CTP
July-August	RTPCs adopt Final Action Plans (following Authority certification of the FEIR)



*CONTRA COSTA TRANSPORTATION AUTHORITY*

**Resolution 09-30-G**

**RE: Adoption of the 2009 Contra Costa Countywide Comprehensive Transportation Plan**

1. **WHEREAS**, the Measure J Growth Management Program as described in the Expenditure Plan requires the Authority to support countywide and sub-regional planning efforts, including the Action Plans for Routes of Regional Significance, and prepare a countywide transportation plan (the CTP);(i) and
2. **WHEREAS**, the Measure J Growth Management Program requires local jurisdictional participation in the ongoing countywide comprehensive transportation planning process through the preparation of Action Plans for Routes of Regional;(ii )and
3. **WHEREAS**, the Authority's Growth Management Implementation Documents specify that the goals, objectives and actions delineated in the Actions Plans will form the basis of the countywide Comprehensive Transportation Plan; and
4. **WHEREAS**, the Authority adopted the first CTP on July 19, 1995; and
5. **WHEREAS**, the Authority adopted the first major Update to the CTP in July of 2000, which incorporated certain revisions to the Action Plans; and
6. **WHEREAS**, the Authority adopted the second major update in 2004, to update the visions, goals, policies, and strategies of the Plan and to develop the Measure J Expenditure Plan; and
7. **WHEREAS**, the 2009 Plan will be the third major update and will incorporate new programs and projects included in the Measure J Expenditure Plan and reflect the 2009 Regional Transportation Plan adopted by MTC; and
8. **WHEREAS**, the Authority has reviewed comments received on the Draft 2009 Countywide Comprehensive Transportation Plan, and believes those comments to have been duly addressed and, where appropriate, incorporated; and
9. **WHEREAS**, the Draft 2009 Countywide Comprehensive Transportation Plan was subject to full and complete environmental review in a Final Environmental Impact Report prepared in accordance with the California Environmental

Quality Act ("CEQA"), as described more particularly in Resolution 09-29-G;  
and

10. **WHEREAS**, the EIR for the Draft 2009 Countywide Comprehensive Transportation Plan, consisting of the Final EIR and the Addendum, has been considered and certified as complying fully with CEQA;

**NOW, THEREFORE BE IT RESOLVED**, that the Authority hereby adopts *Findings, Facts in Support of Findings and Statement of Overriding Considerations* included herein and made a part hereof by reference;

**BE IT FURTHER RESOLVED**, that the Authority adopts the *Mitigation Monitoring and Reporting Program for the 2009 Update to the Countywide Comprehensive Transportation Plan* included herein and made a part hereof by reference; and

**BE IT FURTHER RESOLVED**, that the Authority adopts all of the mitigation measures set forth in the *Mitigation Monitoring and Reporting Program*; and

**BE IT FURTHER RESOLVED**, that the Authority hereby adopts by reference the goals, objectives, and actions delineated in the Action Plans for Routes of Regional Significance, as listed in Exhibit A; and

**BE IT FURTHER RESOLVED**, that the Authority hereby adopts the Final *2009 Countywide Comprehensive Transportation Plan*, which is attached hereto and made a part hereof by reference.

---

Maria T. Viramontes, Chair

This RESOLUTION was entered into at a meeting of the Contra Costa Transportation Authority held June 17, 2009 in Pleasant Hill, California

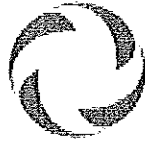
Attest: \_\_\_\_\_  
Robert K. McCleary, Executive Director

---

<sup>i</sup> Measure J Contra Costa's Transportation Sales Tax Expenditure Plan, Contra Costa Transportation Authority, July 21, 2004, p. 25

<sup>ii</sup> *ibid*





*CONTRA COSTA TRANSPORTATION AUTHORITY*

**EXHIBIT A**

**Action Plans for Routes of Regional Significance**

WEST COUNTY	2008 WCCTAC Action Plan Update	December 18, 2008
CENTRAL COUNTY	Central County Action Plan Proposal For Adoption	March 12, 2009
EAST COUNTY	East County Action Plan	August 14, 2008
LAMORINDA	Lamorinda Action Plan Update	December 12, 2008
TRI-VALLEY	Tri-Valley Transportation Plan and Action Plan Update	July 30, 2008

