

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 FAX (925) 969-9135

TRANSPAC TAC MEETING NOTICE AND AGENDA

THURSDAY, NOVEMBER 20, 2014

9:00 A.M. to 11:00 A.M.

in the COMMUNITY ROOM at CITY OF PLEASANT HILL CITY HALL

100 GREGORY LANE

PLEASANT HILL

1. Review/Revise Accept/Minutes of the May 22, 2014 TAC Meeting

ACTION: Accept May 22, 2014 TAC Minutes and/or as revised/determined.

Attachment: TAC Minutes from May 22, 2014 meeting

2. Update Action Plan to Reflect Public Comments and the 2040 MTSO Values. As part of the CTP process, CCTA collected comments that pertain to the Central County Action Plan. CCTA has also undertaken additional technical analysis in support of the Action Plans since the TRANSPAC TAC last met. CCTA's modeling consultant, Kittelson, has prepared travel forecasts for 2040 with all of the Action Plan actions included and has estimated the MTSO values for this model run.

1. Review Public Comment Received on the Central County Action Plan and 2014 Draft Countywide Transportation Plan (CTP).
2. Review MTSOs Obtained from Updated 2040 Traffic and Transportation Projections for the Central County Action Plan.
3. Discuss Proposed Revisions to Draft for Incorporation into the "Proposal for Adoption" Central County Action Plan.

ACTION: The TRANSPAC TAC is asked to revise, as needed, and approve the revisions to the Draft Central County Action Plan, and to forward the "Proposal for Adoption" Central County Action Plan to the TRANSPAC Board.

Attachments: Updating the Central County Action Plan for Routes of Regional Significance, and (**electronic only**) 2014 Draft Countywide Comprehensive Transportation Plan Comments Received: August 1 through November 3, 2014. An Analysis of the Future MTSO Values with Actions will be emailed separately prior to the meeting.

3. Review Letter from the Contra Costa County Board of Supervisors to the CCTA Chair Regarding the 2014 Countywide Transportation Plan Update

ACTION: As determined/forward letter to the TRANSPAC Board for review at its next meeting.

Attachment: Letter from the County Board of Supervisors dated October 21, 2014 to CCTA Chair Kevin Romick regarding the 2014 CTP Update.

4. Consider Allocating \$161,648 in Measure J Line 19a and/or Line 14a Funds to the Monument Neighborhood Shuttle as Part of a Fund Swap with County Connection which has Agreed with MTC to Exchange these Funds for STA Funds, as the City of Concord is Not Eligible to Claim STA Funds to Make this Project Whole

ACTION: Recommend TRANSPAC allocation of \$161,648 in Measure J Line 19a and/or Line 14a funds to the Monument Neighborhood Shuttle as part of a fund swap with County Connection which has agreed with MTC to exchange these funds for STA funds, as the City of Concord is not eligible to claim STA funds to make this project whole.

Attachment: Lifeline Transportation Program Cycle 3 Fund Exchanges for the Monument Neighborhood Shuttle

5. Request TRANSPAC Authorization and Approval for the FY 2015/16 TRANSPAC / TRANSPLAN 511 Contra Costa Program Workplan with Funds from the Bay Area Air Quality Management District (TFCA), CCTA Measure J 17, and MTC CMAQ (Employer Outreach)

ACTION: Recommend TRANSPAC authorization and approval for the FY 2015/16 TRANSPAC / TRANSPLAN 511 Contra Costa Program Workplan with funds from the Bay Area Air Quality Management District (TFCA), CCTA Measure J 17, and MTC CMAQ (Employer Outreach).

Attachment: FY 2015/16 TRANSPAC / TRANSPLAN 511 Contra Costa Program Workplan

6. Request TRANSPAC Authorization and Approval of 511 Contra Costa Workplan and Budget for FY 2014/15 and 2015/16 Measure J 21a Safe Transportation for Children Funds

ACTION: Recommend TRANSPAC authorization and approval of 511 Contra Costa Workplan and Budget for FY 2014/15 and 2015/16 Measure J 21a Safe Transportation for Children Funds.

Attachment: Central County Safe Transportation for Children Workplan and Estimated Budget

7. 2015 TRANSPAC Meeting Schedule

Attachment: 2015 Meeting Schedule

8. Adjournment

The next TAC meeting is scheduled for December 18, 2014 at 9:00 A.M. in the City of Pleasant Hill Community Room unless otherwise determined.

TRANSPAC Technical Advisory Commission (TAC) Meeting Summary Minutes

MEETING DATE: May 22, 2014

MEMBERS PRESENT: John Cunningham, Contra Costa County; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; John McKenzie, Caltrans; Lynn Overcashier, 511 Contra Costa; Tim Tucker, Martinez; and Barbara Neustadter, TRANSPAC Manager

GUESTS/PRESENTERS: Glenn Mix, Golden Rain Foundation

MINUTES PREPARED BY: Anita Tucci-Smith

The meeting was convened at 9:16 A.M.

1. Review/Revise/Accept Minutes of the April 24, 2014 TAC Meeting

ACTION: Accepted. (Cunningham/Kuzbari/Unanimous)

2. A Proposal to Distribute Central County Measure J Line 28a Funds Presented by Ray Kuzbari

TRANSPAC Manager Barbara Neustadter advised that the TAC had previously discussed ways to distribute Central County Measure J Line 28a funds and Ray Kuzbari had crafted a proposal for the TAC to consider.

Ray Kuzbari explained that last year a Central County program (Line 28a funds) had been highlighted as a result of a request from the City of Pleasant Hill for the use of those funds due to an emergency with a shortfall on a federally funded project on Contra Costa Boulevard. At the time, there was \$2.3 million available in the Line 28a account and Pleasant Hill had requested \$750,000, which brought the account balance down to \$1.55 million. Also at that time, the TAC had discussed how to use the money and the overall protocol process that should be considered for the use of that money. He noted that a proposal had been discussed that was project specific, more emergency based, similar to the way Pleasant Hill had requested its money, although that proposal was not something that could be used by each city based on the requirements and needs; it was more based on when there was a need there could be a request for the money. He noted that the issue had gone dormant for awhile but it was time to address it again.

Referring to budgetary problems in the City of Concord, Mr. Kuzbari commented that he had been struck by how critical the situation was in Concord in terms of a lack of local matching funds which made it impossible to pursue grant funds. He explained that 11.47 percent minimum and usually more was required to make a project viable because of administration costs, so it became clear to him that Concord had critical projects for safety purposes that were waiting in line because Concord did not have the funds and could not leverage with federal money.

As the issue of 28a was on his mind, Mr. Kuzbari stated that Concord had return to source funds although the total was not sufficient for its needs, and he suggested the same would likely be the case with other jurisdictions. He was also aware of the 2.09 percent additional Measure J funds to local jurisdictions for Local Street Maintenance (LSM) and Improvements funding and suggested that the LSM funds be augmented with the 28a funds to make it easier to use the money to augment the 18 percent with no strings attached; the use of the funds did not have to be project specific, just allocated every year, with no conditions. So he had contacted Contra Costa Transportation Authority (CCTA) staff and had run the idea by them to see if his plan was viable and he had been told that would be acceptable and that, in fact, the Southwest Area Transportation Committee (SWAT) currently used the same method. All SWAT had to do was submit a report to the CCTA by September of each year to identify what had been done with the money.

John Cunningham commented that SWAT had been doing that for the last couple of years.

Mr. Kuzbari presented a proposal for the distribution of Line 28a funds considering the 2.09 percent distribution based on population, which was broken down Regional Transportation Planning Committee (RTPC) by RTPC. He noted that \$600,000 was typically credited to Line 28a each October, and with the current \$1.55 million available now, by October 2014 there would be \$2.15 million available in the account, which he had divided equally over 2014/2015 and distributed over the course of the two years taking out the \$750,000 already allocated to the City of Pleasant Hill. Using the same distribution, he identified how much each city would receive up to 2017. He had stopped in that year given the possibility of an extension of Measure J. If TRANSPAC agreed to the proposal, each city would have a distribution over the next few years with the exception of Pleasant Hill, which had received so much over its share that even after four years the other cities would not have caught up to Pleasant Hill's proportionate share.

Mr. Kuzbari suggested that the proposal with the use of 28a funds would be an augmentation to return to source funds.

Mr. Cunningham suggested there were other benefits to Pleasant Hill having the front end money.

Ms. Neustadter reminded the TAC that the City of Pleasant Hill had a problem and the allocation of Line 28a funds to Pleasant Hill in that case had been able to resolve that problem.

Tim Tucker supported the proposal but wanted to include a footnote to make it clear that the \$750,000 to Pleasant Hill had already been allocated. He asked if Pleasant Hill would be zeroed out until what it had previously been allocated had balanced out.

Mr. Kuzbari stated it would probably take a total of five years for Pleasant Hill to balance out. He suggested if the economy was good the more money available the faster the other jurisdictions would catch up and the normal distributions could then be allocated. When asked if he had talked to the City of Pleasant Hill about the proposal, he stated that he had not.

The TAC thanked Mr. Kuzbari for the time and effort on the preparation of the proposal.

Ms. Neustadter asked Mr. Kuzbari if he wanted to prepare a list of the kinds of activities that could be considered for the use of the funds, such as a local share allocation.

Mr. Kuzbari recommended that the Line 28a funds be used the same way as the 18 percent return to source and the 2.09 percent LSM funds; all transportation related. He added that everyone would have to realize that by the end of September each year a report would have to be submitted to the CCTA to show that the funds had been used for the transportation network, or transportation programs.

Jeremy Lochirco verified that there was no requirement that the funds could not be used for operational programs.

Mr. Kuzbari emphasized that the funds could be used for anything transportation related; design costs, right-of-way, staff costs, and construction among others, and there were no conditions as long as the use was transportation related.

Ms. Neustadter concurred it was clear that the Line 28a funds could be used for Measure C, Measure J, anything in the transportation arena.

Mr. Lochirco commented that a lot of transportation planning positions were usually a drag on a city's general fund in that they were not revenue generating, and creating an opportunity that could actually support that position or the function of a position would be important. He suggested in some cases that money could be used to hire consultants for transportation planning work. He noted in the City of Walnut Creek there were some projects where that money could be used and there were personnel costs that supported transportation planning efforts or transportation engineering efforts that would be important to fund. He referred to the Community Development Block Grant (CDBG) dollars that had been used for housing and suggested a similar process with the Line 28a funds for transportation.

Mr. Kuzbari suggested that Line 28a funds could be spread over a number of different projects just as using the return to source 18 percent match funds, and staff could potentially work on a project and the Finance Department could recoup the associated costs by using funds allocated to a particular project to cover those costs. He added that the proposed Line 28a allocation would just be part of the local Measure J that would become available to a city as long as it was spent on something that was transportation related, and the CCTA had verified that could be done. He added that could be done in the same distribution of the 2.09 percent but would not be subject to the Compliance Checklist. A report by September each year would be required by the CCTA to identify how the money had been used.

Mr. Cunningham stated that the proposal did not change the eligibility of the funding stream but could be used as a regular ongoing stream of funds.

Mr. Lochirco asked if that money could be used as a TRANSPAC share.

Mr. Kuzbari concurred and stated it would be no different than the use of local Measure J funds.

ACTION: Recommended that Ray Kuzbari's proposal to distribute Central County Measure J Line 28a funds be forwarded to the TRANSPAC Board for approval. (Tucker/Lochirco/Unanimous)

3. **CCTA is in the Process of Authorizing the Release of "Call for Projects" for the Priority Development Area (PDA) Planning Grant Program.** As part of its Resolution 4035, the Metropolitan Transportation Commission (MTC) allocated \$2.745 million to the Authority to help local jurisdictions in their planning and implementation of PDAs. This PDA Planning Grant Program must be consistent with the County's adopted PDA Investment & Growth Strategy. Authority staff has prepared a "Call for Projects" for the PDA Planning Grant Program for release. Following the release, a subcommittee to the Technical Coordinating Committee (TCC) will evaluate the grant applications received. The subcommittee is comprised of local staff representatives from the four subareas of Contra Costa. Staff seeks Authority approval to release the "Call for Projects" for the PDA Planning Grant Program. The CCTA Planning Committee approved the release of a "Call for Projects" for the Priority Development Area (PDA) Planning Grant Program. The full CCTA Board is expected to approve this action on May 21, 2014.

Ms. Neustadter reported that the CCTA was in the process of releasing a Call for Projects for the PDA Planning Grant Program.

Mr. Lochirco stated that the City of Walnut Creek would probably end up submitting something. He noted that from the TCC meeting it looked as if of the \$2.7 million available the maximum would be \$750,000 per grant and countywide there might be up to four grants approved. He asked if there were any regional projects or planning projects that multiple jurisdictions had any interest in partnering. He added that Walnut Creek had discussed a corridor planning study between Pleasant Hill BART and Walnut Creek BART and there were portions of unincorporated land with the county involved. He looked to the Olympic Boulevard Corridor Study and others that had partnered with other jurisdictions and the collaboration in those cases that had produced a better project. He expected that all jurisdictions would like to have \$750,000 of planning assistance.

Mr. Cunningham stated that the County had received a letter from Lafayette regarding the Pleasant Hill Corridor and that could always be thrown out as a suggestion, although it was not a PDA project. He noted Lafayette's long-standing issue of "do something about Pleasant Hill Road." While the PDA topic ruled that out he stated the response had been to encourage Lafayette to look for a planning grant to address that issue.

Ms. Neustadter stated that TRANSPAC had been trying to engage Lafayette in discussions for a considerable amount of time to collectively do something about that issue although nothing had been produced as a result of that effort and the complaint remained. She noted at one time Lafayette and TRANSPAC had been able to do some work together.

Tim Tucker referred to the review of a requirement for PDA and commented that the City of Martinez had only a small downtown PDA. Given the traffic near Highway 4 and Center Avenue, he suggested a PDA could potentially be developed in that general area.

Mr. Tucker referred to the Nob Hill area and suggested if there was any way to get another PDA close to Highway 4 that would be helpful to Martinez.

Mr. Lochirco commented that the City of Walnut Creek had expanded its PDA from Broadway Plaza and Olympic Boulevard/Creekside Drive all the way up to the Main Street Corridor and I-680 to the Iron Horse Trail, which was a pretty large area but that did not mean there was no opportunity for planning.

Ms. Neustadter suggested that members work with their respective staffs to work something out and asked that the TAC be kept apprised of the status of those discussions.

4. FYI – CCTA Staff has made changes to the 2014 Countywide Transportation Plan (CTP) Goals and Strategies. The changes may be viewed from Item 2 on the CCTA May 7, 2014 Planning Committee Agenda.

Ms. Neustadter reported that the report on the changes to the 2014 CTP Goals and Strategies had been submitted for information, and if there were any issues they should be referred to the CCTA.

Mr. Lochirco commented that he and Mr. Cunningham had attended the TCC meeting last month and it had been brought out at that meeting that Lafayette and SWAT had developed a level of service (LOS) for Routes of Regional Significance (RORS) for the Iron Horse Trail and for BART, and he had brought up a comment that it was unfortunate when there was a singular regional committee that designated regional routes that had not included more than one region. He had recommended a discussion of the possibility of designating those routes in the future in the RORS in the TRANSPAC Action Plan in that TRANSPAC had been hesitant because it did not have standards to adopt. He suggested it would be nice in the future to have a forum for something to be designated if it did not get adopted by multiple regions. Given that the City of Walnut Creek bordered everyone else and with no conformance with the adjoining regions, he questioned the impact of those designations on Walnut Creek. He suggested that some of the routes were not regional routes but subregional routes whereas true RORS cut through multiple areas. He had raised that issue because he wanted more dialogue in the future, and if Central County did not want those regional routes designated he recommended a conversation to find out why. He was concerned with the designations without an understanding of their purpose.

Ms. Neustadter reiterated the multiple attempts to engage Lafayette over the decades and explained that the TRANSPAC TAC had twice had the discussion of those designations and determinations had been made in each case not to make similar designations for Central County. She explained there was no penalty involved but the two entities had very different ideas of how to address traffic. She explained that Lafayette's thresholds were lower than TRANSPAC's thresholds; noted that TRANSPAC had always responded to Lafayette's queries; and that TRANSPAC had conducted a lot of work to stay in dialogue but could not replicate what Lafayette had done because Lafayette's protocols were specific to Lafayette while TRANSPAC's protocols were specific to TRANSPAC, and there had been no agreement to date to make a consistent change.

Mr. Lochirco referred to RORS and suggested there should be more than one region required to approve RORS, although Ms. Neustadter stated that was not necessary.

Mr. Cunningham noted that in the past the CCTA had to force a route to become a regional route because one jurisdiction had designated it as a subregional route when it was a regional route. He explained that bike facilities had been discussed as RORS since they spanned RTPCs and were not subregional, are regional routes, and he suggested a county organization should recognize that bicycle routes be recommended as RORS along with the suggestion of Pleasant Hill Road.

Lynn Overcashier commented that the point of designating RORS was if proposing a development on one of those routes that development would have to be mitigated, although she questioned how BART could be mitigated.

Mr. Lochirco suggested that thresholds could be established but relating to BART he questioned what those thresholds would be based on.

Mr. Kuzbari asked if BART was subject to Measure J, and given that the jurisdictions were subject to Measure J he asked why the issue was being forced.

Mr. Lochirco stated that the question of Measure J compliance required the development of LOS standards for other routes in which there was no control, and he suggested that could be done if BART, as part of Measure J, had built in money where it had to be accountable to adding BART cars, for instance, although that parameter had not been set. In this case it happened to be Lafayette, but he suggested there may be other cases where Central County wanted to designate a facility and it did not speak to regionalism if there was no cooperation.

Mr. Cunningham noted that the issue had been resolved in numerous forms over the years and there was no determination to memorialize those discussions and move ahead. He stated that they did have some control over BART such as stationary trails, access to BART, and access to large facilities. In the Olympic Boulevard Corridor Study, access to the trails was controlled by all the jurisdictions although in terms of regional routes and mitigations it would require a change in thinking. He added that the traditional thinking and mitigating and congestion-based transportation planning did require a change in thinking, which was not to mitigate congestion on the Iron Horse Trail but to direct traffic to it, improve access, and/or include Class I, II, or III bike access. He suggested there had been no willingness to have that discussion or incorporate that flexibility into the documents that had been carried forward over the years.

Mr. Kuzbari stated that actions incorporated crossing improvements and anything that encouraged walking and biking which had also been included, and to him the actions were what was important.

Mr. Cunningham suggested that actions would be added if those facilities were added as regional routes.

Mr. Lochirco suggested that just as currently with RORS, each jurisdiction established its own criteria for determining LOS levels and he did not disagree with that although he reiterated the need for a dialogue when things like this were being proposed so that there would be a better understanding of why they were being proposed and whether it would lead to the goals that were trying to be established in the Action Plan. He stated that Lafayette had gone ahead and taken action that affected other jurisdictions. He emphasized the need for communication so that one RTPC did not do its thing without considering the regional effects.

Ms. Neustadter commented that even though TRANSPAC had tried unsuccessfully in the past to engage Lafayette in dialogue did not mean that there could not be another effort.

Mr. Lochirco suggested perhaps it was the CCTA's role to engage that dialogue. He wanted to see more of a step up for clarity

Ms. Neustadter asked if there was the desire for a formal request of the CCTA to initiate a dialogue, although Mr. Lochirco stated it was noted that this was an inconsistency in how regional routes were being designated similar to the regional mitigation program where everyone had to sit down and work towards a solution.

Ms. Overcashier noted that TRANSPAC had done a number of access improvements including parking lot garages. She added that actions spoke louder than words.

With respect to a request to the CCTA, Mr. Cunningham commented that Matt Kelly of the CCTA had acknowledged that was an issue and they would have to take a pass on it at this time and maybe take it up again in the future.

Mr. Lochirco suggested it was important in the reallocation of Measure J to come up with regional projects that were more high profile and if designating regional routes that may be looking at more projects that could benefit the County.

Mr. Cunningham and other TAC members recommended that the CCTA address the situation.

John McKenzie referred to one of the changes in the CTP Update for strategies, specifically Strategy 1.4: *Improve the highway and arterial system consistent with a countywide plan consistent with the General Plans of local jurisdictions to influence the location and nature of anticipated growth.* He suggested that fell into the same category of RORS where the growth would go and where it would not go. He would be interested in asking the CCTA if that would be a policy consistent with Growth Management Plans (GMPs) and the Urban Limit Line (ULL) growth and processes under Measure J given that now there is the Feasibility Study for SR 239 (Tri Link), which read straight out of that for the basic premise for the project in that without the project local jurisdictions would be unable to realize the potential build out.

Ms. Neustadter noted that Tri Link had been viewed as a way of getting trucks out of the Bay Area and as a key component of other traffic as well.

Mr. McKenzie suggested that Tri Link would provide a safer means for people to travel from the East County region to the Tri Valley region up I-580, but beyond State Route 4 there were few truck designations, most would be in the same area, and the only reason they would get up that way is if they had a North Bay destination. He suggested it serve as an interregional demand and this would be something to spur growth in that area. The other thing is not for the safety aspect but given the existing housing and jobs balance out there he did not see how it would improve it all that much when the trend was 15 years old and continuous and the vacancies and investments out there suggested it. He would ask about consistency with ULL and GMPs in regard to Strategy 1.4. He noted there was also Governor Brown's Delta tunnels, which were interesting.

Ms. Neustadter referred to the handouts identifying State legislation she had provided related to pedestrian and bicycle safety, particularly around schools.

Mr. Cunningham referred to SB 1151 which would essentially create a double fine zone around schools and stated that in 2011/2012 the County had done a Safe Routes to School (SR2S) survey and had found that throughout the county kids didn't walk around school given the driving and speeding around schools, which the legislation addressed. He stated that Contra Costa County supported the Bill and requested an amendment that in addition to increased fines they asked that the school zone be expanded beyond the 500 and 1,000 feet. A figure of 1,320 feet (1/4 mile) had been requested and local jurisdictions could expand that zone further based on a traffic study. He encouraged the city councils and the TRANSPAC Board to offer its support.

Mr. Kuzbari explained that Alameda County had done the same thing a number of years ago when double fine zones had been enacted and benefitted in terms of revenue and slower speeds. He supported SB 1151.

5. FYI – CCTA is in the process of releasing a Request for Proposal (RFP) to Update the Contra Costa Express Bus Study. The Contra Costa Express Bus Study Update Scope of Work may be viewed from Item 1 on the CCTA May 7, 2014 Planning Committee Agenda.

Ms. Neustadter explained that the last time the Bus Study had been produced was in 2001. The Bus Study Update had been submitted for the TAC's information.

On another matter, Ms. Neustadter announced that it was her expectation that June would be her last month with TRANSPAC, and that she would assist in the transition to another TRANSPAC Manager.

6. Adjournment

The meeting was adjourned at 10:18 A.M. The next meeting of the TAC is scheduled for June 26, 2014 at 9:00 A.M. in the City of Pleasant Hill Community Room unless otherwise determined.



UPDATING THE CENTRAL COUNTY ACTION PLAN FOR ROUTES OF REGIONAL SIGNIFICANCE

Discussion with the
TRANSPAC TAC

Facilitated By:
Deborah Dagang



In Association With:
DKS Associates
Fehr & Peers
Dyett & Bhatia
Eisen | Letunic

November 20, 2014

Agenda

- ▶ Updated Action Plan Schedule
- ▶ Review Public Comments Received
- ▶ Review Updated MTSOs with Actions
- ▶ Proposed Revisions to Draft Action Plan
- ▶ Forward “Proposal for Adoption” to TRANSPAC Board
- ▶ Next Steps

Updated Action Plan Schedule

- ▶ End of Public Comment Period – November 3, 2014
- ▶ RTPCs prepare Proposal for Adoption of Action Plans – November/December 2014
- ▶ Final RTPC Adoption of Action Plans – December 2014/ January 2015

Overview of Public Comments Received

- ▶ Comments received in multiple forms
 - ▶ RTPC Public Workshops for the Draft CTP (TRANSPAC – 8/27/14)
 - ▶ E-mail comments submitted to CCTA
 - ▶ CCTA’s “Transportation Priorities and Bright Ideas” Paper Survey
 - ▶ Comments submitted online via the web site
 - ▶ Letters from agencies and organizations
- ▶ Comments ranged from general statements to specific details
- ▶ Most comments were focused on the CTP

Main Issues Raised for Central County

- ▶ Conduct a High Capacity Transit Study along the I-680 Corridor from Central Contra Costa to Tri-Valley
- ▶ Include SR 4 Operational Improvements
 - ▶ Already included in Draft Action Plan; being added to CTP
- ▶ Add East Bay Regional Parks District Trail Projects
 - ▶ Specific listing of trail projects provided
- ▶ Provide more parking and bike stations at every BART Station
- ▶ County recommended deleting and adding a few specific projects

MTSO Forecast Data

- ▶ Need to add summary observations.
- ▶ Tables of results to be sent separately.

Proposed Revisions to the Draft Action Plan

- ▶ Add “Conduct High Capacity Transit Study jointly with Tri-Valley Transportation Council” as an action for the I-680 Corridor
- ▶ Add trail projects as identified by EBRPD
- ▶ Revise actions as requested by Contra Costa County
- ▶ Action 2-F: add a specific reference to supporting the addition of bicycle parking at BART Stations

Next Steps

- ▶ Update Revised Draft Action Plan to include TAC approved changes
- ▶ Present the 2014 Central County Action Plan to the TRANSPAC Board for adoption

2014 Draft Countywide Comprehensive Transportation Plan Comments Received: August 1 through November 3, 2014

TABLE OF CONTENTS

Main Issues

Table 1 Summary of the Main Issues Raised - All Public Comments
A list of the main issues that arose out of the public participation process.

Summary of Issues

Table 2 Summary of Issues Raised at RTPC Public Workshops for the Draft CTP
Includes a summary of the issues raised by the public during the RTPC Public Workshops.

Table 3 Summary of Issues Raised - Other Public Comments (emails, paper surveys, online comments)
Includes a summary of the issues raised by the public through other participation means.

Record Log of All Comments

Table A Record log of all spoken comments at RTPC Public Workshops for the Draft CTP

Table B Record log of all emailed comments on Draft CTP

Table C Record log of all comments from CCTA's "Transportation Priorities and Bright Ideas" Paper Survey

Table D Record log of all letters about the Draft CTP received from agencies and organizations

Letters Copies of each of the letters received from agencies and organizations

Please note:

1. Public comments that were submitted online via the 2014 CTP "Talking Transportation" website are available at www.keepcontracostamoving.net.

Table I - Summary of the Main Issues Raised - All Public Comments

Issue #	Issue Summaries	Issue or Project Type
1.01	Concern regarding congestion across the County on arterial corridors and highways, especially I-680, I-80, SR-24, SR-4, and Ygnacio Valley Road.	Freeways; Arterial/Roadway
1.02	Strong support for transit expansion down the I-680 corridor between Central County and Tri-Valley (ideas include express buses, light rail, and BART).	Freeways; Rail, Rapid Transit; Bus
1.03	Strong support for road improvements across the County to improve road conditions and reduce congestion, particularly in West County (arterial roads and highways), Central County (Ygnacio Valley Road, Olympic Blvd), and East County (Vasco Road and SR-239/Tri-Link).	Freeways; Arterial/Roadway
1.04	Strong support for expanded parking facilities at BART stations across the County. Strong support for expansion of park-and-ride lots and shuttles running to BART stations. Particular areas of concern: Orinda BART; Lafayette BART; West County urban areas of El Cerrito, El Sobrante, and Richmond.	Rail, Rapid Transit
1.05	Strong support for BART extensions in East County (to Brentwood) and West County (to Hercules). Strong support for Amtrak service expansion, especially between East and West County.	Rail, Rapid Transit
1.06	Strong support for providing public transportation for students to and from school and for improving safe routes to school, to allow more students to walk and bike and reduce congestion.	Safe Routes to School; Bicycle/Pedestrian
1.07	Strong support for bus service expansion and improvements across the County. Requests include improved amenities for passengers at bus stations and stops (benches, shelters, and trash cans); longer service hours (earlier in the morning, later in the evening, and on weekends); expanded routes through neighborhoods; improved reliability of service; use of smaller buses that are quicker and more efficient; more frequent service on routes; and improved connections to other buses as well as BART.	Bus
1.08	Strong support for express buses across the County (especially between East County and Central County; Tri-Valley and Walnut Creek; West County and Lamorinda; and West County and the East Bay).	Bus
1.09	Strong support for ferry service to/from East, Central, and West County waterfronts.	Ferry
1.10	Strong support for extending, connecting, and widening bicycle and pedestrian facilities (bike lanes, trails, paths, sidewalks, crosswalks, and overcrossings) across the County. Strong support for: Iron Horse Trail, Lafayette-Moraga Trail, Contra Costa Canal Trail, Delta de Anza Trail, and San Francisco Bay Trail.	Bicycle/Pedestrian
1.11	Concern about lack of goals/performance measures and levels of funding for bicycle and pedestrian projects (specifically compared to roadways and highways).	Bicycle/Pedestrian
1.12	Strong support for innovation and technology use in the County's transportation systems.	Innovation
1.13	Concern about climate change; concern about conformance with Plan Bay Area.	Plan Bay Area
1.14	Some confusion about how the CTP is implemented, how decisions are made about what projects to prioritize, and how funding decisions are made.	Funding

**Table 2 - Summary of Issues Raised - RTPC CTP Public Workshops,
Sorted by RTPC Meeting, then Issue or Project Type**

Includes spoken comments at RTPC CTP Public Workshops through September 2014

<i>Issue #</i>	<i>Issue Summaries</i>	<i>Issue or Project Type</i>
SWAT CTP Meeting		
2.01	Concerns expressed regarding traffic congestion on I-680.	Freeway
2.02	Strong support for a second Transbay Tube to increase BART capacity.	Rail/Rapid Transit
2.03	Request for increased funding for student transportation.	Safe Routes to School, Bus
2.04	Support for "feeder" parking lots with shuttle buses to increase BART use and efficiency.	Bus
2.05	Support for extended bus service, potentially using smaller buses that can service neighborhoods.	Bus
2.06	Support for increased funding for ferry service in Richmond and other locations, with longer daily operating schedules and cheaper fares.	Ferry
2.07	Strong support for increased funding for improving pedestrian and bicycle access, infrastructure, and safety (including protected bike lanes and separated bike paths).	Bicycle/Pedestrian
2.08	Concerns expressed regarding potential sales tax increase versus percentage currently dedicated to SF Muni funding.	Funding
2.09	Request for more "smart" technology infrastructure improvements.	Innovation
TRANSPAC CTP Meeting		
2.10	Concerns expressed regarding traffic congestion on I-680.	Freeway, Interchange
2.11	Strong support for public transit down I-680 corridor, between Walnut Creek and Dublin.	Rail/Rapid Transit, Bus
2.12	Strong support for increased BART capacity and improved service, as well as increased parking and shuttles to/from BART stations.	Rail/Rapid Transit, Bus
2.13	Strong support for more and improved bus services, including the use of smaller buses, user-friendly bus routes, and expanded express service.	Bus
2.14	Strong support for increased funding for improving pedestrian and bicycle access, infrastructure, and safety (including protected bike lanes and separated bike paths).	Bicycle/Pedestrian

**Table 2 - Summary of Issues Raised - RTPC CTP Public Workshops,
Sorted by RTPC Meeting, then Issue or Project Type**

Includes spoken comments at RTPC CTP Public Workshops through September 2014

<i>Issue #</i>	<i>Issue Summaries</i>	<i>Issue or Project Type</i>
TRANSPLAN CTP Meeting		
2.15	Strong support for future Tri-Link project.	Freeway
2.16	Strong support for HWY 4 corridor improvements.	Freeway, Interchange
2.17	Strong support for Vasco Road improvements.	Arterial/Roadway
2.18	Support for Byron Airport connections (between Byron Hwy and Vasco Road).	Arterial/Roadway
2.19	Expressed concern for transportation improvements to improve fire department response times outside city boundaries (street extensions).	Arterial/Roadway
2.20	Strong support for commuter rail and current/future BART and eBART extensions.	Rail/Rapid Transit
2.21	Request for review of CTP goals to align with the Governor's "Complete Streets" program.	Bicycle/Pedestrian
2.22	Request for continued exploration of new innovations in transportation technology, including solar road tiles and evacuated tube transport.	Innovation
WCCTAC CTP Meetings		
2.23	Expressed concern about expanding HOT lanes because they support the single occupancy vehicle.	Freeway
2.24	Support improvements for trucks and goods movement through West County, particularly on I-80.	Freeway
2.25	Concern expressed regarding frequent and heavy congestion on I-80.	Freeway
2.26	Strong support for improved connections (roads, transit, Amtrak) between West County and Central County, as well as West County and SW County.	Freeway; Bus; Rail/Rapid Transit
2.27	Support for mass rail transit innovation - particularly the Richmond Cybertran International project.	Rail/Rapid Transit
2.28	Strong support for Amtrak passenger rail and improvements to the Capitol Corridor line.	Rail/Rapid Transit
2.29	Strong support for wBART extension through Hercules.	Rail/Rapid Transit

**Table 2 - Summary of Issues Raised - RTPC CTP Public Workshops,
Sorted by RTPC Meeting, then Issue or Project Type**

Includes spoken comments at RTPC CTP Public Workshops through September 2014

Issue #	Issue Summaries	Issue or Project Type
2.30	Strong support for increased BART capacity and improved service, as well as increased parking and shuttles to/from BART stations.	Rail/Rapid Transit, Bus
2.31	Strong support for transportation for students to and from school.	Safe Routes to School, Bus
2.32	Strong support for improved bus service in West County, with increased frequency of service and more connections within West County and to other Contra Costa destinations, as well as for express buses to regional destinations.	Bus
2.33	Strong support for shelters and benches at bus stops and transit stations.	Bus
2.34	Support for electrification of buses in Contra Costa.	Bus
2.35	Support for express buses to Silicon Valley and San Francisco.	Bus
2.36	Support for paratransit in West County.	Bus
2.37	Support for ferry service to/from Hercules or Rodeo	Ferry
2.38	Strong support for increased funding for improving pedestrian and bicycle access, infrastructure, and safety (including protected bike lanes and separated bike paths), both within West County urban areas and across the region.	Bicycle/Pedestrian
2.39	Support for Carma and other innovations.	Innovation

**Table 3 - Summary of Issues Raised - Other Public Comments
(Emails, Paper Surveys, and Online Comments),
Sorted by Issue or Project Type, then RTPC**

<i>Issue #</i>	<i>RTPC</i>	<i>Issue Summaries</i>
Freeways, Arterials, Roadways		
3.01	Countywide	In general, support for HOV lanes across the County. Requests for addition or extension of HOV lanes: northbound I-680, where SR-24 and I-680 merge; northbound SR-242 around Concord Avenue, connected by a HOV connector ramp to SR-4 east HOV lane; and down the I-680 corridor, especially between Walnut Creek and Alamo.
3.02	Countywide	Great concern over the level of congestion across the county and the time, gas, money, etc. wasted on congested highways and streets. Congested areas of concern: I-80 through West County; Ygnacio Valley Road; the I-680 corridor; SR-24; and Olympic Blvd.
3.03	Countywide	Great concern over the traffic signal timing at key intersections in the County, because many lights are not synchronized.
3.04	Countywide	Traffic calming efforts supported.
3.05	Countywide	Support for Complete Streets on all streets across Contra Costa.
3.06	TRANSPAC	Concern about the high level of congestion on Ygnacio Valley Road, and strong support for building bus rapid transit (BRT) or light rail in the median of Ygnacio Valley Road.
3.07	TRANSPLAN	Concerned about Vasco Road conditions and congestion. Support for designating Vasco Road a state highway (SR-84) between Brentwood and Livermore to ensure road is maintained.
3.08	TRANSPLAN	Support for construction of SR-239 to connect East County to I-5.
3.09	WCCTAC	Strong support for arterial road repair across the jurisdictions in West County.
3.10	WCCTAC	Concern about potholes and roadway conditions on I-80, especially from Pinole through Albany.
Rail, Rapid Transit		
3.11	Countywide	Strong support for giving "local residents" priority at BART parking lots.
3.12	Countywide	Support for designating BART a Route of Regional Significance across the County.
3.13	Countywide	Strong support for BART and transit services in general.
3.14	Countywide	Strong support for expanded BART hours, longer trains with more capacity, and more frequent train service.

**Table 3 - Summary of Issues Raised - Other Public Comments
(Emails, Paper Surveys, and Online Comments),
Sorted by Issue or Project Type, then RTPC**

Issue #	RTPC	Issue Summaries
3.15	Countywide, LAMORINDA	Strong support for dramatic increase in parking available at all BART stations, especially in Orinda and Lafayette, for both cars and bicycles.
3.16	Countywide, LAMORINDA, TRANSPAC	Strong support for improved bicycle and pedestrian connections to BART, particularly in Lamorinda and Central County and from the Iron Horse Trail.
3.17	SWAT, WCCTAC, Countywide	Strong support for expansion of park and ride lots, and shuttles between BART stations and park & ride lots across the County, especially from the Orinda BART station to parking lots in Orinda, Moraga, Richmond, El Cerrito, and El Sobrante.
3.18	TRANSPAC, LAMORINDA	Strong support BART express trains from certain Contra Costa stops (Walnut Creek, Orinda suggested) to Oakland and San Francisco.
3.19	TRANSPAC, TVTC	Strong support for more express buses, light rail, or BART - some form of transit - between Central Contra Costa County and the Tri-Valley area.
3.20	WCCTAC, TRANSPLAN	Support for rail transit from Richmond to Antioch and Pittsburg.
3.21	WCCTAC, TRANSPLAN, TVTC	Strong support for BART extensions in West County (as far as Hercules), East County (as far as Brentwood), and to the South down the I-680 corridor (between Walnut Creek and Dublin/Pleasanton stations).
Bus, Ferry		
3.22	Countywide	Strong support for improvements in bus routes. Popular requested routes include: between Walnut Creek and Clayton; between Walnut Creek and Antioch; along the SR-4 corridor, between East County and West County, possibly via the new Hercules transit hub; running across the Monument corridor in Concord to connect low income residents with necessary services for families; in Danville, especially east of I-680; to senior centers (especially the San Ramon Senior and Community Center); in the hilly communities of the East Bay; to/from Clayton; along San Pablo Dam Road (to Orinda BART from West County); between Pittsburg and Walnut Creek; and from Contra Costa to Marin and Solano Counties.
3.23	Countywide	Strong support for express buses. Popular requests include: between Walnut Creek and Tri-Valley area (Dublin BART station and Bishop Ranch); between Richmond and San Francisco; between West County jurisdictions, other East Bay-Alameda County jurisdictions, and San Francisco; and between Pittsburg/Antioch and San Francisco.
3.24	Countywide	Support for increased bus transportation for students to and from school.

**Table 3 - Summary of Issues Raised - Other Public Comments
(Emails, Paper Surveys, and Online Comments),
Sorted by Issue or Project Type, then RTPC**

Issue #	RTPC	Issue Summaries
3.25	Countywide	Concern that the bus system and service have not been fully restored to levels and quality typical before the recession.
3.26	Countywide	Strong support for buses across the County and requests for improvements and expansion of services. Popular requests include: use smaller buses or vans in neighborhoods; extend bus service times (especially on weekends and in the mornings and evenings); increase frequency of bus service; improve reliability of bus service; improve amenities at bus stops (benches, shelters, and trash cans); change routes so they go to essential services like commercial and employment areas; and improve connections to BART and other buses.
3.27	WCCTAC, TRANSPAC, TRANSPLAN	Strong support for ferry service from West County (Richmond, Hercules, Rodeo), Central and East County (Martinez, Pittsburg, Antioch, Oakley) to locations around the bay, especially San Francisco (Downtown, Mission Bay, Pier 39) and Marin County.
Bicycle, Pedestrian		
3.28	Countywide	Strong support for designating the Iron Horse Trail a Route of Regional Significance across the County.
3.29	Countywide	Strong support for adding bike lanes to streets and improving existing bike lanes across the County, to support bicycling as a means of transportation. Popular requests for bike lane improvements include: Ygnacio Valley Road, North Main Street, Treat Boulevard, Marsh Creek Road, Diablo Road, Martinez streets leading to the BART station, throughout West County jurisdictions, and on streets around schools.
3.30	Countywide	Suggestion for CCTA to add requirement that all RRSs have bicycle facilities.
3.31	Countywide	Strong support for more bicycle signs across Contra Costa, particularly at the ends of trails/paths to direct users to the start of the next nearest trail/path.
3.32	Countywide	Strong support for extending, widening, and connecting bicycle and pedestrian paths and trails across the county, especially in the east-west direction (between trails that generally run north-south). Strong support for maintenance and cleaning the trails and paths. Popular improvements include: between Lafayette-Moraga Trail and the Iron Horse Trail; between Pleasant Hill and the Iron Horse Trail; extension of Delta de Anza Trail to the west; between Discovery Bay/Byron to Brentwood; along San Pablo Dam Road (especially between El Cerrito, El Sobrante, and Orinda); completion of the San Francisco Bay Trail; along Ygnacio Valley Road; in Downtown Walnut Creek; and in Downtown Lafayette.

**Table 3 - Summary of Issues Raised - Other Public Comments
(Emails, Paper Surveys, and Online Comments),
Sorted by Issue or Project Type, then RTPC**

Issue #	RTPC	Issue Summaries
3.33	Countywide	Strong support for construction of sidewalks on all streets, but especially on routes to schools, to BART stations, and to Downtown areas.
3.34	Countywide	Strong support for improving safety of pedestrian crossings, perhaps with stop signs or lights, at important street crossings (including around all schools; on the Walter Costa Trail across Mt. Diablo; in downtown Walnut Creek; in Kensington; and in Oakley). Support for pedestrian overcrossings at major intersections (suggestions include by Adams and Heritage High in Brentwood, at Iron Horse Trail and Bollinger Canyon Road, and over freeways like I-680).
3.35	SWAT, TRANSPAC	Strong support for connecting the Lafayette-Moraga Trail with the Iron Horse Trail (Olympic Corridor Trail Study).
3.36	TRANSPAC	Support for bicycle and pedestrian overcrossings in Central County, especially at Monument Boulevard over I-680; Treat Boulevard for the Contra Costa Canal Trail in Concord; over I-680 at Concord Avenue; and under I-680 at Willow Pass Road.
3.37	TRANSPAC, TVTC	Strong support for the Iron Horse Trail - a “major thoroughfare” for many residents traveling north-south - and improving the trail conditions and separating pedestrian and bicyclist traffic.
Other		
3.38	Countywide	Strong support for transit-oriented development, mixed-use development that allows housing and employment centers to be located near each other, and development of walkable communities.
3.39	Countywide	Support for CCTA to be progressive in embracing and implementing new technologies.
3.40	Countywide	Strong support for use of Clipper Cards on all transportation systems throughout the County.
3.41	Countywide	Strong support for transportation programs for seniors and for paratransit programs.

Record Log of All Comments Received

Tables A, B, C, and D + Letters Received

**Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments, Sorted by RTPC Meeting**

<i>Date</i>	<i>RTPC</i>	<i>Comment/Suggestion</i>
8/27/14	TRANSPAC	Exclusive bike user who lives and works in Concord – asked if there are any plans for improving safety of bicycle crossings under I-680 at Chilpancingo, Concord Avenue, and Willow Pass Road. Also stated that he’s interested in safety improvements for cyclists on the approach to Meadow Lane along Clayton Road and appreciates the recently completed extension fork of the Iron Horse Trail from Meadow Lane to Monument Boulevard, and the pedestrian/cycle bridge over Treat Boulevard. Wants CCTA to allocate budget for promoting alternatives to single occupancy vehicles instead of spending money to improve and expand highway and road infrastructure.
8/27/14	TRANSPAC	Rides his bike to work every day and takes mass transit – in East Contra Costa County, single car occupancy is dominant; we need more mass transit and ways to encourage people to use it. New York City and Boston have made these changes and it’s time to make them here. Walnut Creek needs more buses, not just during commute hours, and more BART trains, mass transit and bikes.
8/27/14	TRANSPAC	Has lived in Walnut Creek for last 3 years. Grew up in New York City, where they had buses, and I could leave my home and know that within 10-15 minutes, I could catch a bus that would take me anywhere. I don’t understand why a community with as many resources as this one doesn’t have mass transit infrastructure. Building hi-rise apartments everywhere, with no way to move people around. When I worked in San Francisco and they were building the BART parking, they had vans that would take you to and from BART; it could be a van, doesn’t have to be a bus. If someone’s going to the city, someone has to drive them to BART because there’s no way to get to BART.
8/27/14	TRANSPAC	Also from New York and wants to comment on the existing transportation system. He’s had bad experiences with customer service at BART and is not pleased; feels this needs to be improved as much as anything else. He has had to stand on the platform for too long and customer service was no help. As another example, there is lots of space wasted and the parking garages are full to the brim; there is a need for more parking for BART. We also need more bike paths and more options for those who want to ride bikes.
8/27/14	TRANSPAC	From SoCal and went to school here in 1972; remembers how beautiful I-680 was and now it’s a mess like L.A. There should be a very general goal of maintaining the transportation system. This area needs more mass transit, with better routes and more user-friendly, including a lot of express buses. If you ride a bike from Sun Valley, you take your life in your hands, and the bus takes too long. There should be parking lots off of Clayton Road to take folks to BART and decrease traffic. I hope the message is clear that we really want to improve the mass transportation system.

**Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments, Sorted by RTPC Meeting**

<i>Date</i>	<i>RTPC</i>	<i>Comment/Suggestion</i>
8/27/14	TRANSPAC	Wanted to point out how many folks came by bike to the meeting tonight and say that we need better bike infrastructure; other cities and some countries are way ahead of us – and they have a better quality of life. I would love to see that for Walnut Creek and Contra Costa County.
8/27/14	TRANSPAC	Lots of bike comments and the younger generation. Strong advocate for protected bike lanes and believes there is a persistent thought that they're for increasing the speed at which people move on bikes. As a solo individual, he will ride his bike to work and everywhere, but would be more comfortable taking my wife and kids on bike rides if there were protected bike lanes.
8/27/14	TRANSPAC	Thanked the CCTA staff for the presentation and the goals, but the numbers in the transportation plan show the majority of funding going to roads and highways and this needs to be re-prioritized to include more public transportation. No traffic management technology listed either and I would encourage that. I'd also like to see parking tied to development. We need safer pedestrian and bike lanes because people who are walk and ride bikes spend more than drivers overall and it's in the County's best interest to accommodate them.
8/27/14	TRANSPAC	I've used public transit all my life and Walnut Creek's system is not good because the bus routes don't connect well, and we have to wait an hour for connecting buses. Also, the safety factor is number one; no matter what our ages, from pre-school to seniors and the areas where we wait should be safer and more protected from the elements, rain, heat or cold; and people come first. People in cars are protected, and pedestrians need that same level of protection. If the system were improved, more people would use public transportation.
8/27/14	TRANSPAC	I live in Concord, and have been a Contra Costa County resident for 38 years. Great accomplishments with the Caldecott Fourth Bore and other extensions, but the commute issues have become very serious. It takes me 60 minutes to go just 18 miles. Some kind of public transit going down I-680 would help the majority of commuters.
8/27/14	TRANSPAC	I have 3 very specific requests – the way the public transit cares about people needs improvement. I see people waiting for 20 minutes at Oak Road and people doing their grocery shopping at Trader Joes, waiting in the rain and the hot sun. We need to remake the system. When you are a pedestrian or a bicyclist, you see things from a different perspective. I go from here to the farmers markets and I'm working hard to dodge people in cars and we need to have more respect for people on foot and on bikes. We need to make transit friendlier and fix the sidewalks. If you are in a wheelchair or can't walk, there are portions of some roads where there are no sidewalks. We need these things fixed so we can have the transportation network we need.

**Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments, Sorted by RTPC Meeting**

<i>Date</i>	<i>RTPC</i>	<i>Comment/Suggestion</i>
8/27/14	TRANSPAC	I can ride my bike faster than the cars move in traffic and the problems with the park and ride needs to be improved. If you could take a bus there, that would be good. It's hard because people don't want to park their cars there. The cheaper option is to improve the bike and pedestrian options. There are also kids being driven to school, which takes up space on the roads, when these kids could be riding a bike. Focus on pedestrians, and on relieving congestion on I-680 through the use of carpools. Also, if BART had a monthly or daily pass rather than making people pay individually per trip, people would use it more often and on the weekends.
8/27/14	TRANSPAC	As one of the leaders of Bike Walnut Creek – feels the vast majority of money is being spent on drivers and highway improvements. Let's get people out of their cars and create more protected bikeways. If you don't keep building more capacity on the freeways, people will find other ways to get around.
8/27/14	TRANSPAC	We have to improve bike and pedestrian safety because even jogging out of a driveway can be dangerous. There should be more buses so people don't have to wait so long; seniors especially; and the bus rides are so long. If there was more community information about better transit options, more people would use it. We need to increase funding for this in Walnut Creek. MTC did increase funding for more bike and pedestrian transit options and that's what we need.
8/27/14	TRANSPAC	In San Francisco, the new bus shelters tell you when the next bus is coming.
8/27/14	TRANSPAC	We need to expand service and increase BART use, as well as establish more efficient transportation systems, for buses and ferries.
8/27/14	TRANSPAC	I've lived in Walnut Creek for 40 years, and I come from background of city buses, because I owned one when I got out of the service. We need smaller buses for Walnut Creek, if I take the bus downtown, I don't want to have to wait 2-3 hours.

**Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments, Sorted by RTPC Meeting**

<i>Date</i>	<i>RTPC</i>	<i>Comment/Suggestion</i>
8/27/14	TRANSPAC	<p>I'm from San Francisco and they have private bus services. You can go anywhere in San Francisco on buses, light rail, and BART. Our family moved to Walnut Creek 38 years ago and when the buses started moving through the county, one would go north to Buena Vista and work its way to Diablo Valley College. Over the years, they redirected it, and on the 17th of this month was the last day for that bus. They took our bus, and now it's gone. All the people who live on the northwest side, above the Walnut Creek BART, up to Palos Verdes, have no bus service now. I'm on 2nd Ave near Buena Vista and split between 2 buses to get to the Walnut Creek or Pleasant Hill BART stations. The #9 bus goes from the Walnut Creek BART to Diablo Valley College, then works its way all thru Pleasant Hill to get to the college, when, if it would instead take the route that the #7 bus used to take, go down Geary and right on N. Main to 3rd Ave, where they're building a new apt complex, it would be better for everybody. I was working on a bike trail map this morning, but there's no way to turn the bus around and be able to go out on 2nd Avenue at the traffic light and make a left. It's just a loop, with that bus going from the Walnut Creek BART to North Main Street and it's not servicing too many people. Still letting off all the workers on North Main, but dropping people on the other side of North Main, that would be a quick fix. Without that, it's a long walk for people to go to North Main and it's a safety hazard because there are so many people texting and driving.</p>
8/28/14	TRANSPLAN	<p>Community Development Director for City of Brentwood. Commended CCTA for having the meeting and said the City supports the ongoing completion and improvement of Highway 4 and the major improvements for Vasco Road. Stated that Tri-Link will be a game changer for the entire northeast region and the Highway 4 corridor and he's looking forward to future eBART extension into Brentwood.</p>
8/28/14	TRANSPLAN	<p>A Pittsburg resident – thanked CCTA for holding the meeting in Pittsburg. Quoted statistics from the Communitywide Transportation Plan and compared percentages of pedestrian and cyclist fatalities, suggesting that the strategy for funding projects should include consideration of the fatality rates for each mode of transportation. Stated that CCTA's goals and strategies need a major shake up with regard to the list of projects and referred to a description of complete streets as signed into law by the Governor, to provide safe transit for all users. Stated that every time a curb or gutter is built or rebuilt in any community throughout Contra Costa County, a bike lane should be included next to that curb and gutter, or CCTA should not be putting any money into the project. Said he's waiting for someone to sue CCTA over this issue and asked why the law is not being followed, because there are serious consequences that haven't been taken into consideration.</p>

**Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments, Sorted by RTPC Meeting**

<i>Date</i>	<i>RTPC</i>	<i>Comment/Suggestion</i>
8/28/14	TRANSPLAN	On the Contra Costa County Airport Advisory Board – (speaking as a resident) has owned and operated an accounting practice in Contra Costa County for many years. Stated that he feels an opportunity to create more access and more jobs in East County is being missed at the Byron airport and that providing greater access would go a long way toward alleviating traffic congestion. Also stated that he wants to see Vasco Rd finished, and with the support of the local Assemblymember, wants CCTA to help make it a priority.
8/28/14	TRANSPLAN	City of Pittsburg (speaking as a resident) – advocating for commuter rail. Stated that eBART will be at Hillcrest in less than 3 years, and using existing rail lines, could provide service as far out as Bryon and Tracy.
8/28/14	TRANSPLAN	Pittsburg resident – the City planner Joe Sbranti , said we have to get city money in order to get BART. People out here have been paying for BART for a long time, and this wouldn't happen in wealthier communities with a different ethnicity. BART was supposed to be out here first and would be a very positive thing for this area, but it probably won't happen.
8/28/14	TRANSPLAN	San Pablo City Council Member and West Contra Costa County resident. Thanked CCTA for bringing this issue to the people, because it's important to get this information out to the community. Stated that the plan for the next 25 years includes extending BART, which will be very beneficial. In West Contra Costa County, I-80 is so congested and we're trying to renew the interest of our elected officials, so all that traffic can get off of I-80 and we can make it better for everyone. Learned a lot of innovation in transportation by attending high school events, because the young people have so many new ideas. Stated that the "ET3", a vacuum tube transportation technology, could go 400 mph and travel around the world in 2 hours, and cost less than other rail transportation. Also mentioned solar road tiles, made of recycled glass, with everything below the roadway, as having incredible potential. Stated that while it may be expensive to develop these technologies, and there may be some negativity, it can be compared to when Ford brought forth the first car.
8/28/14	TRANSPLAN	Director of East Contra Costa Fire Protection District (speaking as a citizen, not for the district). In east County, there are several aspects involved in getting fire services to where they need to be: dispatch, station locations and the road network. As the bypass has been improved, that has improved response times. The zone just outside of city boundary is where most of the arterial roads stop and key links don't exist. The completion of Laurel Road from existing bypass to (?), a gap that will exist once the project in Brentwood is built, from sand creek road to (?) This would be of great assistance to ambulances. If there could be a combined effort to encourage their development, this would greatly help fire response in east Contra Costa County.

**Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments, Sorted by RTPC Meeting**

<i>Date</i>	<i>RTPC</i>	<i>Comment/Suggestion</i>
9/10/14	SWAT	Kudos to CCTA. One serious concern I have is that the more people you bring in with eBART, etc., how will you get those people across the Bay with only 2 tracks? There was an article in the newspaper this week about that issue. I work with low-income kids and I'm beat after waiting 35 minutes for BART, but you can't run more than 2 trains under the bay due to safety. Must put a stop to BART strikes, and design and fund a second Transbay Tube; every day we wait it will cost more money. The voters must have the right to un-elect the people at the Authority and have officials elected by the people. I very much respect what you've done, but a billion dollars raises my eyebrows. We did not elect our city council members to deal with these issues. This is a substantial dollar amount and its return to source, if the city agrees to do what you want. My wife has lived here more than 46 years and when BART was built, the city was divided in two and there are only two leaves, instead of a cloverleaf with four leaves and the north Moraga traffic runs right through the downtown district to get on to eastbound Highway 24. I would like to see authority fund a study for alternatives that my wife has designed.
9/10/14	SWAT	I think the way we could improve traffic, is to start getting some smart stoplights at Ignacio Valley Rd and Mt. Diablo. Mt. Diablo is a mess. Smart stuff is available and could be used. More difficult is that BART has gone as far as it should go; we should be more flexible and put in light rail instead.
9/10/14	SWAT	I like most of the programs, especially those designed for growth management. There was a program that used to be funded called "safe routes to (?). The goal being that the last (?)... no way to get to the BART station. For the Pleasant Hill BART, on the West side, people have to cross the bridge and this impedes access.
9/10/14	SWAT	Kudos to CCTA. I have benefitted personally from the Caldecott 4th bore and the school projects, and many of the projects that Mayor Tatzin talked about. One of the things I'd like to find out about and have CCTA take the lead on, is a comprehensive plan for school transportation, which is still very frustrating. Funding for student transportation is unreliable in many jurisdictions, especially for low-income families, which makes school attendance much more challenging for this group. Something long recognized by parent groups and others, is the need for reliable and safe transportation to and from school. I'm hoping that as part of CCTA's plan and the various area action plans, that at least within those areas, there could be a comprehensive plan for this put in place.

**Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments, Sorted by RTPC Meeting**

<i>Date</i>	<i>RTPC</i>	<i>Comment/Suggestion</i>
9/10/14	SWAT	I want to acknowledge the elephant in the room; they want to raise our sales taxes and it will only be applicable to Alameda and Contra Costa Counties. One-eighth of a percent of what you spend is going to Muni in San Francisco and that needs to be dealt with. They're asking for a ¼ cent sales tax. I wrote an op-ed in the CC times about this last year, asking our representatives to oppose ABI 107. We have a leak in our transportation bucket that's going to San Francisco. These sound like worthy projects, but a lot of you are afraid of dealing with San Francisco on this issue and it is wrong to allow this to continue. There's no reason why we should be donating our money to Muni. It's one thing to use transportation dollars to improve things, but there's also a danger in smart growth and transit-oriented development. At the Dublin BART station, the closest road, Scarlett Drive, was closed off to bike and pedestrian access and the City put in a truck yard. The politicians have to look at everything and I would like them to have a dialog about ABI 107.
9/10/14	SWAT	Very interested in reducing greenhouse gases from transportation, people-friendly cities, a massive increase in bike paths, including protected lanes. Stated that Portland, Oregon now has the highest percentage of people who commute to work by bike (16-18%). Feels there's only a pittance going to bike infrastructure in Contra Costa County and there's a significant reduction of cars on the road when more people ride bikes. This is one of the least expensive ways to reduce traffic congestion, but the smallest dollar amounts in the plan are going towards improving bike infrastructure. The reduction in Co2, which is very significant, will also reduce health care costs, because riding a bike will make the population healthier. I don't like the funding distribution, because a larger portion should go to bicycle funding. Most people, even if there's a bike lane, want protected and separated bike paths, and once that network is built out, you'll have many more people choosing to ride a bike or take public transit, if it's available. Most people in San Francisco don't have to go more than a few blocks to reach some type of public transportation. The Iron Horse Trail is great, but it's really the only one and there have to be more alternatives out there.
9/10/14	SWAT	Recommends feeder lots with shuttle buses to increase efficiency for BART. Stated that according to BART, only 15% of people living near BART actually use it. We need a way to get people to BART, especially when their lots are full. This would reduce traffic to and from BART and from those driving around trying to find parking.
9/10/14	SWAT	I've lived in Lafayette for 42 years and I would like to see a trolley running up and down Mt. Diablo Boulevard every 20 minutes, because you can't park in Downtown until after 2pm. I believe BART is practically in overload now. If we could have more ferries, out of Berkeley and Richmond, and parking for those ferries, a lot of people would use them, especially if they ran later and weren't so expensive. The Bay Bridge will be in gridlock in 5 years.

**Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments, Sorted by RTPC Meeting**

<i>Date</i>	<i>RTPC</i>	<i>Comment/Suggestion</i>
9/10/14	SWAT	Asked if there was any outreach to the business community to explore flexible employee scheduling and telecommuting.
9/10/14	SWAT	Asked if there are other ways (other than phone surveys and attending meetings) for people to give their input? There are a lot of young people who ride their bikes and look at things differently. I'm concerned that we're not hearing from a huge percentage of the population because they're not attending these meetings. We're really underfunding for pedestrians and bike riders. If downtown were more accessible, it could be transformative. It's a destination, that's why traffic is so bad. Talking about the need for a 2nd Transbay tube, we need to do whatever is necessary to get rid of the pinch point; don't throw the baby out with the bathwater; just fix the pinch point. I'm in favor of having housing density around the BART stations.
9/10/14	SWAT	I live in the San Ramon corridor, in southeast Danville. Fully 40% of the items deal with housing, not transportation. I'm confused about why CCTA is talking about what ABAG is handling. When Contra Costa Bus service started, there was a bus at the end of our street and that only lasted a week. The neighbors complained and now the bus is one mile away and I can't use the bus anymore. I don't know why they can't use smaller buses and bring them into the neighborhoods. The direct access ramps on I-680 will be a mess, and HOV lanes should be eliminated, because they increase traffic instead of decreasing it. I want to see BART run on the Iron Horse Trail. At intersections all over the country, the medians stick out into the intersection and they force wide turns, this is a problem. Also, we should eliminate senior discounts on BART because young people shouldn't have to pay for old people to ride BART just because they've lived longer.
9/10/14	SWAT	It's fun seeing so much enthusiasm at this meeting. I echo the bike comments, because I ride bikes and I'm one less car on the road. If you build it, they will come, so if you were investing in safer bike and pedestrian options, you would get more people on bikes and fewer cars on the road. There are lots of ways to be creative.
9/10/14	SWAT	On the I-680 corridor going south, when you hit Livorna Road, the traffic backs up, and then after Livorna Road, it breaks up again.
9/10/14	SWAT	I also want more bike lanes, because I bike to work. I would also like to see BART express trains into San Francisco.
9/10/14	SWAT	(2nd comment) Regarding ABI 107, I agree, ½ a percent is too much, but if I had a choice between no support for Muni and having to walk, I would drive instead. Muni works and there are kids who ride it, so I don't mind that money goes to support it. Research is being done on night deliveries; which would eliminate congestion from blocking lanes; to connect the retail with the trucker and develop a schedule.

**Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments, Sorted by RTPC Meeting**

<i>Date</i>	<i>RTPC</i>	<i>Comment/Suggestion</i>
9/20/14	WCCTAC	Very impressed with the scope of CCTA's transportation planning. Main complaint is that the traffic lights are not timed well in Richmond and cause too much unnecessary stop and go. I've called on Mr. Hughes in the City's Public Works Department and he has a speech that talks about vandalism and other "excuses", but this issue impedes traffic flow in a major way, causing frustrated motorists, wasted gas, and is hard on vehicles and an inefficient use of fuel that contributes to speeding and road rage. There is a gauntlet of unnecessary stop lights in Richmond and this condition needs improvement.
9/20/14	WCCTAC	Richmond resident, bike and planning commissioner. I haven't looked closely at the plan, so my comments are general. Richmond transit plan, general development and limiting urban sprawl, encouraging people to use mass transit. I've lived in other countries where it was just as easy to use mass transit as cars. If we really want people to get out of their cars, it should take less time, run more frequently and cost less. Amtrak could be an option. The bus schedules could be better. Push those alternatives and get people thinking about it. I'm in favor of bike improvements and if we can keep making this alternative attractive for young people, and reward that behavior, it will be better for our health and environment.
9/20/14	WCCTAC	Richmond resident – I want to speed our transition from a fossil-based economy. Over the last 20 years of people using single-occupancy vehicles, it has stayed the same and this needs to be flipped. In other places, mass transit is cheaper. I would like to see more incentives for using mass transit, with an emphasis on making BART cheaper. Electrification of buses, electricity generated by alternative sources generates less Greenhouse Gases and we need to figure out ways to incentivize this.
9/20/14	WCCTAC	Richmond resident and founding member of bike committee. I want to echo those comments about making walking, biking and access to transit easier and less expensive. Looking at the pamphlet, these things are not getting their fair share of the transportation dollars. This should be considered a priority, to promote health, limit climate change and get people where they're going.

**Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments, Sorted by RTPC Meeting**

<i>Date</i>	<i>RTPC</i>	<i>Comment/Suggestion</i>
9/20/14	WCCTAC	Richmond resident who wants CCTA to bring back the San Francisco bus. There used to be a direct bus from Richmond to San Francisco, which made it fast, easy and painless to get there. The train from Richmond to Emeryville is too expensive for people who work in Emeryville. The 72M is the only bus that goes to Point Richmond; it runs every ½ hour and originates from Jack London Square, but if a driver calls in sick, they don't replace them, so people have to wait an hour or more to get a bus. They have spent millions of dollars on the BART station, but they forgot to put in benches for the people who are waiting for those trains. There is no shelter whatsoever for wind or rain and no place to sit, for buses that you're lucky to get after an hour's wait.
9/20/14	WCCTAC	Thinks the CTP document is problematic because the staff's analysis is disconnected from the list and the City's political officials are ignoring the challenges of today because they believe they can continue widening freeways and keep things the way they were 30 years ago. Goal is to reduce the climate impacts from traffic and this plan is the wrong approach, because it will do nothing to reduce emissions and encourages express lanes for single-occupant vehicles, which is going in the wrong direction. We can't widen the highways, because it's not feasible. Some small operational improvements can be made, but that should be a clarion call for drawing the conclusion that we have to change how we develop. There is some nice language about AB375 and where we live, and making transit more available, but it's not based on the land use plan in the CTP. The cities in the county continue to sprawl and this increases congestion. This isn't a planning document, because it doesn't plan for things like climate change. It's taken as a given that things will just continue to get worse. This plan ought to be to get people off of the freeways. Smartphone apps allows people to get a ride, with other single-occupant drivers, so if the County took this and ran with it, to get these carpoolers into the HOV lanes, congestion could be reduced. Instead of encouraging people to carpool, they are agreeing with MTC and allowing single-occupant vehicles to get into the HOV lanes. I see Carma as a very low cost method of improving mobility, and a far more practical solution than waiting for Google or others to develop a car that drives itself.

**Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments, Sorted by RTPC Meeting**

<i>Date</i>	<i>RTPC</i>	<i>Comment/Suggestion</i>
9/20/14	WCCTAC	I hate the parking garage they built in Richmond, there was no problem with parking, so I don't know why they built it. I now go to El Cerrito BART, because I don't like using the Richmond parking. Amtrak is an existing system that would be handy for West County, but is too expensive. I still drive and often have to go to Central County and you can't get there from West County, which I think is intentional. I had to go to Red Cross and you can't get there on the weekend. Our hospital is closing, so how would you get to John Muir hospital from here? It will cost you more than \$7 one way. It is a big impact; people in this part of the county do not want to serve on juries because the transportation isn't available. I worked for the county and I refused to take promotions because I couldn't get to other locations, like Martinez, and so it prevents people from getting good jobs. No comprehensive plan, we could have Amtrak run from Martinez with some agreement to lower the fares. The Central County people don't want West County people to come there, but we really need to think about how people move within the county and not just how to get to San Francisco.
9/20/14	WCCTAC	I live in El Cerrito, near Stockton Street and San Pablo Ave. I don't have a car and live close to a local bus stop, to save expense. Getting on the 72M locally along San Pablo Ave, to get into Richmond, it only runs every 30 minutes and my recommendation is for more frequent bus service. I go to church in Pinole and at the end of the day, the WestCAT service should be running later into the night. On weekends, the WestCAT J only runs every 40 minutes and starts too late for me to get to breakfast at the church, so start it earlier and run it later. We need to do what we can to educate the public about getting on the bus. Make the best connections, and make stations more convenient for people to get to, so they will want to ride.
9/20/14	WCCTAC	Richmond resident and Contra Costa County Opportunity Council member. Thank you. This is complicated. I'm in agreement with every comment that has been made. I'm a member of the economic opportunity council, which is a volunteer organization and one of our big issues is poverty. Transportation for children to and from school makes a big difference in low income households. We're trying to find out more and connect with other groups. There are lots of opportunities for working together. I walk and bike, so does my husband, and I like the green projects and want more, more and more! This is a big weekend for climate change; it overrides everything and should always be in your mind. I want to see how busing connects because transportation for children has a big impact; when school is out, there is a lot less traffic. We'll be working hard on busing for children and zero-emission buses, why not? With good planning and good thinking through, a lot can happen, even universal busing for children.

**Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments, Sorted by RTPC Meeting**

<i>Date</i>	<i>RTPC</i>	<i>Comment/Suggestion</i>
9/20/14	WCCTAC	AFSME – union represents thousands of members that work for the county, parks, BART and AC Transit; I'm speaking on behalf of this family. We need more bus service in the county. We don't need more buses to connect to BART, we need them to go to where people work, where they shop, to schools, we need expanded bus service, and a quality trained workforce, because there is a problem in some agencies; paratransit, and some issues with low-income workforce. Young people and seniors are at risk. We support expanded transit, BART service, cleaner trains, cleaner cars and adequate staffing. Buses need to go where people use them. We support getting people off the road, whether they work in East County or wherever.
9/20/14	WCCTAC	West County rider and supporter of WestCAT. I'm interested in a Hercules ferry, and it could come into Rodeo, where the water isn't polluted. The dynamite plant in Hercules has polluted the water there. We have new houses and the ferry is very important. WestCAT doesn't have enough vans for the senior citizens. I have ridden buses to a ball game in the city and another one to Amtrak; the 30C bus will take you there.
9/20/14	WCCTAC	Advocacy Director with Bike East Bay, which was formed when BART said no bikes. We do have better bike paths now, like the Richmond greenway, but they need to connect to Ohlone and Bay Trail, more importantly, this plan needs to beef up the mass transit. More than half the money is going to make it easier to drive. You have our support in making tough decisions, but we can't keep spending money to encourage people to drive. We have some big ticket items, like good transit service to all the places we need to go in west county.
9/20/14	WCCTAC	El Sobrante resident. On Hwy 4, I took over the engineering on that and made the 20 foot embankment, and I think we need more safety thinking. In downtown El Sobrante, it should be the perfect transportation corridor, with an enhanced 10' bike lane and CCTA would build parking structures for businesses. There is no parking on San Pablo Dam Road. As it is now, drivers want to get from one point to the other and they use any method necessary. We should make it efficient and stop making drivers anxious. Currently there are people putting dinner tables on San Pablo Dam Road. Please don't let the Board of Supervisors make these kinds of decisions. (He described an accident involving one of his family members) that happened a result of putting objects too close to the roadway. The County engineer said they had a traffic study and surmised that the traffic was 32 miles per hour on San Pablo Dam Road, so they are trying to make it look like it's safe to have dinner tables along that road with heavy, fast-moving vehicles. They need CCTA to kick them in the pants to get them to change, we need to make things as efficient as possible and go forward from there. You need to think strongly about that corridor and reward El Sobrante with parking structures, then you'll have the perfect transportation corridor.

**Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments, Sorted by RTPC Meeting**

<i>Date</i>	<i>RTPC</i>	<i>Comment/Suggestion</i>
9/20/14	WCCTAC	President of Cybertran International (Start-up company at Richmond UC Berkeley University Campus) and an Economic Development Commissioner for the City of Richmond, but speaking as a private citizen. We plan to manufacture rail that will cost one quarter to a tenth of traditional systems, with a smaller carbon footprint; each vehicle is an express, which runs on solar and generates 8 times more energy. We are in the CCTA plan, and prior to ours, there were no programs to support mass rail transit innovation, only for buses and cars. The thing about electric cars is that they reduce Greenhouse Gases, but don't reduce traffic. We have a public-private partnership and were able to get a program placed in the next transportation bill, to be passed by senate. We have a delegation going to DC next week, waiting for appropriations. I want to thank CCTA for hearing us and including us in their plan. Federal matching dollars will only be available if we have a stake in it here.
9/20/14	WCCTAC	Experience as a bus rider – if you stand and wait for a bus and count cars, there are many more people driving than riding buses, so how can buses be too expensive? Most of the money goes to bus driver salaries, so we need them to be subsidized. AC Transit is always scrambling for cash because the money isn't being channeled properly. If you look at every car burning 500 gallons of gas per day; we could ask the state to ration gas or pass a law to not allow driving on Sundays. There is something wrong with American transportation and we need to start making some changes. Count the number of people on the bus and look at the difference in gas mileage between single vehicles and buses. There is an obsession with automobiles and the intensity of the drivers, and this is a problem.
9/20/14	WCCTAC	Resident of El Sobrante since 2000, with his wife and 2 kids. I grew up in Los Angeles and with so many cars, it was still easier to get around by bus there than it is here. I work in San Mateo and it takes too long to use mass transit. There used to be a bus to the BART station, but they cut that line and the new ones take forever. I'd like to reduce my commute and I hate driving, but it's so difficult and time-consuming that there's no real alternative. From San Pablo Dam Rd to Orinda Road, there are people who want to take the bus, but it takes too long.

**Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments, Sorted by RTPC Meeting**

<i>Date</i>	<i>RTPC</i>	<i>Comment/Suggestion</i>
9/20/14	WCCTAC	<p>affiliated with Richmond Coordinating Council, speaking as individual. Many issues on transportation, some that stick out, like the I-80 ICM project; how much money is spent telling people how many accidents there are ahead, when there are lots of radio stations that broadcast this info regularly. The City of Berkeley has told Caltrans this is what they want and this City holds up the people and backs up the traffic in 2 counties. Why can't more be done to make it better for everyone? In some cities, they spent millions of dollars, just to say it's too expensive and moved the traffic from one location to the other. The solution in Phase 2 is unfunded because no one wants to pay for it. Why are we spending money on engineering when no one likes it? In El Cerrito, parking spills from El Cerrito into Richmond because people can't find parking, but still BART is looked at as the only solution. If you have something people are willing to use, we should promote it. The County knows that regarding LOS, they're not able to maintain it, so they lowered the level. Because the county couldn't meet these standards, now others are taking this approach. This will make it easier for development projects, but traffic gets worse because of this lesser standard and this won't improve air quality, or time of travel. The county needs to revisit this concept of LOS. Lots of talk about how terrible vehicles are and hydrogen vehicles are being sold in other countries, and this country next year, but these vehicles will still need roads. There is technology coming for vehicles which is way beyond what you're considering now. Buses are a lot heavier and harder to make it happen. Need to consider what's coming in 10, 20 or 40 years because once you take that space away, you'll never be able to regain it. One needs to consider the economics of bus travel, subsidized by 50% and that's why they don't expand. We need to be realistic. Paratransit buses are often empty. Likes to ride a bike, but doesn't want to ride in traffic. Bicyclists in most cities are only a small percentage, so we don't need to take away from one to subsidize the other.</p>
9/22/14	WCCTAC	<p>Resident of Hercules by the bay. Started commuting to SF and first started taking BART, but the real problem is Hwy I-80, so now taking the links bus and it's fabulous, I encourage the county to keep funding the links. Also hope to see BART extended to Hercules, our city is growing, people coming in from other areas and are taking BART. When are we going to get a ferry? If we can eventually do that, let's be smart about that, let's not dredge on Hercules Point, let's erect a pier in the deep water and people can go out to the pier. If they're not able bodied, we can have a golf cart transport them to the ferry.</p>
9/22/14	WCCTAC	<p>I'm a bike rider, riding all around the county and the Bay Area, and all the bike lanes always start somewhere and end somewhere, but never connect, and usually leave you at a dangerous intersection. I don't know who's planning these bike routes but they don't help because they don't connect where you need them to connect. Once you're on the bridge and there's no bike lane and no shoulder and you have to really watch, it's very dangerous.</p>

**Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments, Sorted by RTPC Meeting**

<i>Date</i>	<i>RTPC</i>	<i>Comment/Suggestion</i>
9/22/14	WCCTAC	Hercules resident – We’re turning Contra Costa County into a better county for drivers, but what about for trucks? Great to have nice roads for our cars, but we need to build for industry. There will be higher taxes and no industry to support it. In Solano County, everyone goes to San Francisco to work. We need the jobs and money here.
9/22/14	WCCTAC	I’m from Brentwood, and I’m uniquely qualified to speak because I worked 20 years at MUNI and 7 years at BART. Central The most destructive vehicle are rail vehicles, because they often leave the track, are expensive, and the infrastructure and maintenance is far and above what you pay for electric buses. I don’t like the idea of our own rail system. If BART is going to be extended, that’s great, but we don’t need our own system.
9/22/14	WCCTAC	Resident of Hercules for 15 years and a member of the Citizens Advisory Committee for CCTA. Thanked CCTA for bringing this meeting to Hercules. The history of transportation is that it is the main source of development. Development follows transportation and we want to ask the City Council and CCTA to develop more options for trains, buses and also the ferry. Now, according to existing technology, we have to go to big water, but in some places without big water they have ferries. There is new development in ferries and when money is provided for the ferry, the design will be very different. I am in Hercules because it is a nice community. I lived in Los Gatos for 15 years and when we started looking for a nice place to spend the rest of our lives....
9/22/14	WCCTAC	I talked to George Miller and he said the people of east county wouldn’t vote for a BART tax in the early 70’s, but we’ve all been paying for it for years in West County. I think it’s essential to have a plan and these are nice ideas, but they have a defect. A nice bus system, where are the buses going to drive? Unless you’re going to create separate lanes for buses, it will create more traffic, and now the governor is going to allow everyone with an electric car to drive on the freeways. We need a BART extension because we need something. We need a BART train that can cross the Bay because the buses have to go through all the traffic. One of the big problems on I-80 is that it goes all across the country, lots of trucks transporting commercial products, especially on Monday mornings, the whole right lane is trucks and they don’t mix well with cars. In New York, they have a special truck lane. Lots of trucks going to and from the Port of Oakland and that causes traffic and accidents. The only solution is a BART extension and we’ve been paying for this for a long time. Other cities have gotten BART before us. There’s a pier that goes out from Rodeo that was abandoned years ago. The bike trails, I totally agree, they are dangerous to ride and it would be nice if there was a trail along the tracks. Not sure about El Sobrante Avenue, the real solution is the BART extension. Instead of wasting money on hi-tech gadgets. I’d have to see it proven that this stuff works, pie in the sky ideas. I-80 already overburdened with commerce.

**Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments, Sorted by RTPC Meeting**

<i>Date</i>	<i>RTPC</i>	<i>Comment/Suggestion</i>
9/22/14	WCCTAC	Hercules resident for last 10 years. Loved the SF bus when I worked there. I would like to see an express bus from Hercules to Silicon Valley to reduce traffic. Lots of job growth there and I look forward to being able to take an express bus to work in San Jose.
9/22/14	WCCTAC	Resident of Hercules since 1988, moved here when I was 18 years old. I've been coming to this gym in Hercules for 10 years. I pay taxes. I ride the buses on WestCAT, I used to catch the bus at the gas station and I wish they could put the bus terminal back there instead of Hwy 4. They need a food truck and pay phones in case people need to call for help and their cell phones are dead. We need more restaurants, because we have all these homes out here. I would like to see the buses run up Redwood again. We have enough homes, they even shut down the movie theater to build more houses and now we have to go to Richmond to see a movie.
9/22/14	WCCTAC	Hercules resident for more than 30 years and we've been paying taxes for BART, but we don't have the clout to get it built and it will never come here. San Mateo didn't want to pay the tax, but they got BART. We don't have the population. We also need shopping. They have high-class stores and this is a working-class community. I wish the people in our council would be more practical, so we don't have to go to other cities to shop. No one here shops at Hilltop and something is wrong. We have a lot of good people here, we should build it up and have some decent places for us to eat and see a movie. I would like to see a light rail come out here because it's less expensive than BART. If you take the bus to BART, it's not convenient and not safe.
9/22/14	WCCTAC	I live in View Point and the most important service is WestCAT, especially for disabled people.

**Table B - Record Log - Emails Received about 2014 Draft CTP,
Sorted by RTPC and Jurisdiction**

<i>RTPC</i>	<i>Jurisdiction</i>	<i>Comment/Suggestion</i>
Countywide	(none)	Requesting: 1) increased BART service, with more trains; 2) 2 fares - one during the commute hours and one during off-hours; 3) BART keep platforms clear of vendors and musicians; 4) elimination of the toll collection system on the bridges, because of the delays, congestion, and pollution caused. In support of BART extension in South Bay to San Jose.
Countywide	(none)	Supporting an intermodal transfer station in Oakland where BART crosses over the Union Pacific tracks (I-880 and 7th Street), to supplement the intermodal transfer station in Richmond, to facilitate rail travel in Contra Costa County.
Countywide	(none)	Supporting BART and the Iron Horse Trail as Routes of Regional Significance.
Countywide	(none)	Supports BART, highways, and buses; does not support ferries, bicycles, or carpools.
Countywide	(none)	Requesting: 1) acknowledge in the Plan that Routes of Regional Significance also serve bicyclists, not just motorists; 2) all RRSs should include bike lanes, marked shoulders, or closely parallel bicycle-friendly streets; 3) concerned that the County's Bicycle Plan is for recreational bicyclists, not people who use bicycles for their primary means of transportation, and wants to be sure CTP supports bicycles as means of transportation, not just leisure.
Countywide	(none)	Requesting "dramatic" expansion of parking at BART stations, so that there is always parking available, particularly during the midday.
Countywide	(none)	Requesting that County Connection replace their full-sized buses that drive around the county with smaller mini-buses that can move more quickly and are more appropriate for the number of passengers that ride on these routes.
Countywide	(none)	Requesting safe places to ride and park my 3-wheeled electric bicycle.
Countywide	(none)	In favor of maintaining our roads, streets and highways in top condition, as opposed to spending construction dollars on BART, buses, bike lanes or ferries.
Countywide	(none)	Supports bicycle facility improvements. Requesting improvements to BART bus feeders, overnight BART service, and real-time data to intelligently manage traffic on freeways.
Countywide	(none)	Proposing that every road in Contra Costa be repainted/restriped to accommodate all classes of road users, with a 12' vehicle lane, a 4' sidewalk, and a 4' bike lane provided for each direction on all streets, with excess right-of-way devoted to turn lanes or extra travel lanes for vehicles or bikes.

**Table B - Record Log - Emails Received about 2014 Draft CTP,
Sorted by RTPC and Jurisdiction**

<i>RTPC</i>	<i>Jurisdiction</i>	<i>Comment/Suggestion</i>
LAMORINDA	(none)	Concerned about improvements to Moraga Way that are not listed in the SWAT-Lamorinda Action Plan and suggests a 6-item (very detailed and specific) list of improvements that should be made. In summary, proposes to "stop" traffic bound for eastbound SR-24 on Moraga Way by encouraging the traffic to turn onto Camino Pablo, instead of continuing down Moraga Way. Requests that CCTA call him to talk about his suggestions. Also notes that the Action Plan lists a street as "Overhill Drive" when it is actually "Overhill Road" and would like that corrected in the Plan.
LAMORINDA	Moraga, Orinda	Supporting public transit, especially BART. Requesting: 1) more parking at BART stations; 2) more frequent bus service to and from BART stations; 3) creating park and ride lots in Moraga and Orinda (at church parking lot, or other locations) with shuttle buses for BART riders; and 4) priority for "locals" at BART station parking lots.
LAMORINDA	Orinda	On SR-24, for eastbound Brookwood off-ramp, requesting that off-ramp expansion be placed to the north instead of to the south, in order to protect the earthen berm between the exit and the Brookwood condos. Would like to know what the status of this project is and current design/plan.
LAMORINDA	Orinda, Moraga	Requesting: 1) additional parking at Orinda BART station; 2) bus service at least once an hour for the Bus 6 that runs along Moraga Road and Moraga Way between Orinda BART and Lafayette BART; 3) BART parking be reserved for local residents.
LAMORINDA	Walnut Creek, Lafayette	Requesting connecting the Lafayette-Moraga Trail with the Iron Horse Trail in Lafayette & Walnut Creek, as described in the Olympic Corridor Trail Connector Study.
LAMORINDA, TRANSPAC	(none)	Requesting a new bus line from Lafayette BART to Pleasant Hill BART area via Deer Hill and Pleasant Hill Road with stops at Acalanes HS, Reliez Valley Road, Green Valley Rd, Rancho View Drive.
TRANSPAC	(none)	Requesting: 1) more bike lanes along main roads, to serve both bicycle commuters and for recreation in Central County and across the County; 2) better intergration for bikes on county roads; 3) increase BART ridership and bus ridership; 4) Make roads more pedestrian-friendly, like Europe; 5) reduce traffic congestion.

**Table B - Record Log - Emails Received about 2014 Draft CTP,
Sorted by RTPC and Jurisdiction**

RTPC	Jurisdiction	Comment/Suggestion
TRANSPAC	Clayton, Walnut Creek	Concerned about traffic in Central County. Requesting 1) traffic studies near schools to improve traffic before rush hour; 2) a dedicated bus system for junior high schoolers that goes to popular neighborhoods; a shuttle or express shuttle to go from Clayton area to Walnut Creek and the BART stations, with parking available at church lots; 3) Add another on-ramp lane from the end of Ygnacio Valley Road, past the Walnut Creek BART station; 4) make the bus system less convoluted for commuters.
TRANSPAC	Concord	In Concord, requesting a bus that covers Monument Blvd all the way to wic at Stanwell Cir.
TRANSPAC	Concord	Requesting bike lanes from Clayton Valley down Ygnacio Valley Road and Treat Boulevard, as well as a sidewalk in the North Concord area, down Laura Alice and Nelson Road.
TRANSPAC	Concord	Requesting improved bus service across the county, more stops along routes, and for the stops not to be removed from routes even if they do not seem to be heavily used.
TRANSPAC	Concord	Requesting a bus route starting at Treat Blvd heading along Oak Park, Meadow Lane, Market Street and looping around over to Stanwell Drive in Concord. This bus route would allow low income families easy access to shopping, schools and county services, such as First Five, Monument Crisis Center, Head Start, La Clinica de la Raza and WIC.
TRANSPAC	Martinez	Strong support for ferry to and from Martinez to help the community and provide transport and tourism.
TRANSPAC	Walnut Creek	Requesting increased bus service between Walnut Creek BART and Marchbanks/John Muir Hospital, particularly during the midday. Appreciates the clean buses, good drivers, and on-time service.
TRANSPAC	Walnut Creek	Requesting more bicycle lanes and pedestrian facilities on major thoroughfares, routes leading to BART, and Downtown areas - including North Main, Ygnacio Valley Road, and Civic/Oak Road. Suggestion to reduce Civic/Oak Road to a 2 lane road, instead of 4 lanes, to add in bike lanes and sidewalks.
TRANSPAC	Walnut Creek	Written on behalf of residents at Park Regency Apartments, where many are seniors and disabled. Requesting 1) increased service (every 30 minutes) to John Muir Hospital area on bus #1; 2) return the stop for bus #18 to the stop near the AAA Building, to make it easier for Park Regency residents to access bus; 3) restore the route of bus #11 to get from Park Regency Apartments to Lunardis grocery store in Walnut Creek; 4) place placards with the route numbers of buses that stop at each of the bus stops, so it is clear which buses will stop at each bus stop.

**Table B - Record Log - Emails Received about 2014 Draft CTP,
Sorted by RTPC and Jurisdiction**

<i>RTPC</i>	<i>Jurisdiction</i>	<i>Comment/Suggestion</i>
TRANSPAC, TRANSPLAN	Concord, Antioch, Oakley	Requesting: 1) bike lane on Panoramic Drive near the North Concord/Martinez BART station; 2) addition of bike lanes to Arnold Industrial Way to allow bicyclists from the Naval Weapons Station development to safely access the Iron Horse Trail; 3) on-street bicycle lanes between Benicia/Martinez bridge and Iron Horse Trail; 4) crosswalks in all four quadrants of all signalized traffic intersections; 5) creation of alternative bicycle routes instead of having bicycle routes alongside freeways (stretches on SR-4, SR-24, and I-580); 6) addition of bike lanes on Wilbur Avenue in Antioch and East Cyprus Avenue in Oakley; 7) accommodating bicycle and pedestrian passage over or under every freeway crossing (especially in Concord on Willow Pass Road and Concord Avenue, over/under I-680) and at SR-4 for Mokelumne Aqueduct Trail; and 8) support for connecting the Lafayette-Moraga Trail with the Iron Horse Trail.
TRANSPAC, TRANSPLAN	Concord, Brentwood	Expressing support for buses in Contra Costa. Requesting expansion of bus systems across the County instead of light rail or BART. Proposing creation of a "busway" system across Contra Costa, with exclusive lanes for buses, including a route from Concord BART to Brentwood. Suggests CCTA refer to Washington DC and New Jersey busway systems.
TRANSPAC, TVTC	(none)	Requesting that the Iron Horse Trail be designated a Route of Regional Significance.
TRANSPAC, TVTC	Walnut Creek, Dublin	Requesting that Clipper Card be used on the County Connection and a BART line down I-680 from Walnut Creek to Dublin.
TRANSPLAN	Bay Point	Frustrated about the unpredictable and infrequent bus service in Bay Point to the Sunvalley Mall. Requesting bus service later in the evening and on the weekends.
TRANSPLAN	Brentwood	Requesting 1) CTP meetings in far east Contra Costa; 2) use of natural gas for eBART instead of diesel; 3) designating Vasco Road between Brentwood and Livermore as "State Highway 84" so it can be maintained to state highway standards and accommodate more traffic.
TRANSPLAN	Brentwood, Antioch	Disappointed in Tri-Delta, because the buses run so infrequently and are not reliable, especially on the weekend. Requesting more buses on the road and more frequent service in East County, especially in Brentwood and Antioch.
TRANSPLAN, TRANSPAC	(none)	Requesting improving and increasing bus transportation between Walnut Creek/Pleasant Hill and Antioch/Pittsburg, to better connect residents to jobs.

**Table B - Record Log - Emails Received about 2014 Draft CTP,
Sorted by RTPC and Jurisdiction**

RTPC	Jurisdiction	Comment/Suggestion
TVTC	Danville	Expressing support for bikes as a "win-win" and requesting increased bus service in the Camino Tassajara and Crow Canyon Roads area.
TVTC	Danville	Requesting a bicycle lane on Diablo Road in Danville, because it is dangerous for cyclists and automobiles, especially between Green Valley Road and Mt. Diablo Scenic Boulevard.
TVTC	Danville	Requesting a bicycle lane on Diablo Road in Danville, because it is dangerous for cyclists and cars.
TVTC	Danville	Requesting: 1) increased bus service on the eastern side of Danville, especially along the Green Valley corridor; 2) a system of small shuttles that run through the neighborhoods; 3) clean-up of bicycle facilities next to the high school on Stone Valley Road and on Ygnacio Valley Road towards Clayton on the way to Morgan Territory.
TVTC, TRANSPLAN	Walnut Creek, Dublin	1) In Walnut Creek and surrounding communities, use smaller buses for fuel savings, run more frequently to neighborhoods, run earlier in the morning and later at night (until midnight would be great!) and have better overlap between crossing bus lines and between County Connection and BART; 2) BART connection between Walnut Creek and Dublin/Pleasanton/Livermore; 3) Provide a bus from Contra Costa to Alameda when BART strikes are going on.
WCCTAC	Concord	Requesting bike "Flyover" at Treat Blvd and CC Canal Trail to make a crossing for bikes and pedestrians.
WCCTAC	Livorna	Requesting that 511 include multi-modal alternatives, not just bus and car but also Amtrak and ferries; better connections on buses going from Livorna to BART, and more frequent service during the day.
WCCTAC	Richmond, Pinole, San Pablo, Hercules	Requesting: 1) arterial road repair on all streets in Richmond, Pinole, San Pablo, and Hercules, as well as I-880 and I-80; 2) BART or Amtrak availability from Richmond to Antioch and Brentwood; 3) ferry service available from Richmond to San Francisco and Sacramento; 4) Greyhound and Megabus at the BART station on MacDonald Avenue.
WCCTAC, LAMORINDA	Orinda	Requesting bus service between Castro Ranch Road and Orinda BART station. If bus service isn't possible, requesting carpool/rideshare areas in El Sobrante and at Orinda BART. Also, requesting road improvements on both sides of Hilltop Drive/I-80 overpass.
WCCTAC, LAMORINDA	Richmond, Orinda	Requesting bus line from El Sobrante and Richmond to Orinda BART station.

**Table C - Record Log - Paper Survey Comments Received about
2014 Draft CTP, Sorted by RTPC and Jurisdiction**

RTPC	Jurisdiction	Bright Idea
Countywide	(none)	Benches at bus stops.
Countywide	(none)	Jitneys: Bigger than cabs and smaller than vans to travel routes between neighborhoods, stores, health care, etc. Less fuel; BART, buses, etc. could have Jitney fleets as well.
Countywide	(none)	Separated bike paths near or on arterials with electric bike share. Bang for the buck > freeway widening, by far.
Countywide	(none)	1) No strike clause for public transportation employees - BART and buses. 2) Additional freeway from East to West. 3) No net population increase! This could improve air quality...
Countywide	(none)	Keep roads and highways flowing - time lights - Improve travel times - commuting is a nightmare! Help!
Countywide	(none)	#1 Priority should be with 97% of people who access roads with private cars and not the 3% who use public transportation. #2 Buses should be downsized or eliminated on routes where passenger levels are low.
Countywide	(none)	Roads here are unsafe, bumpy, holes all over; maintain roads...
Countywide	(none)	subsidized transportation when buses and BART are not running (at the cost of bus/BART); taxi? Van?
Countywide	(none)	Use the U.S. adopt-a-highway concept to clean up residential areas. Provide "grabbers" for volunteers.
Countywide	(none)	Put public transportation transit in first place! Use other funding in towards highways, local street, and so on.
Countywide	(none)	I appreciate whatever is done to make it safe. Thank you.
Countywide	(none)	Retired w/ hip and back trouble. Must drive to destinations and freeways are a disgrace. Fix them!
Countywide	(none)	Buses are too big, often empty. Bus drivers speeding and inconsiderate by not using the bus stop provided, use traffic lane instead. BART archaic, noisy ride, too expensive! Noisy in neighborhoods.
Countywide	(none)	I was disabled for more than a year recently and it was unbelievably hard to get to some of my medical specialists in Marin and Sonoma Counties. I am a senior. Please make it easier. Thank you!
Countywide	(none)	Buses too big, don't pull over at bus stops and cause congestion. Often going too fast, very frightening. Double decker BART parking, no charge to park.
Countywide	(none)	Help maintain bike paved paths.
Countywide	(none)	Make corner-lot residents trim trees and bushes so drivers can spot traffic approaching right or left. In towns with no street lights, arrange for solar panels that provide power for porch lights at night.
Countywide	(none)	Incentive public transit: lower the costs, increase bus routes and frequency. Intensify carpool usage thru graduated toll structure or other means. Disincentivize use of cars - many means to do this.