<b>Subject</b>	<b>2009 Authority Bond Financing Plan</b>
<b>Summary</b>	<p>On June 3<sup>rd</sup> the Authority tentatively approved a financing plan calling for downsizing the initial bond transaction from \$300 to \$200 million and delaying the remaining \$100 million for two years. Simultaneously, the Authority would also delay \$100 million of the 2005 swap for two years. The lower initial bond amount more efficiently matches the Authority's revised cash flow requirements due to recent allocations from American Recovery Reinvestment Act (ARRA) for the Caldecott Tunnel project.</p> <p>As a follow up to the June 3<sup>rd</sup> meeting, Commissioners requested additional information on the costs associated with terminating the 2005 swap and the issuing conventional fixed-rate bonds, and a sensitivity analysis examining cost implications for a range of liquidity bank fees. This information will be presented and discussed with the Authority at the meeting. The core issue for the Authority lies in finding its comfort level between prospective risks and associated costs in the swap structure compared to the costs of converting part or all of the \$300 million to a fixed rate structure.</p> <p>The Authority will also be asked to consider scheduling a Special Authority meeting on July 1<sup>st</sup> at 6:30 pm to discuss the bank liquidity bids authorized June 3<sup>rd</sup>, which are expected by the end of June and will be valid for approximately one week. At that time, the Authority would have real initial numbers on which to base its final decision regarding how to proceed in the near term.</p>
<b>Recommendations</b>	<p>Review the additional analysis, discuss remaining issues and concerns, provide further direction to staff as appropriate, and schedule a Special Authority meeting on July 1<sup>st</sup> at 6:30 p.m., after bank liquidity bids are received, to adopt the near-term financial plan.</p>
<b>Financial Implications</b>	<p>Deferring \$100 million of the swap produces a net savings for the Authority. The proposed structure would allow termination of all or part of the swap in the future should markets and costs make such a step beneficial. The costs of financing will vary depending upon the Authority's risk tolerance, market and credit conditions and bond structure. The forthcoming analyses will discuss the costs and considerations for terminating the swap as compared to the proposed financing plan.</p>
<b>Options</b>	<ul style="list-style-type: none"> <li>A. The Special Meeting suggested for July 1<sup>st</sup> is optional; the Authority could delegate to APC final approval of the transactions.</li> <li>B. If bank liquidity bids are not received or are cost prohibitive, the Authority may choose to pursue a different financing plan.</li> </ul>
<b>Attachments (To be distributed via email prior to the meeting)</b>	<ul style="list-style-type: none"> <li>A. Summary of prior analyses conducted by PFM and staff;</li> <li>B. Analysis of alternatives, including swap termination costs, comparison of 20-year LIBOR rates compared to fixed interest rates, and additional information for review.</li> </ul>

## Background

In November 2005, the Authority approved a financing plan which begins on September 23, 2009. This plan involves entering into a forward starting interest rate swap on a nominal \$300 million amount. In conjunction with the swap the plan calls for the Authority to issue \$300 million in variable rate bonds. At the time the swap contract was entered into, it offered the Authority two major benefits: (1) a very low expected cost of financing for \$300 million in future Measure J project expenditures, locking in a “synthetic” fixed interest rate of 3.65 %, four years in advance of need (with expected liquidity costs raising the anticipated 25-year debt interest rate to 3.94 %) and (2) with that relative certainty, the ability to initiate project development efforts and enter into agreements for delivery of major Measure J capital projects. The initial plan of finance depended only on the annual share of sales tax revenues – 41 % – devoted to projects, and included approximately \$10 million in “cushion” annually as a precaution. Program funds were, and continue to be, considered “off limits” for defraying bond debt. The financial structure took advantage of a very flat yield curve, with low long-term interest rates, and the Authority believed transaction risks were largely mitigated by the swap payment index and an insurance contract with AMBAC, an AAA insurer.

However, as has been extensively discussed with the Authority, over the last nine months the banking sector has experienced tumultuous times. According to PFM there are effectively no AAA insurers remaining in the bond markets, and the banking crisis has resulted in dramatic, and wholly unexpected, increases in liquidity costs (*the fee banks charge an issuer to provide assurances to bond holders that the floating rate debt – in this case, weekly – will be purchased by them in the event that the market does not have the capacity to do so*). Assumed liquidity fees have gone from 0.29 % to 1.25 %, increasing the expected effective cost of debt issuance to 4.9 %. For a brief period of time last September, there was also an unexpected dramatic difference between the swap rate for payments received by the Authority and the costs of issuing floating rate debt. That difference would have generated significant unanticipated costs for a short period of time if the swap had been in place. These factors have raised concerns about the degree of risk, and comparative costs of alternatives, prompting the Authority to reconsider the 2005 plan. Notwithstanding all of these factors, and including the current high liquidity fees, an effective interest rate of less than 5 % for 25-year debt remains very attractive. The central issue, then, is whether the Authority wishes to mitigate the risk of those costs increasing in the future, and what it is willing to pay to gain more certainty regarding future costs.