**Table C - Record Log - Paper Survey Comments Received about
2014 Draft CTP, Sorted by RTPC and Jurisdiction**

RTPC	Jurisdiction	Bright Idea
Countywide	(none)	Remove fare boxes from buses. Hop on - hop off. Fares don't add much to income when adjusting for expense of cash, ticket, accounting controls. Or, adopt a clipper card. Smaller more frequent buses feeding to shopping and BART, safe routes to school double as bike routes.
Countywide	(none)	Oh please - more BART parking.
Countywide	(none)	Replace large buses with vans - most buses are running around almost empty.
Countywide	(none)	My problem is the bicycle riders on the sidewalks because I use my 3 wheel electric scooter there (per police dept.). Bikes should use the streets, also incomplete sidewalks.
Countywide	(none)	Extend BART from Richmond to Bay Point by direct line, it's past time.
Countywide	(none)	California's problem: too many people, too many cars, and too much traffic. Talk about a rough ride...County Connection buses are uncomfortable; the seats are too hard, narrow and unsupportive; the upholstery is unhygienic. All transportation infrastructure, including bridges, should be paid for by tax dollars. No inefficient bridge tolls! No toll lanes! Thanks!
Countywide	(none)	More local stops for buses that feed into BART. I have to walk 3/4 mile.
Countywide	(none)	Commuter trains! No more freeway widening!
Countywide	(none)	Frequent bus service (during commute hours) that connect residents w/ the places they work. I live 6 miles from work (UC Berkeley) but would have to catch 2 buses - and one runs only every 40 minutes!
Countywide	(none)	1) Improved maintenance of bike paths and roads commonly used by cyclists - too many dangerous potholes and cracks and uneven surfaces. 2) Better control of intersections - too many cars run red lights! 3) More interactive traffic signals - ones that monitor traffic volumes/flow.
Countywide	(none)	I would like new fare boxes. Participate in the RTC Program and fares; AC, CCTA, and BART should accept this card and fare system. Drivers need to tell ignorant mothers with baby strollers to stop crowding the aisles (fold it up and move to the back) their rights don't supersede disabled or senior citizens.
Countywide	(none)	Listen to your bus drivers a lot more. It will help. We need another 98X on route since it's been discontinued being an express. Please, all strollers, fold up. Thank you.
Countywide	(none)	No new transportation systems. Improve-expand (as necessary) and make more efficient our current systems - E-Bart is so wrong. A BART station would have done the job.
Countywide	(none)	I would love to see many more bike lanes on street and also protected bike paths that are connected and signed so people using them will know how far a place is where they are pedaling to.
Countywide	(none)	Ferry service expanded to Contra Costa County, Martinez, Baypoint, and Richmond.

**Table C - Record Log - Paper Survey Comments Received about
2014 Draft CTP, Sorted by RTPC and Jurisdiction**

RTPC	Jurisdiction	Bright Idea
Countywide	(none)	I would like to see Ferry service to the East Bay/SF area.
Countywide	(none)	Keep the costs down for people with disabilities and seniors.
Countywide	(none)	More bus stops! Even if they are not regularly used - the driver can just keep moving - what's the problem! I'm 70 and the closest stop is 3/4 mile away - ridiculous! Why can't you serve the public? Existing bus stops are much too far apart.
Countywide	(none)	More midday and later buses so people can use BART during non-peak hours...higher sales and gas taxes statewide and nationwide to fund transportation.
Countywide	(none)	Motorcycles should share bicycle lanes.
Countywide	(none)	Timed signals on major roads to keep traffic moving.
Countywide	(none)	1) Pedestrian overpasses or underpasses at busy streets; 2) BART needs competition so it will be forced to improve.
Countywide	(none)	We have gridlock on C.C. roads now, and developers ready to build more and more houses. BART is bound to extend. Out of the weather, safe bike storage at Ferries and BART would help.
Countywide	(none)	Parking availability at exiting BART stations, train timing on weekends.
Countywide	(none)	Better care of road infrastructure.
Countywide	(none)	A fleet of small buses - 20 passengers - routes from suburbs to shopping, colleges, hospitals, etc. A web of stops that would expand the distances for riders - transfers would be free.
Countywide	(none)	If I could choose a fourth priority - buses. Can we see County Connection buses use clipper card for fare? If I load my card other than cash, I check my balance at the machine before entering BART fare gates.
Countywide	(none)	No new ideas - am using paratransit bus.
Countywide	(none)	Make bikers get a license plate and take a test - they are too aggressive and unsafe. No stops at signs, lights, for pedestrians etc. - make them safe or get rid of bikes on street!!! Make them take responsibility.
Countywide	(none)	More BART parking. Free BART parking.
Countywide	(none)	Our plans and decisions need to be weighed by new environmental impact. Partnering youth with homebound, disabled, and elderly for transport to places of recreation, education services and commerce. Get youth and community involved in solutions. Thank you.
Countywide	(none)	BART is now so packed at commute time that I never get a seat! We need more and longer trains.
Countywide	(none)	We need sidewalks where there are none. It isn't safe to walk in the road - and in winter, it's muddy. This is especially true on my street. Better lights (more) on the street would be nice...Also lights on trains (more of them).
Countywide	(none)	A clipper card for County Connection buses.

**Table C - Record Log - Paper Survey Comments Received about
2014 Draft CTP, Sorted by RTPC and Jurisdiction**

RTPC	Jurisdiction	Bright Idea
Countywide	(none)	More parking at BART.
Countywide	(none)	Less traffic around schools - key drop off points to avoid gridlock.
Countywide	(none)	Local buses should be smaller due to reduced ridership. The buses could come more often and be on time. Bus stops/stations should have covered seating.
Countywide	(none)	1) BART is great - parking limits it - build additional on land [?] and you could increase ridership - add solar to the top and lower electricity costs. Forget creating little villages - your ridership is spread all over. 2) Create bike lanes, but enforce keeping riders in them; drivers are not the only cause of bike accidents - riders riding outside lanes are too...see Danville Blvd any weekend day - I ride too!
Countywide	(none)	Make public transportation more appealing. Improve bus stops - they need to have information about routes and times of arrival/departure. Also, they should have a cover to protect users from weather conditions.
Countywide	(none)	Encourage local entities to require developers to include electric vehicles charging stations in retail development.
Countywide	(none)	Parking!!! Especially BART stations.
Countywide	(none)	A continuous trail linking all trails together - think even bigger like nationwide!
Countywide	(none)	Increased/secure bike parking for public.
Countywide	(none)	Funds to maintain buses, bike trail paved.
Countywide	(none)	Keeping BART running through the night would take countless cars off of the roads, as well as prevent drunk and intoxicated driving. People are forced to drive because BART shuts down at night. Even having BART run once an hour during the night would be a great help.
Countywide	(none)	Just one thought: many meetings are at night, as a senior, these are functions that are not accessible...
Countywide	(none)	I would like to see intermittent lights and intermittent cross walks that light up by the schools. Every school should have an intermittent light that lights up and lets the drivers know that students will cross the crosswalk. Sometimes drivers get caught up on driving too fast around the school areas and this causes accidents. Having intermittent light near crosswalk of schools will help reduce accidents near schools, if you want to be environments safe you can use solar power. On the highways I would like to see the reflectors be updated in some areas. Also, to reduce traffic congestion the traffic lights that are on the highway entrance should be in function every day. I can actually tell when teh lights are working versus when tehya re not working, teh traffic flows very nicely. Local street improvement should be a main goal. There are streets that are falling apart, holes, etc...and lastly, I would like to see the trails to be light up, some trails do not have lights at all and if they do they are not bright lights.

**Table C - Record Log - Paper Survey Comments Received about
2014 Draft CTP, Sorted by RTPC and Jurisdiction**

RTPC	Jurisdiction	Bright Idea
Countywide	(none)	Take bicycle lanes out of the middle of the roads. Need to close to curbs. Stop one Bay Area! Stop Agenda 21!
Countywide	(none)	Need more police presence at intersections. Traffic bad at turn and cross. I'll be in the category of senior...in the next 25 years. Your programs sound interesting. I'd love to see buses running more often. The sidewalk on my street is half there. How is that safe? I'd like to see that complete all the way and Contra Costa buses...
Countywide	(none)	1) Our BART card should count for a free bus ride in one direction no transfer, 2) discount at stores for bus pass holders.
Countywide	Crockett	Additional/improved bike paths in/around the Berkeley Hills/Grizzly Peak/Chabot area would be beneficial. The Contra Costa Canal bike paths need to be expanded to go beyond highway 4, bike paths in Crockett and Port Costa area could use expansion. We need more paths like the Iron Horse Trail to go into Eastern Contra Cost County.
Countywide	Pleasant Hill	Bus service (small buses) for Pleasant Hill residents. Main drop-off and pick-up points; minimally priced; BART and downtown P.H. Paid for by a new city tax on residents and businesses and a high tax on any new construction.
Countywide	Walnut Creek	Cars and bikes do not interact well with pedestrians. Cars do not see walkers. Can we create paths along creeks for walking - why is Walnut Creek called that name? Creek paths closed to people - can we have safe, alternate walk ways for pedestrians?
LAMORINDA	Lafayette	The Lafayette BART parking is full all the time. We need a Caltrans ride share parking lot near there. Build more ride share lots everywhere. I would like to see a free BART/bus along Pleasant Hill Rd/Taylor Blvd.
LAMORINDA	Lafayette	Leave Mt. Diablo Blvd. from Brown Ave. to Pleasant Hill Road out of the Interjurisdictional significance designation.
LAMORINDA	Moraga	Bus service from Moraga to BART - more frequent and accessible bike routes! Stop allocating so much money to highways and restore bus service.
LAMORINDA	Orinda	Orinda needs to add more parking at BART. People will pay. BART overflow is running the business district. City gov't doesn't care!
TRANSPAC	Clayton	Increase service and frequency of buses throughout Clayton.
TRANSPAC	Clayton	I'd love to see BART extended out closer to Clayton.
TRANSPAC	Clayton	Expand buses to and through and around Clayton.
TRANSPAC	Clayton	I would like to see a bus from Clayton/East Concord to Walnut Creek that does not involve a transfer at Pacheco Hub. Could you use jitney type buses like they use in SF?
TRANSPAC	Concord	Going west on Treat Blvd and Jones Rd - need a longer left hand turn lane. Have all pedestrians and bikers use bridge - eliminate pedestrian crossing. This could eliminate bottleneck there in AM, w/ commuters getting on freeway north and south. Bike lane on N6 Rd to Mt. Diablo (CCC logo) and improve N.6. Road to entrance of Park. Mt. Diablo is the symbol and image of CCC and N6 Rd., needs a facelift.

**Table C - Record Log - Paper Survey Comments Received about
2014 Draft CTP, Sorted by RTPC and Jurisdiction**

RTPC	Jurisdiction	Bright Idea
TRANSPAC	Concord	Restore Saturday and Sunday buses on Solano Way - older folks without a care are trapped at home. (Saturday and Sunday are good shopping days).
TRANSPAC	Concord	Bike lanes in the downtown areas, including sections of Willow Pass in Concord.
TRANSPAC	Concord	I'd like to see a bicycle lane from Concord BART station along Concord Ave. to Contra Costa Blvd at a minimum. Would help traffic and DVC Students. Same maybe for Willow Pass.
TRANSPAC	Diablo	The bicycle "cut through" traffic in Diablo is not acceptable! Diablo is a private community not the gate way to Mt. Diablo. # per year is approx. 50-10,000 per save Mt. Diablo. It is necessary!!! To construct bike lanes on Diablo Rd from Green Valley to Mt. Diablo Scenic!! This is necessary for bike safety and to eliminate private community inversion by bikes.
TRANSPAC	Martinez	Ferry service from the Martinez Delta is a must. We all know the 3 Stooges built SF Bay Bridge, won't last long. What happened to county connection's plan to service buses to Walmart. Been asking for 5+ years. Thank you.
TRANSPAC	Martinez	County connection able to run to SF Ferries from Martinez to SF.
TRANSPAC	Martinez	Emergency buses from all BART stations needed. During strikes of Bart and earthquakes that shut the bay bridge down, a full service bus line directly from all BART stations needs to go into SF. Martinez residents had no bus access to SF.
TRANSPAC	Martinez	More in-road flash lights at crossings. We walk along Canal Trail and Briones. Mt Diablo Trail Street crossings are in awkward places and/or with street parking so close to crossing the pedestrian is hard to see till last moment (Putnam and CLCT; Cones/San Luis and BMD Trail; sidewalks to bus stops improved
TRANSPAC	Martinez	Extend the Contra Costa Canal Trail all the way to the Martinez waterfront.
TRANSPAC	Martinez	Not a priority that I checked above, but the planned Martinez ferry will lessen highway congestion, increase routes to safety in event of an attack or quake, etc.
TRANSPAC	Martinez	We would love to see ferry service from Martinez marina to various locations. SF and Giants ballpark in particular.
TRANSPAC	Martinez	Martinez Ferry.
TRANSPAC	Martinez, Pleasant Hill	1) I would like to see a ferry in Martinez. 2) A better bus schedule getting to Benicia from Pleasant Hill.
TRANSPAC	Pleasant Hill	Please add planning and organizing to your agenda, of a transportation \$1.50 per ride, like Pleasant Hill provides for its residents. Calling proceed funds from the general budget to cover the costs of a week day shuttle...We are desperate for local transportation to get us to grocery stores, do off. In effect, we are stuck and have to beg for rides....
TRANSPAC	Walnut Creek	Buses every 15 minutes from BART Walnut Creek to Pittsburg via Ygnacio Valley Road.

**Table C - Record Log - Paper Survey Comments Received about
2014 Draft CTP, Sorted by RTPC and Jurisdiction**

RTPC	Jurisdiction	Bright Idea
TRANSPAC	Walnut Creek	No city bus runs by near me or anything else. I go nuts staying in here all weekend! Please bring some sort of transportation here!! Even a push cart will do.
TRANSPAC	Walnut Creek	A good bike lane all along both sides of Geary, and Newell, near Main and Broadway -- unsafe area for bike commuting.
TRANSPAC	Walnut Creek	The no. 2 County Connection, until recently, ran 10 buses a day from Trotter Way to BART and back. Now they're down to 4 a day, leaving Trotter Way at 6:34 and 7:26 AM and returning from BART at 5:35 and 6:33pm. As a senior citizen who does not drive, my only alternative is to take very expensive taxis. They should run at least 1 or 2 buses in the middle of the day to accommodate people like me.
TRANSPAC	Walnut Creek	The car infrastructure here is terrible. It promotes unsafe driving and makes Walnut Creek an awful looking town. More walking/public transportation. Narrow streets! Ygnacio is a nightmare! No more than 2 lanes per street.
TRANSPAC	Walnut Creek	I realize that the budget for biking may be limited but I ride my bike to work in downtown WC daily so I have an interest. I have noticed many more bikes in the parking garage over the past few years. Ideas: -For free- designate WC a "Bike Friendly City"- put signs around town and note on website. - Paint lines in downtown area designating a bike lane - allows bike riders and drivers to know where bikes should be. - Designate a committee to look into ways in which WC can be more bike friendly without busting the budget. As I see it, the density of housing and the number of stores and offices is increasing. Riding bikes is good for the rider and others that must drive. No doubt there are many people that would consider biking if they realized how easy it can be - let's tell them all about it and show them!!
TRANSPAC	Walnut Creek	I live in Walnut Creek off of Ygnacio Valley Road. Heavy traffic congestion occurs in the morning and afternoon, and longer commutes are occurring more throughout the day. Currently, 1200+apartments, condos and retail are being built on, off and around this corridor which will definitely cause even heavier traffic congestion. Having a bypass off of 680 would: 1. Reduce heavier traffic congestion soon to occur, and may help prevent road rage, 2. Give commuters driving through Walnut Creek another option of travel, And 3. Bring back some quality of life to Walnut Creek residents and all commuters traveling on this corridor. Last night, I was listening in on your Telephone Town Hall meeting, and in line to make a suggestion but time ran out for more comments. I am a walker, biker, bus rider, Bart rider, taxi rider, ferry rider and car driver. Could this idea be considered?
TRANSPAC	Walnut Creek	I live in Walnut Creek, CA. We need more buses, every 15 minutes.

**Table C - Record Log - Paper Survey Comments Received about
2014 Draft CTP, Sorted by RTPC and Jurisdiction**

RTPC	Jurisdiction	Bright Idea
TRANSPAC	Walnut Creek	I live in the Walnut Creek Manor community complex a community of 500+ people 55 and older. There is a huge need to increase public transportation. Small buses and more of them.
TRANSPAC	Walnut Creek, Pleasant Hill	1) Buses run straight, no in and out of areas. 2) reduce bus capacity when new buses are purchased 3) more parking in downtown WC and Pleasant Hill and at BART.
TRANSPAC	Walnut Creek, San Ramon	Increase bus service on major links, i.e. #21 from Walnut Creek to San Ramon to encourage shoppers and commuters. Increase express bus service, i.e. more between Walnut Creek and Pleasant Hill. Extend Clipper card service to buses.
TRANSPAC, TVTC	Concord, Walnut Creek	Improve drive time during commute hours on Ignacio Valley Road and Treat Blvd. My commute, door-to-door from home to work is 8 miles and my average drive time is 45 minutes.
TRANSPAC, TVTC	Walnut Creek, Danville	This responds to your transit questionnaire's request for comments about future priorities. We are concerned about the design principles currently used to establish bus routes. The design appears to be classic hub and spoke, centered on BART stations. This is fine for those travelers who are employed in San Francisco or Oakland. Unfortunately it under-serves local traffic. True, some incidental support for local traffic is provided by hub and spoke, particularly if one lives on a major thoroughfare. That's good, but not sufficient. As spoke lines progress further from BART hubs, they necessarily diverge, leaving many citizens stranded and unserved. Examples include Walnut Creek areas East of San Miguel and along Walnut Blvd. Additional ring routes should be added which operate somewhat concentricly to BART, connecting the spokes. Where these ring routes cross BART spokes, protective shelters from sun and rain are needed. And in general protective shelters are needed at most stops on all bus routes. An example of where a ring route would help is for to travel from the Walnut Blvd area to Alamo. Here it is necessary to travel to BART and change to an Alamo-Danville route. Route 2 is puzzling in another way. Why does it loop back on the same street? Why not return to BART via Walnut Blvd? This would vastly increase Route 2's service area while adding very little time and distance! Real bus routes (as contrasted with an ideal) must account for variants in location of community services and businesses. But they also should account for changes in elevation for those walking to a bus route. Walking three blocks to a bus route in hilly terrain is not at all like walking the same distance in the flat lands. Please consider these thoughts as you work to improve our transportation system.
TRANSPAC, TVTC	Walnut Creek, Dublin	Currently, have BART connecting WC to Dublin BART. Make express buses leaving from Dublin BART after 5:10pm. I like the idea of smaller buses running more often. In the long term, I would like to see some sort of light rail on I-680 or using Ivon horse trail to connect Walnut Creek to Dublin.

**Table C - Record Log - Paper Survey Comments Received about
2014 Draft CTP, Sorted by RTPC and Jurisdiction**

RTPC	Jurisdiction	Bright Idea
TRANSPAC, TVTC	Walnut Creek, Pleasanton	Bart from Walnut Creek to Pleasanton to San Jose (not via Oakland). Continuous sidewalks along Morello in Pleasant Hill.
TRANSPLAN	(none)	I would like to see real BART in East Contra Costa. We have been paying for real BART for years, and I feel that we should have that connection here. Other areas [serviced] BART after the initial plan while this area was not served. Extremely inequitable and unfair.
TRANSPLAN	(none)	We would really like to see BART (not parking stations) come to East Bay County. We have been paying taxes for BART to extend for many many years.
TRANSPLAN	Antioch	Alternative transportation services from Antioch to San Francisco such as coach buses and ferries. BART should run more frequently than 15 minutes at Pittsburg/Baypoint station.
TRANSPLAN	Antioch	BART alternatives from Antioch to San Francisco. BART to run more frequently than 15 minutes. Coach buses, ferry services from Antioch to San Francisco.
TRANSPLAN	Antioch	Extend ferry system to Antioch, use County Connection buses to it - they are empty to BART. Use them for both. Route passes Ferry Site...Ferry Service - can't both systems be tried?
TRANSPLAN	Antioch	Look up Carson Circuit Transit System. I live 2 hours away from Deer Valley High School by bus and 15 min by car. This circuit is what most suburb areas of Antioch could use.
TRANSPLAN	Antioch	Highways will always lag traffic. Buses are dependent on highways. Some ferry options would distribute traffic loads from main corridors. Antioch ferry to Oakland and SF may be viable.
TRANSPLAN	Brentwood	I would like to see BART extended to Brentwood!
TRANSPLAN	Brentwood	Extend BART to Brentwood.
TRANSPLAN	Brentwood	Would like a bus to drive down O'Hara in Brentwood. Closest bus stop over 1 mile away. If bus cam down O'Hara it would be perfect.
TRANSPLAN	Brentwood	We need BART out to Brentwood - or at least Antioch ASAP. This should be your first priority.
TRANSPLAN	Byron	Armstrong Rd in Byron needs to be developed as soon as possible. We have Model T bridges to start on. My driveway was not finished as promised. Traffic out of control on Marsh Creek Road and Highway 4 to Antioch. Not enough Highway Patrol coverage. Need electronic signs indicating your speed. Motorcycles come traveling at very high speed here.
TRANSPLAN, TRANSPAC	(none)	Express buses between Walnut Creek/Pleasant Hill and Antioch/Pittsburg in the morning and afternoon to enable employees to find and get to jobs and businesses to broaden their area of potential employees.

**Table C - Record Log - Paper Survey Comments Received about
2014 Draft CTP, Sorted by RTPC and Jurisdiction**

RTPC	Jurisdiction	Bright Idea
TRANSPLAN, TRANSPAC	(none)	More public Trans so every family doesn't need 2 or 3 cars. Easy convenient short term car rental. 1. A bus, elevated rail, or mini BART from the W.C. Bart station out Ygnacio Valley Rd to Clayton. 2. Extend BART from Bay Point past Antioch to Brentwood. 3. Have a link from W.C. BART to the Martinez Amtrack station. 4. Run a BART link parallel to 680 from Martinez to Pleasanton. Maybe use the old Iron Horse Trail. 5. Tell your Alameda County cohorts to extend BART out past Livermore to connect with the RR near Altamont Pass.
TRANSPLAN, TRANSPAC	Martinez, Antioch	Quit driving around with empty buses on rework routes and times. A bus from Antioch to Martinez?
TVTC	Danville	There is no sidewalks in Danville on Paraiso Way right on the way to both Charlotte Wood Middle School and Baldwin Elementary School. How are the kids going to be safe walking on the streets to school? This should be #1 priority. Thank you.
TVTC	Danville	Diablo Road in Danville is extremely dangerous!! The area between green Valley Road and Mt. Diablo Scenic is an area fraught with danger for both bicyclists and automobiles trying to avoid hitting them. There is essentially no safe area for cyclists. We strongly urge you to provide additional pavement to accommodate a bicycle lane and to do this as soon as possible before there are fatalities.
TVTC	Danville, San Ramon	Smaller buses - large buses are empty and polluting (more). I would like to use BART but never any parking and does not serve south Contra Costa - Danville - San Ramon - no more development until traffic issues solved.
TVTC	San Ramon	Please adjust light and lower speed limit. You should check your disabled person and other people records. A lot of accidents at Bollinger and Wedgewood Rd. Elderly lady died recently. Ist people driving through Bollinger they are speeding, there is school across street. I live at Cornerstone Apts./Safeway is across street. A lot of people who live here walk to store. Big problem with lights. 20-seconds not enough to get to the middle/time is big issue/seniors, children.
TVTC	San Ramon	I do NOT want any BART stations in San Ramon. We have seen over and over how this just brings crime into the city. We can get to Pleasanton and Walnut Creek just fine.
TVTC	San Ramon	Make County Connection clipper card sales available at more locations and longer hours. More bike racks on buses...(for 4-6 bikes). Extend route #35 bus through Windemere and Gale Ranch via Bollinger Canyon Rd to Saturday service due to increase use of high school, library, and domestic help.
TVTC	San Ramon	We need buses running more frequently to connect with BART etc - it takes so long - I drive to BART because taking the buses is not convenient during non-commute hours. Add clipper card across Bay Area transit and all bus equipped with magnetic card reader. A bus stop in front of San Ramon Senior Center.

**Table C - Record Log - Paper Survey Comments Received about
2014 Draft CTP, Sorted by RTPC and Jurisdiction**

RTPC	Jurisdiction	Bright Idea
TVTC	San Ramon	Bus Saturday service for all high school routes, i.e. Windemere and Dougherty High in San Ramon.
TVTC	San Ramon	1. County Connection shall join other bay area transit agencies to offer and honor the RTC, Regional Transit Connection and Senior Clipper Card, which gives Adults 65+ discounts on monthly passes, ride books, tickets, cash value fares and transfers. This shall also include the Senior/Disabled Monthly Pass. All County Connection buses shall be equipped with the necessary magnetic card reader in order to honor the RTC Senior Clipper card. 2. A bus stop in front of the San Ramon Senior & Community Center 3. A voucher system for medically compromised individuals to be used for taxi's allowing them to have a direct ride to their medical appointments. The rationale: Many individuals on chemotherapy, infusion, dialysis, etc. do not have the stamina to ride along while other passengers are being picked up and or dropped off. 4. More frequent buss locations and times for Bart connections possibly one in front of the San Ramon Senior & Community Center.
TVTC	Walnut Creek, Dublin	On Saturdays, Bus 36 now runs between San Ramon Transit Center and Walnut Creek BART. Please extend service to Dublin BART on Saturdays.
WCCTAC	(none)	BART needs to extend to this part of Contra with hub for ferries to SF and Vallejo.
WCCTAC	(none)	I really look forward to having Ferry boats going to San Francisco and Marin counties. Also it would be great to be connected to the fast train that's in the works to Southern Cal. Thanks for asking about our wishes.
WCCTAC	(none)	Need BART. 45 years paying for it, but no BART!!!
WCCTAC	(none)	We need Bart -- have paid for it for 45 years!!!
WCCTAC	(none)	Most important to utilize...Bay for transportation - more ferries. Also if you're really serious about reducing carbon emissions, more lanes and more roads so we don't sit in traffic burning gasoline!
WCCTAC	(none)	West County desperately needs door-to-door transportation service for elderly and ill patients to get to doctors in Oakland and Emeryville. Paratransit is unreliable and too bumpy.
WCCTAC	El Cerrito	The El Cerrito program for seniors is so good. I made a determined effort to stay in El Cerrito. Many of your meetings are at night. I don't drive after dusk - how can I get a summary of your actions?
WCCTAC	Hercules	BART extension to Hercules; bus routes on San Pablo Dam Road to Orinda - morning commute time and evening return -- especially Sept-June.
WCCTAC	Hercules	Bart to Hercules/Pinole. More West Cat JPX buses.
WCCTAC	Hercules	BART to Hercules/Pinole. More JPX from West Cat buses.

**Table C - Record Log - Paper Survey Comments Received about
2014 Draft CTP, Sorted by RTPC and Jurisdiction**

RTPC	Jurisdiction	Bright Idea
WCCTAC	Hercules	Extend BART to Hercules. Add more West Cat JPX afternoon Routes from 3pm. The route go into Hercules Transit CTR from Sycamore should be straightened, widen pedestrian walkway, connect walkway for crossing to other sidewalks.
WCCTAC	Hercules	Bring actual BART to Hercules not a bus. When BART was originally conceived, BART was to be in Hercules. We have been paying taxes for actual BART.
WCCTAC	Hercules	1) Extend BART to Hercules which is growth with homes and business. It can be alternate to Richmond, then Hercules if train is limited. 2) Move Hercules Bus Terminals back to old place opposite Shell gas. Too far to walk, especially no shade and hard for everyone. 3) Remove the red traffic light control freeway on-ramp - very dangerous to start and stop.
WCCTAC	Hercules	Extend BART Richmond Line to Pinole/Hercules; build at San Pablo Ave Hwy 4 entrance.
WCCTAC	Hercules	Bart to Hercules.
WCCTAC	Pinole	Reroute West Cat to original Line #16 coming up Doidge and down Wright Ave (changed due to Deaf Child many years ago).
WCCTAC	Pinole	Bring BART to Hilltop Mall from Richmond.
WCCTAC	Richmond	I volunteer at C.C. Senior Peer Counseling. What I see is that senior be able to take buses or transportation to different areas from where they live. From Richmond to Pinole Senior Center for example: that seniors don't pay \$2.50 to park at BART stations.
WCCTAC	Richmond	More pedestrian crosswalks across San Pablo Dam Rd, particularly at S.P. Dam Rd and Amador St.
WCCTAC	Richmond	Present conditions of bicycle routes endangers safety of riders and pedestrians. Example -- Barrett in Richmond. In this area, bicycles do not know how to share the road.
WCCTAC	Richmond	[My street] hasn't been paved in 20 years! \$5,000 in property taxes, plus gas taxes all for nothing! It's beginning to look like a 3rd world country around here! Go to the freeway entrance at San Pablo damn Rd and Highway 80! It's shameful! I'm in my 60's and must drive to my destination. Walking long distances and bike pedaling are memories now! It's my \$!
WCCTAC	Richmond	I am opposed to reducing car lanes to add bike lanes. Richmond did this on Barrett Ave. It has led to long lines of cars. Meanwhile, the bike lanes rarely have riders.
WCCTAC	Richmond	1) Urgent! Benches and shelters for people waiting for buses at Richmond BART, 2) more frequent, more reliable 72 M buses, 3) Richmond-SF Express bus, 4) affordable AMTRAK Richmond to Emeryville.
WCCTAC	Rodeo	Rodeo needs street repairs along Willow Avenue. I would like to be involved on your community workshop for Hercules/Rodeo area.

**Table C - Record Log - Paper Survey Comments Received about
2014 Draft CTP, Sorted by RTPC and Jurisdiction**

RTPC	Jurisdiction	Bright Idea
WCCTAC, TRANSPAC	(none)	Send BART along a route that passes Pinole, Hercules, and Martinez. Maybe place the tracks parallel with Highway 80 and Highway 4. Also better and more long-term parking options at BART stations.
WCCTAC, TRANSPAC	(none)	Notes taken from phone call: She's legally blind and totally dependent on paratransit. <ul style="list-style-type: none"> -Keep funding services for paratransit, especially 72 and 72R on AC transit. Likes 72R and would like it to run on Saturdays - no safe way to cross Richmond Parkway: blind folks have challenges - more service from West County to Central County (less transfers, more direct service) - Keep funding what already exists - supports mobility management concept - more weekend service for paratransit and better coordinate among paratransit especially Sunday - Streamlining eligibility and verification process across multiple agencies maybe some sort of clearing house and accessible in different formats - She'd like to have people who are decision-makers to ride buses on weekends and see/talk to the people who are impacted by cuts. Try to take trips that are difficult. - afternoon meetings that fit within paratransit time frames - more than willing to speak on this topic at meetings, etc.
WCCTAC, TRANSPAC	Martinez	1) 680 paved before Hwy 80 which was and is in worse condition. Hwy 80 overdue paving. 2) Martinez has horrendous streets. 3) sidewalks needed Castro Ranch Road to San Pablo Dam Rd. 4) Contra Costa tax payers have paid for BART since the beginning. Santa Clara initially elected not to. How come they are getting BART before continuing up Hwy 80! Our legislatures/Transportation Authority not advocating their taxpayers.
WCCTAC, TRANSPAC	Martinez, Rodeo	Extend BART to Hercules/Crockett Rodeo and connect to Martinez. Finalize ferry project and railroad connection - see Rodeo Pier and Rodeo canal for project.
WCCTAC, TRANSPLAN	(none)	Would like to see more transit-oriented growth around existing BART stations and more frequent bus services and connections between West and East Contra Costa Co.

**Table D - Record Log - Letters Received about 2014 Draft CTP,
Sorted by Date**

Letter #	Date / Date Received*	Agency or Organization	Description	Signed by
1	9/15/14	City of Concord	The Authority should ensure that the CTP incorporate the State Route 4 Operational Improvements Project. This project includes expansion of SR 4 from west of I-680 to Baily Road, including one new mixed-flow lane in each direction.	Ray Kuzbari, Transportation Manager
2	9/15/14	East Bay Regional Park District	Forwarded a list of projects to be included in the financially unconstrained list of project in the CTP. The list contained 15 projects estimated to cost \$122 million and an estimate of projected maintenance needs of \$2.5 million per year.	Jim Townsend, Manager Trails Dev. Program
3	9/16/14	TRANSPAC	Forwarded comments made at the TRANSPAC from bicycling advocates that asked for funding for bicycling and Safe Routes to School improvements and suggested the use of electric bicycles for a bike share program.	Barbara Neustadter, TRANSPAC Manager
4	9/26/14	Sierra Club, SF Bay Chapter	Asks what the Authority could do to reduce vehicle miles traveled and help achieve State and regional climate changes goals. Recommends strengthening strategies that support transit and other alternatives travel modes. Recommends that the CTP include a financially constrained plan that achieves climate change goals.	Matt Williams, Chair
5	9/29/14	Bike East Bay	The CTP should focus more on necessary transit improvements and bicycle and pedestrian access to transit. Regional Routes should focus on corridors and the movement of people rather just roadways and the movement of vehicles. Jurisdictions should adopt modern bikeway design standards.	David Campbell, Advocacy Director
6	9/29/14 / 10/2/14	City of Lafayette	Recommended the inclusion of Mt. Diablo Blvd. as a Lamorinda Interjurisdictional Route from Happy Valley Road to Brown Avenue and revisions to actions in the Lamorinda Action Plan.	Don Tatzin, Mayor
7	10/13/14 / 10/20/14	East Bay Leadership Council	Supports enhanced, multi-modal connectivity on the I-680 Corridor, supports new technologies for autonomous and connected vehicles. Recommends including utilities for enhanced broadband along travel corridors to support improved communications and economic development.	Kristen Connelly, President and CEO

**Date received, if different than date of letter, is shown in italics.*

**Table D - Record Log - Letters Received about 2014 Draft CTP,
Sorted by Date**

Letter #	Date / Date Received*	Agency or Organization	Description	Signed by
8	10/14/14 / <i>11/3/14</i>	BART	General support for the overall CTP approach and for the projects in the CTPL. The letter highlights critical needs for new railcars, the Hayward Maintenance Complex, Train Control Modernization, Public safety, station access and parking, and operations and maintenance.	Joel Keller, President
9	10/15/14	Transportation Solutions Defense & Education Fund	Addressing climate change should be the overarching concern and objective of the CTP but, while it does a good job of describing the issue, the projects and strategies of the CTP focus primarily on vehicular mobility and the maintenance of suburban models of land use. CCTA needs to make it clear to local jurisdictions that land use patterns for new development must change with new jobs and housing located close to transit, with adequate density.	David Schonbrunn, President
10	10/21/14 / <i>10/27/14</i>	Contra Costa Board of Supervisors	Supports prioritizing funding for local road maintenance, Complete Streets, storm water, transit service, SR2S, and major corridor improvements throughout Contra Costa. Also includes chapter-specific projects and comments on the CTPL (Volume 3).	Supervisor Karen Mitchoff, Chair
11	10/22/14 / <i>10/23/14</i>	City of Pinole	The CTP should consider increasing "return to source" funding to jurisdictions for the maintenance of local streets and roads.	Belinda Espinosa, City Manager
12	10/28/14	AC Transit	Proposal to add \$1.093 billion to existing projects and programs, and \$234 million in new projects to Volume 3 – the CTPL.	Jim Cunradi, Transportation Planning Manager
13	10/9/14 / <i>10/28/14</i>	TRANSPLAN	Support for the e-BART extension to Brentwood, support for Vasco Road safety improvements, SR 239 (TriLink), the James Donlon Boulevard Extension, parallel arterial improvements in the SR 4 Corridor, and Safe Routes to School programs and infrastructure. Also support for a variety of transit, pedestrian, and bicycle improvement programs.	Sal Evola, Chair TRANSPLAN
14	10/29/14	City of Hercules	Requests that a study be conducted to improve pedestrian, bicycle, and trail facilities through the I-80/SR 4 interchange area for improved access to the Hercules Transit Center.	David Biggs, City Manager

**Date received, if different than date of letter, is shown in italics.*

**Table D - Record Log - Letters Received about 2014 Draft CTP,
Sorted by Date**

Letter #	Date / Date Received*	Agency or Organization	Description	Signed by
15	10/30/14 / <i>11/3/14</i>	City of San Pablo	Requests that the 2014 CTP include build-out of the City's General Plan as adopted in 2011. Requests adding "Quiet-zone railroad crossing improvements to Giant Road project No. 3907."	Michele Rodriguez, Development Services Manager
16	10/31/14	County Health Services	Encourages the Authority to take a Health in all Policies (HiAP) approach to the 2014 CTP, by incorporating health considerations into the transportation decision-making process. Support for bicycle and pedestrian facilities, transit, paratransit, Safe Routes to School, and related projects that would help reduce vehicle miles traveled.	Dr. Wendel Brunner, Public Health Director
17	10/31/14 / <i>11/3/14</i>	City of Brentwood	Supports further improvements to SR 4, the extension of e-BART to Brentwood, safety and circulation improvements for Vasco Road, and implementation of SR 239 (TriLink).	Casey McCann, Comm Dev.
18	11/3/14	BIA	Requests delineation of the differences between ABAG Projections 2011 and 2013; seeks a full analysis of proposed new CEQA guidelines that would eliminate use of Level of Service; suggests limiting the definition of Routes of Regional Significance to roadways.	Lisa Voderbrueggen, East Bay Exec Director for Gov. Affairs
19	11/3/14	Monument Crisis Center	Requests high-frequency bus service to connect 12 low-income communities in Concord with nearby facilities, services, schools, and work centers.	Sandra Scherer, Exec Director
20	11/3/14	City of Orinda	Supportive of local streets and roads maintenance funding. Requests inclusion of several new projects in the CTPL.	Janet Keeter, City Manager
21	11/3/14	Caltrans	Various comments on the Draft SEIR and the CTP. Recommends that the Authority consider development of a countywide fee program to mitigate impacts on the Regional Transportation Network. Requests greater emphasis on goods movement.	Erik Alm, District Branch Chief

**Date received, if different than date of letter, is shown in italics.*

**Table D - Record Log - Letters Received about 2014 Draft CTP,
Sorted by Date**

Letter #	Date / Date Received*	Agency or Organization	Description	Signed by
22	11/3/14	TransForm	Supports improved local bus service, especially in lieu of BART parking and Park and Ride Lots. Supportive of Express Bus and new technologies to enhance bus service. Encourages keeping transit fares low. Suggests greater emphasis on BART maintenance rather than road maintenance. Support for Safe Routes to School, pedestrian and bicycle projects, SMART parking systems, and other transit-oriented programs. Conditional support of Express Lanes. Opposition to SR 239 and the James Donlon Extension project.	Joel Ramos, Regional Planning Director
23	11/3/14	AC Transit	Calls for a PDA-supportive strategy with greater integration of focused growth to facilitate use of transit, walking, and biking. Supports development of a high quality, integrated transit system to serve all passengers.	David Armijo, General Manager
24	11/3/14	City of Brentwood Park & Rec Dept.	Recommends a list of bicycle and pedestrian projects located in East County for inclusion in the CTP.	Bruce Mulder, Director
25	11/3/14	City of El Cerrito	Various comments on the CTPL.	Yvetteh Ortiz, Public Works Director / City Engineer
26	11/3/14	Greenbelt Alliance	This letter comments on both the Draft 2014 CTP and the Draft SEIR. The letter includes five recommendations regarding performance-based project assessment, addressing Greenhouse Gas and Vehicle Miles Travelled, expansion of the Transportation for Livable Communities and One Bay Area Grant program, integration of the Concord Naval Weapons Station proposed development plan, and use of an integrated transit, bicycle, and pedestrian alternative to the Project in the SEIR.	Joel Devalcourt, Regional Representative, East Bay
27	11/3/14	City of Richmond	Support for inclusion of CyberTran, which helps to meet goals 1, 2, 3, and 5 in the 2014 CTP.	Bill Lindsay, City Manager
28	11/3/14	BART	Support inclusion of CyberTran as a technology innovation expenditure in the 2014 CTP.	Zakhary Mallet, Director, District 7
29	11/3/14	Supervisor John Gioia, Contra Costa County	Supports Richmond's CyberTran project for inclusion in the 2014 CTP.	John Gioia, Supervisor District One

*Date received, if different than date of letter, is shown in italics.

This Page Intentionally Blank

TRANSMITTAL

September 15, 2014

RECEIVED
SEP 15 2014

TO: Martin Engelmann, CCTA
CC: Matt Kelly, CCTA
FROM: Ray Kuzbari, City of Concord
SUBJECT: DRAFT 2014 CTP UPDATE

BY:

COMMENTS:

Attached for your consideration are comments from the City of Concord on the Draft 2014 CTP Update. Additional comments pertaining to the CTPL were emailed to Matt Kelly on September 12, 2014.

funding for each program. The following table summarizes the cost by program type.

TABLE E-2: TOTAL COSTS OF PROPOSED FUTURE PROJECTS

PROJECT TYPE	TOTAL COST (X \$1,000)	SHARE OF TOTAL
Arterial/Roadway	\$1,954,075	16.8%
Bicycle/Pedestrian/SR2S/TLC	\$579,159	5.0%
Transit	\$5,072,089	43.7%
Freeway/Expressway/Interchanges	\$3,875,997	33.4%
Intermodal/Park-and-Ride	\$131,854	1.1%
TOTAL COST	\$11,613,174	100.0%

Please make sure SR-4 Operational Improvements project is included with Projects

A major challenge facing the Authority is to prioritize this \$26 billion in projects and programs and determine which should receive highest priority over the next 30 years. In addition, the Authority must seek new sources of funding to bridge an approximate \$6.8 billion funding gap for projects, and a potentially similar gap for programs. Through renewal of the sales tax measure, and by keeping a close eye on other funding opportunities that may present themselves, the Authority will continue working diligently to achieve Contra Costa's transportation vision for 2040.

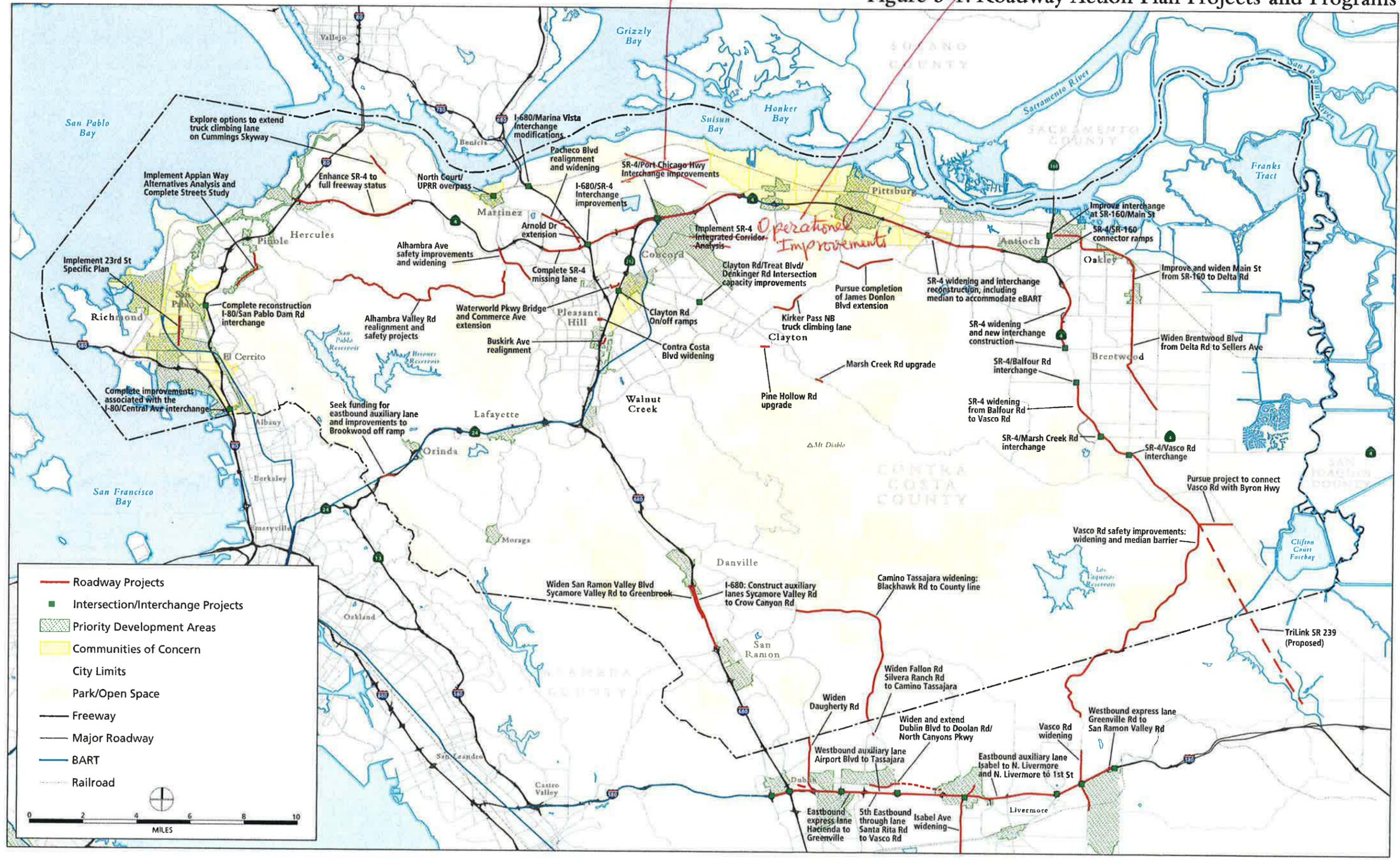
TABLE E-3: TOTAL COSTS OF PROPOSED PROGRAMS

PROGRAM TYPE	TOTAL COST (X \$1,000)	SHARE OF TOTAL
Arterial/Roadway	\$5,978,000	41.1%
Bicycle/Pedestrian	\$232,000	1.6%
Bus	\$1,419,000	9.7%
Freeway/Expressway/Interchanges	\$935,000	6.4%
Green Programs	\$500,000	3.4%
Innovation	\$100,000	0.7%
Paratransit	\$114,000	0.8%
Rail/Rapid Transit	\$5,229,000	35.9%
Safe Routes to Schools	\$23,000	0.2%
TDM	\$27,000	0.2%
TOTAL COST	\$14,557,000	100.0%

Delete (superseded by SR-4 Operational Improvements)

Update project name

Figure 3-1: Roadway Action Plan Projects and Programs



*SR- & Operational
Improvements
should be
included
here*

TABLE 3-2: PROJECT AND PROGRAM COST

PROJECT TYPE	TOTAL COST (\$1,000)	SHARE OF TOTAL
Arterial/Roadway	\$1,954,075	16.8%
Bicycle/Pedestrian/SR2S/TLC	\$579,159	5.0%
Transit	\$5,072,089	43.7%
Freeway/Expressway/Interchanges	\$3,875,997	33.4%
Intermodal/Park-and-Ride	\$131,854	1.1%
Project Total Cost	\$11,613,174	100.0%
PROGRAM TYPE	TOTAL COST (\$1,000)	SHARE OF TOTAL
Arterial/Roadway	\$5,978,000	41.1%
Bicycle/Pedestrian	\$232,000	1.6%
Bus	\$1,419,000	9.7%
Freeway/Expressway/Interchanges	\$935,000	6.4%
Green Programs	\$500,000	3.4%
Innovation	\$100,000	0.7%
Paratransit	\$114,000	0.8%
Rail/Rapid Transit	\$5,229,000	35.9%
Safe Routes to Schools	\$23,000	0.2%
TDM	\$27,000	0.2%
Program Total Cost	\$14,557,000	100.0%
TOTAL	\$26,170,174	100.0%

Similarly, Table 3-3 below shows the costs by planning area, or RTPC. Projects or programs of a countywide nature account for approximately \$14.2 of the \$26.2 billion worth of projects and programs in the CTPL. The remaining \$12 billion worth of improvements are distributed across the four planning areas, or RTPCs, as shown in the table. It is important to note that these two tables do not necessarily reflect the breakdown by mode or by area of future transportation expenditures in Contra Costa. Instead, they simply reflect definitive transportation needs that have been identified and entered into the CTPL so far by numerous project sponsors around the county. Furthermore, it is important to note that the CTPL is an evolving document that will continue to change as existing projects are completed and new projects are developed.

- Include Complete Streets in General Plan updates.
- Improve bicycle and pedestrian access to transit and Routes of Regional Significance, and provide bicycle parking at activity centers.
- Develop and promote TDM programs and continue to support the 511 Contra Costa program.
- Support pavement rehabilitation and the development of pavement management systems.
- Encourage zero- and no-emission vehicles, clean fuel infrastructure, and car sharing.

Route-specific Actions

Below are highlights of the route-specific actions for the 14 Regional Routes in Central County, also depicted in Figure 4-5:

I-680: Install HOV lanes; improve the SR 4 interchange.

SR 242: Improve the Clayton Road interchange.

east of I-680

SR 4: Improve mainline operations; improve the I-680 interchange.

Alhambra Avenue: Widen the roadway.

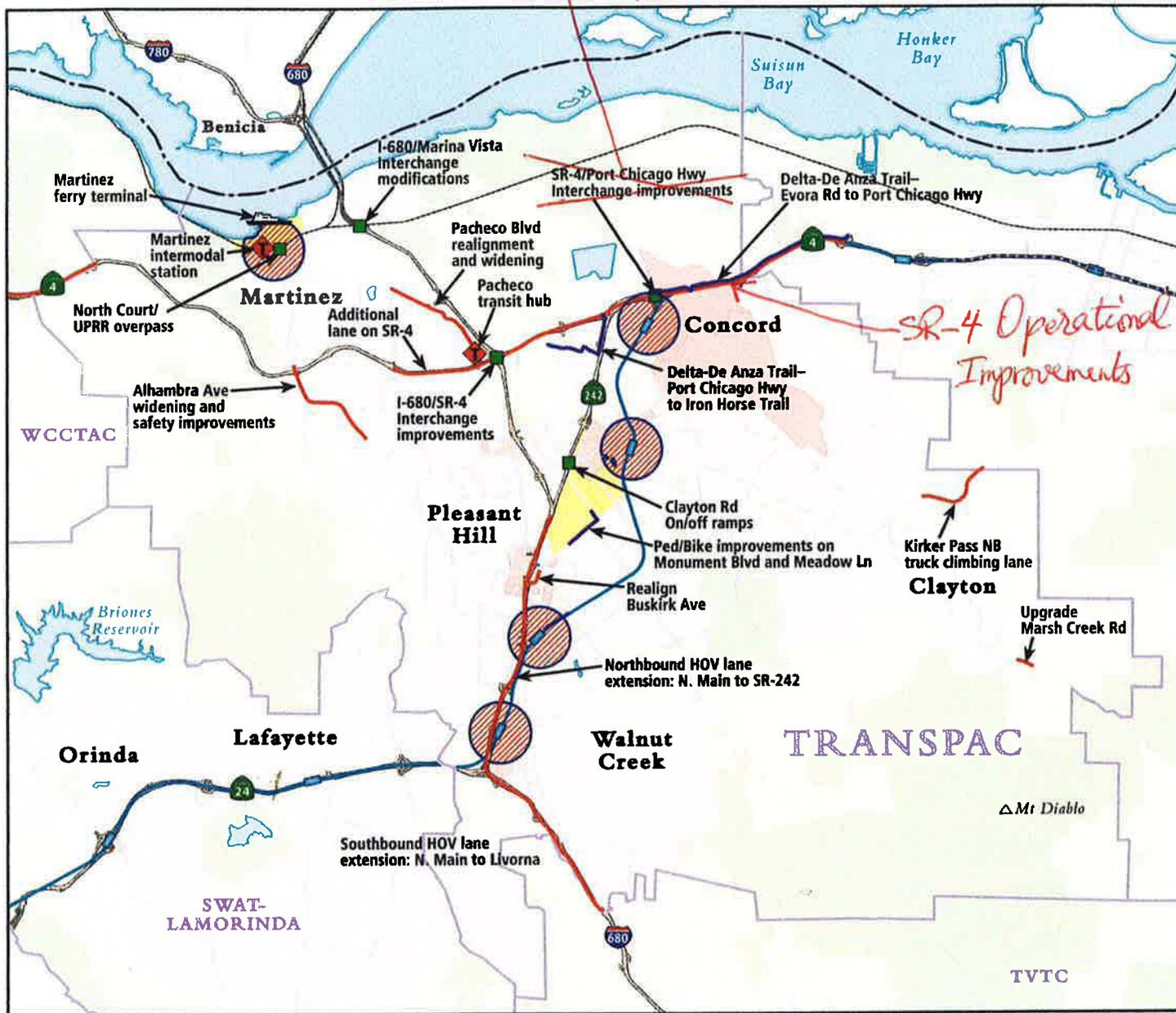
Bailey Road: Identify needed improvements, including signalization of Myrtle Drive intersection.

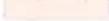
Clayton Road: Improve capacity at intersections; improve multimodal access to the Concord BART station.

Contra Costa Boulevard: Complete improvement projects already identified for the roadway.

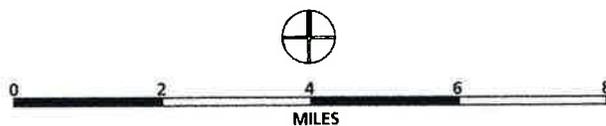
Geary Road and Treat Boulevard: Improve multimodal access to the Pleasant Hill BART Station; also, widen Geary Road to accommodate shoulders, sidewalks and bike lanes.

Delete
Figure 4-5: Actions in the Central County Action Plan



- | | |
|---|--|
|  Roadway Projects |  City Limits |
|  Bicycle/Pedestrian Projects |  Park/Open Space |
|  Intermodal Station |  Freeway |
|  Interchange Improvements |  Major Roadway |
|  Priority Development Areas |  BART |
|  Communities of Concern |  Railroad |
|  Transit Priority Areas | |
|  Infill Opportunity Zones | |

Projects are subject to funding availability and some are subject to further study and planning. For a fuller description of projects, and for additional projects, see the TRANSPAC Action Plan in Volume III.





The completion and opening of the Caldecott Tunnel.
Source: Karl Nielsen, Metropolitan Transportation Commission.

TABLE 5-1: PROJECT COSTS AND REVENUES THROUGH 2040
(X \$1,000)¹

PROJECT TYPE	ESTIMATED COST	AVAILABLE REVENUES	ESTIMATED SHORTFALL
Freeway, Arterial, Roadway	\$5,800,000	\$2,800,000	\$3,000,000
Transit	\$5,100,000	\$1,500,000	\$3,600,000
Pedestrian, Bicycle, SR2S, TLC, Park and Ride	\$700,000	\$400,000	\$300,000
TOTAL	\$11,600,000	\$4,700,000	\$6,900,000

1. Rounded to nearest 100 million.

Include SR-4 Operational Improvements

TABLE 5-2: IMPLEMENTATION ACTIVITIES NEEDED TO CARRY OUT THE STRATEGIES IN THE 2014 CTP

TASK	DESCRIPTION	SCHEDULE	RESPONSIBILITY	SUPPORTING AGENCIES
Monitor Compliance with Growth Management Program	Prepare biennial Compliance Checklists for reporting local compliance with requirements of the Growth Management Program; distribute to local jurisdictions; and report on their compliance with those requirements	Ongoing	Authority staff	Local jurisdictions
Biennial CMP Update	Update the Contra Costa Congestion Management Program as required by State law to reflect changes to legislation and update the projects and programs recommended	Biennial	Authority staff	TCC, local jurisdictions
Monitor Regional Transportation System	Monitor the performance of the regional transportation system using a set of measures of overall performance	Biennial	Authority staff	Caltrans
DEVELOP TRANSPORTATION IMPROVEMENTS				
Design and Construct Major Transportation Improvements	Working with Caltrans, BART and other agencies, design and develop major transportation improvements. This task includes work on eBART and the SR 4 East widening <i>and Central</i>	Ongoing	Authority staff	Caltrans, BART and other agencies, as needed
Work with Project Sponsors to Implement Projects	Monitor the development of projects funded through Measure J, MTC, federal and State programs to ensure reasonable progress on their development and avoid problems in funding and implementation	Ongoing	Authority staff	Various project sponsors

Should add one more Task for Project Development of Major Transportation Improvements on SR-4 in Central County (Ongoing) 1-111

This Page Intentionally Blank

Martin Engelmann

From: Jim Townsend <JTownsend@ebparks.org>
Sent: Monday, September 15, 2014 12:04 PM
To: Brad Beck
Cc: Martin Engelmann; Erich Pfuehler; Bob Nisbet
Subject: EBRPD Trail Project List
Attachments: EBRPD Measure J extension projects.xlsx

Brad,

Attached for use in formulating the CTP and any proposed extension of Measure J please find EBRPD's "financially unconstrained" project list. Please let me know if you have any questions or need anything else.

Thanks,

Jim



Jim Townsend
Manager | Trails Development Programs
 East Bay Regional Park District
 2950 Peralta Oaks Court, Oakland, CA 94605
 Tel: 510-544-2602 | Fax: 510-569-1417
jtownsend@ebparks.org | www.ebparks.org

STATEMENT OF CONFIDENTIALITY | This electronic message and any files or attachments transmitted with it may be confidential, privileged, or proprietary information of the East Bay Regional Park District. The information is solely for the use of the individual or entity to which it was intended to be addressed. If the reader of this message is not the intended recipient, you are hereby notified that use, distribution, or copying of this e-mail is strictly prohibited. If you received this e-mail in error, please notify the sender immediately, destroy any copies, and delete it from your system.

 Please consider the environment before you print

EAST BAY REGIONAL PARK DISTRICT CONTRA COSTA COUNTY PAVED TRAIL PROJECTS

<u>TRAIL NAME</u>	<u>SEGMENT</u>	<u>LENGTH (miles)</u>	<u>ESTIMATED COST (\$M)</u>	<u>GRADE SEP</u>
San Francisco Bay Trail	Point Pinole Regional Shoreline to Pinole Shores	2	\$4	No
San Francisco Bay Trail	Pinole Shores to Bayfront Park	0.5	\$8	Yes
San Francisco Bay Trail	Nejedly Staging Area to Martinez Shoreline	0.5	\$5	Maybe
San Francisco Bay Trail	Point Molate Bay Trail Spur	1	\$2	No
Iron Horse Trail	Marsh Road to Waterfront Road	2.5	\$8	Probably
Iron Horse Trail	Sycamore Valley Grade Separation	0.25	\$8	Yes
Iron Horse Trail	Bollinger Canyon Grade Separation	0.25	\$8	Yes
Iron Horse Trail	Crow Canyon Grade Separation	0.25	\$8	Yes
Contra Costa Canal Trail	Willow Pass Road to Delta De Anza Trail	2.5	\$4	No
Delta De Anza Trail	Willow Pass/Evora Road to N. Concord BART	1	\$2	No
Delta De Anza Trail	Marsh Creek Trail to Rock Slough	6	\$9	No
Delta De Anza Trail	Concord Avenue to John Marsh Historic State Park	1.5	\$6	Yes
Great California Delta Trail	Benicia Bridge to Antioch Bridge	20	\$35	Maybe
Mokelumne Coast to Crest Trail	Highway 4 Bypass Overcrossing	0.5	\$5	Yes
County-wide Crossing Safety Improvements	County wide @ trail/street intersections	N/A	\$10	
TOTAL PROJECT COST:		38.75	\$122	
County-wide Paved Trail Maintenance	100 miles of paved regional trails @ \$25K per mile		\$2.5 Million per year	

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

RECEIVED
SEP 18 2014

BY:

September 16, 2014

Martin Engelmann
Deputy Director, Planning
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Re: Presentation on the 2014 Countywide Transportation Plan

Dear Mr. Engelmann:

Thank you for your presentation to TRANSPAC on September 11, 2014 of your fifth update to the Countywide Transportation Plan.

After your presentation, two members of the bicycling community spoke to request enhancements to the bike network, the use of electric bikes as a ride share option, more funds for bike/ped and transit of the bike network, and more funds for the Safe Routes to School Program. Director Pierce had also emphasized that the 2014 CTP was a living document that might need to be amended to include projects that might not have previously been identified. I appreciate your consideration of those comments.

TRANSPAC looks forward to the receipt of the final CTP.

Sincerely,



Barbara Neustadter
TRANSPAC Manager

CC: Mark Ross, TRANSPAC Chair

This Page Intentionally Blank



San Francisco Bay Chapter

Serving Alameda, Contra Costa, Marin and San Francisco counties

September 26, 2014

Chairman Kevin Romick and Commissioners
 Contra Costa Transportation Authority
 2999 Oak Road, Suite 100
 Walnut Creek, CA 94597

via email to info@ccta.net

Re: 2014 Countywide Comprehensive Transportation Plan

Dear Chairman Romick and Commissioners:

Having been invited by staff to review and comment on the “public review draft” of the [2014 Countywide Comprehensive Transportation Plan](#) (“CTP”), the Sierra Club offers the following for your consideration.

Introduction

Earlier this week in New York City, the United Nations hosted the 2014 Climate Summit. [President Obama gave a speech](#) where he said:

So the climate is changing faster than our efforts to address it. The alarm bells keep ringing. Our citizens keep marching. We cannot pretend we do not hear them. We have to answer the call. We know what we have to do to avoid irreparable harm. We have to cut carbon pollution in our own countries to prevent the worst effects of climate change.

Ban Ki-moon, the [Secretary-General of the United Nations, also gave a speech](#) at the Climate Summit. He said:

Climate change is the defining issue of our age. It is defining our present. Our response will define our future. To ride this storm we need all hands on deck. That is why we are here today. We need a clear vision. The human, environmental and financial cost of climate change is fast becoming unbearable. We have never faced such a challenge. Nor have we encountered such great opportunity. A low-carbon, climate resilient future

will be a better future. Cleaner. Healthier. Fairer. More stable. Not for some, but for all. There is only one thing in the way. Us. We. That is why I have asked you to be here today. Thank you for your leadership. I am asking you to lead. We must cut emissions. Science says they must peak by 2020, and decline sharply thereafter.

Over a year ago, the Association of Bay Area Governments (“ABAG”) and the Metropolitan Transportation Commission (“MTC”) adopted [Plan Bay Area](#), the Regional Transportation Plan through 2040. Table 4 on page 19 (Adopted Plan Bay Area Performance Targets) presents a list of ten goals and outcomes. Under *Transportation System Effectiveness* there are two performance targets grouped under subject number nine. One is to “decrease automobile vehicle miles traveled per capita by 10 percent.” The second is to “increase non–auto trip mode share by 10 percentage points (to 26% of trips).”

The 2014 Countywide Comprehensive Transportation Plan

Turning now to the draft 2014 CTP, by 2040—the final year of the plan—vehicle miles traveled in Contra Costa County are expected to *increase* by 35 percent. On the same page (1-12) the population is expected to increase by 28 percent. The result indicates vehicle miles traveled (VMT) per capita will not decrease, but increase.

The CTP is silent on whether the second Plan Bay Area performance target will be met, to increase non–auto mode share by 10 percentage points by 2040.

Another of Plan Bay Area’s goals and outcomes is *Climate Protection*. The performance target is to “reduce per–capita CO₂ emissions from cars and light–duty trucks by 15 percent (Statutory requirement is for year 2035, per SB 375).” The CTP also is silent on whether this target will be met.

Page ES–12 contains an excellent chart (Figure E–5, “Reaching Statewide AB 32 GHG Reduction Targets”) based on former Governor Schwarzenegger’s Executive Order S–3–05. The CTP is silent—again—on whether the CTP will put Contra Costa County on the trajectory to the level shown for 2040. Note there is a more recent Executive Order pertaining specifically to the transportation sector, [Governor Brown’s B–16–2012](#), which states, in part, “IT IS FURTHER ORDERED that California target for 2050 a reduction of greenhouse gas emissions from the transportation sector equaling 80 percent less than 1990 levels.”

Commissioners, as you review the draft CTP, we request that you ask yourselves what needs to be done to have a 2014 Countywide Comprehensive Draft Plan that would lead to a reduction of VMT per capita of 10 percent.

Also, should there not be information in the CTP to inform the Board and the public about whether the CTP will:

Increase non-auto mode share by 10 percent?

Reduce per-capita CO₂ emissions from cars and light-duty trucks by 15 percent by 2035?

Demonstrate how closely Contra Costa County will come by 2040 to the Greenhouse Gas (GHG) reductions shown in Figure E-5?

Page 1-21 of the CTP states “The goals and strategies of the CTP are consistent with the goals and strategies of Plan Bay Area.” Commissioners, would you please make sure the consistency is explained?

Comments on CTP Strategies

The *first* strategy of the CTP (page 1-29) is to “support the efficient, safe and reliable movement of people and goods using all available travel modes.” There are five bullet points in support of this strategy, but transit is not mentioned in any of them. This omission may have an effect on whether the CTP will help increase non-auto trip mode share by 10 percentage points.

The *second* strategy is to “manage growth to sustain Contra Costa’s economy, preserve its environment and support its communities.” In particular, the points on the urban limit line and on light-duty electric vehicles are welcomed.

Also in the *second* strategy, support for Priority Development Areas (PDAs) could be strengthened. In the CCTA’s March 2014 *PDA Investment & Growth Strategy 2014 Update*, the first paragraph states that, “the PDA strategy is a key implementation measure for the...Plan Bay Area.” There should be clear and strong support for making the PDAs in Contra Costa County a success in the CTP. One of the keys to successful PDAs is an appropriate level of transit service. Does the CTP provide this support in the County’s PDAs?

The *third* strategy is to “expand safe, convenient and affordable alternatives to the single-occupant vehicle.” The actions indicated by the ten bullet points are all welcomed. Note that money spent on closing “gaps” in the existing highway system and arterial system (set out in the *first* strategy) can have a negative impact on whether there is adequate funding for the items in the *third* strategy—expanding alternatives to single-occupant vehicles.

The *fourth* strategy is to “maintain the transportation system.” In the nine-county Bay Area, there is a significant capital shortfall to maintain the existing transit system over the

period covered by Plan Bay Area. To what extent will the CTP ensure that funds are made available to the transit operators in Contra Costa County to maintain their systems sustainably? Will there still be transit funding shortfalls if the draft CTP is adopted?

The *fifth* strategy is to “continue to invest wisely to maximize the benefits of available funding.” This leads to a question—what is the likelihood that the CTP can actually be realized, given limited financial resources? How may the Board and the public be informed about how projects will be prioritized for implementation?

Comments on the Comprehensive Transportation Project List

How can the CTP inform what will be evaluated in the DEIR? Regarding capital projects, the CTP (page ES-19) states there are \$11.6 billion in proposed projects, yet just \$4.8 billion in secure funding is estimated. There is a similar shortfall in proposed operating programs. A financially unconstrained CTP (stated clearly on page 1-106) raises an important question—*is the CTP a plan to have a plan?* How can the Board and the public know just what the CTP will build and operate, given that the list of proposed capital projects and operating programs cost much more than the funds considered to be available through 2040?

The Comprehensive Transportation Project List raises several issues for your consideration regarding the usefulness and accuracy of information presented to the Board and to the public. For example:

- Project 2923 is “Caldecott Tunnel Fourth Bore.” Under “project status” it is shown as “Under Construction.” This \$392 million project was opened to vehicles in 2013.
- Project 2819 is “AC Transit I-80 Express Bus Program.” This program’s “description” ends with “Both studies should be completed by Spring 2010.”
- Project 4104 is “Bailey Rd.” There is no description of the project.
- Project 3514 is “Antioch/Pittsburg to Martinez to SF Ferry.” The cost is not shown.
- Project 3392 is “Crow Canyon Road/Dougherty Road Intersection Improvements.” The “project status” cell is empty.

Commissioners, is the Comprehensive Transportation Project List accurate?

Conclusion

The CTP ought to satisfy the statement of Secretary-General Ban Ki-moon, “Climate change is the defining issue of our age...I am asking you to lead. We must cut emissions. Science says they must peak by 2020, and decline sharply thereafter.”

The CTP ought also meet the requirement set forth by President Obama, “We know what we have to do to avoid irreparable harm. We have to cut carbon pollution in our own countries to prevent the worst effects of climate change.”

Lastly, in order to lay out a transportation future that the Board and residents of Contra Costa County can be proud of, the CTP should clearly demonstrate how Contra Costa County will reduce GHGs from transportation, as set forth in Governor Brown's Executive Order.

If you have any questions about this letter, please contact me at mwillia@mac.com.

Sincerely,



Matt Williams

Chair, San Francisco Bay Chapter Transportation and Compact Growth Committee

cc: Chair, Chapter Executive Committee
Chapter Delta Group
Chapter Mount Diablo Group
Chapter Tri-Valley Group
Chapter West Contra Costa County Group
California Air Resources Board
California State Transportation Agency
Executive Board, Association of Bay Area Governments
Metropolitan Transportation Commission

This Page Intentionally Blank



BikeEastBay.org

September 29, 2014

Martin Engelmann
Deputy Executive Director, Planning
Contra Costa Transportation Authority
2999 Oak Road Suite 1000
Walnut Creek, CA 94597

Dear Contra Costa Transportation Authority:

Bike East Bay is currently reviewing the draft Countywide Transportation Plan to ensure that it includes all of our major bikeway projects, which we have listed here: www.bikeeastbay.org/measurej and which we submitted to the Contra Costa Transportation Authority previously, both in writing and in person. Please ensure that our bikeway projects are included in the Project List for each Action Plan.

In general, however, our concerns are mainly about the lack of serious focus and priority in the Project List and Action Plans to improve transit service around all of Contra Costa County. The draft plan starts out saying all the right things about no longer being able to build more freeways and reducing vehicle miles traveled, but after looking at the draft Action Plans, it is clear they are all about moving cars by making freeway improvements. As a result, needed transit improvements are neglected in the Routes of Regional Significance, almost by definition. We acknowledge that spot freeway improvements are OK and certainly are popular, but a wholesale focus on moving more cars is out of touch with the reality of current times.

People are driving less today than in 2007, and the millennial generation is driving 25% less. Contra Costa residents should have high quality transit service to all major destinations in the County, and this includes to West Richmond, from downtown Richmond to San Pablo and North Richmond, to Martinez from Central Costa County, to Antioch and Brentwood and a better transit service is needed between Walnut Creek and Dublin/Pleasanton BART.



BikeEastBay.org

We are prepared to work with our coalition partners to build support for these transit improvements, and we are also prepared to work closely with the RTPC's and local cities, but we need leadership from the CCTA to make this happen, and the leadership needs to come in the form of telling a better story in this Plan of how people want transportation options to all major destinations in the County and how Contra Costa will meet its GHG reduction goals and give people transportation options by providing such high quality transit service.

The programmatic portion of the Countywide Plan can fund many walking and bicycling improvements to this high quality transit service, as well as a regional bikeway network, which is our highest priority project for the plan and for a potential reauthorization of Measure J in 2016. With this as a starting point for our concerns, here are some general comments on the plan. We will followup with more specific comments on individual Action Plans.

General comments and concerns for all areas of the County:

1. Routes of Regional Significance should be 'corridor' not roadways, and should focus on moving 'people' not cars. As currently used and proposed under the Plan update, only roadways are analyzed and only Multimodal Transportation Service Objectives (MTSO's) are set for roadways, none for BART or bike/ped access. As a result, there are no "projects, programs, measures, and actions that will support achievement of the MTSOs" for transit users, pedestrians and people bicycling. Population is expected to grow 22%, but for example in Central Contra Costa County, job growth will outpace housing growth, with most new inbound job trips coming from East County. These new job trips, and many existing ones, need to be BART and express bus trips. And to get new commuters on transit, improved walking and bicycle access is crucial. Routes of Regional Significance ignore this reality. Because BART is not a Route of Regional Significance, in Central County there are no 'Multi Modal Service Objectives' for BART.
2. Transportation forecasts continue to look at car traffic only. No forecasts are made for trends in walking, bicycling and transit and thus they do not form part of the basis of future demands on the system and in turn what priorities should be set. This pact of multimodal focus also tends to ensure a higher level of capital project investment over programs than the County will actually need in the future.



BikeEastBay.org

3. Quantitative Multi Modal Service Objectives include no bicycle or pedestrian goals that are measurable or include a timeline for achieving them.
4. Modern Bikeway Designs should be included as action items in each jurisdiction of the County. This should require each jurisdiction to adopt the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and Urban Streets Design Guide. Modern bikeway design guides also need to reflect that a striped bicycle lane on streets with prevailing speeds greater than 30mph are not enough. As speeds increase, so should separation of bicyclists from moving traffic. Buffered bike lanes, protected bike lanes, and separated bike paths are needed as speed climb to 40mph and higher.

Please let me know if you have any questions about these comments as I am happy to followup with more details. More detailed comments on individual Action Plans will be submitted soon.

Thank you for your consideration of these comments as you prepare a final plan.

Sincerely,

Advocacy Director
Bike East Bay

cc: John Nemeth, Executive Director, WCCTAC
Barbara Neustadter, TRANSPLAN
Jamar Stamps, TRANSPAC
Deidre Heitman, BART
Stephen Newhouse, AC Transit
Rick Ramacier, County Connection

Bike East Bay Recommendations

Completing the Regional Bikeway Network
East Bay Bike Share system
Bike stations at every BART station (10 Contra Costa stations)
Safe Routes to Schools

In CBPP
Not included in CTPL, except Walnut Creek (4236)

West Contra Costa gap closures

Richmond Greenway overcrossing of train tracks at 23rd St
Point Richmond to Point Molate bridge connection
Bay Trail gap closures in Pt. Pinole to Carquinez Strait
El Cerrito Plaza BART to Bay Trail connection
Completion of Richmond Greenway to Richmond Parkway Trail
Complete Wildcat Creek Trail
San Pablo Avenue Complete Street

No, but shown in CBPP as missing connection
Study is shown and funded through Measure J
All missing pieces shown in CBPP, some are listed in CTPL as specific projects, and some are funded
Project ID 3264
In CBPP
All pieces appear to be included in CTPL
Project ID 4297

Central Contra Costa gap closures

Olympic Blvd Corridor bike-ped connection
Martinez to Iron Horse Trail connection
Pleasant Hill-Concord connection over 680
Pleasant Hill short cut path from BART to Concord
Walnut Creek BART to downtown/Iron Horse Trail connection
North Concord BART to Willow Pass along SR 4
Monument Blvd complete street

Study funded but not yet approved
Project ID 2616
NO
Project ID 2645
No alignment identified; perhaps done through North WC Specific Plan
???
No project identified

LaMorinda gap closures

Fish Ranch Road to Orinda BART
St. Stevens Trail to Lafayette connection

Not in CTPL but bikes allowed on SR 24 and Fish Ranch Road shown in CBPP
Missing pieces shown in CBPP; Project ID 2904 is "missing pieces" project but not specific to this gap

East Contra Costa gap closures

Willow Pass to Delta de Anza Trail connection
Railroad Avenue Bikeway
Mokelumne Aqueduct Trail crossing of SR 4 at Lone Tree Way
Delta Trail: Antioch to Oakley
California Canal Trail gap closures

Unclear; does it refer to Central to East gap?
Unknown
3495
???
???

Southwest Contra Costa gap closures

Bike-ped bridge over Bollinger Canyon
Bike-ped bridge over Crow Canyon
Bike-ped bridge over Sycamore Rd

4226
4229
4228

Operations/Maintenance of Regional Bikeway Network

Funding for pathway maintenance: \$2 million/yr
Crossing upgrades at major arterials: 131 crossing upgrades on 6 major pathways
Trail use data collection

Currently, about \$500k per year for EBRPD
Not a specific project
Not identified



RECEIVED
OCT 02 2014
BY:

City Council

Don Tatzin, Mayor
Brandt Andersson, Vice Mayor
Mike Anderson, Council Member
Mark Mitchell, Council Member
Traci Reilly, Council Member

September 29, 2014

Martin Engelmann,
Deputy Executive Director, Planning
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Re: Designation of Mt. Diablo Boulevard as a Lamorinda Interjurisdictional Route

Dear Mr. Engelmann:

Thank you for the opportunity to comment on the Preliminary Draft of the 2014 Countywide Comprehensive Transportation Plan (CTP), including Volume II containing the April 2014 Draft Lamorinda Action Plan. As part of its review of the CTP, the Lafayette City Council met on September 9, 2014, and has reconfirmed its support for designating Mt. Diablo Boulevard from Happy Valley Road to Brown Avenue as a Lamorinda Interjurisdictional Route. Lafayette would like to re-incorporate within Table 10 of the April 2014 Draft Lamorinda Action Plan the following actions from Table 7 of the December 9, 2013 draft:

1. Under Travel Demand Management, Action 2.10- "Consider the recommendations of the future Lafayette Downtown Congestion Study for getting Lamorinda trips to and from SR-24."
2. Under Regional Coordination and Action Plan Implementation, Action 5.09, as modified- "Review and ~~improve~~ *consider options for improving* truck loading regulations and practices."

Should you have any questions regarding the Lafayette City Council's direction, please contact Leah Greenblat, Transportation Planner, at LGREENBLAT@ci.lafayette.ca.us or 925.299.3229.

Sincerely,

Don Tatzin
Mayor

Cc: Bill Loudon, DKS
Chuck Swanson, LPMC staff
Andy Dillard, SWAT staff

This Page Intentionally Blank



October 13, 2014

R
OCT 20 2014
D

Commissioner Kevin Romick,
Chair
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, California 94587

BY:

Dear Chair Romick:

On behalf of the Board of Directors of the East Bay Leadership Council (EBLC), please accept our gratitude for the vital role that CCTA plays for our region and for the agency's strong track record of delivering complex projects on time and under budget. CCTA's success at leveraging our local Measure J tax revenues with state and federal resources to complete much needed should be highlighted at every opportunity.

As you well know, EBLC's mission is to provide advocacy on public policy issues affecting the economic vitality and quality of life in the East Bay. The ongoing dialogue on effective growth management engaged in by CCTA and the approach embodied in Measures C and J has helped to protect vital open space that is so valued by Contra Costa's residents and the business community. As the leading private sector business advocacy organization in the East Bay EBLC values CCTA's membership and looks forward to engaging with your board and staff regarding the perspective of business leaders on the critical infrastructure needs throughout Contra Costa County for both the near and long term.

The EBLC appreciates the active engagement of CCTA as a member. In particular, we appreciate that your Executive Director, Randy Iwasaki, attended the recent Transportation Task Force presentation by Ross Chittenden regarding the Authority's efforts to update its Countywide Transportation Plan (CTP). The EBLC has a strong interest in ensuring that the CTP is an aspirational document that supports a thriving business community and contributes to the economic development of this entire region.

The EBLC appreciates Ross's acknowledgement during his presentation of the critical link between transportation and jobs. In order for the CTP to be a document that supports job creation in the Contra Costa in a meaningful way, EBLC encourages your Authority to consider the regional impact of the CTP and the critically important transportation connections and look for opportunities for coordination with Contra Costa's neighboring counties.

There is broad support within the business community for the CTP to emphasize enhanced connectivity for multiple travel modes along the I-680 corridor. This corridor is a critical link between many communities and employment centers, and the ever increasing congestion along the corridor has widespread effects. In addition, the EBLC would propose that the CTP include technology as a strategy to increase the capacity of our transportation corridors and encourage the inclusion of conduits (for broadband and other technologies) with the construction or reconstruction of highway improvements to facilitate connectivity. These features would support the "driver-assist" and "vehicle-to-vehicle" features that enable cars to communicate with other

Chair of the Board

Keith Archuleta
Principal, Emerald HPC International, LLC

Chair-Elect

Andrew Sabey
Partner, Cox, Castle & Nicholson, LLP

Vice President – Finance

A.J. Major
Vavrinek, Trine, Day & Company, LLP

Vice President - Engagement

Bielle Moore
Richmond Sanitary Inc./Republic Services

Vice President - Events

Ron Brown
Save Mount Diablo

Vice President – Talent & Workforce

Ken Mintz
AT&T

Vice President – Economic Development & Jobs

Steve Van Wart
Principal, Tunbridge Associates

Vice President – Communications

Peggy White
Executive Director, Diablo Regional Arts Association

Vice President – Member Services

James Brandt
First Vice President-Wealth Mgt.
Morgan Stanley Smith Barney

Chief Legal Counsel

Peter McGaw
Shareholder, Archer Norris

Immediate Past Chair & Vice President -Infrastructure

Terry Bowen
Principal, Gray-Bowen

President & CEO

Kristin B. Connelly

cars as well as with roadside sensors. The projected expansion of the Tesla fleet presents important opportunities for the East Bay that should be acknowledged in the CTP. Inclusion of conduits in the corridors could also be used to increase broadband capacity and speed, which are both necessary to stimulating economic development and maintaining our economic competitiveness as rapid growth in technology increases demand for broadband. The benefits accruing to local jurisdictions such as Brentwood and San Leandro because of their policies and investments underscore the importance of making provisions for broadband expansion in the CTP.

Some of the specific projects and programs that the EBLC would propose to be included in this update to the CTP include the following:

- Enhanced transit along the I-680 corridor connecting Central Contra Costa to the Tri-Valley
- Enhanced connection between the residential portions of Eastern Contra Costa and job-centers in the Tri-Valley
- Improvements such as traffic signal coordination and other improvement to address ever increasing congestion on interregional thoroughfares such as Ygnacio Valley Road, Treat Boulevard and Vasco Road
- High capacity transit along the I-80 corridor
- "Backbone" infrastructure to facilitate expansion of broadband capacity
- Investments which stimulate highest and best use of Byron Airport, Port of Richmond, Concord Naval Weapons Station and the Northern Waterfront
- Additional parking at BART stations
- Improved BART capacity along the Highway 24 corridor including extensions of trains and operational improvements.

Over the past 18 months, EBLC, along with our sister organization, the Contra Costa Economic Partnership, convened public meetings featuring the Executive Director of CCTA and his counterpart from Alameda County. The business community would like to encourage collaboration and coordination with all of Contra Costa's neighboring counties to improve the movement of both people and goods that is so vital to the East Bay's economy.

The EBLC requests the opportunity to present some of these concepts to your full Board of Directors in greater detail at an upcoming meeting. The EBLC plans to make transportation an intensive focus of our public events in 2015-16 because of the importance of effective and efficient investments in transportation to the business community.

Thank you for the opportunity to provide these comments to the CTP. Please contact me to answer any questions or to schedule follow-up meetings.

Warmest regards,



Kristin B. Connelly
President and CEO



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

Received via email 10/28/14

2014

October 14, 2014

Joel Keller
PRESIDENT

Thomas M. Blalock, P.E.
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

Kevin Romick, Chair
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Chair Romick:

Thank you for the opportunity to provide comments on the Contra Costa Transportation Authority's (CCTA's) draft 2014 County-wide Comprehensive Transportation Plan (CTP).

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Zakary Mallett, MCP
7TH DISTRICT

James Fang
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

First, let me compliment CCTA and its staff for preparing an excellent blueprint for transportation projects and programs over the next 25 years in Contra Costa County. The 2014 draft CTP represents a departure from past planning efforts that have focused on expanding the core freeway network as the primary way to relieve traffic congestion. The 2014 CTP recognizes that, over the next several decades, both population and employment opportunities will increase throughout Contra Costa County, and that modes of transportation other than single-occupant vehicles must be supported and expanded in order to move people and goods. I appreciate CCTA's development of a vision, goals and strategies that well position the county to continue to serve the residents of Contra Costa County efficiently and prudently.

Second, I would like to highlight BART's critical needs over the next ten years and for decades to come. The need to fund the projects and programs reflected in the County-wide Transportation Project List (CTPL) have become more urgent recently as ridership on BART has continued to increase dramatically, reflecting an upturn in the Bay Area economy. Ridership on BART has risen faster than anticipated: BART ridership grew 19.2% from FY10 to FY14, including a 17.1% increase in Contra Costa County alone. During the first months of FY 2015, we've seen further growth and new ridership records being set.

It is no secret that maintaining BART's exceptional on-time performance and reliability, accommodating future housing and job growth, replacing and expanding our existing fleet of rail cars, upgrading and modernizing stations and station areas to improve customer safety, comfort and convenience, developing housing and job sites on our station areas, and adding and enhancing the ways in which people access the stations, requires a great deal of funding. So much so that BART is reaching out to all of its partners, to request help in funding its investment and reinvestment initiatives. Toward that end, BART is focused on three large, interrelated projects that have been determined to be the highest priority needs and essential to meeting BART's safety, reliability, capacity and sustainability goals. These initiatives, known as the "Big 3," are:

- Fleet of the Future Railcars: A modern, expanded fleet of railcars to meet growing ridership demands, improve passenger comfort, and keep service reliable;
- Hayward Maintenance Complex: A new maintenance facility to maximize car availability by providing additional capacity to maintain and store the expanded fleet;
- Train Control Modernization Project: An improved train control system to increase train frequency and reliability.

October 10, 2014

Page 2

While the Big 3 are large, system wide projects, they will provide dramatic improvements to the service experienced daily by Contra Costa residents. The expanded number of rail cars in the fleet, as well as the new maintenance yard in which to house and maintain them, will allow BART to operate ten-car trains throughout the peak period, increasing the number of seats on trains on both the Richmond and Concord lines for a 13% increase in capacity. Together, the expanded train car fleet and the new train control system will result in a 40% increase in BART peak train capacity. The successful implementation of the Big 3 will provide a more comfortable, safe and reliable ride for all passengers.

In addition to critical system wide improvements, BART is also looking to make local, station and station area improvements with a focus on customer and employee safety, service reliability, transit-oriented development and access to the stations. To accomplish these improvements, BART hopes to secure future funding in the following broad categories:

BART Safety, Sustainability and Reliability: Construct improvements to BART that increase the safety of customers, enhance sustainable features and ensure the continued reliability of the BART system. Projects could include upgraded and sustainable parking lot and garage lighting, security cameras and systems, new escalators and elevators and other safety upgrades.

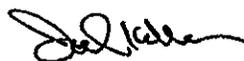
BART Stations, Access and Parking: Construct improvements to BART such as station modernization, infrastructure that promote transit-oriented development projects, bus and shuttle connectivity, station access, and operational improvements. Projects could include additional parking, satellite parking and park-and-ride lots, real-time parking availability technology, bicycle and pedestrian facilities, customer amenities, additional signage and upgraded restrooms, improved bus and shuttle connectivity and service, and capacity improvements such as expanded station areas.

BART Operations and Maintenance: Funds to be used in Contra Costa County to support the operation and maintenance of the BART stations and system. Funds could be used for station and station area cleaning, landscaping and maintenance, escalator and elevator repair, and attended bicycle stations.

Finally, while "fix it first" remains our top priority, BART continues its interest in eBART Phase 2 from Antioch to Brentwood, as well as the study of a potential high capacity transit project in West County and strategic track improvements that will improve BART system reliability and operational flexibility. Transit improvements in these corridors – Highways 4 and 24, and Interstates 680 and 80 – provide congestion relief and greenhouse gas reductions.

I appreciate CCTA's continued interest in and support for BART. I look forward to working with you on making the 2014 CTP a reality.

Sincerely,



Joel Keller, President
BART Board of Directors
c: BART Director Gail Murray, BART's representative on CCTA

Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-331-1982

October 15, 2014
By E-Mail

Kevin Romick, Chair
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Re: Draft 2014 Countywide Comprehensive Transportation Plan

Dear Mr. Romick:

The Transportation Solutions Defense and Education Fund, TRANSDEF, is a non-profit environmental group advocating for the regional perspective in the planning of transportation, land use and air quality. In the past few years, we have focused on reducing the impacts of transportation on climate change.

Introduction

We write to commend staff for an excellent analysis of the constraints facing CCTA. The Draft 2014 Countywide Comprehensive Transportation Plan ("Plan") is very up-to-date in its understanding of the trends of travel demand for millennials, for example. (ES-8, Note: all citations are to pages of the Plan.) However, as will be detailed below, the list of projects and programs in the Plan is completely disconnected from that analysis. That disconnect is exquisitely captured by the following statement in the "Finding the Right Balance" discussion:

Where feasible and beneficial, improve the throughput capacity of roadways while recognizing that these improvements will not, in the long run, eliminate congestion. (I-28.)

Contra Costa residents and their elected officials seem driven by a naive faith that suburbia can somehow be made to work. That faith blocks them from recognizing the obvious reality that traffic keeps getting worse as CCTA "improve[s] the throughput capacity of roadways."

In short, the "Right Balance" for CCTA has meant believing in the traffic fairy. County residents bought there on the promise of convenient solo commuting--something that is unrealistic for large communities of primarily low-density development. CCTA's core problem is that it is driven by the politics of mass fantasy to spend its resources on

projects that its staff knows are only short-term fixes. In this era of climate change, the time has come to align the planned investments with realistic planning.

It would be unfortunate if the County had to descend into total gridlock before there is a willingness to commit to a realistic transportation system. This comment letter will attempt to lay out what such a system would look like. Interestingly, much of the needed analytical work is already in place.

Constraints

The Plan did an excellent job of identifying the factors that constrain future action:

- It is clear that CCTA has only half the financial resources that it wants to spend over the Plan period. (ES-20) Thoughtful strategic choices must be made.
- "Our ability to expand the roadway system is extremely limited. (1-37)
- **"[E]xpanding roadway capacity to meet demand is no longer an option in Contra Costa."** (1-37) This is perhaps the most important sentence in the Plan.
- "Building new facilities and expanding existing ones face increasing opposition." (1-37)
- "In most areas, even major projects represent only minor increases in total capacity." (1-37)
- "Climate change will have to be considered in our growth management plan due to the California Governor's order mandating an 80 percent reduction of greenhouse gases below 1990 levels by 2050, as shown in Figure E-5" (ES-11) Note that there is no follow-up in terms of Plan recommendations for how climate change should be considered. This is a serious oversight.
- "Will increased frequency of storm surges harm our rail lines and roadways?" (ES-9) It's good planning to recognize these vulnerabilities.

The projected 35% growth in VMT (1-12) indicates a failure to ask the fundamental question: "What transportation investments and policies and land use investments and policies do we need to maintain (or better yet, to reduce) current levels of VMT as we grow?" That 35% growth in VMT is profoundly irresponsible given (1) the inability to expand roadway capacity to accommodate that increase in vehicular travel, leading to massive and inevitable congestion (2) existing state policy to reduce GHGs, in recognition of impending catastrophic climate change.

Contra Costa is like an army with overextended supply lines. Its auto-dependent transportation system is very vulnerable to shifts in conditions, such as the price of gas. The 2006 foreclosure crisis began when gas prices spiked. As identified in the film *The End of Suburbia*, sharply rising gas prices put pressure on family budgets. Commuting costs became unaffordable, resulting in mortgage delinquencies and foreclosures, especially in exurbs like East County. With this systemic vulnerability to price rises, and inevitability of higher gas prices, current transportation patterns are unsustainable.

Refocus the Plan on Responsive Solutions

The Plan already contains most of the needed action elements that are appropriate responses to the constraints cited above:

- CCTA Goal #3, "Expand safe, convenient and affordable alternatives to the single-occupant vehicle." (ES-7) Make it the only priority for system expansion funding. Please note that the extension of conventional BART technology does not qualify as "affordable." We prefer the term "cost-effective."
- Real-time ridesharing. (ES-9) This is a very hopeful technology that harnesses vast unused capacity in Single Occupant Vehicles (SOVs) at a tiny public cost.
- "The Authority also requires each jurisdiction to adopt and implement a transportation demand management (TDM) ordinance or resolution that encourages greater transit use." (1-45)
- Collaboration with Alameda County on planning for the Tri-Valley. (ES-16)
- "[O]ur emphasis has shifted instead to improvements in how we operate, manage and maintain the facilities that we now have." (1-37)
- "By carrying more people per vehicle, buses can make more efficient use of the capacity of existing roadways." (1-41)
- "By providing faster and more reliable travel times to carpools and transit, carpool lanes, also known as high-occupancy vehicle (HOV) lanes, can encourage a shift away from solo commuting..." (1-46)
- "Support land use patterns within Contra Cost that make more efficient use of the transportation system..." (I-30) Land use is key to a future policy redirection. Unfortunately, the quoted statement in the Plan ends with the problematic phrase "consistent with the General Plans of local jurisdictions." Local General Plans that promote conventional suburban development are the heart of the problem.

Land Use

In planning, one takes observed trends and constraints, and attempts to optimize future conditions. In this "plan" responding to the identified challenges was replaced by catering to the public's misunderstandings and fantasies. That is how the observed congestion at the plan horizon came to be treated as inevitable, rather than recognized to be the result of politicized planning-avoidant decisions. The key unaddressed decisions involve land use.

Despite profound changes in the policy environment in the last decade, suburbia has continued to grow, with congestion moving in lockstep. If Contra Costa residents all stayed home during the day, there would be no transportation problems, and no need for transportation plans. Congestion arises, however, when residents want to commute to all parts of the Bay Area. Had the transportation system capacity for that travel been planned, funded and constructed prior to the massive development of suburban housing, Contra Costa would be a very different place now. Mistakes were made...

The projected 35% increase in VMT (I-12) is indicative of a new round of planning mistakes. The increase in VMT/capita implies even lower-density auto-dependent land use practices. If the transportation plan is to improve--or even to maintain--the quality of life--it must strongly influence the pattern of new development. There simply is no alternative: the consequences of continued suburban growth cannot be mitigated.

Now that CCTA has acknowledged it cannot catch up with needed highway capacity (1-37), the First Law of Holes applies:

When stuck in a hole, the First Law of Holes is to stop digging.

The commonsense policy response to today's congestion would be to not make it worse. To protect the existing transportation network, CCTA needs to make it clear to local jurisdictions that land use patterns for new development must change. New jobs and housing need to be located in relation to transit, with adequate density. (I-13) The agency made itself an excellent role model by locating its offices in a new transit-oriented neighborhood.

Because of the congestion crisis and the climate crisis, solo driving cannot and must not remain the foundation of transportation for new development. Instead, CCTA needs to promote creative solutions. The goal needs to be not increasing auto trips as new jobs and housing are built. That requires a convenient, cost-effective, well-coordinated, well-marketed and well-promoted transit network, one that can appeal to existing residents as well. New development needs to be planned simultaneously with the cost-effective transit needed to serve it, such as Bus Rapid Transit.

What's Wrong in the Plan?

- "As the region grows, so will the demands on our roadway system and need to expand and make better use of its capacity. The CTP incorporates a broad range of roadway projects, programs and strategies to meet the needs of growth." (I-36) Sisyphus could have written that. As a strategy, it is doomed to failure. Operational improvements can add only limited capacity. (I-37) While the "make better use of its capacity" was identified above as a solution, expanding capacity is already known to not work in the long-term. What's needed instead is a focus on transit-oriented development, coupled with cost-effective transit. It's clear the author of the quoted text was unwilling to leap to the obvious conclusion that the development of auto-dependent land uses cannot continue.
- "In recent years, focus has shifted from mobility for automobiles to mobility for all modes and for all types of users. The 2014 CTP reflects that shift." (I-21) The projected increase in VMT and flat SOV mode split indicate that, while the rhetoric may have shifted, the funding priorities haven't changed at all.
- The time has arrived to dump Goal #1: "Support the efficient, safe, and reliable movement of people and goods using all available traffic modes." (ES-7) This goal is only a fig leaf for continued status quo dependence on the auto.