## Considering Options

Many options aimed at mitigating negative impacts to the Authority’s financial interest have been explored, by staff, at the Administration and Projects Committee (APC), which has been monitoring and discussing the swap since late 2008, and at the Authority. A short summary follows:

- On February 5<sup>th</sup>, The APC looked at range of strategies prepared by PFM and staff including: (i) maintain the existing swap and issue variable rate bonds with liquidity, (ii) terminate the swap and issue fixed rate bonds, (iii) maintain the swap and issue short-term notes without liquidity and, (iv) option-(iii) with an “offsetting” swap to reduce costs. The cost of terminating the swap was \$58 million in February and the APC directed staff to continue to monitor short-term, interim strategies to address the increasing costs of liquidity.
- On April 3<sup>rd</sup>, staff and PFM issued a competitive RFP for investment banks soliciting, in part, strategies for the Authority’s upcoming issuance. Thirteen (13) banks submitted proposals, and six were interviewed, with extensive discussions of alternatives a primary focus of the effort. A consensus recommendation from the banks was to keep the swap in place (avoid the high termination cost), solicit liquidity bids, and pursue a strategy of variable rate bonds or an alternative short-term strategy, pending the results of the cost of bids received. This was consistent with PFM’s recommendation, the APC’s initial direction and, in part, formed the basis for staff recommendation to the Board on June 3<sup>rd</sup>.

- With the decision to fund the state's share of the Caldecott Tunnel -- approximately \$208 million -- from American Recovery and Reinvestment Account (ARRA) funds, those funds were available "up front," reducing the need for Authority investment in the project for the first two years of its construction. That allowed consideration of downsizing the initial bond issuance to \$200 million, with deferral of \$100 million of the swap for approximately two years (at a cost) as a possibility. While deferring \$100 million of the swap increases the cost on that portion by approximately 32 basis points (0.32%), it saves approximately \$2.1 million in total costs to the Authority when compared to the cost of carrying the additional \$100 million for approximately two years in the construction fund with low re-investment rates. Deferring the \$100 million would address the Authority's project needs and be cost-effective. The Authority tentatively approved this alternative plan on June 3<sup>rd</sup>.
- At its June 3<sup>rd</sup> special meeting, the Authority discussed that alternative plan, which achieves several objectives: (1) it meets the Authority's near-term cash flow needs; (2) it retains the relatively low interest rate swap cost of less than 5 %, but offers options to mitigate liquidity fee costs if they prove to be higher for the next year than we expect; and (3) it does not preclude "buying out" of the swap in the future, should circumstances warrant. While the plan still carries some risk, compared to those associated with a fixed rate structure, given the high cost of buying out the swap, it appears to continue to be a reasonable approach.
- The June 17<sup>th</sup> meeting will provide further analysis and an opportunity for review and discussion of the plan of finance.

#### The Tentative Alternative Plan

In review, the alternative plan tentatively approved on June 3<sup>rd</sup> calls for downsizing the bond issuance from \$300 to \$200 million to more efficiently match the Authority revised cash flow requirements due to the influx of ARRA money for the Caldecott Tunnel project. Second, the recommendation called for delaying \$100 million of the swap for two years. The delayed swap would restart in 2011 when the remaining \$100 million of bonds are issued. Although there will be a net financial cost to delay the swap on the order of \$5 million, that penalty would be less than the cost of borrowing the additional \$100 million which would not be needed for projects during the first two years. This alternative plan is estimated to have an effective interest cost in the range of 4.89% to 4.94%, depending on a "2 step" approach which uses all variable rate bonds versus a combination of variable and fixed short term notes. The determining factor in this approach would be the cost and availability of bank support for liquidity which is expected to be known later this month when bids are received. Under current assumptions, the effective rate of less than 5 % for 25-year debt remains very attractive compared to historical trends.

#### Meeting Schedule and Goals

Although the Authority approved the recommendation for the alternative plan on June 3<sup>rd</sup>, Commissioners requested more analysis, including a comparison of costs versus a fixed rate financing, and a sensitivity analysis to model the cost implications of a range of potential liquidity costs. Commissioners also expressed interest in considering termination of the swap at a future point in time when the cost was at or near zero. As of May 31<sup>st</sup>, the cost to terminate the swap was \$32.5 million. Staff notes that the termination payment would reduce the funds that would otherwise be used for Measure J project expenditures, unless the long-term costs of the fixed rate structure plus the cost of termination is less than the long-term cost of the swap. PFM and staff are working to provide the additional analyses requested, and our presentation will be provided by email (or through a download link), and posted on the web, in advance of the meeting. If the Authority continues to support the plan as proposed, the following schedule would apply:

- July 1<sup>st</sup>. A Special Authority meeting would be held on July 1 at 6:30 p.m. to review the liquidity bids received, approve them if they are acceptable, and offer final approval of the near-term plan of finance. If the bids are not acceptable, alternative direction would be needed. Legal documents for the selected plan of finance would be initiated.

- August 26<sup>th</sup>. Authority approval of the legal documents and associated actions authorizing staff to proceed to sell \$200 million in bonds and defray costs necessary to do so.
- September 23<sup>rd</sup>. Initial sale of \$200 million in bonds.

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
651 Pine Street -- North Wing 4<sup>TH</sup> Floor, Martinez, CA 94553-0095

---

June 12, 2009

Mr. Robert McCleary, Executive Director  
Contra Costa Transportation Authority  
3478 Buskirk Avenue, Suite 100  
Pleasant Hill, CA 94523

Dear Mr. McCleary:

This correspondence reports on the actions and discussions at the TRANSPLAN Committee during their meeting on June 11, 2009.

**Comments on the Countywide Comprehensive Transportation Plan and East County Action Plan:** The Committee moved to submit the following edits (deletions in strikethrough, additions in underline) on the *East County Action Plan for Routes of Regional Significance* to the Contra Costa Transportation Authority for consideration at their June 17, 2009 Board meeting:

1. Vasco Road (August 2008 Draft-Page 33):

“1 Regional Highway Transportation Facility Improvements

1-k. Seek opportunities to work with Tri-Valley to advance a Vasco Road Corridor project into the *Countywide Comprehensive Transportation Plan* and *Bay Area Regional Transportation Plan*. (TRANSPLAN)”\*

\*Such a corridor plan will be coordinated with Alameda County (through the Tri-Valley Transportation Council) and will be subject to the conditions of the “East County Corridors (Vasco Rd, SR4 Bypass, Byron Hwy, Non-Freeway SR4)” project in the Measure J Expenditure Plan”.

2. Bailey Road (August 2008 Draft-Page 13):

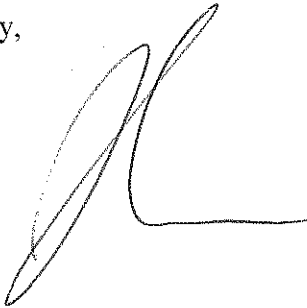
“**Bailey Road.** The segment between Willow Pass Road and Leland Road is currently on the list. This *Action Plan* proposes extending this roadway as a new *Route of Regional Significance* to the edge of the Concord Naval Weapons Station. This roadway provides a connection to Central County employment centers and the Concord Naval Weapons Station redevelopment site from West Pittsburg. It also provides access to the ~~planned~~ Bay Point BART station, and SR 4. With future updates to the *East County Action Plan*, TRANSPLAN will work with TRANSPAC to consider the utility of Bailey Road and the need to designate the section from West Leland Road to the TRANSPAC region a *Route of Regional Significance*.”

Mr. McCleary,  
June 12, 2009  
Page Two

**Adopt 2009/2010 Work Program and Budget and Receive Preliminary Report on 2008/09 Budget:** The Committee adopted the 2009/2010 TRANSPLAN Work Program and Budget.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, July 9, 2009 at 6:30 p.m.

Sincerely,

A handwritten signature in black ink, appearing to be 'John W. Cunningham', written over a light blue horizontal line.

John W. Cunningham  
TRANSPLAN staff

- c:      TRANSPLAN Committee  
         TRANSPLAN Technical Advisory Committee  
         A. Dillard, SWAT  
         B. Neustadter, TRANSPAC  
         C. Atienza, WCCTAC  
         L Bobadilla, TVTC  
         D. Rosenbohm CCTA

Subject	Release of Draft Countywide Bicycle and Pedestrian Plan
<b>Summary of Issues</b>	Working with the Countywide Bicycle and Pedestrian Advisory Committee, the consultant team of Fehr & Peers and Eisen Letunić has prepared a draft update of the Countywide Bicycle and Pedestrian Plan. The draft document updates the information and policies outlined in the 2003 CBPP and provides additional detail to make it easier for local jurisdictions to use the document for BTA eligibility. We intend to hold meetings with the RTPCs and public to present the draft and ask for comments.
<b>Recommendations</b>	Recommend the release of the Draft 2009 CBPP for review by the RTPCs, local and regional agencies and the general public
<b>Financial Implications</b>	One of the objectives of the CBPP is to help local jurisdictions become eligible for State BTA funding. Two-thirds of the funds in the Measure J Pedestrian, Bicycle and Trail Facilities program are set aside only for projects identified in the CBPP. In addition, staff hopes to use the CBPP to influence policies for selecting bicycle and pedestrian projects and programs for funding through MTC.
<b>Options</b>	None
<b>Attachments</b>	<p>A. Draft Countywide Bicycle and Pedestrian Plan Executive Summary</p> <p>B. Full Draft CBPP available for download at <a href="http://www.ccta.net">www.ccta.net</a></p>
<b>Changes from Committee</b>	

### Background

Last year, the Authority began updating its *Countywide Bicycle and Pedestrian Plan*, which was first adopted in December 2003. The purpose of the 2003 CBPP was:

*... to assess the needs of bicyclists and pedestrians in Contra Costa, and identify a set of countywide improvements and implementation strategies that will encourage more people to walk and bicycle. More specifically, the CBPP is intended to:*

- Outline bicycle and pedestrian needs for Contra Costa to help in planning and programming, including in the renewal of Measure C
- Identify a countywide system of bikeways and pedestrian districts and needed projects and programs to encourage bicycling and walking
- Establish criteria for allocating countywide funding and set priorities for bicycle and pedestrian improvements using those criteria
- Provide local agencies that adopt the CBPP with eligibility for various funding programs, including the State Bicycle Transportation Account (BTA)