- The enthusiasm for technological innovations for the automobile (ES-10) is misplaced. Technology will not be able to preserve suburban mobility if land use planning continues to encourage more driving (although real-time ridesharing could help those willing to abandon their cars).
- "Continue to invest wisely to maximize the benefits of available funding." (I-29) This is not a goal, it is merely a strategy for achieving goals.
- "Improve the highway and arterial system to influence the location and nature of anticipated growth..." (I-29) In 2014, the location of anticipated growth must be influenced by transit investments, not highway investments.
- "Agencies will assign staff to monitor the operation of the HOT lanes and the amount of toll charged, to ensure that the lanes continue to benefit carpools and buses." (I-49-50) Express lanes explicitly discourage carpooling. They are a massive financial commitment to keep the fantasy of solo driving alive.
- "In addition to reducing congestion, HOV and carpool strategies can help reduce greenhouse gases." (I-51) Note how HOT lanes have been mixed into discussions of HOV lanes (I-51 & I-29). This is obfuscation: the two strategies are in direct conflict. HOT lanes--aka Express Lanes--facilitate solo driving, thus discouraging a shift away from solo commuting. With all the policy reasons to not support solo driving, this is a crystal-clear example of politics trumping policy.
- "The increased use of electric vehicles will increase the need for charging infrastructure." (ES-10) If people are only commuting moderate distances to work, this is untrue. Charging will be done at home. Public charging networks (I-30) will prove to be far less important than public agencies believe.

Climate Change

This conflict between policy and politics is sharpest on climate change. The Plan contains an exemplary section on "Managing the Effects of Greenhouse Gases." However, the absence of any implementation makes this nothing more than window dressing. As currently written, the Plan predicts 2040 Vehicle Miles Travelled (VMT) to increase by 35% (I-12), with a parallel increase in GHGs. The projected 28% increase in population (I-12) makes this a 5.5% increase over current VMT/capita. **In the age of climate change, these figures indicate a total policy failure.**

Figure E-5 (ES-12) shows the statewide reductions in GHG emissions needed by 2050. Oddly, there is no corresponding chart for CCTA emissions. The Plan does nothing to change the Forecast 2050 Emissions trendline within the County. By implication, some other agency must be responsible for that... There's a complete disconnect between this Climate Change section and where actual dollars are directed.

All of this is very troubling in the context of the recent U.N. Climate Conference and Peoples' Climate Rally. The world is coming to understand that deep systemic change is needed if the human species is going to survive in coming centuries. What will it take for Contra Costa policy makers to decide to take responsibility for the largest source of the County's GHG emissions and join the worldwide effort to protect future generations?

Additional Recommendations

- Provide a breakdown of how the funding is allocated between the four goals. (I-28-29) Note the comment above that the fifth "goal" is really only a strategy. The funding breakdown is critical information for evaluating Plan coherence: Does the allocation of funding match the policy framework?
- A modern transportation plan must show the current and projected VMT/capita.
- The agency needs to focus on preventing the displacement of lower-income residents as older areas redevelop. Note the overlap on Figure 1-8 (I-23) between Communities of Concern and Infill Opportunity Zones.
- Work with other jurisdictions to encourage the truck freight system to operate at night.
- Increase the use of the Richmond BART station by sponsoring security there, especially at night.
- TDM ordinances (I-45) should include such features as transit passes, car share, unbundled parking in leases and real property sales, and reform in parking ratios.
- Incentives are needed for the implementation of SB 375.

Textual Corrections

- I-31: Does "Link transit investment to increased coordination and integration of public transit services, and improved connections between travel modes" mean "condition" transit investment? The meaning of the text is unclear.
- I-43-44: "And for most trips, a car will get one to a destination faster, for less money "out-of-pocket" and with no waiting other than in congestion. Transit can, however, compete as if the differences between travel time, out-of-pocket cost, and convenience between the two modes are reduced."
- I-45: "And finally, Measure J ~~is~~ funds ..."

TRANSDEF appreciates this opportunity to comment on the Plan. We would be pleased to assist staff in the implementation of any of the ideas offered here.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
President

CC:

Amy Rein Worth, MTC Representative
Federal Glover, MTC Representative
John Gioia, BAAQMD & ARB Representative

The Board of Supervisors

County Administration Building
651 Pine Street, Room 106
Martinez, California 94553

John Gioia, 1st District
Candace Andersen, 2nd District
Mary N. Piepho, 3rd District
Karen Mitchoff, 4th District
Federal D. Glover, 5th District

October 21, 2014

Kevin Romick, Chair
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Contra Costa County



David Twa
Clerk of the Board
and
County Administrator
(925) 335-1900



Subject: 2014 Countywide Transportation Plan Update

Dear Chair Romick:

On September 23, 2014, the Board of Supervisors authorized the Chair to transmit comments on the 2014 update to the Countywide Transportation Plan (CTP). We understand that the CTP is intended to guide the development of the transportation system for the next 25 years. We also understand that this update will result in a list of projects and programs intended to respond to growing population, increasing maintenance demands, and shifting priorities.

As an overall comment, the Board of Supervisors would like to thank the Contra Costa Transportation Authority (Authority) for the substantial effort put in to the draft CTP. The CTP raises numerous contemporary issues which should facilitate a productive discussion about our future.

The comment letter is comprised of three sections, broad discussion on priorities, chapter by chapter comments, and an attached, Public Review Draft Volume 3: Comprehensive Transportation Project List with comments embedded.

PRIORITIES

Increased Local Road Funding Needs: Maintenance, Complete Streets, Storm Water Requirements

Nationally, there is a well-documented, growing need to address our aging infrastructure. On the local level it is no different; we are straining to maintain adequate pavement conditions while being required to be compliant with new water quality, complete streets, and greenhouse gas reduction statutes and initiatives. **While the need for adequate maintenance funding is mentioned throughout the document, the scale of the issue warrants a much more prominent discussion in the CTP, particularly given the discussion of new revenue sources.**

Transit Service Improvements

There is increasing pressure to improve transit service due, in part, to new State statutes. As called out in the CTP, our maturing transportation network and land use patterns are at the point where we are facing diminishing returns on roadway capacity. In this light transit investments may be more attractive. Transit agencies in Contra Costa County are likely to need additional resources to respond to this increase in demand for service and the draft CTP acknowledges this unfunded demand. More specific comments:

- With **conventional fixed route service**, a number of potential mitigation measures proposed by the Office of Planning and Research (OPR) in their efforts to implement SB 743 (2013) relate to improved transit service. As acknowledged in the CTP, SB 743 eliminated congestion based transportation impact measures (level of service/LOS) under the California Environmental Quality Act (CEQA). A proposed alternative metric, likely to be Vehicle Miles Traveled (VMT), is intended to better reduce greenhouse gas production. However, in Contra Costa, our local policies compel us to continue using LOS **in addition to** the new impact measures imposed by the State. In order to offset any potential adverse impact on development activity caused by multiple mitigation measures, the Board of Supervisors requests that the Authority explore the possibility of using an expansion of bus service or bus service funding to establish a transit mitigation bank or programmatic VMT mitigation for member agencies.

The Board of Supervisors continues to be committed to the policy of having development pay for any facilities required to meet the demands resulting from growth. However, subjecting applicants to the full cost of both LOS and VMT analysis and mitigation may inappropriately constrain needed economic and housing development activities.

- **Paratransit** service for the elderly and people with disabilities, in addition to requiring additional funding, will also require fundamental administrative changes if 1) the Authority is to respond adequately to the projected demand for

service, and 2) expect that response to be cost-effective. In addition to the oft-cited demographic changes (aging population), the impact on travel demand for this portion of our constituency is likely to be further magnified by the consolidation of medical services and new health trends. The inclusion of these significant challenges would improve the “*new challenges*”, “*challenges ahead*” sections of the CTP.

- The Board of Supervisors is aware of the Authority’s efforts to implement the Mobility Management Plan (MMP) which could improve coordination and operating efficiencies of multiple transportation providers. We understand that progress is being made and applaud the efforts of Authority staff in navigating this complex issue. While we recognize that the MMP is mentioned in the Action Plan section of the CTP, given the countywide implications of the MMP a detailed discussion may be warranted in a more prominent place in the document.

Surveys conducted in the beginning of the CTP indicated that the Authority should be “more aspirational” in its undertakings. The implementation of a coordinated, countywide mobility management program would be responsive to that direction.

Safe Routes to School (SR2S) Program

The Authority’s Safe Routes to School Master Plan Task Force assisted with the development of a needs assessment to estimate the cost of SR2S projects and programs. The Board of Supervisors thanks the Authority for their leadership on this effort and we look forward to the findings and recommendations being implemented.

In order to make better use of past and future SR2S investments, we encourage the Authority to capitalize on one particular finding in the 2011 survey conducted early in the Master Plan effort. The survey established that the most consistent reason cited by parents and school administrators for K-12 students not walking and bicycling to school is related to traffic, either “*driver behavior*” or “*driving too fast*”. This finding is consistent with statewide and national survey results.

The County has developed a 2015 legislative proposal to enhance school zones through expansion and increased penalties. We have met with our legislative delegation on our proposal. The members were supportive of the concept and offered assistance. The County is in the process of securing support from other agencies and we are formally requesting the Authority support in this effort. The goal of the legislation, in combination with existing projects and program, is to assist in reversing the well-known low walk and bike rates to and from K-12 school. This may be another area

where the Authority could be responsive to the “more aspirational” findings in the surveys.

Major Projects & Emerging Planning Initiatives

A comprehensive response on project priorities can be seen in the attached list. This list includes the Board of Supervisors high priority projects including, but not limited to, TriLink (SR239), North Richmond Truck Route, I-680 HOV Gap Closure, Iron Horse/Lafayette-Moraga Trail Connector, Kirker Pass Road Truck Climbing Lane, Vasco Road Safety Improvements, and Northern Waterfront Goods Movement Infrastructure Projects.

In addition to these projects, the Board of Supervisors requests continued Authority advocacy and funding for activities supportive of economic development in areas of the County where such investment is needed and desired by local communities. For instance, this support could fund activities within Priority Development Area (PDAs) and as part of the Northern Waterfront Economic Development Initiative. We are supportive of CTP actions that include planning and implementation funding for transportation projects and programs, infrastructure improvements and other expenditures that facilitate needed economic development. Such investment will help balance jobs and housing and make more efficient use of our transportation infrastructure. The Board of Supervisors considers these efforts as integral to the continued growth of our region and economy.

CHAPTER COMMENTS

Executive Summary

Page ES-3

The telecommuting information is informative; the document would benefit from other relevant changes in commute patterns listed. Nationwide, bicycle commuting has doubled in a shorter time frame than telecommuting and the Authority has more direct responsibility to facilitate further growth in this area.

Page ES-13

Sustainable Communities Strategy

The Board of Supervisors thanks the Authority for their tireless engagement with the Metropolitan Transportation Commission and the Association of Bay Area Governments on the process to implement SB375. In particular, we encourage continued advocacy for additional resources and consideration for subareas that accommodate a substantial amount of planned growth. For the benefit of our constituents, MTC, and the State, it may be useful to point out in the CTP that our planned growth is, and has

been for some time, well-managed not through State or regional mandate but through a voter-approved Urban Limit Line and Growth Management Program. .

Pages ES-11-14The information on SB 375 (2008) in the document is useful given the land use and transportation emphasis in the legislation. However, we believe that additional focus on AB 32 (2006), in particular the Cap-and-Trade Program, should be included in the CTP. This information could better position the County to receive Program revenues. At a minimum, the relationship between the “*transformative*” transit investments contemplated in the CTP and the “*Affordable Housing and Sustainable Communities*” and “*Transit and Intercity Rail Capital*” Cap-and-Trade programs should be strengthened.

Prior to contemplating a new transportation sales tax, we believe all other funding opportunities should be examined and maximized to the extent possible in the CTP.

As indicated earlier in this letter and acknowledged later in the CTP, SB 743 (2013) is likely to substantially influence how agencies can 1) claim exemption from CEQA and 2) how we will analyze and mitigate the transportation impacts for development. While implementation policies are still being developed by the State; some mention of the issue in the Executive Summary is warranted considering the potential impact on member jurisdictions and the development community.

At this time, focus on SB 743 issues is being directed at the State. This is understandable given that implementation strategies are currently being developed. However, once the State’s work is finished, focus will shift to local jurisdictions who are ultimately responsible for analyzing and mitigating for VMT. As mentioned earlier in this letter, additional attention should be given to potential mitigation strategies. This would be valuable to both your member agencies and the development community.

The Board of Supervisors appreciates the Authority’s efforts to engage the State on this critical issue.

Page ES-20

Regarding the need to “renew the sales tax measure”, prior to establishing this need in policy we ask that the Authority conduct additional outreach to all member jurisdictions, including all members of the Board Supervisors. As you are aware, the Contra Costa County Board of Supervisors has diverse obligations which vary substantially throughout Supervisorial Districts. In considering whether to support such a measure the Board of Supervisors would consider factors such as possible

conflicts with other public finance priorities, and the need for additional transportation funding.

Introduction

Page I-15

This section discusses auto-ownership rates and age distribution in the context of demographics. Mention of the increase in the elderly segment of the population, and the impact on transportation needs, would serve to make the demographics discussion more useful in the context of the CTP.

Figure 3-1: Roadway Action Plan Projects and Programs

The park/open space data used to compile this figure (and other Figures with the same data) is outdated. It is important that the most current dataset is used so that the status of preserved lands relative to planned improvements is understood. This will help avoid conflicts between transportation planning and conservation efforts. Notably, conserved land data is missing from areas around Vasco Road, the Byron Airport, and along Kirker Pass Road south of the City of Pittsburg. A current dataset can be obtained from East Contra Costa County Habitat Conservancy.

As I am sure you are aware, many critical transportation projects have received streamlined permitting as a result of this program including Vasco Road Widening, SR-4/S-160 Connectors, Deer Valley Road safety shoulders, eBART, State Route 4 between Lone Tree and San Jose Avenue (including Sand Creek Interchange), and State Route 4 medians and shoulders from Discovery Bay to Byron Highway.

Vision, Goals and Strategy

Page I-28

The Board of Supervisors supports the approach described in the *"Finding the Right Balance"* section. The approach of *"Recognizing the differing needs and situations of Contra Costa's subareas..."* has worked well in this diverse County in the past. We expect it to continue to be successful well into the future.

Page I-29

Goal 1: Movement of people

With respect to the language in the first Goal, *"...all available travel modes..."*, the subsequently listed Strategies would be more representative of all modes, and more consistent with Goal 3, if non-motorized facilities were to be addressed in a manner similar to the road system.

For example, *“Define and close gaps in the Countywide and Regional Bikeway Network, including gaps in Class I and major off-street paths”*. In addition, this change would improve internal consistency, in the *“Pedestrian and Bicycle Facilities”* section the following action is highlighted, *“Close gaps in the regional trail system...”*.

Goal 1: Movement of Goods

Consistent with Authority support for, and assistance with the Northern Waterfront Economic Development Initiative, please include the following language, *“Identify new strategies to improve freight movement on freeways, waterways and rail lines to improve air quality and the safety and efficiency of goods movement”*.

Page I-32

The discussion regarding *“Maintaining the transportation system”* would be more informative and complete if new requirements, often required to be implemented concurrent with maintenance projects, were described in this section. Complete streets and water quality requirements can result in substantially increased maintenance costs.

Page I-36

“Our ability to expand the roadway system is extremely limited”: In addition to the barriers to roadway expansion listed in this section (limited right-of-way, noise, air pollution, etc.), please include *“expanding maintenance obligations”*.

Page I-41

Transit, Including Buses, Rail, Paratransit, and Ferries

As indicated in the Priorities section above, some mention of Authority leadership on the implementation of the MMP would be informative in this section.

Page I-51

Pedestrian and Bicycle Facilities

This section may benefit from a review by the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) who could assist in finding solutions to the numerous barriers to improving non-motorized transportation identified in the CTP.

The barriers to increased walking and cycling identified in the CTP are not unique to Contra Costa County. These barriers can be addressed through a methodical planning and investment response. The 2009 Update to MTC’s Regional Bicycle Plan for the San

Francisco Bay Area indicates that Contra Costa County is tied with Solano County for the lowest rate of bicycle commuters. A strategic approach to address identified barriers and improve that ranking may be another “aspirational program”. As indicated in the draft CTP, the County has numerous attributes that we could capitalize on; excellent climate, favorable topography, an excellent multi-use path network, and second only to Alameda County in terms of numbers of BART stations.

On a related note, the Authority may wish to consider combining the Safe Routes to School Master Plan Task Force with the CBPAC to form an “Active Transportation Working Group”. The subject matter addressed by the committees is similar and combining the committees may result in a critical mass of issues to address that would ideally lead to regular consultation and collaboration.

Page I-61

Facilities for Goods Movement

The Board of Supervisors appreciates the Authority’s assistance with the Northern Waterfront Economic Development Initiative. Considering the initiative addresses goods movement infrastructure including maritime, rail, and highway projects, some mention of the Northern Waterfront effort would strengthen this section.

Page I-65

The Board of Supervisors welcomes the description of the Comprehensive Transportation Project List (CTPL) as “evolving”. As subregional and local priorities change and we are required to respond to changing policies it is essential that we are afforded the flexibility of a “living document”.

Page 1-105

Implementation

The comments in this letter suggest possible changes to activities listed in the Implementation section including, but not limited to; 1) addition of State policy advocacy, and 2) updates to other Measure J implementation documents as suggested at the Technical Coordinating Committee (Technical Procedures Manual, Measure J Growth Management Implementation Guide, etc).

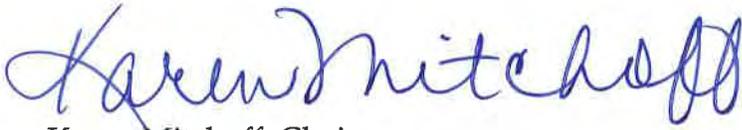
The Board of Supervisors appreciates the outreach of the Authority Board and its staff to obtain comments on the Draft CTP Update and we look forward to additional dialog and engagement on this effort.

Kevin Romick, Chair - CCTA

October 21, 2014

Page 9 of 9

Sincerely,



Karen Mitchoff, Chair

Contra Costa County Board of Supervisors

Supervisor, District IV

C:

Janet Abelson, Chair - WCCTAC

Candace Andersen, Chair – SWAT

Salvatore Evola, Chair, TRANSPLAN

Mark Ross, Chair – TRANSPAC

Attachments:

Comments on *Volume 3: Comprehensive Transportation Project List*

File: Transportation > Transportation > Committees > CCTA > CCTA Board of Directors

File: Transportation > Projects > CCTA > CTP 2014-15

g:\transportation\2014ctupdate\bostocctare2014ctpfinal(10-21-14).doc

This Page Intentionally Blank



CITY OF PINOLE

CITY HALL

2131 Pear Street
Pinole, CA 94564

Phone: (510) 724-9000
FAX: (510) 724-9826

October 22, 2014

Planning Department
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597
2014CTP@ccta.net



Gentlemen:

On behalf of the City of Pinole, thank you for the opportunity to review the 2014 Countywide Comprehensive Transportation Plan, in draft form and offer comments.

After review of the plan, the City of Pinole provides the following comment:

- The plan principally focuses on new projects and does not pay adequate attention to maintaining the County's existing transportation system, particularly local streets and roads. The City of Pinole's most recent Pavement Management Report (2013) estimates the City's annual need for roadway maintenance at approximately \$1.3 Million, current funding available through Measure J is approximately \$275,000. Each year the city must defer approximately \$1 Million in roadway maintenance. The City of Pinole believes that the Countywide Comprehensive Transportation Plan should consider an increase in the 'return to source' monies, thereby making additional funds available to cities for the maintenance of local streets and roads a vital part of the County's transportation network.

Again thank you for this opportunity to provide comments

Sincerely,

Belinda B. Espinosa, City Manager
City of Pinole

This Page Intentionally Blank



Report No: 14-261
Meeting Date: October 8, 2014

Alameda-Contra Costa Transit District

STAFF REPORT

TO: Planning Committee
AC Transit Board of Directors

FROM: David J. Armijo, General Manager

SUBJECT: Update on Contra Costa Countywide Comprehensive Transportation Plan

BRIEFING ITEM

RECOMMENDED ACTION(S):

Consider receiving a report on the Contra Costa Countywide Comprehensive Transportation Plan.

EXECUTIVE SUMMARY:

The Contra Costa Transportation Authority (CCTA) is updating its Countywide Comprehensive Transportation Plan (CTP). The CTP is the guiding document for the County's Transportation Expenditure Plan which allocates funds for transit projects and transit operations, including funds for the District. Based on an August meeting between the General Manager and the Executive Director of CCTA, the authority has asked all transit agencies operating in the county to provide updated information. Last updated in 2009, this report includes an update and augmented list of District projects and programs to be included in the CTP, reflecting current District capital and operating needs. In addition, based on CCTA staff advice, a proposal for a large-scale, West Contra Costa County (West County) transit enhancement project for San Pablo Avenue has also been included. For purposes of the CTP, a Bus Rapid Transit level of investment was proposed.

BUDGETARY/FISCAL IMPACT:

There is not budgetary/fiscal impact associated with this update.

BACKGROUND/RATIONALE:

The Contra Costa Transportation Authority is updating its project list for the Countywide Comprehensive Transportation Plan. The list of District-sponsored projects and programs include both those exclusively within the boundaries of Contra Costa County and those which would be implemented as District-wide projects or programs. The list includes capital projects and operating funds for service in West County. Staff last updated the projects and programs list in 2009, the same time the CTP was updated. The CTP will include potential projects through 2045.

In August, the General Manager met with the Executive Director of CCTA to discuss the content of the CTP. Based on that discussion, CCTA staff recommends updating the project and program table for the CTP to include:

1. Conducting a high-level update of the capital project list using information from the recently completed Core Capacity Study conducted by MTC. Where possible, identify projects or programs exclusive to Contra Costa County.
2. Add, modify, combine or delete individual projects or programs based on new technical information, changes in priority or other factors.
3. Include a “marquee” project that directly serves passengers and is contained completely within the Western County area.

Capital Projects

The MTC Core Capacity Grant Program recently updated the region’s transit capital needs. The proposed CTP update includes those recently identified in the MTC Core Capacity program. The Core Capacity Grant Program includes the District’s long-term capital needs including transit enhancements and facilities. Highlights include improvements to Division 3, vehicle replacement, and security and information systems.

The \$7.5 billion regional Core Capacity Challenge Grant proposal focused on the three largest Bay Area transit operators: San Francisco Municipal Transportation Agency (SFMTA), BART, and AC Transit. These agencies carry 80% of the region’s passengers as well as more than three-quarters of the minority and low-income passengers. The proposal would:

- Leverage regional discretionary funds and local contributions, including proposed Cap and Trade revenue;
- Accelerate and solidify funding for fleet replacement projects, and identify new funding for key transit enhancement projects; and
- Propose projects meet the performance objectives of the Transit Sustainability Project.

In fall 2012, staff updated a list of capital projects for the Core Capacity study exercise, including projects in West County.

Operational Programs

There are significant funds for bus operations in the current CTP for service in West County, allocated both to the District and to WestCat. Operational funds should be emphasized in the updated projects and programs list and reflect potential future operational needs. Highlights include local bus service, lifeline service, and regional express bus service.

Attachment 1 shows the list of District capital and operating needs included in the 2009 CTP. Attachment 2 shows the updated list prepared by staff and based on the MTC Core Capacity study.

Transit Enhancement Project

CCTA requested that the District consider adding a high capacity transit enhancement project, or marquee project, to the capital projects list. San Pablo Avenue is the highest ridership bus line in Contra Costa County and would benefit substantially from an investment to make bus

service faster, more reliable and more efficient. A more thorough evaluation of the San Pablo Avenue and MacDonald Avenue corridors will be conducted as part of the Major Corridors Study. For the purposes of the CTP, staff proposes a three phase approach to San Pablo Avenue.

1. Phase 1 would upgrade the traffic signal system, transit priority technology and communications trunk infrastructure.
2. Phase 2 would be a high level investment linking the communities of San Pablo, Richmond and El Cerrito with the Del Norte BART station.
3. Phase 3 would complete the Contra Costa portion of San Pablo Avenue.

Staff estimates the total cost for all phases of the project to be \$234 million. Attachment 3 describes in more detail the three potential projects that could be built on San Pablo Avenue in phases. Phases 2 and 3 would be dependent on the outcome of the Major Corridors Study.

Limitations of CCTA CTP

Having capital projects and operating programs on the CTP list is a requirement to receive funding from Measure J or any other funding sources administered by CCTA. However, this does not guarantee funding of any sort. Establishing District priorities merely ensures that if funding becomes available, we would be eligible to compete for them.

ADVANTAGES/DISADVANTAGES:

The advantage of updating the District's projects now is to better position the District to compete for funds in the future. Should surplus funding be identified or as new funding becomes available, the District will have a broad-based list of capital and operating needs readily identified. In addition, updating the list of projects creates consistency between MTC Core Capacity program and helps makes the case for operating funds and capital funding for facilities.

The disadvantage to this process is that staff will need to identify some capital and operating projects and programs without the benefit of the Major Corridors Study or a completed Comprehensive Operations Analysis. However, there should only be loose restrictions on the operating dollars and a capital investment along San Pablo Avenue is a safe assumption.

ALTERNATIVES ANALYSIS:

There is no feasible alternative to updating the CTP. However, individual projects or programs could be modified, added or deleted.

PRIOR RELEVANT BOARD ACTIONS/POLICIES:

None.

ATTACHMENTS:

- 1: Current District Contra Costa CTP Projects (2009)

2: Revised Project List from MTC Core Capacity (2013)

3: Proposed Marquee Projects for San Pablo Avenue

Department Head Approval: Dennis Butler, Acting Chief Planning, Engineering and Construction Officer

Reviewed by: Robert del Rosario, Director of Service Development

Prepared by: Jim Cunradi, Transportation Planning Manager
Benjamin Stupka, Capital Planning Administrator

Project ID	Project Code	Project Name	Project Type	Roadway Facility	Project Limits	Description	Project Cost	Completion Year	Project Status	Primary Sponsor	RTPC
2743	0486	AC Transit Vehicle Replacement Program	Bus	AC Transit District	District-wide	Vehicle Replacement Program: includes bus replacement program, ADA paratransit vehicle purchase and leasing, non-revenue vehicle purchase and replacement, and electric hybrid bus demonstration	\$ 1,313,568,000		Not Applicable	AC Transit	WCCTAC
2745	0488	AC Transit Information System	Bus	AC Transit District	District-wide	Information System: includes ADA hardware and software and upgrade and replacement of data processing equipment	\$ 13,735,000		Not Begun	AC Transit	WCCTAC
2813	0498	AC Transit Security Video Camera Installation at Transit Centers	Bus	Contra Costa College Transit Center		Transit Safety and Security	\$ 41,600,000	2019	Not Applicable	AC Transit	WCCTAC
2819	0648	AC Transit I-80 Express Bus Program	Bus	I-80 Corridor	Express Buses that would be dispatched from West Contra Costa County locations	The purpose of this project is to provide new or expanded express bus service to address congestion along the I-80 corridor as identified in the Bay Area Blueprint adopted by MTC in March 2000. Near term Express Bus Studies for Contra Costa and Alameda Counties are likely to modify project and identify funding for implementation. Both studies should be completed by Spring 2010.	\$ 15,000,000		Not Begun	AC Transit	WCCTAC
2820	0650a	AC Transit San Pablo Ave. Corridor Buses & Bus Stop Improvement Program	Bus	San Pablo Ave. Corridor	West Contra Costa County Portion of San Pablo Ave. to Hilltop	Implements new improvements from the County line to Hilltop Mall, expanding AC Transit 72 Rapid. Includes: signal priority, bus stop improvements, buses for the extension of service to Hilltop, real-time passenger information and street geometrics to improve bus operations.	\$ 8,500,000		Design and ROW	AC Transit	WCCTAC
2841	0746	Richmond Parkway Transit Center Parking and Access Improvements	Intermodal/Park-and-Ride	Richmond Parkway Transit Center	At Blume Drive	Project includes signal reconfiguration or timing; improved bus access; 700- to 800-space parking facility; and security improvements at Hilltop Drive park-and-ride lot	\$ 31,000,000	2010	Design and ROW	AC Transit	WCCTAC
2857	0649	AC Transit Facility/Equipment Replacement/Upgrade Program	Bus	AC Transit	Richmond Division Facilities & Equipment	Planned maintenance and upgrade of District's facilities and equipment to ensure that District's facilities are properly maintained to avoid deterioration and that the District's fixed equipment is upgraded or replaced to ensure optimum performance.	\$ 25,000,000	2006	Not Begun	AC Transit	WCCTAC
3518	1103	AC Transit Operating and Capital Improvement Program (CC share)	Bus	Countywide	Countywide	T-2030 funding category: transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements, equipment, fixed facilities, and other capital assets; does not include system expansion)	\$ 134,903,000		Not Applicable	AC Transit	WCCTAC
3521	1099	AC Transit Regional Lifeline Transit Priorities	Funding Program	AC Transit District	Within AC Transit service area in Contra Costa County	T-2035 Lifeline	\$ 50,000,000		Not Applicable	AC Transit	WCCTAC
3901	1277	Speed Protection and Passenger Amenities	Bus	AC Transit District	Western Contra Costa County	Street and rider improvements within Contra Costa County to protect buses from degrading speeds on arterials while providing passenger amenities to encourage increased ridership. Can include items such as signal timing, signal priority and queue jump lanes; more frequent service levels; passenger loading stations or amenities; real-time passenger information; street and sidewalk geometric changes to assist bus operations (bus bulbs if appropriate). These are envisioned to be segment-level or spot improvements at selected intersections.	\$ 5,000,000		Not Begun	AC Transit	WCCTAC
3903	1278	Bus Corridor Improvements on San Pablo Dam Road	Bus	San Pablo Dam Road	Between San Pablo Avenue and Orinda BART	Street and rider improvements on San Pablo Dam Road to improve bus operations and passenger safety, and encourage increased ridership on Route 74. This would include signal timing and signal priority, queue jump lanes where possible; passenger loading stations or amenities at stops; real-time passenger information; and street and sidewalk geometric changes to assist bus operations (bus bulbs if appropriate).	\$ 12,900,000		Not Begun	AC Transit	WCCTAC

Project ID	Project Code	Project Name	Project Type	Roadway Facility	Project Limits	Description	Project Cost	Completion Year	Project Status	Primary Sponsor	RTPC
3915	1290	Greening Buildings-Environmental Sustainability	Bus	AC Transit Facilities	General Office, Emeryville Central Dispatch and Operating Facility, East Oakland Operating Facility,	In keeping with the Board's desire to participate in ensuring the District's operations do their part to address the growing impact of greenhouse gases on the environment, this project would implement measures that reduce the energy currently used to heat and cool our facilities. The intent would be to install state-of-the-art equipment that would better control our energy use. One project currently in the planning stage involves the use of solar panels to reduce the lighting costs for our facilities. The benefits of these projects would be two-fold: (1) Reduce the use of fossil fueled energy sources; and (2) Reduce the operating costs for the agency. To address environmental issues currently facing the agency, the project would include programs to enhance our wastewater treatment programs to better manage our industrial wastewater systems. Included in the program would be upgrades and/or replacement of our underground fuel tanks and the related clean-up of historical contamination. Furthermore, continued efforts will be made in the following Best Management Practices in preventing contaminants from entering storm water drains. Where ever possible, canopies or like structures will be used to prevent direct contact of rainwater with possible contaminant sources at our operating facilities.	\$ 50,000,000	2010	Under Construction	AC Transit	WCCTAC
4068	1391	AC Transit Purchase of Expansion Buses	Bus	West County	Within Contra Costa portion of AC Transit service area	Purchase 12 buses, 8 to be used to improve Express Bus service on I-80 and RAPID service on San Pablo Ave. and 4 for feeder service.	\$ 10,000,000		Not Begun	AC Transit	WCCTAC

Project ID	Project Code	Project Name	Project Type	Roadway Facility	Project Limits	Description	Project Cost	Completion Year	Project Status	Primary Sponsor	RTPC
2743	0486	AC Transit Vehicle Replacement Program	Bus	AC Transit District	District-wide	Vehicle Replacement Program: includes two replacement cycles of the entire revenue fleet from FY2015 - FY2045; this includes the replacement of the zero-emission bus fleet and a staggered transition from a diesel bus fleet to a hybrid bus fleet. Approximately 11% of AC Transit's total service hours are dedicated to Contra Costa County.	\$ 1,720,000,000	2045	Underway	AC Transit	WCCTAC
4068	1391	AC Transit Purchase of Expansion Buses	Bus	AC Transit District	District-wide	Vehicle Expansion Program: includes the purchase of 79 additional vehicles from FY2015 - FY2030. Expansion vehicle would be used for regional express service, new or expanded service on San Pablo Avenue, 23rd Street, Cutting Boulevard and San Pablo Dam Road.	\$ 118,000,000	2030	Underway	AC Transit	WCCTAC
2857	0649	AC Transit Facility/Equipment Replacement/Upgrade Program	Bus	AC Transit	District-wide	Planned maintenance and upgrade of District's facilities and equipment. Includes the following projects in Contra Costa County: 1)re-opening of the Richmond Operating Division (D3); 2) security and circulation improvements at the Contra Costa College Transit Center and 3) upgrades to the Richmond Parkway Transit Center. This also includes upgrades and security improvements to on-corridor transit centers and District facilities. To the extent possible the District will include upgrades to reduce energy use and the impact of industrial wastewater and stormwater at all facilities.	\$ 415,000,000	2030	Underway	AC Transit	WCCTAC
2745	0488	AC Transit Information System	Bus	AC Transit District	District-wide	Information System: includes upgrades to CAD/AVL, radio communications systems, on-board communications systems, ADA hardware and software, and upgrade and replacement of data processing equipment, and other business systems	\$ 120,000,000	2030	Underway	AC Transit	WCCTAC
2819	0648	AC Transit I-80 Express Bus Program	Bus	I-80 Corridor	Express Buses that would be dispatched from West Contra Costa County locations	The purpose of this project is to provide new or expanded express bus service to address congestion along the I-80 corridor as identified in the Bay Area Blueprint adopted by MTC in March 2000. Near term Express Bus Studies for Contra Costa and Alameda Counties are likely to modify project and identify funding for implementation. Both studies should be completed by Spring 2010.	\$ 15,000,000	2045	Not Begun	AC Transit	WCCTAC
2820	0650a	AC Transit San Pablo Ave. Corridor Buses & Bus Stop Improvement Program	Bus	San Pablo Avenue Corridor	West Contra Costa County and Alameda County Portion of San Pablo Avenue	Implements new improvements from the Richmond Parkway Transit Center to Solano Avenue, just over the Alameda County line (9.8 miles). The project would include: signal priority, bus stop improvements, real-time passenger information and street geometrics to improve bus operations and a high capacity communications trunk.	\$ 18,000,000	2020	Design and Construction	AC Transit	WCCTAC
New Project		Enhanced Bus Rapid Transit Infrastructure on San Pablo and MacDonald Avenues	Bus	San Pablo Avenue Corridor	West Contra Costa County Portion of San Pablo Avenue	This project is intended to upgrade the existing local and Rapid Bus service to a full Bus Rapid Transit project extending along San Pablo Avenue from the Richmond Parkway Transit Center to Carison Avenue in El Cerrito and include MacDonald Avenue in the City of Richmond. The project would be 9.2 miles long and provide fast and reliable feeder service to the BART system and other bus lines in the AC Transit and WestCat systems. The project would support Priority Development Areas (PDAs) identified by the cities of Richmond and San Pablo as opportunities for increased infill development tied to high quality transit. 1. Bus lanes/Queue jump lanes 2. Median bus stations/Bulbs 3. Proof-of-payment fare enforcement 4. Security cameras 5. Transit-only signals 6. Pedestrian and bicycle access improvements integrated with landscape and streetscape elements	\$ 218,750,000	2030	Not Begun		WCCTAC

Project ID	Project Code	Project Name	Project Type	Roadway Facility	Project Limits	Description	Project Cost	Completion Year	Project Status	Primary Sponsor	RTPC
3901	1277	Bus Speed & Reliability Improvements and Passenger Amenities	Bus	AC Transit District	Western Contra Costa County	Street and rider improvements within Contra Costa County to protect buses from degrading speeds on arterials while providing passenger amenities to encourage increased ridership. Can include items such as signal timing, signal priority and queue jump lanes; more frequent service levels; passenger loading stations or amenities; real-time passenger information; street and sidewalk geometric changes to assist bus operations (bus bulbs if appropriate). These are envisioned to be segment-level or spot improvements at selected intersections. Streets may include San Pablo Dam Road, Rumrill Road, 23rd Street and Cutting Boulevard.	\$ 10,000,000	2030	Not Begun	AC Transit	WCCTAC
3518	1103	AC Transit Operating (CC share)	Bus	Countywide	Countywide	Support of District operations in Contra Costa County from FY2015 - FY2045; includes local bus, express bus, owl, and paratransit services	\$ 300,000,000	Ongoing	Ongoing	AC Transit	WCCTAC
3521	1099	AC Transit Lifeline Operating (CC share)	Bus	Countywide	Countywide	Support of District Lifeline operations in Contra Costa County from FY2015 - FY2045	\$ 50,000,000	Ongoing	Ongoing	AC Transit	WCCTAC

Contra Costa Countywide Transportation Plan

Possible High Capacity Marquee Projects for West County with Phasing

San Pablo Avenue Phase I Transit Enhancements – Rapid Bus Upgrades

This project is intended to modernize the existing infrastructure associated with the San Pablo Avenue Rapid Bus service (AC Transit Line 72R). The project would extend from the Richmond Parkway Transit Center to Solano Avenue, just over the Alameda County line. This project would improve the speed and reliability of the bus service. This would be a near-term upgrade project and would not preclude larger, long-term projects in the corridor.

1. Upgrade traffic signals for compatibility with adaptive signal control technology. Ensure compatibility with I-80 Integrated Corridor Management project and potential future Phase II and Phase III Transit Enhancement projects.
2. Install high bandwidth fiber optic truck line. Close gaps in signal interconnect. Coordinate with municipal or private communications networks.
3. Install queue jump lanes at appropriate intersections including signing, striping and signal modifications.
4. Add bus bulbs where feasible and upgrade shelters.
5. Minor number of bus stop relocations and removals for operational efficiency.

Cost: \$15,000,000

San Pablo Avenue Phase II Transit Enhancements – High Capacity Bus (Bus Rapid Transit or other enhancement program)

This project is intended to upgrade the existing local and Rapid Bus service to a full Bus Rapid Transit project linking the Richmond Parkway Transit Center with the El Cerrito Del Norte BART station and similar improvements along MacDonald Avenue. The San Pablo portion of the project would be 6.2 miles long and the MacDonald Avenue portion 3.0 miles. The project would provide fast and reliable feeder service to the BART system and other bus lines in the AC Transit and WestCat systems. The project would support Priority Development Areas (PDAs) identified by the cities of Richmond and San Pablo as opportunities for increased infill development tied to high quality transit.

1. Bus lanes/Queue jump lanes
2. Median bus stations/Bulbs
3. Proof-of-payment fare enforcement

4. Security cameras
5. Transit-only signals
6. Pedestrian and bicycle access improvements integrated with landscape and streetscape elements

Cost: \$172,000,000

San Pablo Avenue Phase III Transit Enhancements – High Capacity Bus (Bus Rapid Transit or other enhancement program)

This project is intended to upgrade the existing local and Rapid Bus service to a full Bus Rapid Transit linking the El Cerrito Del Norte BART station with central El Cerrito near Carlson. The project would be 2.5 miles long and complete the BRT system in the Contra Costa County segment of San Pablo Avenue. The project would support Priority Development Areas (PDAs) identified by the city of El Cerrito as opportunities for increased infill development tied to high quality transit.

1. Bus lane Bus lanes/Queue jump lanes
2. Median bus stations/Bulbs
3. Proof-of-payment fare enforcement
4. Security cameras
5. Transit-only signals
6. Pedestrian and bicycle access improvements integrated with landscape and streetscape elements

Cost: \$46,750,000

AC Transit Projects in Contra Costa County

Project ID	Project Code	Project Name	Project Type	Roadway Facility	Project Limits	Description	Project Cost	Completion Year	Project Status	Primary Sponsor	RTPC
2743	0486	AC Transit Vehicle Replacement Program	Bus	AC Transit District	District-wide	Vehicle Replacement Program: includes two replacement cycles of the entire revenue fleet from FY2015 - FY2045; this includes the replacement of the zero-emission bus fleet and a staggered transition from a diesel bus fleet to a hybrid bus fleet. X% of the fleet serves Contra Costa County.	\$ 1,720,000,000	2045	Underway	AC Transit	WCCTAC
4068	1391	AC Transit Purchase of Expansion Buses	Bus	AC Transit District	District-wide	Vehicle Expansion Program: includes the purchase of 79 additional vehicles from FY2015 - FY2030. X% of the expansion would be to service in Contra Costa County.	\$ 118,000,000	2030	Underway	AC Transit	WCCTAC
2857	0649	AC Transit Facility/Equipment Replacement/Upgrade Program	Bus	AC Transit	District-wide	Planned maintenance and upgrade of District's facilities and equipment. Includes the following projects in Contra Costa County: re-opening of the Richmond Division (D3), security and circulation improvements at the Contra Costa College Transit Center, and upgrades to the Richmond Parkway Transit Center. This also includes upgrades and security improvements to on-corridor transit centers and District facilities. To the extent possible the District will include upgrades to reduce energy use and the impact of industrial wastewater and stormwater at all facilities.	\$ 415,000,000	2030	Underway	AC Transit	WCCTAC
2745	0488	AC Transit Information System	Bus	AC Transit District	District-wide	Information System: includes upgrades to CAD/AVL, radio communications systems, on-board communications systems, ADA hardware and software, and upgrade and replacement of data processing equipment, and other business systems	\$ 120,000,000	2030	Underway	AC Transit	WCCTAC
2819	0648	AC Transit I-80 Express Bus Program	Bus	I-80 Corridor	Express Buses that would be dispatched from West Contra Costa County locations	The purpose of this project is to provide new or expanded express bus service to address congestion along the I-80 corridor as identified in the Bay Area Blueprint adopted by MTC in March 2000. Near term Express Bus Studies for Contra Costa and Alameda Counties are likely to modify project and identify funding for implementation. Both studies should be completed by Spring 2010.	\$ 15,000,000		Not Begun	AC Transit	WCCTAC
2820	0650a	AC Transit San Pablo Ave. Corridor Buses & Bus Stop Improvement Program	Bus	San Pablo Ave. Corridor	West Contra Costa County Portion of San Pablo Ave. to Hilltop	Implements new improvements from the County line to Hilltop Mall, expanding AC Transit 72 Rapid. Includes: signal priority, bus stop improvements, buses for the extension of service to Hilltop, real-time passenger information and street geometrics to improve bus operations.	\$ 8,500,000		Design and ROW	AC Transit	WCCTAC
2841	0746	Richmond Parkway Transit Center Parking and Access Improvements	Intermodal/Park-and-Ride	Richmond Parkway Transit Center	At Blume Drive	Project includes signal reconfiguration or timing; improved bus access; 700- to 800-space parking facility; and security improvements at Hilltop Drive park-and-ride lot	\$ 31,000,000	2010	Design and ROW	AC Transit	WCCTAC
3901	1277	Speed Protection and Passenger Amenities	Bus	AC Transit District	Western Contra Costa County	Street and rider improvements within Contra Costa County to protect buses from degrading speeds on arterials while providing passenger amenities to encourage increased ridership. Can include items such as signal timing, signal priority and queue jump lanes; more frequent service levels; passenger loading stations or amenities; real-time passenger information; street and sidewalk geometric changes to assist bus operations (bus bulbs if appropriate). These are envisioned to be segment-level or spot improvements at selected intersections.	\$ 5,000,000		Not Begun	AC Transit	WCCTAC
3903	1278	Bus Corridor Improvements on San Pablo Dam Road	Bus	San Pablo Dam Road	Between San Pablo Avenue and Orinda BART	Street and rider improvements on San Pablo Dam Road to improve bus operations and passenger safety, and encourage increased ridership on Route 74. This would include signal timing and signal priority, queue jump lanes where possible; passenger loading stations or amenities at stops; real-time passenger information; and street and sidewalk geometric changes to assist bus operations (bus bulbs if appropriate).	\$ 12,900,000		Not Begun	AC Transit	WCCTAC
3518	1103	AC Transit Operating (CC share)	Bus	Countywide	Countywide	Support of District operations in Contra Costa County from FY2015 - FY2045; includes local bus, express bus, owl, and paratransit services	\$ 300,000,000	Ongoing	Ongoing	AC Transit	WCCTAC
3521	1099	AC Transit Lifeline Operating (CC share)	Bus	Countywide	Countywide	Support of District Lifeline operations in Contra Costa County from FY2015 - FY2045	\$ 50,000,000	Ongoing	Ongoing	AC Transit	WCCTAC

This Page Intentionally Blank



TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

BY:

October 9, 2014

Councilmember Kevin Romick, Chair
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: Comments on Countywide Transportation Plan (CTP) Update.

Dear Mr. Romick:

Thank you for the opportunity to comment on the Draft Countywide Transportation Plan (CTP) Update. On August 14, 2014, the TRANSPLAN Committee received a presentation from Contra Costa Transportation Authority (CCTA) staff Draft CTP Update and public outreach process. The TRANSPLAN TAC would later discuss the CTP Update at subsequent TAC meetings following the theme of two questions posed by CCTA:

1. *What are the two or three biggest and most important unfunded projects in your subarea?*
2. *What are your five favorite projects in the Action Plan for your subarea?*

TRANSPLAN has greatly benefited from Measure C and J funding which contributed to the construction of major East County transportation projects such as: State Route (SR) 4 Bypass, SR-4 Widening, and eBART. In light of this substantial transformation in our transportation system, East County continues to flourish tremendously from a population and jobs standpoint and our transportation system will need to continue to improve to accommodate this prospering sub-region.

Therefore, the responses below are expansive and best reflect the major unfunded needs of East County. Our transportation needs go beyond the constraints of the preceding questions. These responses in no way indicate a priority of these needs. Setting priorities for major transportation improvements requires further coordination among the TRANSPLAN member agencies and will be done at a more appropriate time. Based on the presentation received by the TRANSPLAN Committee and discussions by the TAC, TRANSPLAN would like to provide the following comments:

- General Comment: CCTA should verify that TRANSPLAN's previous comments on the Action Plan have been adequately addressed. For example, ensure the Routes of Regional

Significance map and descriptions are complete and have been properly updated. Meeting notes from the TAC Action Plan discussions are enclosed with this letter.