- Act as a resource and coordinating document for local actions

The update to the 2003 CBPP was driven in large part by the need to address a number of important changes affecting walking and bicycling in Contra Costa that have taken place since adoption of the original CBPP. Among the significant changes are the following:

- Outline an approach for programming Measure J Pedestrian, Bicycle and Trail Facilities program and other bicycle and pedestrian funds
- Addressing MTC’s “routine accommodation” policy (adopted June 2006) and other new regional, state and federal policies
- Refining the vision, goals and policies in the original CBPP
- Updating and expanding data on existing conditions, especially collision data and commuting statistics for pedestrians and bicyclists
- Refining the list of recommended projects and programs in the plan and
- Identifying actions for carrying the plan’s goals and policies.

The updated CBPP is also meant to help local jurisdictions in two primary ways. First, the consultant team has worked with jurisdiction staff to provide much more detail in the updated plan about local conditions than was included in the 2003 CBPP. This change responds to Caltrans comments on the 2003 CBPP that additional local detail was needed to make the plan more readily useable by jurisdictions applying for BTA funds. Second, the CBPP will provide updated resources that jurisdictions can use to develop or refine guidelines for planning and designing pedestrian-and bicycle-friendly developments. (Measure J GMP requires that each jurisdiction “incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments” to comply with the updated GMP.<sup>1</sup>)

The Technical Coordinating Committee reviewed the draft update to the CBPP at its April meeting and had several questions but did not suggest changes to the document. Individual members may have technical corrections before Authority release.

We are asking that the Planning Committee review the draft document, suggest changes and clarifications, and recommend that the Authority release the draft CBPP for review by the public, the RTPCs and other agencies.

---

1 Contra Costa Transportation Authority, *Measure J: Contra Costa’s Transportation Sales Tax Expenditure Plan*, July 21, 2004, p. 24

# Executive Summary

---

WALKING AND BICYCLING are increasingly recognized as important components of the transportation system. They can reduce traffic, air pollution and energy consumption, and also improve the health and quality of life of residents and communities. In recognition of these benefits and to provide support for these transportation modes, the Contra Costa Transportation Authority adopted the first *Contra Costa Countywide Bicycle and Pedestrian Plan* (CBPP) in 2003. The plan assessed the needs of bicyclists and pedestrians in the county and identified a set of countywide improvements that would encourage more people to walk and bicycle.

## PURPOSES OF THE UPDATED CBPP

The 2009 update to the Authority's CBPP was driven in large part by the need to address a number of important changes affecting walking and bicycling in Contra Costa that have taken place since adoption of the original CBPP. Among the significant changes are the following:

- In 2004, Contra Costa voters passed Measure J, which extends the county's half-cent sales tax for transportation improvements, including bicycle and pedestrian facilities, and continues the countywide Growth Management Program.
- Other new funding sources for pedestrian and bicycle improvements were created and some existing funding sources were modified.
- The Metropolitan Transportation Commission (MTC), the regional transportation planning agency for the Bay Area, adopted a "routine accommodation" policy generally requiring that new transportation projects consider the needs of bicyclists and pedestrians.
- Public support for non-motorized transportation has continued to increase since the adoption of the 2003 CBPP. People increasingly view walking and bicycling as potential solutions to traffic congestion, sprawl, global warming, physical inactivity and other concerns.

In addition to addressing these changes, the CBPP was updated with a number of other important objectives in mind. Key objectives include:

- Refine the vision, goals and policies in the original CBPP.
- Update the existing conditions, especially the collision data and commuting statistics for pedestrians and bicyclists.
- Update the priorities for pedestrian improvements and the countywide bicycle network.
- Provide planning, design and implementation tools and other resources to local jurisdictions regarding pedestrian and bicycle facilities, access to transit, and safety, promotion and education programs.
- Update the implementation tasks and establish evaluation criteria for prioritizing recommended improvements for available funds.
- Incorporate guidelines for pedestrian-and bicycle-friendly developments.
- Assist local jurisdictions in complying with requirements of the state's Bicycle Transportation Account (BTA). The BTA is a statewide funding program for bicycle facilities administered by Caltrans. To be eligible for BTA funds, cities and counties must have adopted bicycle plans that include certain required components.