- Response to CCTA Question #1 (non-prioritized): Extension of BART to Brentwood and Byron; Vasco Road Safety Improvements; State Route 239; James Donlon Blvd. Extension (Buchanan Bypass); State Route 4 Corridor Improvements (e.g. parallel arterials, widening over Willow Pass grade, etc.); Safe Routes to School (programs and infrastructure).
- Response to CCTA Question #2 (non-prioritized): Pavement Maintenance; Future Commuter Rail Stations (Amtrak); Paratransit Operations (also may include implementation of Mobility Management Plan strategies); Student Transit/"Safe Transportation for Children"; BART Access Improvements; Park and Ride lots; Mokolumne Trail Overcrossing (SR-4); Railroad Track Grade Separations; Regional Trail Improvements/Spot Safety Improvements (including intersection crossings).

Sincerely,



SAL EVOLA
Chair, TRANSPLAN Committee

Enclosures

cc: Martin Engelmann, CCTA



MEMORANDUM

Date: February 20, 2013
To: Jamar Stamps, Contra Costa County
From: Julie Morgan, Fehr & Peers
Subject: **Summary of February 19 TRANSPLAN-TAC discussion of the East County Action Plan Update**

WC13-3009.01

On February 19, the TRANSPLAN-TAC held their regular monthly meeting. On the agenda was a presentation by Fehr & Peers on the update of the East County Action Plan for Routes of Regional Significance. The following summarizes the major points made during the presentation and in the committee's discussion of this item.

Presentation

- Action Plans for Routes of Regional Significance are required by Measure J and are one method of ensuring collaborative, multi-jurisdictional planning in Contra Costa County.
- Current East County Action Plan was prepared in 2008, adopted in 2009.
- Since the current Action Plan was prepared, several things have changed that are relevant to the new Action Plan update:
 - Economic activity in East County has declined and projections about future growth and development are more modest
 - Several major transportation improvement projects have been completed or are substantially underway
 - All jurisdictions have adopted Complete Streets plans or ordinances that more explicitly support multi-modal travel
- An Action Plan update is being undertaken to reflect current and anticipated future circumstances; draft Action Plans are expected to be prepared in summer 2013 and will be incorporated into the 2014 Countywide Comprehensive Transportation Plan.



- The current network of Routes of Regional Significance was reviewed, as was the current list of goals and multi-modal transportation service objectives (MTSOs) that are used to measure progress toward those goals.

Discussion

- Consider incorporating a set of actions aimed toward maximizing performance of the new eBART system; high usage of eBART should translate into lower levels of congestion on local freeways and arterials.
- Consider effects of new ramp metering scheme along SR 4.
- Current MTSOs are typically applied to a corridor in its entirety; there was discussion of options to adjust the MTSOs to differentiate between different segments of a single corridor, depending on the context and purpose of that roadway.
- Note that 511 Contra Costa now has more comprehensive data on participation and effectiveness of Safe Routes to School programs in East County; could be incorporated into an Action Plan goal.
- The new CCTA Technical Procedures move away from the traditional CCTALOS method of evaluating vehicle level of service and toward the Highway Capacity Manual (HCM) LOS method. The Action Plan update should incorporate that change.

Action Items/Next Steps

- In preparation for the next meeting, TAC members were asked to:
 - review the current designation of Routes of Regional Significance and be prepared to make suggestions for additions/deletions
 - review the current MTSOs and compare to performance standards in their local General Plans or other planning documents, and be prepared to discuss options for changing the current MTSOs or establishing new ones.



MEMORANDUM

Date: March 20, 2013
To: Jamar Stamps, Contra Costa County
From: Julie Morgan, Fehr & Peers
Subject: **Summary of March 19 TRANSPLAN-TAC discussion of the East County Action Plan Update**

WC13-3009.01

On March 19, the TRANSPLAN-TAC held their regular monthly meeting. On the agenda was a presentation by Fehr & Peers on the update of the East County Action Plan for Routes of Regional Significance. The following summarizes the major points made during the presentation and in the committee's discussion of this item.

Presentation

- Demographic trends projected for East County and the remainder of Contra Costa County to the year 2040 were presented. East County is projected to experience the fastest pace of growth in both population and jobs among the County's subregions. East County is expected to surpass Central County as the subregion with the largest population. East County will also add a substantial number of jobs, although it will still have a fairly low ratio of jobs to employed residents (i.e., many residents of East County will continue to commute elsewhere for work).
- Definitions of the Routes of Regional Significance in East County were described and discussed.
- The regionwide goals from the current Action Plan were reviewed and discussed.



Discussion

- Current MTSOs are typically applied to a corridor in its entirety; there is interest in dividing the longer routes into segments so different MTSOs can be applied to each segment. This will be done as a mapping exercise at the next meeting.
- Questions were raised about whether Standard Oil Avenue should still be considered a Route of Regional Significance. There was also discussion of designating Bailey Road as a RRS, and the potential for coordinating this action with Central County.
- The regionwide goals in the current Action Plan are structured as policy statements rather than as broad statements of what the region wants to achieve. The group is interested in reframing a consolidated set of regional goals. A suggested set of regional goals will be brought to the next meeting for discussion.

Action Items/Next Steps

- TAC members were asked to review the current designation of Routes of Regional Significance and be prepared to participate in the mapping exercise at the next meeting to make decisions about changing the routes and/or dividing the longer routes into segments.



MEMORANDUM

Date: May 22, 2013
To: Jamar Stamps, Contra Costa County
From: Julie Morgan, Fehr & Peers
Subject: **Summary of May 21 TRANSPLAN-TAC discussion of the East County Action Plan Update**

WC13-3009.01

On May 21, the TRANSPLAN-TAC held their regular monthly meeting. On the agenda was a presentation by Fehr & Peers on the update of the East County Action Plan for Routes of Regional Significance. The following summarizes the major points made during the presentation and in the committee's discussion of this item.

- Definitions of the Routes of Regional Significance in East County were described and discussed. The group agreed to maintain Standard Oil Avenue as a future RRS. The group felt that both Bailey Road and Leland Road should continue to be in the RRS network; Paul Reinders will coordinate with Ray Kuzbari from the City of Concord to determine their interest in including one or both of those routes in the Central County RRS network, and Paul will report back to the TAC at the next meeting. The City of Antioch requested that Contra Loma be added to the RRS network. There was a discussion of the possibility of including Class I bicycle facilities in the RRS network, but the group did not feel that would be valuable or appropriate.
- The group discussed potential future projects along the designated RRSs. The following projects and programs will be specifically mentioned in the updated Action Plan:
 - Extending eBART beyond Hillcrest
 - The Mokelumne Trail crossing of the SR 4 Bypass
 - More intensive Safe Routes to School programs at schools throughout East County



- Coordination with TVTC on participation in the TriLink study as a means of addressing cross-boundary capacity issues.
- The MTSOs that are currently applied to all of the regional routes were reviewed. The discussion led to the following conclusions:
 - The Action Plan should clarify the switch from the V/C ratio method to the Highway Capacity Manual delay-based method for calculating intersection LOS.
 - The group is generally comfortable with maintaining the MTSOs in their current form (subject to the methodology shift above).
 - The group is interested in allowing more flexibility within the PDAs, where the goal would be to require that any proposed vehicle flow improvement be evaluated for its effects on pedestrians, bicyclists, and/or transit users. We will draft an example of this type of policy for the group to respond to.
- The group does not see value in having a formal public outreach process specifically for the Action Plan updates. Public outreach would be valuable during the countywide CTP process, which incorporates the Action Plans.

Next Steps

- At the next meeting, we will review the Action Plan goals and objectives and decide on any modifications for the plan update.



MEMORANDUM

Date: August 23, 2013
To: Jamar Stamps, Contra Costa County
From: Julie Morgan, Fehr & Peers
Subject: **Summary of August 20 TRANSPLAN-TAC discussion of the East County Action Plan Update**

WC13-3009.01

On August 20, the TRANSPLAN-TAC held their regular monthly meeting. On the agenda was a presentation by Fehr & Peers on the update of the East County Action Plan for Routes of Regional Significance. The following summarizes the major points made during the presentation and in the committee's discussion of this item.

- Confirmed the network of Routes of Regional Significance in East County. Clarified that the West Leland Road extension should be shown as a future RRS; Paul Reinders will communicate with City of Concord staff about potentially including this route in the Central County RRS network as well.
- Reviewed the results of the 2040 MTSO forecasting process. There were some questions about the roadway improvements that were included in the forecast analysis. TAC members will send me notes on future intersection improvements that should be assumed.
- Presented a draft of the updated Chapter 5, which contains specific actions. Many comments were discussed and noted. Any other comments or additions to the Chapter 5 text should be sent to me **by August 30**.

Next Steps

- We will prepare an admin draft version of the updated Action Plan, which will be circulated to the TAC for review and comment. To achieve the overall project schedule, the Action Plan will need to be approved by the TRANSPLAN board by January.

This Page Intentionally Blank



October 29, 2014

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

Dear Mr. Iwasaki:

Thank you for the opportunity to participate in the review of CCTA's 2014 draft Countywide Transportation Plan. The City of Hercules is a committed partner in the development of a successful and comprehensive transportation system here in Contra Costa County. We appreciate our partnership with CCTA and its member agencies. We are supportive of the proposed Countywide Transportation Plan and offer the following comments based upon our review on the "Comprehensive Transportation Project Listing" contained in Volume 3 of the document between pages 3-3 and 3-22:

- The City of Hercules would request that a study be conducted to look at specific ways to improve connectivity between Highway 4/80 interchange at John Muir Parkway to Highway 80/ Sycamore area to improve and enhance safety, access, and flow for transit, pedestrians, bicyclists, railroad, and vehicular users to the Intermodal Transit Facility in a cost effective and efficient manner that reduces vehicle miles travelled and improves level of service.
- Project 4200, complete Bio-Rad Segment of Bay Trail shows a project status "Not Begun" and should show "Under Construction". Significant work has been completed and this phase is scheduled to be completed in the first half of next year.
- Descriptions of some of the other projects, where Hercules is shown as the primary sponsor, are difficult to discern phasing components of the Intermodal Transit Facility project they are tied to and should clarify to match the funding plan the CCTA is working on.

We look forward to participating in the consideration and approval of the CTP and moving forward those projects planned for Hercules.

Please do not hesitate to contact me if you have any questions.

Sincerely yours,

A handwritten signature in black ink that reads "David C. Biggs". The signature is written in a cursive, slightly slanted style.

David C. Biggs
City Manager

cc: Mayor & City Council
Holly Smyth, Planning Director
Jeff Brown, Interim Public Works Director

Received via email 11/3/14



CITY OF SAN PABLO

City of New Directions

October 30, 2014

Contra Costa Transportation Authority
Brad Beck
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: Comments on Draft 2014 Countywide Comprehensive Transportation Plan

Dear Mr. Beck,

Thank you for the opportunity to provide input on the Draft 2014 Countywide Comprehensive Transportation Plan (CTP). The City of San Pablo is requesting the following comments be added.

1. Include in build-out the City of San Pablo General Plan adopted in April 2011.
2. Modify Project Number 3907, Giant Road Improvements, to include quiet zone rail crossing improvements. Increase total project cost to \$2,500,000.

Sincerely,

Michele Rodriguez
Development Services Manager

This Page Intentionally Blank

WILLIAM B. WALKER, M.D.
HEALTH SERVICES DIRECTOR

WENDEL BRUNNER, M.D.
PUBLIC HEALTH DIRECTOR



CONTRA COSTA
PUBLIC HEALTH
COMMUNITY WELLNESS &
PREVENTION PROGRAM
597 CENTER AVENUE, SUITE 125
MARTINEZ, CALIFORNIA 94553
PH (925) 313-6808
FAX (925) 313-6840

October 31, 2014

Martin Engelmann
Deputy Executive Director, Planning
Contra Costa Transportation Authority
2999 Oak Road Suite 1000
Walnut Creek, CA 94597

Dear Contra Costa Transportation Authority,

Contra Costa Health Services (CCHS) recognizes the strong link between the built environment and health. Research shows the following health risks and benefits from environmental conditions. 1) Communities that are walkable and bikable encourage individuals to be physically active and regular transit riders are more likely than those that exclusively use cars to get daily physical activity. Daily physical activity reduces rates of obesity, heart disease, cancer, stroke and diabetes. 2) Individuals, particularly children, who live close to major polluters, such as highways, are at higher risk for asthma hospitalizations. 3) Injuries can be reduced by planning streets for all users, rather than just cars. 4) Now, climate change presents an imminent threat to public health by rising temperatures, which can lead to heat stroke, aggravated respiratory illness, and increased risk of heart attack and stroke.

CCHS has been working with CCTA on a countywide Safe Routes to School plan and serving on the Priority Development Area Growth and Investment Strategy Group, among other projects. In our work, we have seen a commitment from CCTA to incorporate health concerns into planning projects and criteria for awarding funding. We appreciate the staff and the Board's efforts to increase alternative modes of transit to reduce injuries and encourage physical activity, particularly around schools.

We encourage CCTA to take a Health in all Policies (HiAP) approach to the Countywide Transportation Plan. HiAP is an approach to improving the health of all people by incorporating health considerations into decision-making across sectors and policy areas. The goal is to ensure that decision-makers are aware of the health consequences of various policy options during the policy development process. Since this plan is so comprehensive and encompasses the whole of Contra Costa County, we encourage CCTA to consider how the Plan affects community health – such as providing access to transit, increasing bicycle and pedestrian facilities, and combating climate change.

CCHS would be happy to provide technical assistance in developing an HiAP approach to the plan and its implementation. In particular to this Plan, we have a number of comments.



- Bicycle and pedestrian facilities – These facilities provide modes of travel that not only get people out of cars but also increase their daily physical activity. CCHS encourages more resources dedicated to not only bicycle and pedestrian infrastructure projects but also educational programs that support active transportation.
- Transit – Transit in Contra Costa County is a difficult and complicated issue with many independently operating providers serving different parts of the county. CCHS supports efforts to coordinate transit service among these providers and expand service, as transit users tend to get more daily physical activity and increased transit usage improves air quality.
- Paratransit – Similarly, paratransit is a service that is provided by different entities all over the county. The aging of our population requires providing service for those with mobility issues and we should increase coordinated paratransit service for our residents. CCTA is leading these efforts through the Mobility Management Plan and we would like to see this continue and grow.
- Safe Routes to School – Currently on page 1-52 of the plan mentions that CCTA is estimating SRTS program and infrastructure costs. CCHS participated in this extensive planning process to develop a list of recommended projects and programs for the Countywide Safe Routes to School plan. We hope these recommendations are included in the final version of the CTP.
- Reducing VMT – Climate change is perhaps one of the most important looming public health threats that we will be facing in coming years. Despite this, the projects listed in the CTP seem to be still largely focused on creating facilities for single occupant vehicles. We encourage CCTA to work with the local governments to develop and prioritize projects that reduce greenhouse gas emissions and encourage alternate forms of transportation.

We look forward to continued partnership with CCTA and appreciate the work that has gone into this plan to date.

Sincerely,



Wendel Brunner, MD
Public Health Director
Contra Costa Health Services



RECEIVED
NOV 03 2014
BY:



MAILING ADDRESS:
City Hall
150 City Park Way
Brentwood, CA 94513
Phone: 925-516-5400
Fax: 925-516-5401
www.brentwoodca.gov

CITY ADMINISTRATION
150 City Park Way
Phone: 925-516-5440
Fax: 925-516-5441

COMMUNITY DEVELOPMENT
150 City Park Way
Phone: 925-516-5405
Fax: 925-516-5407

FINANCE & INFORMATION SYSTEMS
150 City Park Way
Phone: 925-516-5460
Fax: 925-516-5401

PARKS AND RECREATION
35 Oak Street
Phone: 925-516-5444
Fax: 925-516-5445

POLICE
9100 Brentwood Boulevard
Phone: 925-634-6911
24 Hr. Dispatch: 925-778-2441
Fax: 925-809-7799

PUBLIC WORKS
Operations Division
2201 Elkins Way
Phone: 925-516-6000
Fax: 925-516-6001

Engineering Division
150 City Park Way
Phone: 925-516-5420
Fax: 925-516-5421

October 31, 2014

Martin R. Engelmann
Deputy Executive Director, Planning
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Engelmann:

The City of Brentwood appreciates the opportunity to comment on the preliminary draft of the Countywide Comprehensive Transportation Plan which will be considered by the Authority Board.

It is recommended that the plan include policies and programs which would accomplish the following:

- Completion of all planned State Route 4 improvements
- Support for continued feasibility planning for a possible future eBART station in Brentwood
- Continued improvements to Vasco Road for improving safety and circulation
- Planning and implementation of TriLink 239 for improved goods movement in east County

If you have any questions about the City of Brentwood's comments, please do not hesitate to contact either one of us.

Sincerely,


Casey McCann
Community Development Director


Balwinder S. Grewal
Director of Public Works/City Engineer

This Page Intentionally Blank



DATE: Nov. 3, 2014

TO: Contra Costa Transportation Authority Chairman and Oakley Councilman Kevin Romick, and CCTA members Janet Abelson, El Cerrito Mayor; Dave Hudson, San Ramon City Councilman; David Durant, Pleasant Hill City Councilman; Federal Glover, Contra Costa County Supervisor; Julie Pierce, Vice-Chairwoman and Clayton Councilwoman; Karen Mitchoff, Contra Costa County Supervisor; Mike Metcalf, Moraga Councilman; Newell Arnerich, Danville Councilman; Robert Taylor, Brentwood Mayor; Tom Butt, Richmond Councilman; and Amy Worth, Orinda Councilwoman and Metropolitan Transportation Commission Chairwoman.

FROM: BIA | Bay Area East Bay Governmental Affairs
Executive Director Lisa Vorderbrueggen

RE: Draft 2014 Contra Costa Countywide Comprehensive Transportation Plan

Dear Chairman Romick and CCTA members,

Thank you for the opportunity to comment on the draft *2014 Contra Costa Countywide Comprehensive Transportation Plan* or CTP.

The Building Industry Association of the Bay Area – representing more than 300 members of the homebuilding industry– takes a keen interest in maintaining and improving the region’s valuable transportation network. In addition, BIA members make significant financial contributions toward transportation improvements through regional and local development impact fees.

To that end, BIA|Bay Area respectfully submits these comments with respect to the draft *2014 Contra Costa Countywide Comprehensive Transportation Plan* or CTP:

Mailing Address:

1350 Treat Blvd.
Suite 140
Walnut Creek
California 94597

Tel (925) 951-6840

Fax (925) 951-6847

www.biabayarea.org

- References to the Metropolitan Transportation Commission’s “Economic Prosperity Plan” should be deleted, as the document has not been formally adopted and there has been no decision by MTC or ABAG as to what do, if anything, with its recommendations. In addition, the business community has significant objections to much of the plan.
- Given the declared link between Contra Costa’s CTP and the region’s Plan Bay Area, the CTP should include a transparent apples-to-apples comparisons of the housing and jobs location projections used for each. It appears that the CTP is based on ABAG’s 2011 job and housing data, which are far more consistent with



local general plans and closer to what the business community argued for in Plan Bay Area. But Plan Bay Area is based on radically different projections for where and at what densities housing would be developed. The CTP should clearly delineate if, where and by how much its projections differ from that of Plan Bay Area and how these variances could impact future transportation planning.

- The CTP should include a full analysis of the pending new CEQA guidelines that will move the state away from measuring a proposed project's traffic impacts as congestion levels or Level of Service (LOS) to the number of vehicle miles traveled or VMT. The examination should focus on the impact of the new guidelines on the development in Priority Development Areas identified under Plan Bay Area.
- BIA has significant concerns about the proposal to deviate from the legal and technical definition of "routes of regional significance." As CCTA staff noted in the CTP, the RRS designation is limited to roadway facilities. Creating similarly named categories such as "regional transit route" for BART or "non-motorized regional route" for the Iron Horse Trail is meaningless and could create unrealistic funding expectations.

In closing, BIA would like to commend the CCTA staff for its expansive outreach program. We look forward to continued openness and transparency as the process moves beyond the CTP's financially unconstrained project list and into the difficult funding prioritization phase ahead.

Sincerely yours,

A handwritten signature in black ink that reads "Lisa A. Vorderbrueggen". The signature is fluid and cursive, with a long horizontal stroke at the end.

Lisa A. Vorderbrueggen
East Bay Executive Director for Governmental Affairs, BIA | Bay Area
925-348-1956 or lvorderbrueggen@biabayarea.org

Mailing Address:

1350 Treat Blvd.

Suite 140

Walnut Creek

California 94597

Tel (925) 951-6840

Fax (925) 951-6847

www.blabayarea.org



Address: 1990 Market St. Concord, CA 94520
Mailing address: P. O. Box 23973. Pleasant Hill, CA 94523
Phone: 925.826.7761 | fax: 925.825.8732

November 3, 2014

Martin R. Engelmann, PE
Deputy Executive Director, Planning
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Engelmann,

On behalf of the Monument Crisis Center I am writing to respond to the call for public comments on CCTA's Public Review Draft of the 2014 Countywide Comprehensive Transportation Plan (CTP).

The Monument Crisis Center provides food, education, assistance, referrals to families and individuals in crisis situations, and promotes community awareness of needs and available resources to at-risk and low income people in Contra Costa County.

We wish to offer our insights and comments as to the needs of the underserved community that we assist here in the county. Presently we have over 11,000 clients active in 2014 and many of our clients are without vehicles and are especially reliant on public transit, bicycle or walking to get to work, school and errands and would greatly benefit from an improved transit system.

Currently a person without a car must connect through Concord Bart. A mom with young children needing to use public transportation can spend over half a day going 2-3 miles because of current bus routes. Frequent buses connecting family resource centers like ours or the WIC office on Stanwell Drive would save time and families could actually get to medical appointments, school, work and/or a social service appointment all on the same day.

We would recommend a direct and frequent route that begins/ends at Kaiser at Shadelands on Mitchell Drive, Walnut Creek, proceeds north on Oak Grove to Meadow Lane, onto Market Street, left on Concord Avenue, right onto Stanwell Drive to Contra Costa County WIC Program. This route would serve low income residents at 12 significant locations including Kaiser, Ygnacio Valley High School, Oak Grove Middle School, La Clinica de la Raza, shopping or work on Monument Blvd., Unity Council, Head Start, First Five, Park n Shop, Monument Crisis Center and WIC.

We appreciate the opportunity to share our informed recommendations of what could be very helpful to extreme low income / at-risk families, seniors and individuals we serve here in Contra Costa County. We hope that you will consider and incorporate these ideas into our transit future.

Thank you for your time.

All the best,


Sandra Scherer
Executive Director

This Page Intentionally Blank



22 orinda way • orinda • california • 94563

November 3, 2014

Randle Iwasaki, Executive Director
 Martin Engelmann, Deputy Executive Director, Planning
 Contra Costa Transportation Authority
 2999 Oak Road, Suite 100
 Walnut Creek, CA 94597

Re: Draft 2014 Countywide Transportation Plan

Dear Mr. Iwasaki and Mr. Engelmann:

Thank you for meeting with us on October 2, 2014 and for the opportunity to comment on the 2014 Countywide Transportation Plan (CTP) which also includes the draft Lamorinda Action Plan update for 2014. The City of Orinda would like to recommend that several projects be included in the CTP and recommend as the plan moves forward that planning be initiated to include several other projects for a future reauthorization of the current Measure J sales tax.

Orinda, like other cities in Contra Costa County, would like to see more Return To Source (RTS) funds returned to each city to be used for an expanded local streets and roads program. As more of the major improvements are completed it becomes more important to catch up on deferred maintenance of the existing local road system and maintain the improvements constructed through Measures C and J.

At this point in time the City of Orinda is essentially completely developed and our focus has shifted to maintaining our current transportation infrastructure and providing alternate transportation modes for our residents. The projects that are important to the City are:

- Continuing to improve and maintain all of the City's streets and roads. The costs of keeping the Arterial, Collector and Residential roads in good condition as encouraged by MTC are increasing and the City is still catching up from years of underfunding this work effort.
- We are seeing increasing demand for new and improved bikeways, trails and walkways as a means to provide alternatives to individual automobiles. The demand is also to provide access to transit and commercial areas within Lamorinda.
- Even though the City is almost built out there are specific projects, currently not in the CTP, that are of interest to be added to the CTP and considered in any future measure:

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)

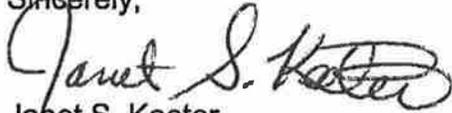
Public Works

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

- Study and potentially reconfigure the eastbound Highway 24 on-ramp from northbound Moraga Way to improve traffic flow through the downtown area.
- Add a Right Turn Only lane to the eastbound Highway 24 off-ramp for southbound Moraga Way.
- Provide a bike and pedestrian trail from Wilder Road to Moraga Way to provide a safer path of travel for bicyclists currently riding on the Highway 24 shoulder.
- Funding to relocate and update the existing overhead utility lines along Moraga Way and Camino Pablo to improve reliability as called for in the draft 2014 Lamorinda Action Plan

Please feel free to contact Chuck Swanson, Director of Public Works and Engineering Services at 925-253-4252 or cswanson@cityoforinda.org if you have questions.

Sincerely,



Janet S. Keeter
City Manager

cc: City Council

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
 P.O. BOX 23660
 OAKLAND, CA 94623-0660
 PHONE (510) 286-6053
 FAX (510) 286-5559
 TTY 711
 www.dot.ca.gov

Received via email
 11/3/14



Serious Drought
 Help Save water!

November 3, 2014

CCVAR023
 SCH# 2014042045

Mr. Brad Beck
 Contra Costa Transportation Authority
 2999 Oak Road, Suite 100
 Walnut Creek, CA 94597

Dear Mr. Beck:

2014 Update to the Contra Costa Countywide Comprehensive Transportation Plan (CWTP) and Draft Supplemental Environmental Impact Report (DSEIR)

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. We have reviewed the DSEIR and the CTWP and have the following comments to offer.

DSEIR Comments

Strategies and Projects

The CWTP suggests that the implementation of Intelligent Transportation System (ITS) and Traffic Operation Strategies (TOS) technology is one of the CWTP's goals, but the CWTP and DSEIR doesn't identify any funding for it.

The DSEIR Alternative 1 focuses on maximizing freeway performance with measures techniques and TIS and TOS projects. However, many of the projects listed in the CTPL add capacity or new routes without mentioning preserving existing corridor performance. Please highlight ITS and TOS projects in the CTPL as elements in maximizing freeway corridor performance.

On page 1.2-17, the State Route (SR) 4 Operations Improvement Project should be cited as an operational and capacity improvement project. In addition to extending the existing east bound High Occupancy Vehicle (HOV) lane east, it also proposes to add capacity by adding a mixed flow lane the length of the HOV lane extension.

On page 1.2-32, please note that the Tri Link / SR 239 Feasibility Study is complete and a Project Study Report is in progress. This project is also noted as a "proposal" in Figure 1.2-4, but not described as proposed on page 1.2-33. Please clarify. Since Tri Link will be included in the reauthorization of Measure J, please further clarify this proposed project's

status should the Measure J reauthorization be passed by the voters.

In Appendix A of the CTPL, please add the remaining SR 4 Integrated Corridor Assessment (ICA) study recommendations (such as improved detection coverage, ramp, circulation, and capacity improvements, and ramp metering) as projects in the CTPL.

The CTPL includes three Caltrans sponsored projects totaling \$15 million dollars. Two projects are in the Transportation Partnership and Cooperation (TRANSPAC) area, and the other is in the West Contra Costa Transportation Advisory Committee (WCCTAC) area. The listing only describes the projects as "Install TOS Elements and Fiber." Please provide additional description.

Traffic Impact Mitigation

Caltrans recommends the Contra Costa County Transportation Authority (CCTA) consider a countywide fair share transportation impact fee program and use the collected funds to mitigate the impacts to the State Highway System and other elements of the regional transportation network.

Countywide Transportation Plan Comments

Caltrans commends CCTA stating in the CTWP that the implementation of ITS and TOS technology is a key countywide strategy for improved system management and operations. In addition, each of the four Regional Transportation Planning Committee Action Plans supports the strategy of improved system management.

With the passage of Senate Bill (SB) 743 and the forthcoming California Environmental Quality Act (CEQA) Guidelines update by the Governor's Office of Planning and Research, vehicle delay and LOS are no longer deemed as a significance threshold for traffic impact analysis. Although SB 743 and the updated CEQA guidelines will not take precedence over local requirements, a streamlined traffic analysis is still desirable to help better advance in-fill and Transportation Oriented Development projects. Therefore, CCTA's Technical Procedures for traffic analysis and Regional Transportation Planning Committee's Multimodal Transportation Service Objectives (MTSOs) should be updated to rely less on delay metrics.

In Volume 1 on page 1-28, it states "Where feasible and beneficial, improve the throughput capacity of roadways while recognizing that these improvements will not, in the long run, eliminate congestion." It should be noted that capacity increasing projects often move the bottleneck / congestion downstream, lead to induced travel, and also contribute to increased operation and maintenance costs. This is especially important when proposing capacity increasing projects as a way to achieve RTPC action plans and MTSO goals for freeways and arterials. Please link any capacity-increasing projects to system management strategies that would preserve and improve operations.

In Volume 2, page 2-37, please delete "Action 40" from Regional Route of Significance Corridor 10 SR 4, as the Lawrence Berkeley National Lab Second Campus is not located near SR 4.

Goods Movement

In the CWTP, page 1-62 is a reference to the Metropolitan Transportation Commission's (MTC) 2004 Regional Goods Movement Study for the San Francisco Bay Area (SFBAFMS). The authors should look at the more recent San Francisco Bay Area Freight Mobility Study which can be accessed at http://www.dot.ca.gov/hq/tpp/offices/ogm/regional_level/FR3_SFBAFMS_Final_Report.pdf.

The SFBAFMS states "In 2011 goods movement industries in the Bay Area accounted for \$490 billion total output (51% of the total regional output) and provided about 1.1 million jobs (32 % of total regional employment). This information could be added to the first paragraph on page 1-61.

Also from the SFBAFMS, "There are two principle multi-modal interregional corridors in Northern California. The Central Corridor and the Altamont Corridor. Interstate (I-) 80 which traverses Contra Costa County forms the highway core of the Central Corridor, which connects the Bay Area to Sacramento and other states. This could be added to the first paragraph at the top of page 1-62.

The CWTP should have more discussion on the growing urban goods movement system. The network of county and city roads that are needed to move freight to its final destination and specifically on Last Mile Connectors consisting of direct access streets, rail spurs, and rail branch lines that provide the critical connection between freight facilities and the interregional and regional systems. This could also be expanded upon on page 1-62.

Also from the SFBAFMS, please list the lack of truck parking and inconsistent truck routes as issues on page 1-62. The impacts of illegal truck parking close to or in usually lower income / minority neighborhoods (Environmental Justice) and the associated impacts from engine emissions, noise, vibration and road damage should be listed under Issues as well.

Should you have any questions regarding this letter, please contact Keith Wayne of my staff by telephone at (510) 286-5737, or by email at Keith_Wayne@dot.ca.gov.

Sincerely,



ERIK ALM, AICP
District Branch Chief
Local Development – Intergovernmental Review

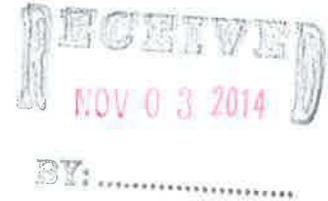
c: Scott Morgan, State Clearinghouse

This Page Intentionally Blank



November 3, 2014

Martin Engelmann
 Deputy Executive Director, Planning
 Contra Costa Transportation Authority
 2999 Oak Road Suite 1000
 Walnut Creek, CA 94597



Re: Comments on the 2014 Countywide Comprehensive Transportation Plan

Dear Mr. Engelmann,

Thank you for welcoming TransForm's input on the 2014 Countywide Comprehensive Transportation Plan (CTP) for Contra Costa County. We appreciate the CCTA and your commission welcoming us to participate and comment on the plan, and hope to be more deeply engaged in finding mechanisms to fund what it envisions.

TransForm is a nonprofit organization that promotes walkable communities with excellent transportation choices that offer housing to people of all incomes and addresses the climate crisis. With diverse partners, we engage communities in planning, run innovative programs and win policy change at the local, regional and state levels. We look forward to partnering with local residents, community based organizations, city and county staff to implement fund and implement the vision articulated in the CTP.

There is much to consider in this planning effort and we appreciate staff's attempts to balance the diverse voices and values of all the stakeholders. There are some components of the plan that we applaud, such as the call for Complete Streets, and the recognition that VMT is going down while transit use is going up. However, as advocates of more sustainable, affordable, walkable communities that lead to healthier communities, we hope you will give a bit more consideration to a few issues we feel are in need of improvement before final adoption of a plan, and especially before committing to an expenditure plan for future revenues that may go towards funding and implementing this plan.

Local Transit Improvements As Alternatives to Local Park and Ride Lots

While the plan does a good job of presenting data about an increase in traffic congestion, the plan fails to make predictions of growth in future transit ridership, people on bicycles and traveling on foot as pedestrians.

Perhaps what is of most concern is the plan failing to recognize and accommodate improved local transit service as a way to reduce the need for parking and auto infrastructure, as well as a way to lower the County's Green House Gas Emissions (GHG). The CTP does a good job of highlighting the need for corridor improvements via express bus service, but is lacking when discussing the need to enhance local bus service, helping residents get to BART stations via transit instead of in cars (requiring parking spaces). Instead of proposing more construction of parking garages, proposals should be made to enhance local bus service, allowing for those that can to be able to leave their cars at home.

For example, we know from our constituents that the Bay Point BART Station parking lot fills to capacity by 7AM. This causes people to drive to North Concord BART Station, where the lot often fills by 9AM. When we asked our members why don't they simply take Tri-Delta Transit to the BART station, they responded that the local bus service stops running at 8:30PM, and would leave them stranded if they came home later than that from work. Therefore, they feel compelled to drive, and the limited transit service that exists today is even less utilized than it could be if it ran for later hours.

Lack of late running local transit service forces people to drive, which exacerbates traffic conditions, leading people to feel the need to widen the freeways (which is much more expensive than simply expanding local bus service hours). Until the CCTA gives people real, competitive transit options, people will feel compelled to drive, and there will be no end to trying to accommodate all the cars that will come with future growth. More cars requires more parking and travel lanes, worsens our air quality, and creates more dangerous conditions for pedestrians and bicyclists. If this is a long-term plan, the CTP needs to do a better job of identifying local transit as a strategy to get more cars off of our freeways, instead of simply calling for more "park and ride lots", which are a horrible use of space, leading to crime, blight, and increased VMT.

Express Bus Service and other Transit Technology

While the plan does mention BRT (Bus Rapid Transit) as a key strategy to make transit more attractive, it lacks in detail how this may be accomplished. BRT should be sought out on corridors that see high volumes of traffic all day long (i.e. San Pablo Ave., Willow Pass Rd., Contra Costa Blvd.). While BRT with 24 hour dedicated transit lanes may be a reach for these corridors, the plan should aim for that, while also exploring other transit technologies (such as dedicated transit-only lanes for peak hour service only, or perhaps Business Access and Transit lanes (or "BAT" lanes, as practiced by Lane County Transit in Seattle), which are transit only lanes that run on the curbside of the street, but also permit vehicles to use the lane if they are turning into businesses that the transit-only lanes would run in front of.

Another key technological enhancement that would make transit run faster (reducing travel times and making transit more attractive to car drivers) is the implementation of "queue-jump lanes", which allows transit to proceed through an intersection by following cars through a right-turn lane, but allowing transit to proceed straight through an intersection instead of turning right. This can be done by holding a traffic signals for all other lanes and pedestrians as "red" for a little while longer while transit proceeds straight through an intersection instead of turning. In this

way, transit can “jump the queue” of cars lined up at a red light to go straight through an intersection. No mention of this relatively affordable and simple technology can be found in the plan, despite room having been made in the plan for “Google Cars” and other wildly expensive and certainly distant technologies like driverless cars that still need to be parked and for which technology still has very far to go.

Still another technology that is not mentioned in the CTP is the implementation of better traffic-signal synchronization. Such “green-wave” technology can help move traffic at a much more efficient and safer manner than without it. High volumes of traffic are moved every day along the Lincoln and Fell St. corridors, which are neighborhood corridors in an extremely effective way that reduces drivers’ urge to speed, and pedestrians eagerness to jay-walk. We encourage this to be included into the plan as well, as a relatively low-cost alternative to widening city streets (such as Main St. in Oakley).

Programs to Make Transit More Affordable

Over and over, we hear that keeping transit affordable in the Bay Area (which has such a high cost-of-living) should be a key priority for transit providers. While delivering transit service is not cheap, programs should be created to help deepen the subsidies that would allow for transit to be made as affordable as possible, and especially for people on low or fixed incomes.

Keeping transit affordable has been demonstrated to be extremely popular in Alameda County (which included “free transit passes” for youth in the last two proposed transportation ballot measures (2012 Measure B1 and 2014 Measure BB). Free transit passes for low-income youth have also been implemented in San Francisco County, which has seen to be so valuable that Google even funded providing free transit to low income youth in the City of San Francisco until 2016. Keeping transit affordable resonates well with voters, yet it is a program that is missing from this CTP.

Funding for BART Maintenance and Operations

As ridership continues to grow, and as BART continues to expand (as projected), the CTP is lacking a call for dedicated funding for the operations and maintenance of BART trains to keep up with demand. It is extremely short-sighted and auto-centric to highlight the need for ongoing road maintenance in several portions of the CTP, but to say nothing more than a few mentions of BART maintenance and operations (which are also always getting more expensive) is another short-coming of the plan. It is unreasonable to expect to deliver more service to more people from more stations with the same number of trains, operators, and maintenance needed to keep trains running frequently enough to avoid overcrowding and or mechanical delays. The CTP needs to do a better job of identifying the need to better accommodate growth in transit ridership, at least as much as it does cover anticipated growth in traffic congestion.

Safe Routes to Schools

While Safe Routes to Schools (SR2S) is listed in the CTP as a program to be funded in the project list, the CTP make no mention of how effective SR2S has been as a program to reduce collisions between automobiles and pedestrians, how effective the program has been at

reducing vehicle miles traveled (VMT), nor anything about how the program reduces GHG's. A recent national study of over 800 schools – some with SR2S programs, some without – found that the SR2S programs on average caused a 31% increase in walking and biking rates over a five-year period.

SR2S also builds an appreciation for walking and or biking early in our young people, keeping them healthier and more inclined to continue such habits into adulthood. SR2S should be more prominent in the CTP, as nothing is more important to a family than the safety of their children, especially when they are not at their parent's side. SR2S has proven to be successful in jurisdictions across the country, including in the Bay Area. Ten years ago, the county's Measure J transportation expenditure plan included a very popular "Safe Transportation for Children" program, and the county should build on that moving forward.

Bicycle and Pedestrian Projects and Programs

We are in full support of the suggestions made by Bike East Bay, and also applaud the CTP's calling out of the need for cities to adopt "Complete Streets Policies". This should be a requirement to receive future funding for street repair in cities, and or National Association of City Transportation Officials (NACTO) guidelines should be pursued as a bar towards implementing "complete streets".

In addition, we also encourage the CTP to include a goal to implement "BikeShare" programs like those found in San Francisco, Santa Clara and Alameda Counties. BikeShare programs have shown to be key transit amenities that can help transit users reach that "last mile" that is so challenging to serve for local transit (see above). While not yet appropriate for the entire county, steps should be made to consider BikeShare programs at least in Walnut Creek, Concord, Richmond/El Cerrito, and other areas where transit usage is highest. We firmly believe that BikeShare can and should be considered transit, as it is most successful when it is designed to meet the needs of transit users.

Other Transit-Oriented Programs Lacking in the Plan

We encourage the CTP to consider funding for several programs that have proven to be successful at building use of alternative modes in other jurisdictions, including:

- Funding for "Sunday Streets" to help people get comfortable biking in congested areas;
- "Travel Training for Seniors" to help seniors learn how to use the existing transit system;
- "Safe Routes to Transit" to help remove obstacles that keep people from taking transit are all.

Express Lanes

The CTP includes discussion of implementing express lanes, or high-occupancy toll lanes ("HOT") in Contra Costa County – that is, allowing solo drivers to pay a toll to receive the time advantage of driving in a carpool lane, and then using those toll revenues to improve transportation in the same corridor. TransForm support the implementation of express lanes when they fulfill three criteria: (a) they are created by converting an *existing* traffic lane (existing

carpool lane or existing mixed-flow lane), (b) a majority of the toll revenues are used for public transit service along the same corridor, and (c) the implementing agency mitigates the impacts of unequal access for low-income commuters. We call these lanes “Optimized HOT” lanes because they save the county tremendous costs associated with widening highways, they maximize the revenue available to increase transportation choices, and they have the potential to reduce GHG pollution and VMT. By contrast, creating an express lane by widening the highway often results in higher GHG pollution and more driving.

TransForm studied this “Optimized HOT” solution for Highway 101 in San Mateo County, and that county agency is now working with MTC to study how well the solution would work there. MTC also committed, in adopting *Plan Bay Area*, that it would consider each of these three criteria before moving forward with any highway widening to create new express lanes.

We applaud the fact that most of the express lanes anticipated for Contra Costa County would be created by converting existing carpool lanes. But the Contra Costa County component of the regional express lane network also includes some plans to widen highways to create express lanes. The CTP should consider the possibility of converting existing highway lanes, not just on I-680 and I-80, as in the current network, but also on highways that are not yet part of the network: most importantly on SR-24 and potentially SR-4. The Optimized HOT approach is a key strategy to reduce congestion and generate revenues for transit and other transportation improvements that can be done at very little cost, and in very little time.

SMART Parking Systems

There are many downtown areas in Contra Costa County that are already maximizing their parking capacity and are in need of better parking management strategies. The CTP should do a better job of funding advanced parking technologies which will reduce VMT, GHG, and the risk of pedestrian collisions via reduced “circling” drivers do to find parking in congested areas. Poorly managed parking also leads to reduced business and sales taxes that are missed when drivers give up or are forced to move their vehicles on account of poorly managed time limits or excessively high parking rates.

Instead, smarter parking management such as “SF Park” or the creation of Parking Benefits Districts can help ease the abuse of poorly managed parking policies, will minimize the time drivers spend looking for parking, and will increase sales-tax revenues. This can be done by managing parking pricing in such a way that responds to the actual market demand for the cost of parking. Parking that is more convenient (on-street spaces in downtowns) should cost more than less convenient spaces (in lots) that are further away from popular destinations (commercial, restaurant or theatre districts), but too often the opposite is true. Street-parking is often a flat-rate (where one would pay the same cost to park very far away from a popular destination), and parking lot pricing is often completely out of balance with the cost of street parking. The CTP should plan to provide funding to help municipalities work this out and better manage their parking supply. Such strategies will lead to less demand for new garages and lots, and will also increase sales tax revenues that can be re-invested in the very districts where parking is better managed.

The CTP currently makes no mention of Parking Technologies. Despite mentioning cleaner fueled cars and driverless car technologies and expansion of “throughput”, no call is made to address the need to better manage the inevitable increased demand for parking in the county, apart from building a parking structure in Richmond (which we have seen is not the best use of transit-oriented space).

Opposition to SR 239 and Encroachment Brought on by improvements to James Donlon Blvd.

We could not be more opposed to the idea of building a highway to create more traffic from the Central Valley into Eastern Contra Costa County via proposed SR239, or the encroachment that would come with expansion of James Donlon Blvd.

While we can understand better use of existing highways infrastructure via “optimized” HOT lanes (see above), better transit options such as express bus lanes, we firmly believe that part of what makes the Bay Area such a unique and competitive market is the high amount of greenspace and the greenbelt that surrounds our region. Building out SR 239 instead of making better use of existing infrastructure is something akin to what could be expected of Los Angeles County in 1984. We simply cannot continue allowing for more cars to enter the limited carrying capacity of our existing regional highways and surface streets. Instead of expanding SR239, stronger steps should be taken to make better use of our current transportation system, which has not yet achieved maximum efficiency. To divest resources away from enhancing the efficiency of existing infrastructure is exactly the wrong direction the CTP should be headed, and gives currency to those that accuse governments of wasteful spending of hard-earned tax dollars.

We strongly encourage the DRAFT CTP to remove these expansions from further consideration in the final, while also encouraging the exploration of the technologies we mentioned above, making it easier for those of us who can take transit to do so, and to open up carrying capacity on our existing roads to those who can't choose transit (in Antioch), including those who may be traveling in to Contra Costa County from the Central Valley and would use the expansion of SR 239.

Performance Indicators

As funding projects will be extremely competitive, regardless of what new revenue streams are created, it will be crucial that the best performing projects be funded first. The term “best” is an subjective, so we look to MTC (the Metropolitan Transportation Commission) to help us understand what makes a project worth funding (because it is so efficient, like Bus Rapid Transit) and perhaps not worth funding, because it might offer very low return for the investment (such as extending BART to Livermore).

For CCTA to winning public support to fund future projects, it will need to demonstrate clear, comprehensive methodologies to establishing a ranking on return on investment and how well a project performs (relative to cost). We encourage the CCTA to begin an effort now in establishing these performance metrics, so that the public can understand early on that with

limited resources, projects need to be prioritized in a strategic way. Following the lead of the Metropolitan Transportation Commission (MTC), CCTA should develop a performance analysis based on the “three E’s” – economy, environment, and equity. This lens provided a useful umbrella framework for MTC’s “Project Performance Analysis” as part of the 2013 *Plan Bay Area*. More specifically, projects were analyzed for consistency with ten target goals, encompassing climate protection, adequate housing, healthy and safe communities, open space and agricultural preservation, equitable access, economic vitality and transportation system effectiveness.

We urge the CCTA to get to work as soon as possible at establishing these performance indicators, and to include reference to them in the plan, so that competing jurisdictions can get to work as soon as possible in making sure their final projects are competitive for funding.

Conclusion

On the whole, the DRAFT CTP represents a step forward from the county’s previous CTP. However, without inclusion of the efforts mentioned above, the final will be short-sighted and miss easy, affordable, state-of-the-art technologies that are being implemented in other jurisdictions, and would make future efforts to fund the plan more successful.

In conclusion, TransForm is eager to discuss how our suggestions might be further considered for inclusion in the Final CTP. Please know that we too strive for solutions to challenges that will come with making transportation safer, cleaner, more efficient, and more affordable for all. We hope you will contact us early and often so that we might be in a position to assist the CCTA when it seeks support from the public when asked to fund the CTP through future ballot measures. Again, we share the same goals, but bring a regional lens that includes working out solutions to challenges that the CCTA is dealing with. We also have a network of allies that are active in Contra Costa County and will be critical to have aligned with the CCTA in winning any future electoral decision around funding the CTP.

Again, we thank you for inviting our comments and for considering our recommendations. We hope to be in more active communication with you as the CCTA moves toward adoption of the Final CTP and in the discussion that will build towards a Transportation Expenditure Plan for any future revenues that could fund the CTP.

With Gratitude,

Joel Ramos
Regional Planning Director

This Page Intentionally Blank



David J. Armijo, General Manager

Alameda-Contra Costa Transit District

November 3, 2014

Diane Bodon
Planning Assistant
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Ms. Bodon:

Thank you for the opportunity to comment on the Draft Countywide Comprehensive Transportation Plan (CTP) for Contra Costa County. Our comments on this Plan come as part of a long agency tradition of participating in land use and transportation planning in our service area. We have advocated transit-oriented development since 1983, before the term was coined.

This letter primarily comments on three issues—recognizing demographic change in Contra Costa, promoting transit-oriented growth, and understanding transit markets.