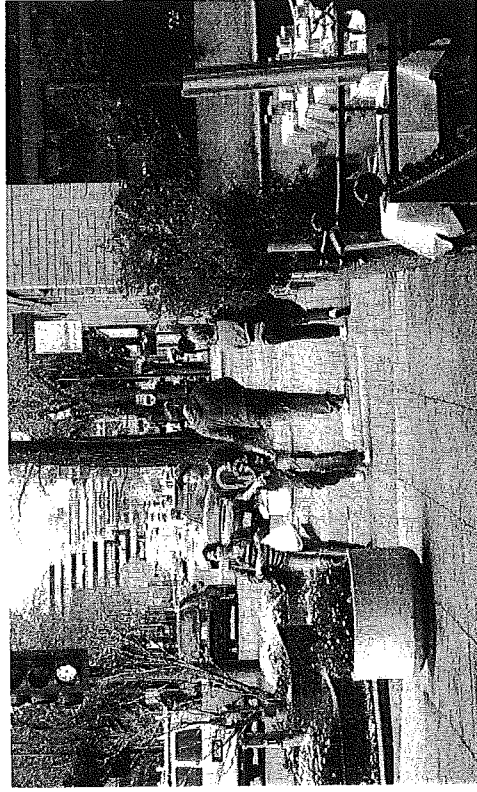
## CONTENTS OF THE UPDATED CBPP

The 2009 CBPP contains the following chapters and appendices:

### Chapter 1: Introduction

This chapter describes the original CBPP briefly, the changes that prompted an update, the purposes of the updated CBPP, the update process (including public involvement), the contents of the CBPP and,

lastly, how those contents meet Caltrans requirements for bicycle plans.



### Chapter 2: Existing conditions

Chapter 2 discusses three important factors that shape the walking and bicycling environment in Contra Costa. The first is the physical landscape, including climate, topography and development patterns. The county's mild and generally dry climate is conducive to walking and bicycling. Its diverse natural landscape both accommodates and presents obstacles to walking and, especially, bicycling: on one hand, the county enjoys many trail segments along the coast and inland, both on flatlands and through the area's many hills; on the other, natural features such as the East Bay hills, northern Diablo Range, San Pablo and Suisun bays and Sacramento-San Joaquin River Delta make inter-county travel challenging. The county exhibits a broad range of development patterns, from a few older, compact, pede-

plans, programs, policies and other planning efforts that will affect and be affected by implementation of the CBPP. These planning efforts include:

**Local and County Plans**

- General plans and local bicycle and pedestrian plans
- Contra Costa Countywide Comprehensive Transportation Plan
- Measure J

**Regional Plans**

- Bay Area Regional Bicycle Plan
- East Bay Regional Park District
- San Francisco Bay Trail
- Bay Area Ridge Trail

**Routine Accommodation and Complete Streets**

- U.S. Department of Transportation policy statement
- Caltrans Deputy Directive 64
- MTC Resolution 3765
- California Complete Streets Act (AB 1358)

**Other Plans**

- ADA Accessibility Guidelines
- California Global Warming Solutions Act (AB 32)
- California Senate Bill 375 (SB 375)

strian-oriented districts to large swaths of low-density suburban sprawl.

The second factor is commute statistics. According to various sources, walking accounts for 1.5–1.8 percent of work trips or of commuters while bicycling represents 0.3–0.6 percent. This compares to approximately 70 percent for drive-alone, 12–16 percent for carpooling and 9–13 percent for transit. The CBPP estimates on an order-of-magnitude basis the current daily number of all bicyclists in Contra Costa—commuters and others—as 24,600 and the future number, assuming completion of the countywide bicycle network and supporting facilities, as 68,600.

The third factor is collisions involving cars and pedestrians or bicyclists, based on data from the California Highway Patrol’s Statewide Integrated Traffic Records System (SWITRS). In the five years from 2002 to 2006—the latest for which SWITRS data is available—59 pedestrian fatalities, 1,308 pedestrian injuries, 19 bicycle fatalities and 1,120 bicycle injuries were reported for Contra Costa. Pedestrians and bicyclists represent a disproportional number of the transportation-related fatalities in the county. In 2002–2006, pedestrians and bicyclists made up almost 16 percent and 5 percent respectively of the traffic fatalities even though walking and bicycling combined account for less than 2.5 percent of work trips or commuters.

**Chapter 3: Relationship to other plans**

The CBPP will build on, and need to coordinate with, a number of related planning efforts occurring not only at the countywide level but also at the city, regional, state and federal levels. Chapter 3 provides an overview of the policy framework surrounding non-motorized transportation in Contra Costa by summarizing the key

**Chapter 4: Goals and policies**

This chapter refines the vision, goals and policies that were established in the original CBPP, particularly to stress the Authority’s special role within the county as a transportation planning, funding and coordinating agency. The five goals, each of which is supported by several more detailed policies, are:

1. Expand, improve and maintain facilities for walking and bicycling;
2. Improve safety for pedestrians and bicyclists;
3. Encourage more people to bicycle and walk;
4. Support local efforts to improve conditions for walking and bicycling; and
5. Consider and plan for the needs of pedestrians and bicyclists.

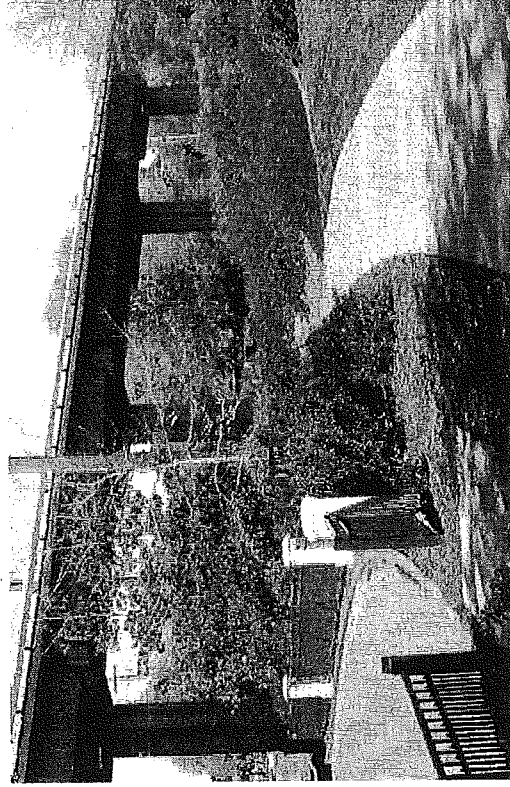
### Chapter 5: Pedestrian facilities

The heart of this chapter is a discussion of general locations to which the Authority will give priority under its funding sources for capital pedestrian projects. Pedestrians have a much more limited access and mobility range than other transportation users. Unlike bicyclists and drivers, who use streets and trails to travel between cities throughout the county, pedestrians do not typically travel long distances. Walking does not rely on a countywide network of facilities but instead is clustered in small, local, accessible nodes and short, direct access routes. Pedestrians, however, are able to expand their access range greatly by walking to transit. There are three types of “pedestrian-priority” locations that follow from this definition of walking:

- Downtowns and other “pedestrian-oriented districts” (areas where walking receives relatively high priority and importance, either by practice or policy);
- Access routes to transit stations and stops; and
- Access routes to other activity centers such as significant employment, shopping and commercial centers, schools, public venues, parks and trails.

Chapter 5 also includes an overview of pedestrian facilities in Contra Costa; important considerations in the planning of pedestrian facilities;

the main types of facilities that local jurisdictions can implement (including sidewalks, curb ramps, intersection improvements, traffic calming measures, direct connections and streetscape improvements); and online tools and resources for local agencies on the planning and design of pedestrian facilities.



### Chapter 6: Bicycle facilities

Most importantly, chapter 6 describes and contains maps of the “countywide bikeway network” (CBN) of existing and proposed facilities, both on- and off-street, that connect residential neighborhoods throughout the county with employment and shopping centers, schools, parks, transit hubs, downtowns and other key activity centers. The CBN can be thought of in terms of the following “building blocks:”

strians and bicyclists for accessing transit: safe routes to stops and stations; pedestrian- and bicycle-oriented amenities at stops and stations; and accessible transit vehicles. It also contains a discussion of encouragement programs and projects (including bicycle parking, showers and changing rooms, and promotions) and of safety, education and enforcement programs and projects (including safe routes to schools, education and law enforcement). The chapter includes a number of online resources on support programs for walking and bicycling.

**Chapter 8: Other tools for local agencies**

This chapter provides online tools, resources, references and other information for local agencies (and also for the Authority) on four additional issues identified as important for the update of the CBPP:

- Measure J requires that local jurisdictions comply with the Measure J Growth Management Plan (GMP) to receive funds under certain funding programs. Among the requirements of the GMP is that each jurisdiction “incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments.” Chapter 8 aims to help the County and cities comply with this requirement by providing resources on the planning and design of pedestrian- and bicycle-friendly developments.
- The roles and responsibilities of local agencies and the Authority under MTC’s routine accommodation policy, especially with regard to the routine accommodation checklist.
- How local agencies can use the CBPP to become eligible for funds from the state’s Bicycle Transportation Account (BTA).
- Guidance on the application of the Americans with Disabilities Act (ADA) to public rights-of-way.

- The Bay Trail;
- San Pablo Avenue corridor;
- West County–Central County connections;
- Central County–Alameda County connection;
- Central County–San Ramon Valley corridor;
- Central County connections;
- Central–East County corridors; and
- Regional trails.

Chapter 6 also describes bicycle connections between Contra Costa and neighboring counties and includes a table of unbuilt segments of the CBN. The chapter also discusses key considerations in planning for bicyclists, the main types of bicycle projects that local jurisdictions can implement (including bike paths, bike lanes, bike routes, multi-use trails, traffic calming measures, bicycle boulevards, direct connections, signage, bicycle-activated loop detectors and maintenance); and online tools and resources for local agencies on the planning and design of bicycle facilities.