Demographic Change

Demographic change forms the context for the CTP. This Plan should be pleased to recognize that the direction of demographic change in Contra Costa County favors transit use. The population shares of three groups with a strong propensity to use transit are growing in the county. Those groups are young adults, senior citizens, and low income people. The growth of these groups does not guarantee any particular outcome for transit, but it means that county residents will be more receptive to the idea of using transit.

Strategy for Transit-Oriented Growth

Plan Bay Area, recently adopted by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) focuses on Priority Development Areas (PDAs) as the mechanism to facilitate transit-oriented development (TOD). PDAs are not imposed by ABAG or MTC, but are voluntarily defined by the cities (and county). They are locations where the city welcomes growth and expects to have quality transit service. Contra Costa cities are participating heavily in the PDA program. 19 Contra Costa County jurisdictions have designated 32 PDAs, with at least one PDA in all but one of the county's cities. These PDAs include (existing

and planned) areas of dense housing and employment in El Cerrito, Richmond, San Pablo and many other cities in the County.

The current draft of the CTP misses the opportunity to develop a PDA-supportive strategy within the Plan to focus growth within Contra Costa County. While the PDAs are noted, they are not integrated as part of a growth-focusing strategy. Such a strategy would facilitate use of transit (as well as walking and biking) rather than driving. While final land use authority belongs to the cities and county, the Plan notes that the Authority has various levers of influence. It can fund transit and transit-supportive projects and programs, it can plan for transit, and it can exercise its role in regional decision making. The Authority should consider both which investments would support TOD, but also which investments are likely to induce additional low density development.

Transit-Oriented Growth and Vehicle Miles Traveled

A growth-focusing strategy would also help lower potential growth in Vehicle Miles Traveled (VMT) that the Plan projects. The Plan projects 28 percent growth in population by 2040, 36 percent growth in jobs, and a laudable 6 percent decrease in Vehicle Miles Traveled per capita. However, the total VMT would still increase by nearly 24 percent. We do not question these projections. However, such a combination of outcomes could only occur if new residents and new employees in the county drive *more* (have higher VMT) than existing residents and workers. At a time when the Bay region is seeking to reduce VMT, Contra Costa County should work strenuously to avoid further expanding auto-dependent development patterns.

Transit Markets and Transit Service

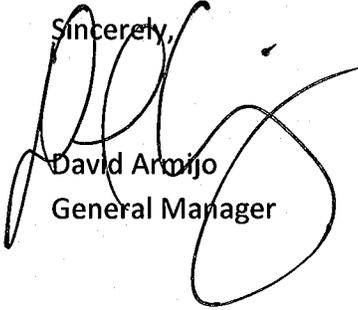
Finally, we wish to comment on the Plan's approach to transit. We appreciate the substantive discussion of transit markets and the context for transit ridership in the Plan. However, we must question the sharp distinction that the Plan draws between discretionary riders and transit-reliant riders. Despite individual circumstances or income level, all transit passengers want transit service that is convenient, reliable, fast, pleasant, and affordable.

AC Transit therefore seeks to develop a system that provides high quality transit service to all passengers. The tools to develop this high quality, integrated system include a number of strategies including: easy-to-use fare instruments, passenger information, and improved customer service. Along with transit agencies around the region and the nation, we are seeking to develop Bus Rapid Transit (BRT). BRT will provide high quality bus transit on dedicated lanes on arterial streets, on separate transit ways, or operating on freeway HOV lanes. This allows buses to avoid roadway congestion and to reduce passenger travel times and boosting transit ridership. AC Transit has submitted a proposal for a Bus Rapid Transit project on San Pablo Avenue as part of the Countywide Transportation Project List (CTPL).

AC Transit Planning and CCTA Planning

We hope that, going forward, AC Transit's planning efforts can be closely coordinated with the Authority's. There are transit projects being planned by AC Transit, by the Authority, and by WCCTAC with BART. We look forward to the Countywide Plan providing the framework for ongoing planning and funding efforts to tackle the County's mobility and environmental challenges.

Sincerely,

A handwritten signature in black ink, appearing to read 'DAVID ARMIGO', is written over the typed name and title.

David Armijo
General Manager

This Page Intentionally Blank

Diane Bodon

From: Martin Engelmann
Sent: Tuesday, November 04, 2014 9:52 AM
To: Diane Bodon
Subject: FW: 2014 CTP Comments
Attachments: image003.wmz; image001.wmz

*Martin R. Engelmann PE
 Deputy Executive Director, Planning
 Contra Costa Transportation Authority
 2999 Oak Road, Suite 100
 Walnut Creek, CA 94597
 (925)256-4729
mre@ccta.net*

From: Linsey Willis
Sent: Monday, November 03, 2014 2:28 PM
To: Martin Engelmann; Brad Beck
Subject: FW: 2014 CTP Comments

FYI, this came through on the website today.
 LW

From: Mulder, Bruce [<mailto:bmulder@brentwoodca.gov>]
Sent: Monday, November 03, 2014 1:47 PM
To: 2014ctp
Cc: Salomon, Steve; =yCouncil Members; Grewal, Bailey; McCann, Casey; Mulder, Bruce
Subject: 2014 CTP Comments

Dear CCTA,

On behalf of the City of Brentwood Parks and Recreation Department, I am writing to respond to the call for public comments on CCTA's Public Review Draft of the 2014 Countywide Comprehensive Transportation Plan (CTP). I wish to offer our full support for the 2014 CTP, and we applaud CCTA for their vigorous public outreach program throughout the planning process. The key to a vibrant economy is a strong regional transportation system. To ensure a secure transportation future, it is vital that CCTA takes a long-range perspective in plans like the CTP. The 2014 CTP presents a clear vision for the transportation future of Contra Costa through 2040, with supportive goals and strong strategies to achieve that vision. The CTP carefully considers potential challenges that Contra Costa will face in the next 25 years, including increases in population, housing, and jobs, and the traffic it will generate. It is indeed a "comprehensive" transportation plan that will benefit the local, sub-regional, and regional economies.

One key element of this comprehensive transportation system is the "Encouragement of Active Transportation" where the East County is committed to the provision of appropriate infrastructure and elimination of physical barriers to bicycle and pedestrian travel. To that end, I would like to specifically recognize the following projects which are important to the healthy future of the East County and to the City of Brentwood's Parks and Recreation interest including:

- Mokelumne Coast-to-Crest Trail Overcrossing for the State Route 4 bypass, which is a critical link in connecting the trail from Brentwood to other East Bay Cities.
- East Bay Green Transportation and Environmental Maintenance Project, specifically for Brentwood, to link the Marsh Creek Trail to Round Valley Regional Park which provides a critical link from urban areas to parklands / resource areas.
- Repair and Rehabilitate the Marsh Creek Trail in East County.
- Complete the EBMUD Trail linking Los Medanos College in Pittsburg to Brentwood.
- Any and all improvements to Marsh Creek Road between Clayton and Brentwood that provides shoulders for safe bicycle access.

The City of Brentwood Parks and Recreation Department appreciates the opportunity to provide comments on the CTP. It is our hope that you will consider making these projects a high priority and we thank the CCTA for leading this planning effort and endeavor.

Sincerely,

Bruce Mulder



Bruce Mulder | Director
City of Brentwood | Parks and Recreation
Mailing Address: 150 City Park Way | Brentwood, CA 94513-1164
Physical Address: 35 Oak Street | Brentwood, CA 94513
☎ (925) 516-5365 | 📠 (925) 516-5445 | ✉ bmulder@brentwoodca.gov

Diane Bodon

From: Martin Engelmann
Sent: Tuesday, November 04, 2014 9:49 AM
To: Diane Bodon; Matt Kelly
Subject: FW: 2014 CTP Comments El Cerrito

From: Yvetteh Ortiz [<mailto:YOrtiz@ci.el-cerrito.ca.us>]
Sent: Monday, November 03, 2014 3:45 PM
To: 2014ctp
Subject: 2014 CTP Comments El Cerrito

Dear CCTA Planning Staff:

Thank you for the opportunity to review and provide comments on the CCTA's Draft 2014 Countywide Transportation Plan. Below are the City of El Cerrito's comments specifically pertaining to Volume III, Comprehensive Transportation Project List (CTPL), to reflect the City's current Capital Improvement Program.

- Project ID 3957, Fairmount-Ashbury Intersection Realignment, Status - Closeout
- Project ID 4191, Potrero at S. 55th, I-80 EB/Eastshore and S. 56th Safety Improvements , Status - Closeout
- Project ID 4029, San Pablo Ave Streetscape, Status – Complete
- Project ID 4192, Ohlone Greenway Arterial Crossing Safety Improvements, Status – Under Construction
- Project ID 4194, El Cerrito Del Norte TOD Transportation Improvements, Description should match STMP Description and cost of \$25M
- Project ID 4204, Moeser and Ashbury Ped & Bike Corridor Improvements, Status - Closeout
- Project ID 4245, Central and Liberty Streetscape, Status – Under Construction
- Project ID 4267, San Pablo Corridor Complete Streets Plan, Status – Planning
- Project ID 3366, I-80/Central Avenue Interchange, Description should match latest feasibility study, CCTA is Lead
- New Project, El Cerrito Traffic Safety & Management Program, Arterial/Roadway, \$2.5M, Status – Not Begun
- New Project, El Cerrito Wildcat Drive Repair, Arterial/Roadway, \$2.5M, Status – Not Begun
- New Project, El Cerrito Balra Retaining Wall Repair, Arterial/Roadway, \$0.5M, Status – Not Begun
- New Project, El Cerrito PDA Streetscape Improvements, Ped/Bike, \$5.0M, Status – Not Begun
- New Project, El Cerrito Safe Routes to School Improvements, Ped/Bike, \$2.0M, Status – Not Begun
- New Project, El Cerrito Citywide Path/Stairway/Boardwalk Rehabilitation & Improvement Plan, Ped/Bike, \$0.75M, Status – Not Begun

Please contact me via any of the means below if you have any questions regarding these comments.

Sincerely,

Yvetteh Ortiz
 Public Works Director/City Engineer
 City of El Cerrito
 10890 San Pablo Avenue (City Hall)
 El Cerrito, CA 94530
 Tel: 510.215.4382
 Fax: 510.233.5401
 Email: yortiz@ci.el-cerrito.ca.us

For City Hall Office Hours, please visit www.el-cerrito.org

The City of El Cerrito serves, leads and supports our diverse community by providing exemplary and innovative services, public places and infrastructure, ensuring public safety and creating an economically and environmentally sustainable future.

Received via email
11/3/14

Walnut Creek Office
1601 N. Main St., Suite 105
Walnut Creek, CA 94596
(925) 932-7776

November 3, 2014

Martin Engelmann, Deputy Executive Director
Contra Costa Transportation Authority
2999 Oak Rd, Suite 100
Walnut Creek, CA 94597

Dear Martin Engelmann:

RE: CCTA Draft County Transportation Plan and Supplemental Environmental Impact Report

Greenbelt Alliance appreciates the opportunity to comment on the Contra Costa Transportation Authority's draft Countywide Comprehensive Transportation Plan (CTP) and draft Supplemental Environmental Impact Report (dsEIR).

CCTA is recognized throughout the Bay Area for its significant contributions to growth management and the integration of land use and transportation. We look forward to working with CCTA to craft a CTP that builds on this legacy for the benefit of all Contra Costa County residents.

Much has changed since CCTA approved its last CTP. Transportation preferences are rapidly shifting, particularly as millennials' interest in automobile ownership declines. The housing market has experienced dramatic transformations in favor of walkable, transit-friendly communities near jobs and other amenities. Transportation funding resources have dwindled, requiring a heightened focus on careful project prioritization. The policy environment has also transformed. The passage of AB 32 and SB 375 marked a sea change in transportation and land use priorities for California. Now jurisdictions across the Bay Area have taken up the charge, setting aggressive plans and policies to reduce greenhouse gas emissions (GHGs), including the Contra Costa County Climate Action Plan.¹ The adoption of Plan Bay Area in 2013 cemented this transition — providing a roadmap to accommodate 100% of our region's growth within existing cities and towns and substantially reduce per capita VMT. MTC's recent adoption of CTP guidelines reinforces this direction, calling for greater integration between Plan Bay Area and each county's transportation plan.

Done well, Contra Costa County's CTP can be a powerful tool to harness these new realities and provide tangible benefits for the environment, economy, and quality of life of all Contra Costa County residents. In particular, the transportation investments and policies outlined in the CTP can help guide

¹ <http://ca-contracostacounty2.civicplus.com/4554/Climate-Action-Plan>

the next generation of growth in ways that revitalize existing communities to create thriving, transit-friendly, walkable neighborhoods; maintain the integrity of our natural and working lands; and ensure an adequate response to the growing threat of climate change.

Unfortunately, the draft CTP and dsEIR do not provide the comprehensive and coordinated approach to transportation planning needed to achieve these goals. Nor do these documents provide the public with adequate information to help the leaders of CCTA choose the best transportation solutions for Contra Costa County.

Please consider the following recommendations to help ensure that CCTA can continue to provide Contra Costa County residents with a healthy, sustainable, and economically sound future.

Beyond Routes of Regional Significance

While the CTP lays out five goals for Contra Costa County, the central focus of the plan rests on the list of Routes of Regional Significance. As a result, the CTP focuses heavily on highway-focused investments. In particular, the CTP currently suggests spending \$3.8 billion of project funds for Freeway/Expressway/Interchanges and \$2 billion for arterials and roadways, which totals more than 50% of the proposed future projects. We are concerned about this spending priority, especially in light of the plan's admission that the system is near build out.

We are also very concerned that the CTP's current list of Routes of Regional Significance includes many sprawl-inducing road investments that could significantly impact natural and agricultural lands. Furthermore, the CTP does not give a clear indication of how staff will evaluate and prioritize among the long list of proposed projects. Greenbelt Alliance recommends that CCTA adopt a system of **performance-based project assessment** to determine appropriate projects and prioritize investments that best meet the goals and vision of the CTP, as well as meet the requirements of local, county, regional, and state environmental policy. Using a performance-based model will help to identify and eliminate sprawl-inducing road projects, such as the James Donlon Boulevard Extension.

Greenbelt Alliance is encouraged that CCTA engaged Contra Costa County residents to solicit their input on future transportation investments. However, the process of compiling the Routes of Regional Significance into the CTP leaves little room for meaningful public engagement to decide how to invest CCTA's limited resources. The current highway-focused investments in the CTP fail to reflect the electorate's diversity of transportation needs. CCTA should undertake an aggressive campaign to capture Contra Costa County residents' transportation priorities, revise the CTP to reflect those priorities, and demonstrate how those priorities are reflected in the projects and programs of the CTP.

Recommendation 1: The CTP should use a clear and transparent performance-based project assessment to help determine the best transportation investments—rather than relying predominantly on build-out of the Routes of Regional Significance. It should also be built upon feedback gathered through a

robust community engagement process to more accurately reflect the diverse transportation priorities of Contra Costa County residents.

Greenhouse Gas Emissions (GHGs) and Community Health

It is critical that the public understand how the CTP will impact Contra Costa County's ability to meet the requirements of AB 32 and SB 375, as well as the vision of Plan Bay Area. Unfortunately, the CTP and dsEIR create more confusion than clarity. Greenbelt Alliance is very concerned about the discrepancy between the dsEIR and CTP projections for GHGs, VMT, and other air quality measures. There are multiple confusing estimations of VMT over the lifetime of the CTP, and no mitigations provided to address these environmental impacts, in violation of the California Environmental Quality Act (CEQA).

The CTP provides several different types of projections for VMT through 2040, all showing significant increases in vehicle miles travel per person:

As the number of households and jobs increase in Contra Costa, the county will also see an increase in vehicle miles traveled...and vehicle hours traveled in Contra Costa from 2010 to 2040. Both **vehicle miles and vehicle hours traveled per capita** are expected to **increase**, 22 and 25 percent, respectively (CTP, p. 1-32)

However, the dsEIR comes to the opposite conclusion:

Vehicle Miles Traveled (VMT) per capita would **decline** when compared to both existing conditions and the 2040 No Project scenario. (Beneficial Impact) (dsEIR, p. 2.1.11)

Both documents should be relying on the same data. It is therefore unclear why the dsEIR reached such an antithetical conclusion. The failure of the dsEIR to identify significant increases in VMT per capita leads to the incorrect finding of a "beneficial impact" for the residents of Contra Costa County. Furthermore, this claim leads to the incorrect conclusion that no mitigations are necessary to offset VMT and GHG projections for the next 30 years.

The failure to adequately measure and mitigate GHG and VMT will have major ramifications, undermining state, county, and local environmental policies and potentially jeopardizing future transportation funds. The CTP should be revised to include clear, quantitative GHG and VMT reduction targets. The projects and programs in the CTP and dsEIR should then be revised to ensure that the plan meets those targets. As mentioned above, a **performance-based project assessment** should be used to determine how potential projects would help or hinder CCTA in achieving the plan's quantitative GHG and VMT targets. The CTP and dsEIR should also include clear, consistent explanations of all GHG, VMT, and air quality related measurements and methodologies.

Recommendation 2: The CTP and dsEIR should be revised to include clear, comprehensive data and appropriate mitigations to address GHGs and VMTs. The CTP should set quantitative GHG and VMT targets and show how the plan will meet those targets. It should also show how the plan will help achieve the GHG and VMT goals enshrined in state laws, Plan Bay Area, and the County's Climate Action Plan.

Enhancing Investment in Priority Development Areas (PDAs)

As demonstrated by Plan Bay Area, investment in transit-oriented development (TOD) is critical to reduce GHG emissions, increase transit ridership, improve community health, and reduce development pressure on our natural and agricultural lands. CCTA has demonstrated its leadership in advancing TOD, for example through its administration of the Measure J Transportation for Livable Communities (TLC) program and its programming of One Bay Area Grant (OBAG) funds. The CTP should build upon these programs, allocating significant funds to an enhanced TLC/OBAG program. This new program should include similar requirements to the OBAG program to reward jurisdictions that are doing the most to guide growth in ways that ensure that people of all incomes have access to high quality transit.

The public should have an opportunity to review how CCTA has spent Measure J funds on TLC projects so far. Unfortunately the CTP does not provide a distinct TLC project list, and instead combines TLC projects with bicycle and pedestrian improvements. These uses of transportation funds should be reported separately for additional clarity. For instance, the CTP should differentiate future TLC expenditures from other categories in Tables E.1 and E.2 (Appendix A).

Recommendation 3: The CTP should include an expanded TLC/OBAG program. The CTP should also provide greater clarity about what TLC projects have been completed to date and what is proposed through 2040.

Multi-modal future for the Concord Naval Weapons Station

The single largest housing and commercial development in Contra Costa County until 2040 will be the reuse of the Concord Naval Weapons Station (CNWS), near the North Concord BART station. How this project comes to fruition will have major implications for Contra Costa County. The U.S. Navy recently released a draft Environmental Impact Statement for the CNWS, which estimates that the project will generate 203,205 additional daily trips on new and existing roads.² The CTP should carefully study this expected increase in vehicular traffic and provide greater emphasis on strategies to

² "Navy issues draft environmental review for planned Concord Naval Weapons Station development", *Contra Costa Times*,

http://www.contracostatimes.com/contra-costa-times/ci_26750315/navy-issues-draft-environmental-review-planned-concord-naval

ensure that the new community is well served by a robust multi-modal transportation system to mitigate expected increases in vehicle use.

Recommendation 4: The CTP and dsEIR should carefully integrate CNWS transportation planning and include strategies to support a robust multi-modal transportation system at the base. The CTP and dsEIR should inform the public about how various types of transportation investments at the base will affect the county's targets for reductions in VMT and GHG emissions.

Comprehensive "Environmentally Superior" Alternative

To arrive at the "environmentally superior alternative" the dsEIR provides three alternatives to the proposed project. Of particular concern are Alternatives 2 and 3, which focus on increasing transit ridership and bicycle ridership respectively. Unfortunately, Alternatives 2 and 3 create artificial silos between modes, presenting unrealistic options for Contra Costa County's transportation future. The dsEIR should be amended to include a **comprehensive "environmentally superior alternative"** that focuses on providing a coordinated suite of mobility solutions to reduce GHGs and VMT and create a world-class transportation system.

Recommendation 5: The dsEIR should be revised to include an alternative to the proposed project that focuses on enhancing the current fixed-rail transit system, expanding bus service, increasing bicycle and pedestrian infrastructure, and supporting other modes of non-automotive transportation.

Greenbelt Alliance appreciates the opportunity to provide these comments on the CTP and dsEIR and looks forward to continued opportunities to collaborate to help achieve a healthy, economically robust, and environmentally sustainable future for Contra Costa County.

Sincerely,



Joel Devalcourt
Regional Representative, East Bay
Greenbelt Alliance
510.306.4203

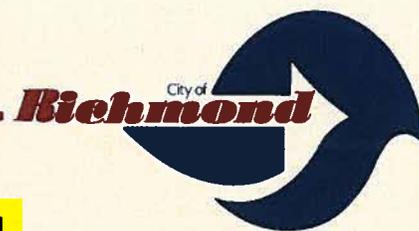
Appendix A:

TABLE E-1: MEASURES C AND J PAST AND FUTURE PROJECT EXPENDITURES

MEASURE C AND MEASURE J (X \$1,000)	PAST	UPCOMING	TOTAL
Roadway (highways, arterials and maintenance)	\$754,989	\$1,030,733	\$1,785,722
Transit (bus, ferry, express bus, paratransit, commute alternatives)	\$433,548	\$737,643	\$1,171,192
Pedestrian & Bicycle (TLC, trails, safe transport for children, subregional needs)	\$11,152	\$322,812	\$333,964
Other	\$143,915	\$372,998	\$516,913
Subtotal	\$1,343,605	\$2,464,187	\$3,807,792
Leveraged funds on Measure C & J projects	\$1,721,000	\$970,000	\$2,691,000
TOTAL FUNDS	\$2,064,605	\$3,434,187	\$6,498,792

TABLE E-2: TOTAL COSTS OF PROPOSED FUTURE PROJECTS

PROJECT TYPE	TOTAL COST (\$1,000)	SHARE OF TOTAL
Arterial/Roadway	\$1,954,075	16.8%
Bicycle/Pedestrian/SR2S/TLC	\$579,159	5.0%
Transit	\$5,072,089	43.5%
Freeway/Expressway/Interchanges	\$3,875,997	33.3%
Intermodal/Park-and-Ride	\$131,854	1.1%
Studies	\$38,035	1.3%
TOTAL COST	\$11,651,209	100.0%



November 3, 2014

Martin Engelmann
Deputy Executive Director, Projects
Planning Department
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Received via email
11/3/14

**Comments on Contra Costa Transportation Authority 2014 Draft Countywide
Transportation Plan**

Dear Mr. Engelmann:

A balanced and efficient transportation infrastructure is essentially to the quality of life and economic vitality of any functioning community. The City of Richmond applauds the work of the Contra Costa Transportation Authority and its ongoing effort to update the Countywide Transportation Plan (CTP).

The CTP includes the list of projects that is necessary for the City of Richmond to improve quality of life for its residents, and to provide the foundation for continued economic growth. In particular, the City of Richmond places a very high priority on the implementation of project number 4240 (Cyber Train - an ultra-light rail transit system).

The Cyber Train project is a unique project that addresses the City's needs in transportation, economic development and job creation. This project meets four of the five goals articulated in the Executive Summary of the draft 2014 CTP, namely to:

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

Upon the successful completion of the 2014 CTP, we look forward to working with you and others at the Authority to develop the steps and process necessary to implement this and other City of Richmond projects.

Sincerely

A handwritten signature in blue ink, appearing to read "Bill Lindsay", written over a horizontal line.

Bill Lindsay
City Manager

This Page Intentionally Blank


SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

Received via email
11/3/14

2014

November 3, 2014

Joel Keller
PRESIDENT

Thomas M. Blalock, P.E.
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Zakhary Mallett, MCP
7TH DISTRICT

James Fang
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Martin R. Engelmann, PE
Deputy Executive Director, Planning
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Subject: Inclusion of CyberTran in Technology Innovation Expenditure

Dear Mr. Engelmann:

I am writing to submit comment regarding the technology innovation component of the Countywide Transportation Plan (CTP). I appreciate the Contra Costa Transportation Authority providing me and members of the public this opportunity to comment.

CyberTran, an ultralight, direct-to-destination, rail transport system, is a unique transport system designed by CyberTran International that I believe should be afforded great consideration as part of the technological innovation investments in the CTP. The envisioned system has numerous environmental benefits, including an extensive reliance on renewable energy sources. In addition, the direct-to-destination system design of CyberTran is a somewhat new concept that, if successful, will birth a new option when planning of future cities' and regions' transport networks. Finally, investing in this technology's research and potential would afford Richmond and Contra Costa County greater significance as the technology gets tested and implemented worldwide. In fact, a Chinese city has already expressed an interest in being the first Chinese city with the system, as well as a vehicle manufacturing site for CyberTran – and Richmond's name will be on it! Hence, supporting the growth and success of this innovative transportation technology will have positive impacts on Contra Costa County's local economy.

In conclusion, I ask that you consider my comments and expressed support of CyberTran technology being included in the technology innovation investments of Contra Costa County's CTP.

Sincerely,

Zakhary Mallett, MCP
Director, District 7

cc: Dexter Vizinou, CyberTran International

This Page Intentionally Blank

John Gioia (say "Joya")

Supervisor, District I
Contra Costa County
Board of Supervisors

**Contra
Costa
County**

11780 San Pablo Avenue, Suite D
El Cerrito, California 94530

Phone: (510) 231-8686
Fax: (510) 374-3429



Received via email
11/3/14

November 3, 2014

Martin R. Engelmann, PE
Deputy Executive Director, Planning
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Engelmann,

I am writing to support Richmond Cyber Train's request to be included in CCTA's 2014 Countywide Comprehensive Transportation Plan (CTP).

As a member of the California Air Resources Board and the Bay Area Air Quality Management District, I believe the Richmond Cyber Train Project (Project Number 4240), which would provide ultra-light rail transit to residents in Richmond, is aligned with the goals of the CTP to offer transportation alternatives in Contra Costa County through 2040.

CCTA has a proven track record of success with its past CTPs, and I am confident that the 2014 CTP will continue to build on this success and secure our transportation future.

If I can be of further assistance, please do not hesitate to contact me.

Respectfully,

John Gioia
Supervisor, District One

Email: john_gioia@bos.cccounty.us • Website: www.cocobos.org/gioia

EAST RICHMOND HEIGHTS ♦ EL CERRITO ♦ EL SOBRANTE ♦ KENSINGTON ♦ MONTALVIN MANOR
NORTH RICHMOND ♦ PINOLE ♦ RICHMOND ♦ ROLLINGWOOD ♦ SAN PABLO ♦ TARA HILLS

The Board of Supervisors

County Administration Building
651 Pine Street, Room 106
Martinez, California 94553

John Gioia, 1st District
Candace Andersen, 2nd District
Mary N. Piepho, 3rd District
Karen Mitchoff, 4th District
Federal D. Glover, 5th District

Contra Costa County



David Twa
Clerk of the Board
and
County Administrator
(925) 335-1900

October 21, 2014

Kevin Romick, Chair
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Subject: 2014 Countywide Transportation Plan Update

Dear Chair Romick:

On September 23, 2014, the Board of Supervisors authorized the Chair to transmit comments on the 2014 update to the Countywide Transportation Plan (CTP). We understand that the CTP is intended to guide the development of the transportation system for the next 25 years. We also understand that this update will result in a list of projects and programs intended to respond to growing population, increasing maintenance demands, and shifting priorities.

As an overall comment, the Board of Supervisors would like to thank the Contra Costa Transportation Authority (Authority) for the substantial effort put in to the draft CTP. The CTP raises numerous contemporary issues which should facilitate a productive discussion about our future.

The comment letter is comprised of three sections, broad discussion on priorities, chapter by chapter comments, and an attached, Public Review Draft Volume 3: Comprehensive Transportation Project List with comments embedded.

PRIORITIES

Increased Local Road Funding Needs: Maintenance, Complete Streets, Storm Water Requirements

Nationally, there is a well-documented, growing need to address our aging infrastructure. On the local level it is no different; we are straining to maintain adequate pavement conditions while being required to be compliant with new water quality, complete streets, and greenhouse gas reduction statutes and initiatives. **While the need for adequate maintenance funding is mentioned throughout the document, the scale of the issue warrants a much more prominent discussion in the CTP, particularly given the discussion of new revenue sources.**

Transit Service Improvements

There is increasing pressure to improve transit service due, in part, to new State statutes. As called out in the CTP, our maturing transportation network and land use patterns are at the point where we are facing diminishing returns on roadway capacity. In this light transit investments may be more attractive. Transit agencies in Contra Costa County are likely to need additional resources to respond to this increase in demand for service and the draft CTP acknowledges this unfunded demand. More specific comments:

- With **conventional fixed route service**, a number of potential mitigation measures proposed by the Office of Planning and Research (OPR) in their efforts to implement SB 743 (2013) relate to improved transit service. As acknowledged in the CTP, SB 743 eliminated congestion based transportation impact measures (level of service/LOS) under the California Environmental Quality Act (CEQA). A proposed alternative metric, likely to be Vehicle Miles Traveled (VMT), is intended to better reduce greenhouse gas production. However, in Contra Costa, our local policies compel us to continue using LOS **in addition to** the new impact measures imposed by the State. In order to offset any potential adverse impact on development activity caused by multiple mitigation measures, the Board of Supervisors requests that the Authority explore the possibility of using an expansion of bus service or bus service funding to establish a transit mitigation bank or programmatic VMT mitigation for member agencies.

The Board of Supervisors continues to be committed to the policy of having development pay for any facilities required to meet the demands resulting from growth. However, subjecting applicants to the full cost of both LOS and VMT analysis and mitigation may inappropriately constrain needed economic and housing development activities.

- **Paratransit** service for the elderly and people with disabilities, in addition to requiring additional funding, will also require fundamental administrative changes if 1) the Authority is to respond adequately to the projected demand for

service, and 2) expect that response to be cost-effective. In addition to the oft-cited demographic changes (aging population), the impact on travel demand for this portion of our constituency is likely to be further magnified by the consolidation of medical services and new health trends. The inclusion of these significant challenges would improve the “*new challenges*”, “*challenges ahead*” sections of the CTP.

- The Board of Supervisors is aware of the Authority’s efforts to implement the Mobility Management Plan (MMP) which could improve coordination and operating efficiencies of multiple transportation providers. We understand that progress is being made and applaud the efforts of Authority staff in navigating this complex issue. While we recognize that the MMP is mentioned in the Action Plan section of the CTP, given the countywide implications of the MMP a detailed discussion may be warranted in a more prominent place in the document.

Surveys conducted in the beginning of the CTP indicated that the Authority should be “more aspirational” in its undertakings. The implementation of a coordinated, countywide mobility management program would be responsive to that direction.

Safe Routes to School (SR2S) Program

The Authority’s Safe Routes to School Master Plan Task Force assisted with the development of a needs assessment to estimate the cost of SR2S projects and programs. The Board of Supervisors thanks the Authority for their leadership on this effort and we look forward to the findings and recommendations being implemented.

In order to make better use of past and future SR2S investments, we encourage the Authority to capitalize on one particular finding in the 2011 survey conducted early in the Master Plan effort. The survey established that the most consistent reason cited by parents and school administrators for K-12 students not walking and bicycling to school is related to traffic, either “*driver behavior*” or “*driving too fast*”. This finding is consistent with statewide and national survey results.

The County has developed a 2015 legislative proposal to enhance school zones through expansion and increased penalties. We have met with our legislative delegation on our proposal. The members were supportive of the concept and offered assistance. The County is in the process of securing support from other agencies and we are formally requesting the Authority support in this effort. The goal of the legislation, in combination with existing projects and program, is to assist in reversing the well-known low walk and bike rates to and from K-12 school. This may be another area

where the Authority could be responsive to the “more aspirational” findings in the surveys.

Major Projects & Emerging Planning Initiatives

A comprehensive response on project priorities can be seen in the attached list. This list includes the Board of Supervisors high priority projects including, but not limited to, TriLink (SR239), North Richmond Truck Route, I-680 HOV Gap Closure, Iron Horse/Lafayette-Moraga Trail Connector, Kirker Pass Road Truck Climbing Lane, Vasco Road Safety Improvements, and Northern Waterfront Goods Movement Infrastructure Projects.

In addition to these projects, the Board of Supervisors requests continued Authority advocacy and funding for activities supportive of economic development in areas of the County where such investment is needed and desired by local communities. For instance, this support could fund activities within Priority Development Area (PDAs) and as part of the Northern Waterfront Economic Development Initiative. We are supportive of CTP actions that include planning and implementation funding for transportation projects and programs, infrastructure improvements and other expenditures that facilitate needed economic development. Such investment will help balance jobs and housing and make more efficient use of our transportation infrastructure. The Board of Supervisors considers these efforts as integral to the continued growth of our region and economy.

CHAPTER COMMENTS

Executive Summary

Page ES-3

The telecommuting information is informative; the document would benefit from other relevant changes in commute patterns listed. Nationwide, bicycle commuting has doubled in a shorter time frame than telecommuting and the Authority has more direct responsibility to facilitate further growth in this area.

Page ES-13

Sustainable Communities Strategy

The Board of Supervisors thanks the Authority for their tireless engagement with the Metropolitan Transportation Commission and the Association of Bay Area Governments on the process to implement SB375. In particular, we encourage continued advocacy for additional resources and consideration for subareas that accommodate a substantial amount of planned growth. For the benefit of our constituents, MTC, and the State, it may be useful to point out in the CTP that our planned growth is, and has

been for some time, well-managed not through State or regional mandate but through a voter-approved Urban Limit Line and Growth Management Program. .

Pages ES-11-14The information on SB 375 (2008) in the document is useful given the land use and transportation emphasis in the legislation. However, we believe that additional focus on AB 32 (2006), in particular the Cap-and-Trade Program, should be included in the CTP. This information could better position the County to receive Program revenues. At a minimum, the relationship between the “*transformative*” transit investments contemplated in the CTP and the “*Affordable Housing and Sustainable Communities*” and “*Transit and Intercity Rail Capital*” Cap-and-Trade programs should be strengthened.

Prior to contemplating a new transportation sales tax, we believe all other funding opportunities should be examined and maximized to the extent possible in the CTP.

As indicated earlier in this letter and acknowledged later in the CTP, SB 743 (2013) is likely to substantially influence how agencies can 1) claim exemption from CEQA and 2) how we will analyze and mitigate the transportation impacts for development. While implementation policies are still being developed by the State; some mention of the issue in the Executive Summary is warranted considering the potential impact on member jurisdictions and the development community.

At this time, focus on SB 743 issues is being directed at the State. This is understandable given that implementation strategies are currently being developed. However, once the State’s work is finished, focus will shift to local jurisdictions who are ultimately responsible for analyzing and mitigating for VMT. As mentioned earlier in this letter, additional attention should be given to potential mitigation strategies. This would be valuable to both your member agencies and the development community.

The Board of Supervisors appreciates the Authority’s efforts to engage the State on this critical issue.

Page ES-20

Regarding the need to “renew the sales tax measure”, prior to establishing this need in policy we ask that the Authority conduct additional outreach to all member jurisdictions, including all members of the Board Supervisors. As you are aware, the Contra Costa County Board of Supervisors has diverse obligations which vary substantially throughout Supervisorial Districts. In considering whether to support such a measure the Board of Supervisors would consider factors such as possible

conflicts with other public finance priorities, and the need for additional transportation funding.

Introduction

Page I-15

This section discusses auto-ownership rates and age distribution in the context of demographics. Mention of the increase in the elderly segment of the population, and the impact on transportation needs, would serve to make the demographics discussion more useful in the context of the CTP.

Figure 3-1: Roadway Action Plan Projects and Programs

The park/open space data used to compile this figure (and other Figures with the same data) is outdated. It is important that the most current dataset is used so that the status of preserved lands relative to planned improvements is understood. This will help avoid conflicts between transportation planning and conservation efforts. Notably, conserved land data is missing from areas around Vasco Road, the Byron Airport, and along Kirker Pass Road south of the City of Pittsburg. A current dataset can be obtained from East Contra Costa County Habitat Conservancy.

As I am sure you are aware, many critical transportation projects have received streamlined permitting as a result of this program including Vasco Road Widening, SR-4/S-160 Connectors, Deer Valley Road safety shoulders, eBART, State Route 4 between Lone Tree and San Jose Avenue (including Sand Creek Interchange), and State Route 4 medians and shoulders from Discovery Bay to Byron Highway.

Vision, Goals and Strategy

Page I-28

The Board of Supervisors supports the approach described in the *"Finding the Right Balance"* section. The approach of *"Recognizing the differing needs and situations of Contra Costa's subareas..."* has worked well in this diverse County in the past. We expect it to continue to be successful well into the future.

Page I-29

Goal 1: Movement of people

With respect to the language in the first Goal, *"...all available travel modes..."*, the subsequently listed Strategies would be more representative of all modes, and more consistent with Goal 3, if non-motorized facilities were to be addressed in a manner similar to the road system.

For example, *“Define and close gaps in the Countywide and Regional Bikeway Network, including gaps in Class I and major off-street paths”*. In addition, this change would improve internal consistency, in the *“Pedestrian and Bicycle Facilities”* section the following action is highlighted, *“Close gaps in the regional trail system...”*.

Goal 1: Movement of Goods

Consistent with Authority support for, and assistance with the Northern Waterfront Economic Development Initiative, please include the following language, *“Identify new strategies to improve freight movement on freeways, waterways and rail lines to improve air quality and the safety and efficiency of goods movement”*.

Page I-32

The discussion regarding *“Maintaining the transportation system”* would be more informative and complete if new requirements, often required to be implemented concurrent with maintenance projects, were described in this section. Complete streets and water quality requirements can result in substantially increased maintenance costs.

Page I-36

“Our ability to expand the roadway system is extremely limited”: In addition to the barriers to roadway expansion listed in this section (limited right-of-way, noise, air pollution, etc.), please include *“expanding maintenance obligations”*.

Page I-41

Transit, Including Buses, Rail, Paratransit, and Ferries

As indicated in the Priorities section above, some mention of Authority leadership on the implementation of the MMP would be informative in this section.

Page I-51

Pedestrian and Bicycle Facilities

This section may benefit from a review by the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) who could assist in finding solutions to the numerous barriers to improving non-motorized transportation identified in the CTP.

The barriers to increased walking and cycling identified in the CTP are not unique to Contra Costa County. These barriers can be addressed through a methodical planning and investment response. The 2009 Update to MTC’s Regional Bicycle Plan for the San

Francisco Bay Area indicates that Contra Costa County is tied with Solano County for the lowest rate of bicycle commuters. A strategic approach to address identified barriers and improve that ranking may be another “aspirational program”. As indicated in the draft CTP, the County has numerous attributes that we could capitalize on; excellent climate, favorable topography, an excellent multi-use path network, and second only to Alameda County in terms of numbers of BART stations.

On a related note, the Authority may wish to consider combining the Safe Routes to School Master Plan Task Force with the CBPAC to form an “Active Transportation Working Group”. The subject matter addressed by the committees is similar and combining the committees may result in a critical mass of issues to address that would ideally lead to regular consultation and collaboration.

Page I-61

Facilities for Goods Movement

The Board of Supervisors appreciates the Authority’s assistance with the Northern Waterfront Economic Development Initiative. Considering the initiative addresses goods movement infrastructure including maritime, rail, and highway projects, some mention of the Northern Waterfront effort would strengthen this section.

Page I-65

The Board of Supervisors welcomes the description of the Comprehensive Transportation Project List (CTPL) as “evolving”. As subregional and local priorities change and we are required to respond to changing policies it is essential that we are afforded the flexibility of a “living document”.

Page 1-105

Implementation

The comments in this letter suggest possible changes to activities listed in the Implementation section including, but not limited to; 1) addition of State policy advocacy, and 2) updates to other Measure J implementation documents as suggested at the Technical Coordinating Committee (Technical Procedures Manual, Measure J Growth Management Implementation Guide, etc).

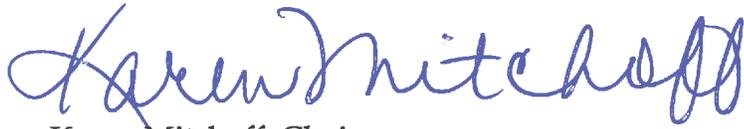
The Board of Supervisors appreciates the outreach of the Authority Board and its staff to obtain comments on the Draft CTP Update and we look forward to additional dialog and engagement on this effort.