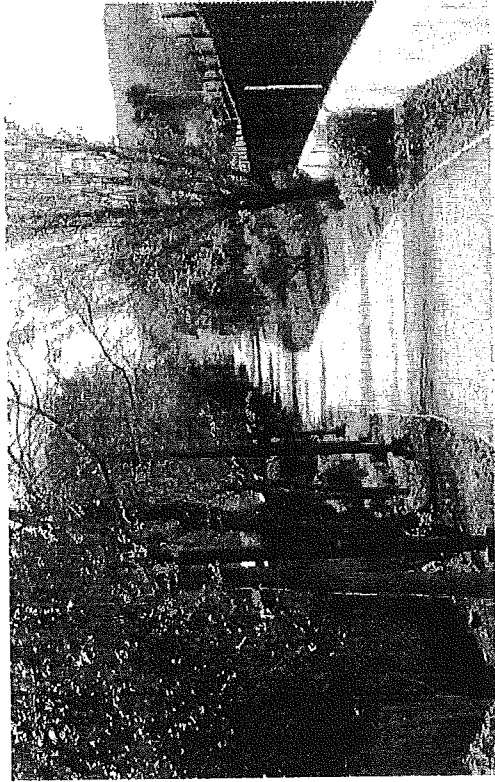
**Chapter 7: Support programs**

While critical, facilities are only part of the walking and bicycling experience. Another important aspect are the various support programs and projects that increase the number of people who walk and bicycle and allow them to derive the greatest utility and pleasure from the facilities that have been built. Chapter 7 discusses the main types of support programs for non-motorized transportation that local jurisdictions in Contra Costa could support or implement themselves: access to transit, encouragement, safety, education and enforcement.

The chapter includes a discussion of the eight transit operators that serve Contra Costa and discusses the three primary needs of pede-

### Chapter 9: Implementation

While the CBPP is a document of the Authority, it can only be implemented with the collaboration of local jurisdictions and certain special agencies and district in Contra Costa. It is these agencies that have the land use responsibilities that enable the planning, design and construction of pedestrian and bicycle improvements. Chapter 9 updates the lists of implementation tasks to be undertaken by the Authority and of those suggested for local jurisdictions and other agencies. It also describes the main funding programs under Measure J that local jurisdictions can use to fund their non-motorized transportation projects and programs, and also funding sources outside of Measure J.



The Authority's main role with respect to implementation of the CBPP is to provide funding to local jurisdictions and special districts (such as the EBRPD) to plan, design and construct pedestrian and bicycle improvements. Perhaps most importantly for this reason,

chapter 9 proposes evaluation criteria for prioritizing projects for funds available through the Authority, including under Measure J. The proposed criteria and priority types of projects are:

- **Safety:** Projects designed to address a documented or commonly recognized safety deficiency, especially conflicts with motor vehicles.
- **Feasibility:** Low-cost, low-complexity projects, especially for which planning and preliminary design work have been done.
- **User groups:** Projects that attract and meet the needs of a broad array of distinct user groups, including school children, students, seniors, the disabled, families, commuters and recreationalists.
- **Countywide significance:** Projects in a pedestrian priority area or on the countywide bicycle network.
- **Public support:** Projects for which there is evidence of public support or that have been identified as priorities by the public; for bicycle projects, this criterion would be limited to the priority bikeways.
- **Destinations served:** Projects near existing and planned activity centers such as commercial and employment centers, parks, schools and transit centers.
- **Other latent demand criteria:** Projects in areas with attributes (other than destinations served) that influence the decision to walk or bicycle; these include population and employment density, mix of land uses and percentage of zero-vehicle households.
- **Connectivity:** Projects that would close a gap or remove a barrier to access.
- **Integration:** Projects that appear in a local plan or integrate with other local efforts being undertaken.
- **Matching funds:** Projects that have partial funding, secured or promised, from other sources.

## Appendices

The updated CBPP includes three appendices:

- **Appendix A:** Explains the methodologies used to estimate the following information that appears in chapter 2, "Existing Conditions:" current and projected daily bicycle ridership in Contra Costa and in each of the local jurisdictions; current and projected daily bicycle trips countywide; and current and projected motor-vehicle trips and miles reduced as a result of bicycle trips countywide.
- **Appendix B:** Contains information gathered from the local jurisdictions in Contra Costa in response to the following three pedestrian-oriented questions: (i) Does the jurisdiction have a pedestrian-oriented plan or policies adopted as part of its general plan that support walking?; (ii) Has the jurisdiction identified locations where it especially wants to encourage walking and improve the safety and comfort of pedestrians?; and, (iii) Has the jurisdiction incorporated concerns for pedestrians (and bicyclists) into its review and approval process for development projects?
- **Appendix C:** Contains data gathered from the local jurisdictions in Contra Costa on the 11 bicycle-related informational topics required by Caltrans to be included in bicycle plans for purposes of BTA eligibility. The information has been organized into four tables, covering the jurisdictions under each of the four Regional Transportation Planning Committees in Contra Costa: (i) West County jurisdictions (El Cerrito, Hercules, Pinole, Richmond and San Pablo); (ii) Central County jurisdictions (Clayton, Concord, Martinez, Pleasant Hill and Walnut Creek); (iii) East County jurisdictions (Antioch, Brentwood, Oakley and Pittsburg) and also the unincorporated areas; and (iv) Southwest County jurisdictions (Danville, Lafayette, Moraga, Orinda and San Ramon).