Kevin Romick, Chair - CCTA

October 21, 2014

Page 9 of 9

Sincerely,



Karen Mitchoff, Chair

Contra Costa County Board of Supervisors

Supervisor, District IV

C:

Janet Abelson, Chair - WCCTAC

Candace Andersen, Chair – SWAT

Salvatore Evola, Chair, TRANSPLAN

Mark Ross, Chair – TRANSPAC

Attachments:

Comments on *Volume 3: Comprehensive Transportation Project List*

File: Transportation > Transportation > Committees > CCTA > CCTA Board of Directors

File: Transportation > Projects > CCTA > CTP 2014-15

g:\transportation\2014ctpupdate\hostocctare2014ctpfinal(10-21-14).doc

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
COUNTYWIDE PROJECTS							
	Countywide Curb Ramp Program	ADA	Upgrade curb ramps to current standards throughout Unincorporated Contra Costa County through an annual project to eventually provide pedestrian access to all users on all County roads. This annual project is in addition to curb ramp upgrades implemented adjacent to capital improvement projects.	\$3,000,000	Ongoing	Contra Costa County	All
	Countywide Guard Rail Upgrade	Safety	Upgrade metal beam guard rails to meet current Caltrans Standards. The upgrade relates to replacement of the end treatments.	\$5,000,000	Planning	Contra Costa County	All
4411	Countywide Overlay Project	Arterial/Roadway	Provide an overlay and/or cold-in-place recycling to Vasco Road, Pleasant Hill Road (NB) and Byron Highway.	\$3,423,000	Design and ROW	Contra Costa County	All
WCCTAC PROJECTS							
2767	San Pablo Dam Road Walkability Project	Arterial/Roadway	Add transit stop access and amenities, sidewalks and other improvements to pedestrian and bicycle facilities, turn lanes.	\$7,300,000	Design and ROW	Contra Costa County	WCCTAC
3225	Cummings Skyway Truck Climbing Lane Extension	Arterial/Roadway	Extend truck climbing lane on eastbound Cummings Skyway to allow faster moving vehicles to safely pass slow moving trucks climbing existing 10% grade.	\$1,500,000	Not Begun	Contra Costa County	WCCTAC
3350	North Richmond Truck Route Project	Arterial/Roadway	Extend Pittsburg Avenue 0.3 miles eastward, and extend either Seventh Street or Soto Street 0.1 mile northward, to intersect with each other and create a truck route from the North Richmond industrial area to the Richmond Parkway.	\$19,300,000	Not Begun	Contra Costa County	WCCTAC
3353	Parr Boulevard Widening and Overlay	Arterial/Roadway	widen Parr Boulevard to bring it to arterial standard design and overlay, on a one-mile stretch from Richmond Parkway to the Union Pacific tracks.	\$2,772,000	Not Begun	Contra Costa County	WCCTAC
3435	Third Street / Goodrick Avenue Realignment Project	Arterial/Roadway	Realign either Goodrick Avenue or Third Street as it approaches Parr Boulevard to create a direct north-south route and only one intersection with Parr Boulevard.	\$1,750,000	Not Begun	Contra Costa County	WCCTAC
3436	North Richmond Overlay / Reconstruction	Arterial/Roadway	Reconstruct York Street and overlay Goodrick Avenue	\$359,000	Not Begun	Contra Costa County	WCCTAC
3534	Appian Way and Pebble Drive Signal	Arterial/Roadway	Install signal at Appian Way and Pebble Drive.	\$175,000	Not Begun	Contra Costa County	WCCTAC
			Remove and combine with 3536				
3536	Appian Way Complete Streets Project	Arterial/Roadway	Construct Appian Way ultimate improvements.	\$4,300,000	Underway	Contra Costa County	WCCTAC
3537	Appian Way Widening at Triangle	Arterial/Roadway	Modify layout of Appian Way and Valley View. Potential roundabout.	\$4,000,000	Underway	Contra Costa County	WCCTAC
3543	Brookside Drive Widening	Arterial/Roadway	Acquire ultimate right of way to widen Brookside Drive from 3 rd Street to railroad tracks	\$772,000	Not Begun	Contra Costa County	WCCTAC
3545	Castro Ranch Road Widening	Arterial/Roadway	Widen Castro Ranch Road.	\$1,600,000	Not Begun	Contra Costa County	WCCTAC
3572	El Portal Drive Widening: Richmond City Limit to San Pablo Dam Road	Arterial/Roadway	Widen El Portal Drive	\$450,000	Not Begun	Contra Costa County	WCCTAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
3576	North Richmond Improvements - Pittsburg Avenue Extension	Arterial/Roadway	The project consists of extending Pittsburg Avenue from 3rd Street to the proposed 7th Street extension.	\$1,700,000	Not Begun	Contra Costa County	WCCTAC
3587	San Pablo Dam Road and Greenridge Drive Signal	Arterial/Roadway	Construct signal at San Pablo Dam Road and Greenridge Drive	\$250,000	Not Begun	Contra Costa County	WCCTAC
3588	San Pablo Dam Road Improvements	Arterial/Roadway	Construct San Pablo Dam Road improvements and widening.	\$6,500,000	Not Begun	Contra Costa County	WCCTAC
3589	San Pablo Dam Road Middle Turn Lane	Arterial/Roadway	Add a middle lane to San Pablo Dam Road	\$5,000,000	No Longer Supported	Contra Costa County	WCCTAC
3818	El Sobrante Village Center Drive East	Arterial/Roadway	Eastward extension of Village Center Drive (Project 230), extending 1,200 feet east/northeast from Village Center Drive to connect with San Pablo Dam Road at a point west of the Las Colinas Intersection.	\$1,960,000	Not Begun	Contra Costa County	WCCTAC
3819	El Sobrante Village Center Drive	Arterial/Roadway	A 600-foot new street parallel to San Pablo Dam Road on its south side, with a 76-foot right of way.	\$2,220,000	Not Begun	Contra Costa County	WCCTAC
3821	San Pablo Dam Road Sidewalks near May Road	Arterial/Roadway	Construct sidewalk to fill gaps in the May Road area (Safe Routes to Schools Project).	\$651,000	Not Begun	Contra Costa County	WCCTAC
4051	Replace San Pablo Avenue Bridge Over Rodeo Creek	Arterial/Roadway	Replace bridge on San Pablo Avenue over Rodeo Creek. Bridge has less than 50 rating	\$3,614,000	Under Construction	Contra Costa County	WCCTAC
4334	Appian Way and Argyle Road Signal Project	Arterial/Roadway	Traffic signal at Appian Way and Argyle Road	\$420,000	Not Begun	Contra Costa County	WCCTAC
4338	Appian Way and Santa Rita Road Signal Project	Arterial/Roadway	Install traffic signal at intersection	\$400,000	Not Begun	Contra Costa County	WCCTAC
4350	Fred Jackson Way/Third Street Complete Street Concepts Plan	Arterial/Roadway	Provide travel lanes, bike lanes, parking lanes and median along Fred Jackson Way	\$2,600,000	Not Begun	Contra Costa County	WCCTAC
4351	Seventh Street Extension to Brookside Drive Improvements Project	Arterial/Roadway	Extend Seventh Street, North Richmond, from Wildcat Creek to Brookside Drive	\$6,325,000	Not Begun	Contra Costa County	WCCTAC
4587					Delete – same as 3589		
					Delete: Same as 3587		
4360	El Portal Drive Complete Street Improvements	Arterial/Roadway	Widen to 4 travel lanes	\$400,000	No Longer Supported	Contra Costa County	WCCTAC
4365	Tara Hills Traffic Calming/Complete Street Plan	Arterial/Roadway	Provide safety improvements and traffic calming measures along Tara Hills Drive	\$1,500,000	Underway	Contra Costa County	WCCTAC
4367	Colusa Avenue Complete Street Project	Arterial/Roadway	Provide median, parking lanes and bike lanes.	\$500,000	Not Begun	Contra Costa County	WCCTAC
4368	Kensington Curb Ramps Project	Arterial/Roadway	Install ADA compliant a various location along Kensington Avenue	\$400,000	Underway	Contra Costa County	WCCTAC
4370	Arlington Avenue Intersection Improvements	Arterial/Roadway	Provide intersection improvements and traffic signals at intersections	\$350,000	Not Begun	Contra Costa County	WCCTAC
2795	Olinda Road Sidewalk Gap Closures	Bicycle/Pedestrian	Fill in sidewalk gaps along Olinda Road including the installation of pedestrian bridge over a creek.	\$522,000	Not Begun	Contra Costa County	WCCTAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
------------	--------------	--------------	-------------	--------------------	----------------	-----------------	------

3187	Franklin Canyon Undercrossing, Sobrante Ridge to Carquinez Strait Trail	Bicycle/Pedestrian	Sobrante Ridge to Carquinez Strait Trail: construct Franklin Canyon undercrossing for regional trail access	\$300,000	Not Begun	Contra Costa County	WCCTAC
3188	SR 4 West Bikeway: Construct	Bicycle/Pedestrian	SR 4 West Bikeway: Construct bikeway parallel to SR 4 west	\$2,000,000	Not Begun	Contra Costa County	WCCTAC
3231	San Pablo Dam Rd Pedestrian Improvements	Bicycle/Pedestrian	The purpose of this project is to create a pedestrian friendly business district for the Community of El Sobrante by upgrading the existing aged path of travel to a new ADA standard accessible pathway with new landscaping along San Pablo Dam Road between Appian Way and Hillcrest Road. San Pablo Dam Road is a major arterial through downtown El Sobrante providing access to I-80. It also provides connection between I80 and SR-24 in Orinda, making it a commuter route carrying approximately 30,000 vehicles per day. The project, in compliance with ADA, will include reconstruction of existing sidewalk, curb and gutter, and driveway conforms along both sides of San Pablo Dam Road between Appian Way and 100 feet west of Hillcrest Drive; an approximate project length of 1,700 feet. The project will also include limited drainage modifications, utility adjustments, street tree removal and replacement, sign relocation, bus stop relocation, new potted landscaping, and removal or relocation of existing sidewalk features (street furniture).	\$3,915,000	Under Construction	Contra Costa County	WCCTAC
3497	Third Street Pedestrian Project, Phase 2	Bicycle/Pedestrian	Widen sidewalks, calm traffic and add streetlights and street trees to Third Street between Grove Avenue and Wildcat Creek in North Richmond.	\$2,300,000	Not Begun	Contra Costa County	WCCTAC
					Delete: Same as 3231		
3789	Crockett Downtown Upgrade Project	Bicycle/Pedestrian	Upgrade the pedestrian facilities along Pomona Avenue between 2nd Avenue and 1st Avenue in the downtown Crockett Area.	\$351,000	Design and ROW	Contra Costa County	WCCTAC
3795	Castro Ranch Road AC Path	Bicycle/Pedestrian	Build Sidewalk on Castro Ranch Road from San Pablo Dam Road to Hillside Drive (east side)	\$242,000	Not Begun	Contra Costa County	WCCTAC
3817	San Pablo Creek Pedestrian/Bicycle Bridge	Bicycle/Pedestrian	Bridge for pedestrians and bicycles over San Pablo Creek, from Via Verde into downtown El Sobrante. Will connect to walkway along San Pablo Creek	\$350,000	Not Begun	Contra Costa County	WCCTAC
4079	Cummings Skyway Bike Lanes	Bicycle/Pedestrian	Construct Class II bike lanes on Cummings Skyway from Crockett Blvd. to Franklin Canyon Rd.	\$3,500,000	Not Begun	Contra Costa County	WCCTAC
4178	Montalvin Manor Sidewalk and Transit Access Improvements	Bicycle/Pedestrian	Install 3,000 ft of sidewalk, drainage, installation/improvements, installation of two new bus shelters, and installation of ADA accessible curb ramps along San Pablo Avenue and Kay Road.	\$1,810,000	Complete	Contra Costa County	WCCTAC
4184	Chesley Ave Railroad Pedestrian Crossing	Bicycle/Pedestrian	Railroad crossing pedestrian facilities, 5 foot wide sidewalk, curb gutter, railroad warning devices.	\$140,000	Complete	Contra Costa County	WCCTAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
------------	--------------	--------------	-------------	--------------------	----------------	-----------------	------

4188	Market Avenue Railroad Pedestrian Crossing	Bicycle/Pedestrian	Improves the pedestrian facilities along the north side of Market Avenue between 7th Street and Soto Street, west of the Union Pacific Railroad crossing	\$227,000	Complete	Contra Costa County	WCCTAC
4189	Market Avenue Sidewalk Improvements	Bicycle/Pedestrian	Improve the pedestrian facilities along the north side of Market Avenue by constructing 6.5-foot wide concrete sidewalk, curb, gutter, and curb ramps between 7th Street and Soto Street, west of the Union Pacific Railroad crossing.	\$280,000	Complete	Contra Costa County	WCCTAC
4352	N. Richmond Pedestrian and Community Enhancement	Bicycle/Pedestrian	Installation of sidewalk, curb and gutter, curb ramps, and bulb outs within the North Richmond PDA. The location is the area north of Market Avenue, south of Wildcat Creek, east of Fred Jackson Way and west of the railroad tracks in the vicinity of Verde Elementary School.	\$4,200,000	Not Begun	Contra Costa County	WCCTAC
4353	Hillside Drive Sidewalk Gap Closure	Bicycle/Pedestrian	Provide a 5 feet wide sidewalk on the north side of Hillside Drive, El Sobrante.	\$200,000	Under Construction	Contra Costa County	WCCTAC
4354	Valley View Road Bike Lanes Project	Bicycle/Pedestrian	Provide class II bike lanes on both sides of Valley View Road.	\$250,000	Not Begun	Contra Costa County	WCCTAC
4363	San Pablo Avenue Complete Street Project	Bicycle/Pedestrian	Provide pedestrian and bicycle improvements from Rodeo to Crockett	1,200,000	Not Begun	Contra Costa County	WCCTAC
4364	Tara Hills Drive Complete Street Pedestrian Improvements	Bicycle/Pedestrian	Provide a pathway to Montara Bay Park	\$600,000	Under Construction	Contra Costa County	WCCTAC
4366	Dolan Way Pedestrian Improvements Project	Bicycle/Pedestrian	Close a 70 feet long sidewalk gap, provide curb ramps along Dolan Way, bulb-outs at Flannery Road.	\$650,000	Design and ROW	Contra Costa County	WCCTAC
4369	Rincon Road Widening and Pedestrian Improvements Project	Bicycle/Pedestrian	Provide minimum 12' travel lanes and 5' wide sidewalk along one side of Rincon Road. Grading, retaining walls and right of way acquisition would be required.	\$2,500,000	Not Begun	Contra Costa County	WCCTAC
4444	Rodeo Downtown & Waterfront Infrastructure Program	Bicycle/Pedestrian	Install curb, sidewalks, gutters, ADA compliant ramps in downtown area	\$1,116,000	Not Begun	Contra Costa County	WCCTAC
4445	6th Street Rodeo Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk on one side of 6th Street	\$375,000	Not Begun	Contra Costa County	WCCTAC
4446	7th Street Rodeo Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk on one side	\$480,000	Not Begun	Contra Costa County	WCCTAC
4447	Pomona Ave Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk of south side of Pomona St, ret. Wall.	\$450,000	Not Begun	Contra Costa County	WCCTAC
4521	West County Safe Routes to School Expansion Project	Safe Routes to School	Expand the West Contra Costa SR25 program to add 2 additional elementary schools to each jurisdiction within West Contra Costa: Richmond, San Pablo, El Cerrito, Pinole, Hercules, and the unincorporated area.	\$801,800	Under Construction	Contra Costa County	WCCTAC
TRANSPAC PROJECTS							
ADD	Contra Costa Centre Treat Blvd/1680 Bicycle and Pedestrian	Bicycle/Pedestrian	Ped/Bike improvements along Treat Boulevard between the Iron Horse Trail, through the (I-680) over-crossing to Geary	TBD	Planning	Contra Costa County	TRANSPAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
------------	--------------	--------------	-------------	--------------------	----------------	-----------------	------

	Plan		Road/North Main Street in the City of Walnut Creek				
2568	Pacheco Boulevard Complete Streets:Blum to Martinez City Limit	Arterial/Roadway	Widen Pacheco Boulevard from Blum Road to Martinez City Limit, and allow for bicycle lanes, sidewalks, median, and turn lanes, where appropriate.	\$35,200,300	Not Begun	Contra Costa County	TRANSPAC
2595	Pacheco Boulevard Complete Streets: Arthur to Morello	Arterial/Roadway	Widen Pacheco Boulevard to provide bicycle and pedestrian improvements from Arthur Road to Morello Avenue	\$6,363,000	Not Begun	Contra Costa County	TRANSPAC
3368	Arnold Drive Extension	Arterial/Roadway	Extend Arnold Drive eastward beneath I-680 to join Imhoff Drive at Blum Road.	\$15,000,000	Not Begun	Contra Costa County	TRANSPAC
3374	Alhambra Valley Road Safety Project at Pig Farm Curve	Arterial/Roadway	Construct new three-way stop controlled "T" intersection at Alhambra Valley Road and Rancho La Boca Road, to improve greater sight distance for travelers approaching the intersection.	\$335,000	Design and ROW	Contra Costa County	TRANSPAC
3383	Center Avenue Widening	Arterial/Roadway	Widen Center Avenue to provide bicycle and pedestrian improvements on each side of the street.	\$416,000	Not Begun	Contra Costa County	TRANSPAC
			Remove, no longer supported.				
3397	Marsh Creek Road Safety Improvements	Arterial/Roadway	Improve safety and operations on Marsh Creek Road by realigning certain curves on the segment between Aspara Drive and Deer Valley Road.	\$8,200,000	Not Begun	Contra Costa County	TRANSPAC
3452	Alhambra Valley Road Improvements	Arterial/Roadway	Provide safety and capacity improvements.	\$10,600,000	Not Begun	Contra Costa County	TRANSPAC
3476	Evora Road/Willow Pass Road Intersection Improvements	Arterial/Roadway	Improve the intersections of Evora Road and Willow Pass Road (West-Concord Side) and Willow Pass Road with ramps to State Route 4 (West-Concord Side) with additional approach lanes and traffic signalization.	\$800,000	Not Begun	Contra Costa County	TRANSPAC
3477	Evora Road Widening from Willow Pass Road to Driftwood Drive	Arterial/Roadway	Widen existing road to a width of 72 feet, for four lanes, from Willow Pass Road to Driftwood Drive	\$4,573,000	Not Begun	Contra Costa County	TRANSPAC
3478	Willow Pass Road Widening/ Gap Closure	Arterial/Roadway	Widen existing road to four lanes, with a median, from Bailey Road to the Pittsburg City limits.	\$2,500,000	Not Begun	Contra Costa County	TRANSPAC
3481	Pacifica Avenue East Extension	Arterial/Roadway	The project consists of construction an approximately 2,800 ft east extension of Pacifica Avenue, to connect with a proposed north extension of Manor Road or Alves Lane	\$3,800,000	Not Begun	Contra Costa County	TRANSPAC
3482	Alves Lane Extension	Arterial/Roadway	The project consists of construction an approximately 3000 ft north extension of Alves Lane, to connect with a proposed eastern extension of Pacifica Avenue.	\$3,000,000	Not Begun	Contra Costa County	TRANSPAC
3546	Center Avenue Widening: Pacheco Boulevard to Blackwood Drive	Arterial/Roadway	Widen Center Avenue to four lanes with a sidewalk on each side of the street.	\$588,000	Not Begun	Contra Costa County	TRANSPAC
3574	Marsh Drive Widening	Arterial/Roadway	Widen Marsh Drive to four lanes with sidewalk on each side of the street.	\$2,471,000	Not Begun	Contra Costa County	TRANSPAC
3578	Pacheco Boulevard Complete Streets: Martinez City Limit to Arthur Road	Arterial/Roadway	Widen Pacheco Boulevard to provide bicycle and pedestrian improvements from Martinez City Limit to Arthur Road.	\$1,757,000	Not Begun	Contra Costa County	TRANSPAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
------------	--------------	--------------	-------------	--------------------	----------------	-----------------	------

3579	Pacifica Avenue Left Turn Pocket at Rio Vista School	Arterial/Roadway	Construct left turn pocket at Rio Vista Elementary School.	\$375,000	Not Begun	Contra Costa County	TRANSPAC
3586	Rudgear Road/San Miguel Drive/Walnut Boulevard/Mountain View Boulevard Safety Improvements	Arterial/Roadway	Safety improvements for Rudgear Road, San Miguel Drive, Walnut Boulevard, and Mountain View Boulevard.	\$350,000	Design/Const	Contra Costa County	TRANSPAC
3765	Deer Valley Road Safety Improvements	Arterial/Roadway	Develop shoulder projects, curve alignments, etc. along Deer Valley Road.	\$1,400,000	Not Begun	Contra Costa County	TRANSPAC
3768	Treat Boulevard Reconstruction	Arterial/Roadway	Remove and replace asphalt overlay and bring curb ramps into ADA compliance. The project will remove and replace the existing rubberized asphalt overlay that covers Treat Boulevard from Buskirk Avenue to the bridge structure at Walnut Creek Channel	\$2,241,000	Not Begun	Contra Costa County	TRANSPAC
3770	Alhambra Valley Road Shoulder Widening. East of Castro Ranch	Arterial/Roadway	Shoulder widening along Alhambra Valley Road. This project improves a section of Alhambra Valley Road, beginning from approximately 4,700 feet east of Castro Ranch Road, going east 1,650 feet. This project consists of; road widening for shoulders, slope cutting and retaining wall construction on the north side of the road to accommodate the road widening, place guardrail, striping, relocate / remove / add new signage, etc. The proposed shoulder widening will also serve as a Class III bicycle facility.	\$2,000,000	Not Begun	Contra Costa County	TRANSPAC
4179	Alhambra Valley Road Improvements - Ferndale Rd to Rancho La Boca Rd	Arterial/Roadway	Realignment, widening, pavement reflector markers repair, traffic warning sign and striping on Alhambra Valley Road between Ferndale Road and Rancho La Boca Road.	\$890,000	Design and ROW	Contra Costa County	TRANSPAC
4180	Alhambra Valley Road Improvements - Alhambra Creek Road and Quail Lane	Arterial/Roadway		\$490,000	Not Begun	Contra Costa County	TRANSPAC
4336	Olympic Boulevard and Bridgefield Road Signal Project	Arterial/Roadway	Provide traffic signal at Olympic Boulevard and Bridgefield Road	\$415,000	Not Begun	Contra Costa County	TRANSPAC
4337	N. Buchanan Cir and Pacheco Blvd Signal Project	Arterial/Roadway	Install traffic signal at intersection	\$585,000	Not Begun	Contra Costa County	TRANSPAC
4340	Bailey Road and Mary Anne Lane Signal Project	Arterial/Roadway	Install signal at Bailey Rd/Mary Ann Ln	\$585,000	Under Construction	Contra Costa County	TRANSPAC
4373	Livorna Road and Intersection Improvements at Wilson Rd	Arterial/Roadway	Install signal, turn pockets, bicycle and pedestrian safety improvements at the intersection.	\$2,000,000	Design and ROW	Contra Costa County	TRANSPAC
			Remove, no longer supported.				
4375	Stone Valley Road at Roundhill Road Improvements	Arterial/Roadway	Road diet/crosswalk improvements at Roundhill Road Intersection	\$500,000	Not Begun	Contra Costa County	TRANSPAC
					Delete Project		
						completed	
4378	Livorna Road Improvements	Arterial/Roadway	Provide Standard pavement width along Livorna Road	\$85,000	Not Begun	Contra Costa County	TRANSPAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
4438	Whyte Park Avenue Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk	\$80,000	Not Begun	Contra Costa County	TRANSPAC
4439	Ped Bridge at Dewing Lane across Las Trampas Creek	Bicycle/Pedestrian	Construct a pedestrian bridge to cross creek	\$1,500,000	Not Begun	Contra Costa County	TRANSPAC
4440	Pedestrian facilities for San Miguel Drive	Bicycle/Pedestrian	Provide a 4' wide walkable shoulder one side, ret. walls, grading, r/w acquisition required.	\$1,500,000	Not Begun	Contra Costa County	TRANSPAC
4441	Newell Avenue Pedestrian Path Project	Bicycle/Pedestrian	AC Pedestrian path along Newell Avenue from Parkmead Elementary to Las Lomas High.	\$1,200,000	Not Begun	Contra Costa County	TRANSPAC
4442	Boulevard Way Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk	\$980,000	Not Begun	Contra Costa County	TRANSPAC
4451	Monterey Street Safety Improvements	Bicycle/Pedestrian	Pipe existing 100 ft. long ditch, drainage improvements, provide walkable shoulders	\$550,000	Not Begun	Contra Costa County	TRANSPAC
4455	Bay Area Ridge Trail Connection at Benicia Bridge	Bicycle/Pedestrian	Pedestrian and Bicycle upgrades at Benicia Bridge to provide connection for the Bay Area Ridge Trail.	\$300,000	Not Begun	Contra Costa County	TRANSPAC
4456	Pacheco Boulevard Sidewalk Gap Closure Phase II	Bicycle/Pedestrian	Provide sidewalk, parking lane and bike lane	\$1,148,000	Under Construction	Contra Costa County	TRANSPAC
4457	Pacheco Blvd Complete Street Concept Plan	Bicycle/Pedestrian	Provide medians, sidewalk, parking lane, and bike lanes along Pacheco Blvd	\$1,500,000	Not Begun	Contra Costa County	TRANSPAC
4458	Aspen Drive Pedestrian Improvements	Bicycle/Pedestrian	Provide a 12 foot wide AC path along park	\$250,000	Not Begun	Contra Costa County	TRANSPAC
4460	Pacheco Blvd Pedestrian Path under AT&SF Bridge	Bicycle/Pedestrian	Provide Pedestrian Path under AT&SF Bridge	\$200,000	Not Begun	Contra Costa County	TRANSPAC
4474	Gloria Terrace Sidewalk Project	Bicycle/Pedestrian	Provide a sidewalk or walkable shoulders.	\$1,800,000	Not Begun	Contra Costa County	TRANSPAC
3215	Olympic Corridor Trail Connector Study	Study	This study will identify options for improving the non-motorized connection between the Lafayette-Moraga Trail (LMT) and the Iron Horse Trail (IHT). Study elements include public outreach, alternative identification, selection of preferred alignment, preliminary design, cost, phasing. This study is needed to improve the current connection (an inconsistent variety of on and off-street facilities) with a lower stress (e.g. off-street) connection similar to that of the LMT & IHT in the Olympic Boulevard Corridor. The LMT and the IHT are popular multi-use paths providing a low-stress (off-street) option for pedestrians and cyclists. This study will examine options for connecting these two facilities with a similar off-street connection in the Olympic Boulevard corridor. This connection, in addition to the existing IHT connection to the Contra Costa Canal Trail, would create a continuous connection joining Concord, Danville, Lafayette, Martinez, Moraga, Pleasant Hill, San Ramon, and Walnut Creek.	\$195,000	Not Begun	Contra Costa County	TRANSPAC
3584	Pomona Street / Winslow Avenue / Carquinez Scenic Drive Safety Alignment Study	Study	Alignment Studies for Pomona Street, Winslow Avenue, and Carquinez Scenic Drive.	\$50,000		Contra Costa County	TRANSPAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
4263	Contra Costa Centre Treat Blvd/1680 Bicycle and Pedestrian Plan	Study		\$75,000	Not Applicable	Contra Costa County	TRANSPAC
ADD	Pacheco Blvd Intersection with Muir Rd	Arterial/Roadway	Add second East Bound Right Turn lane	\$700,000	Not Begun	Contra Costa County	TRANSPAC
ADD	Pacheco Blvd intersection with Center Ave	Arterial/Roadway	Add second East Bound Right Turn lane	\$750,000	Not Begun	Contra Costa County	TRANSPAC
ADD	Pacheco Blvd - Arnold Dr to Muir Rd	Bicycle/Pedestrian	Bicycle improvements	\$450,000	Not Begun	Contra Costa County	TRANSPAC
ADD	Center Ave East of Pacheco Blvd	Bicycle/Pedestrian	Bicycle improvements	\$350,000	Not Begun	Contra Costa County	TRANSPAC
ADD	Center Ave - Berry Dr to Marsh Dr	Bicycle/Pedestrian	Pedestrian improvements	\$350,000	Not Begun	Contra Costa County	TRANSPAC
ADD	Marsh Dr -Center Ave to Bridge (by the Iron Horse Trail)	Bicycle/Pedestrian	Add shoulders; bicycle improvements	\$550,000	Not Begun	Contra Costa County	TRANSPAC
ADD	Concord Ave -Contra Costa Blvd to Diamond Blvd	Arterial/Roadway	Widen Concord Ave	\$750,000	Not Begun	Contra Costa County	TRANSPAC
ADD	Concord Ave- I-680 Off-ramp to Iron Horse Trail	Bicycle/Pedestrian	Bicycle improvements	\$600,000	Not Begun	Contra Costa County	TRANSPAC
ADD (Could replace 4385)	Iron Horse/Lafayette-Moraga Trail Connector (p	Bicycle/Pedestrian	TBD/Study Complete Winter 2014	TBD/Study Complete Winter 2014	Not Begun	Contra Costa County	TRANSPAC/SWAT
ADD	Danville Boulevard Improvments	Arterial/roadway	Striped median from St Alphonsus Ct to Jackson Way. Hard medians and curb extensions from St Alphonsus Ct to Stone Valley Rd. Install traffic signal at Danville Blvd/Orchard Ct intersection. Construct roundabout at Danville Blvd/Orchard Ct intersection.	\$3,000,000	Not Begun	Contra Costa County	TRANSPAC
TRANSPLAN PROJECTS							
ADD	Marsh Creek Trail	Bicycle/Pedestrian	Add an off-street, multi-use path along Marsh Creek Road/Marsh Creek from Brentwood to Clayton	TBD	Not Begun	CONTRA COSTA COUNTY	TRANSPLAN (TRANSPAC)
2978	Kirker Pass Road Northbound Truck Climbing Lane	Arterial/Roadway	Add a dedicated northbound 12-foot wide truck climbing lane and a Class II bike lane within an 8-foot paved shoulder from Clearbrook Drive in Concord to a point 1000 feet beyond the crest of the Kirker Pass Rd.	\$17,400,000	Design and ROW	Contra Costa County	TRANSPLAN
ADD	Kirker Pass Road Southbound Truck Climbing Lane	Arterial/Roadway	Add an SB truck climbing lane from Nortonville Road to a point beyond the crest of Kirker Pass Road. Project will include a 12-foot dedicated truck climbing land and a class II bike land with 8-foot paved shoulders	\$20,000,000	Not Begun	Contra Costa County	TRANSPLAN
2997	Evora Road Widening from Driftwood Drive to Pomo Street	Arterial/Roadway	Widen Evora Road in Bay Point	\$3,575,000	Not Begun	Contra Costa County	TRANSPLAN
3130	Bethel Island Bridge Replacement at Dutch Slough	Arterial/Roadway	Replaces existing bridge with a four lane bridge and improved geometrics.	\$24,000,000	Complete	Contra Costa County	TRANSPLAN
3147	Byron Highway Widening and Overlay	Arterial/Roadway	Overlay and widen Byron Highway to provide shoulders on both sides from Byron Hot Springs Road to County line.	\$2,012,000	Design and ROW	Contra Costa County	TRANSPLAN
3167	Byron Highway-Camino Diablo Intersection Improvements	Arterial/Roadway	Byron Highway: widen roadway to provide shoulders along Byron Highway for about 1,500 feet on	\$3,904,000	Design and ROW	Contra Costa County	TRANSPLAN

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	ATPC
4424	Taylor Boulevard Safety Improvement Project	Arterial/Roadway	Safety and capacity Improvement project	\$670,000	Not Begun	Contra Costa County	TRANSPAC
4430	Center Avenue Widening (Marsh Drive / Pacheco Boulevard)	Arterial/Roadway	Widen to 4 lanes, and provide sidewalks on both sides	\$416,000	Not Begun	Contra Costa County	TRANSPAC
4431	Center Avenue Widening (Pacheco Boulevard to Blackwood Drive)	Arterial/Roadway	Widen to 4 lanes, and provide sidewalks on both sides	\$416,000	Delete: Same as 3546	Contra Costa County	TRANSPAC
4448	Peach Street Closure Project	Arterial/Roadway	Close Peach Street and provide a cul-de-sac.	\$350,000	Not Begun	Contra Costa County	TRANSPAC
4449	Alhambra Valley Rd guard rail/realignment Project	Arterial/Roadway	Guard rail upgrade to current standards	\$450,000	Not Begun	Contra Costa County	TRANSPAC
4450	Bear Creek Road Safety Improvements	Arterial/Roadway	Safety improvement along Bear Creek Rd	\$850,000	Not Begun	Contra Costa County	TRANSPAC
4452	McNabney Marsh Open Space Connection to Waterfront Road Project	Arterial/Roadway	Provide entrance and connecting road to McNabney Marsh Open Space from Waterfront Rd	\$350,000	Not Begun	Contra Costa County	TRANSPAC
4454	Alhambra Valley Road Safety Improvements Project	Arterial/Roadway	Realign horiz.and vert. curves; widen travel; install paved shoulders and shoulder backing; relocate roadside obstacles	\$2,764,000	Under Construction	Contra Costa County	TRANSPAC
4459	Pacheco Boulevard Realignment	Arterial/Roadway	Realign grade crossing with AT&SF	\$17,000,000	Not Begun	Contra Costa County	TRANSPAC
2609	Pleasant Hill BART Station Bicycle and Pedestrian Access	Bicycle/Pedestrian	Improve access for pedestrian and bicyclists	\$2,444,000	Design and ROW	Contra Costa County	TRANSPAC
3580	Pacifica Avenue Phase II: Improvements	Bicycle/Pedestrian	Widen both sides of roadway between Driftwood Drive and Rio Vista Elementary School and install bike lane striping, driveway conforms, concrete curbs, and minor drainage. Construct sidewalk both sides and drainage facilities.	\$675,000	Under Construction	Contra Costa County	TRANSPAC
3782	Pleasant Hill BART Shortcut Pedestrian Path	Bicycle/Pedestrian	Plan, Design, and Construct a shortcut path at the Pleasant Hill BART Station.	\$2,800,000	Not Begun	Contra Costa County	TRANSPAC
3799	Pacheco Blvd Bike and Pedestrian Project	Bicycle/Pedestrian	The purpose of this project is to help create a walkable, pedestrian-friendly neighborhood and business district. Pacheco Boulevard is a minor arterial road, with daily average trips (ADT) of 18,519. Installation of a continuous sidewalk and bike infrastructure will eliminate safety concerns and encourage residents to choose alternative modes of transportation. This project will close the last gap of sidewalk and bike lanes on the north side of Pacheco Boulevard. This project will construct approximately 1,200 linear feet of 6.5' wide concrete sidewalk with curb and gutter and a 5' wide class II bike lane from Windhover Way to 230' south of Morello Avenue. Driveway conforms will be installed as required. The project will include ADA compliant curb ramps to be installed at the corners of Windhover Way and Goree Court, retaining walls, removal of two earthen mounds, relocating utility poles, installation of a storm drain inlet, some pavement and striping.	\$1,150,000	Under Construction	Contra Costa County	TRANSPAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
------------	--------------	--------------	-------------	--------------------	----------------	-----------------	------

3800	Carquinez Scenic Trail	Bicycle/Pedestrian	Design and construct Class I trail along closed Carquinez Scenic Drive between Port Costa and Martin	\$3,800,000	Complete	Contra Costa County	TRANSPAC
3801	North Richmond Bikeway Project	Bicycle/Pedestrian	Construct a class 2 bicycle lane on 3rd Street between Grove Ave and a class 1 on Wildcat Trail and a class 3 bicycle route on Market Ave. between 3rd St and the County limits.	\$73,000	Not Begun	Contra Costa County	WCCTAC
3807	Port Costa - Martinez Bike/Ped Trail	Bicycle/Pedestrian	Repair and reconstruct trail into a Class I multi-use bicycle/pedestrian trail.	\$1,179,000	Not Begun	Contra Costa County	TRANSPAC
					Completed		
3834	San Pablo Avenue / Parker Avenue Sidewalk	Bicycle/Pedestrian	Connecting a gap in the sidewalk. Project in conjunction with City of Hercules.	\$397,000	Not Begun	Contra Costa County	TRANSPAC
4371	Hemme Avenue Sidewalk Improvements	Bicycle/Pedestrian	Provide 5 feet wide sidewalk, curb and gutter	\$250,000	Not Begun	Contra Costa County	TRANSPAC
4372	Livorna Road Bikeway	Bicycle/Pedestrian	Provide a class I bikeway	\$344,000	Not Begun	Contra Costa County	TRANSPAC
					Delete: Study = 3215 , New Project ADDED		
4384	Tice Valley Blvd Safety Improvement	Bicycle/Pedestrian	Provide a class II bike lane from Tice Valley Ln at Walnut Creek border to Iron Horse Trail	\$3,000,000	Not Begun	Contra Costa County	TRANSPAC
					Delete: same as 3215		
4422	Pleasant Hill Road Bicycle Project	Bicycle/Pedestrian	Provide class II bike lanes	\$270,000	Not Begun	Contra Costa County	TRANSPAC
4423	Pleasant Hill Road Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk on west side	\$150,000	Not Begun	Contra Costa County	TRANSPAC
4425	Contra Costa Centre Infrastructure Improvements Project	Bicycle/Pedestrian	Closure of sidewalk gaps, repair of cracked and uplifted surfaces in sidewalks, crosswalks, and tree wells, and upgrade of pedestrian facilities to current Americans with Disabilities Act (ADA) standards.	\$1,105,000	Complete	Contra Costa County	TRANSPAC
4432	Jones Rd Bike Route Project	Bicycle/Pedestrian	Provide a class III bike route	\$100,000	Not Begun	Contra Costa County	TRANSPAC
4433	Marshall Drive Sidewalk	Bicycle/Pedestrian	Provide sidewalk on both sides	\$380,000	Not Begun	Contra Costa County	TRANSPAC
4434	Mayhew Way Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk	\$80,000	Not Begun	Contra Costa County	TRANSPAC
4435	Pleasant Hill BART area Bike Route - Las Juntas Wy, Oak Rd, Wayne Dr (from Jones Rd to Various)	Bicycle/Pedestrian	Class III bike route	\$100,000	Not Begun	Contra Costa County	TRANSPAC
4436	Springbrook Road Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk	\$350,000	Not Begun	Contra Costa County	TRANSPAC
4437	Walnut Boulevard Bicycle and Pedestrian Project	Bicycle/Pedestrian	Provide Pedestrian Path and Bike Route along north side of Walnut Blvd	\$1,016,000	Under Construction	Contra Costa County	TRANSPAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
			either side of Camino Diablo				
3199	Vasco Road and Camino Diablo Intersection Improvements	Arterial/Roadway	Increase capacity at intersection and construct safety improvements as needed.	\$2,000,000	Not started	Contra Costa County	TRANSPLAN
3377	Balfour Road Shoulder Widening: Deer Valley Road to Brentwood City Limit	Arterial/Roadway	Widen 3 miles of Balfour from two 9'-10' lanes to two 12' lanes with 6' wide paved shoulders and two feet of shoulder backing on both sides.	\$1,211,000	Design and ROW	Contra Costa County	TRANSPLAN
3378	Byron Highway Extension to Bethel Island	Arterial/Roadway	Extend Byron Highway northward, from its current northern terminus at Delta Road, to the East Cypress Road/Bethel Island Road intersection. Project will include the construction of a bridge over Rock Slough.	\$7,200,000	Not Begun	Contra Costa County	TRANSPLAN
3379	Byron Highway Widening at Byron Elementary School	Arterial/Roadway	Widen the existing pavement to provide a dual left-turn lane along the frontage of the School District office and the Byron Elementary School, creating more storage for Byron Highway motorists waiting to turn left into the school district or school areas.	\$699,000	Not Begun	Contra Costa County	TRANSPLAN
3382	Canal Road Bridge Replacement	Arterial/Roadway	Replace the existing Canal Road Bridge over the Contra Costa Canal, because the existing bridge is functionally obsolete.	\$1,956,000	Design and ROW	Contra Costa County	TRANSPLAN
3393	Eden Plains Road Widening: Sunset Road to Marshall Court	Arterial/Roadway	Widen Eden Plains Road to two-lane arterial standard design, with two 12foot lanes and 4-foot-wide paved shoulders on both sides of the street.	\$325,000	Not Begun	Contra Costa County	TRANSPLAN
3394	Evora Road Extension	Arterial/Roadway	Extend Evora Road westward to the Port Chicago Highway.	\$9,900,000	Not Begun	Contra Costa County	TRANSPLAN
3428	Orwood Road Bridge Replacement	Arterial/Roadway	Replace bridge, which has reached the end of its design life and is not designed for earthquake loading. This project consists of replacing the existing wood bridge over Orwood Slough, reconstruct approach, drainage improvements and retaining walls.	\$8,000,000	Design and ROW	Contra Costa County	TRANSPLAN
3431	State Route 4 / Byron Highway Intersection Improvements, Phase 2	Arterial/Roadway	Widen the pavement to provide two lanes in each direction on Byron Highway at the intersection.	\$634,000	Not Begun	Contra Costa County	TRANSPLAN
3531	Widen SR 4 from 2 to 4 lanes, Marsh Creek Road to San Joaquin	Arterial/Roadway	Widen State Route 4 as a continuous 4-lane arterial from Marsh Creek Road to the San Joaquin County Line	\$150,000,000	Not Begun	Contra Costa County	TRANSPLAN
3539	Balfour Road Shoulder Widening	Arterial/Roadway	Install 4' wide sections of shoulder backing along both sides of Balfour Road	\$176,000	Design and ROW	Contra Costa County	TRANSPLAN
3540	Balfour Road - Byron Highway Traffic Signal	Arterial/Roadway	This project consists of installing traffic signals at the intersections.	\$1,057,000	Not Begun	Contra Costa County	TRANSPLAN
3541	Bethel Island Road / Sandmound Boulevard Intersection Signal	Arterial/Roadway	Install traffic signals at this intersection.	\$600,000	Not Begun	Contra Costa County	TRANSPLAN
3583	Point of Timber - Byron Highway Traffic Signal	Arterial/Roadway	This project consists of installing a traffic signal at the intersection.	\$1,771,000	Not Begun	Contra Costa County	TRANSPLAN
3595	Sellers Avenue / Balfour Road Traffic Signal and Turn Lanes	Arterial/Roadway	This project consists of installing a traffic control signal and left turn lanes.	\$1,088,000	Not Begun	Contra Costa County	TRANSPLAN
3596	State Route 4 - Byron Highway Left Turn Lane on Byron Highway	Arterial/Roadway	This project consists of widening Byron Highway at the State Route 4 intersection to provide for a second left turn lane.	\$752,000	Not Begun	Contra Costa County	TRANSPLAN

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
3597	State Route 4 / Newport Drive Traffic Signal	Arterial/Roadway	Install a traffic signal at the intersection of State Route 4 and Newport Drive.	\$427,000	Not Begun	Contra Costa County	TRANSPLAN
3755	Byron Highway Shoulder Widening	Arterial/Roadway	Construct 6' wide paved shoulders and 2' of shoulder backing along Byron Highway.	\$2,176,000	Not begun	Contra Costa County	TRANSPLAN
3761	Marsh Creek Road / Morgan Territory Road Intersection Improvements	Arterial/Roadway	This project will widen the travel lanes to have 12 feet of pavement, widen the shoulders to a minimum 4 feet of pavement, place a minimum 3 feet sholder backing, etc.	\$1,000,000	Not Begun	Contra Costa County	TRANSPLAN
3767	Marsh Creek Road Intersection Improvements, Round Valley Park to Lydla Lane	Arterial/Roadway	The project involves widening the traveled way, shoulders, and shoulder backing and making several roadside improvements along a 2,900 ft segment of Marsh Creek Road from west of Round Valley Park up to Lydla Lane.	\$2,492,000	Complete	Contra Costa County	TRANSPLAN
3786	Marsh Creek Detention Facility Bridge	Arterial/Roadway	Significant erosion 2005/2006 at the bridge across from the Marsh Creek Detention Facility. Replacement of the structure is necessary	\$1,644,000	Under Construction	Contra Costa County	TRANSPLAN
3823	Briones Valley Road Bridge	Arterial/Roadway	Remove the existing wood deck and superstructure, and construct new bridge footings, superstructure, and bridge deck	\$150,000	Not Begun	Contra Costa County	TRANSPLAN
4046	Deer Valley Road Safety Improvements Project	Arterial/Roadway	Provide safety improvements along Deer Valley Road	\$2,623,000	Not Begun	Contra Costa County	TRANSPLAN
4049	Marsh Creek Safety Improvements Project	Arterial/Roadway	Provide safety improvements along Marsh Creek Road (to be defined).	\$1,400,000	Not Begun	Contra Costa County	TRANSPLAN
4054	Willow Pass Road Safety Improvements Project	Arterial/Roadway	Construct safety improvements along Willow Pass Road	\$1,000,000	Complete	Contra Costa County	TRANSPLAN
4187	Driftwood Drive Landscape Improvement Project	Arterial/Roadway	repair the existing streetscape along Driftwood Drive between Evora Road and Jill Avenue in the community of Bay Point.	\$750,000	Complete	Contra Costa County	TRANSPLAN
4333	Byron Highway Bridge Replacement over California Aqueduct	Arterial/Roadway	Replace existing timber bridge with new concrete bridge, reconstruct approach and drainage improvements	\$11,000,000	Design and ROW	Contra Costa County	TRANSPLAN
4339	Marsh Creek Road and Deer Valley Road Signal Project	Arterial/Roadway	Install traffic signal at intersection and pavement widening necessary for a turn pocket	\$1,080,000	Not Begun	Contra Costa County	TRANSPLAN
4341	Marsh Creek Road Bridge Replacement over Marsh Creek #141	Arterial/Roadway	Replace existing timber bridge with new concrete bridge in stages, reconstruct approach and drainage improvements.	\$3,800,000	Design and ROW	Contra Costa County	TRANSPLAN
4342	Marsh Creek Road Bridge Replacement over Marsh Creek #143	Arterial/Roadway	Replace existing timber bridge with new concrete bridge in stages, reconstruct approach, drainage improvements and retaining walls.	\$4,500,000	Design and ROW	Contra Costa County	TRANSPLAN
4343	Marsh Creek Road Bridge Replacement over Marsh Creek #145	Arterial/Roadway	Replace existing timber bridge with new concrete bridge in stages, reconstruct approach, drainage improvements.	\$3,000,000	Design and ROW	Contra Costa County	TRANSPLAN
					delete: same as 3786		
4387	Interim safety improvements on Marsh Creek Road Project	Arterial/Roadway	Install low cost Traffic Calming measures, slowing/stripping enhancements.	\$350,000	Not Begun	Contra Costa County	TRANSPLAN
4388	Safety improvement at Marsh Creek Rd. at Clayton Mobile Home Park Entrance	Arterial/Roadway	Safety Improvements.	\$150,000	Not Begun	Contra Costa County	TRANSPLAN

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
4392	Byron Highway at Byron Elementary School	Arterial/Roadway	Provide a left turn lane at school	\$217,000	Not Begun	Contra Costa County	TRANSPLAN
4395	Morgan Territory Road Safety Improvements	Arterial/Roadway	Safety Improvements along Morgan Territory Rd.	\$1,000,000	Not Begun	Contra Costa County	TRANSPLAN
4396	Kit fox crossing near Marsh Creek Rd. and Morgan Territory Rd.	Arterial/Roadway	Install appropriate sized culverts under road for Kit fox crossing	\$800,000	Not Begun	Contra Costa County	TRANSPLAN
			Remove – covered by 4046 and 4049				
4398	Route 84/Vasco Road Widening to County line	Arterial/Roadway	Provide 4 lane widening	\$200,000,000	Not Begun	Contra Costa County	TRANSPLAN
4399	Evora Road Widening	Arterial/Roadway	Widen to 4 travel lanes	\$5,800,000	Not Begun	Contra Costa County	TRANSPLAN
4400	Wilbur Avenue Safety Improvement Project	Arterial/Roadway	Widen to four travel lanes	\$5,000,000	Not Begun	Contra Costa County	TRANSPLAN
4401	Deer Valley Road Widening Project	Arterial/Roadway	Widen to 4 travel lanes	\$9,000,000	Not Begun	Contra Costa County	TRANSPLAN
4402	Walnut Boulevard Road Widening Project	Arterial/Roadway	Widen to 4 travel lanes	\$12,000,000	Not Begun	Contra Costa County	TRANSPLAN
4403	Byron Highway Safety Enhancement Project	Arterial/Roadway	Safety Enhancement Project	\$3,600,000	Not Begun	Contra Costa County	TRANSPLAN
			Remove – same as 4049				
					Delete: same as 3541		
4406	Marsh Creek Rd Safety Improvements - Camino Diablo Intersection	Arterial/Roadway	Provide traffic signal and turn lanes	\$600,000	Not Begun	Contra Costa County	TRANSPLAN
4409	Marsh Creek Road Safety Improvements at Russelman Road	Arterial/Roadway	Widen roadway along Marsh Creek Road east of Russelmann Park Road	\$2,851,000	Under Construction	Contra Costa County	TRANSPLAN
4410	Marsh Creek Road Safety Improvements west of Deer Valley Road	Arterial/Roadway	Curve Realignment and road widening project from 2.0 to 2.25 mi west of Deer Valley Road	\$2,390,000	Design and ROW	Contra Costa County	TRANSPLAN
4464	Port Chicago Highway Safety Improvements	Arterial/Roadway	Reconstruct, restripe, intersection improvements	\$600,000	Not Begun	Contra Costa County	TRANSPLAN
4467	Willow Pass Road Widening Project	Arterial/Roadway	Widen to 4 travel lanes	\$3,450,000	Not Begun	Contra Costa County	TRANSPLAN
3082	Delta Road: Add Bicycle Lane	Bicycle/Pedestrian	Delta Road: add class 2 bike lane.	\$530,000	Not Begun	Contra Costa County	TRANSPLAN
3083	Delta-De Anza Trail, Evora Road to Port Chicago Hwy	Bicycle/Pedestrian	Delta-De Anza Trail: construct Class I bikeway from Evora Road to Port Chicago Hwy	\$500,000	Not Begun	Contra Costa County	TRANSPLAN
3084	Delta-De Anza Trail, Port Chicago Hwy to Iron Horse Trail	Bicycle/Pedestrian	Delta-De Anza Trail: construct Class I bikeway from Port Chicago Hwy to Iron Horse Trail	\$1,500,000	Not Begun	Contra Costa County	TRANSPLAN
3581	Pacifica Avenue Phase III: Pedestrian Facilities	Bicycle/Pedestrian	Provide sidewalks, curb ramps, and drainage improvements along Pacifica Avenue between Driftwood Drive and Port Chicago Highway	\$1,160,000	Not Applicable	Contra Costa County	TRANSPLAN

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
3796	Knightsen Pedestrian Project	Bicycle/Pedestrian	The purpose of this project is to replace the sidewalk on Knightsen Avenue from the intersection with A Street to approximately 200' south-east along Knightsen Avenue. This project will construct approximately 220 linear feet of 8' wide sidewalk on Knightsen Avenue and A Street.	\$570,000	Complete	Contra Costa County	TRANSPLAN
3835	Delta Road Sidewalk and Bike Lanes	Bicycle/Pedestrian	Construct sidewalk and bike lanes on Delta Road	\$580,000	Not Begun	Contra Costa County	TRANSPLAN
3897	Bailey Road Transit Access Improvement	Bicycle/Pedestrian	Pedestrian crossing improvements to BART station including sidewalk widening and security lighting.	\$2,197,506	Not Begun	Contra Costa County	TRANSPLAN
4053	Willow Lake Road Sidewalk Project	Bicycle/Pedestrian	Construct sidewalk along the south side of Willow Lake Road from Discovery Bay Boulevard to Discovery Bay Elementary School. Currently there is no sidewalk or path along the south side of Willow Lake Road connecting the residents south of the road with their school.	\$232,000	complete	Contra Costa County	TRANSPLAN
4055	Delta De Anza Trail Gap Closure Bay Point	Bicycle/Pedestrian	Install a 12-foot wide asphalt concrete bike trail along the east side of Willow Pass Road at the location stated above. Stripe a bike lane on the west side of the road opposite the AC path. Install bike lane signage and a pedestrian barricade.	\$100,973	Complete	Contra Costa County	TRANSPLAN
4186	Driftwood Drive Bike Lanes	Bicycle/Pedestrian	Install 4,300-foot long 5-foot bike lanes in each direction of traffic, and improve drainage inlet grates.	\$50,000	Complete	Contra Costa County	TRANSPLAN
4190	Viera Avenue Bike Lanes Project	Bicycle/Pedestrian	Widen Viera Avenue between East Eighteenth Street and Wilbur Avenue to a 32 foot road width. This will provide 12 foot travel lanes and 4 foot shoulders for Class II bike lanes.	\$746,000	Complete	Contra Costa County	TRANSPLAN
4280	Bailey Rd./SR 4 Interchange Pedestrian & Bicycle Improvement Project	Bicycle/Pedestrian	Interchange modifications to provide bicycle and pedestrian improvements along Bailey Road.	\$5,200,000	Design	Contra Costa County	TRANSPLAN
4389	Lone Tree Way (Anderson Lane) bike lane gap closure	Bicycle/Pedestrian	Provide 4 ft. wide class II bike lanes	\$1,300,000	Not Begun	Contra Costa County	TRANSPLAN
4390	Main Street Sidewalk	Bicycle/Pedestrian	Provide sidewalk, curb and gutter on the west side of Main Street, Byron	\$200,000	Design and ROW	Contra Costa County	TRANSPLAN
4391	Holway Drive Safety Improvements	Bicycle/Pedestrian	Connects sidewalks, curb ramps, and crosswalks.	\$390,000	Not Begun	Contra Costa County	TRANSPLAN
4407	Gateway Road Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk, curb and gutter on one side.	\$500,000	Not Begun	Contra Costa County	TRANSPLAN

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
4420	Knightsen Ave. onto Delta Rd Pedestrian Project	Bicycle/Pedestrian	Provide sidewalk along Knightsen Avenue	\$450,000	Complete	Contra Costa County	TRANSPLAN
4421	Delta Road Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk	\$400,000	Not Begun	Contra Costa County	TRANSPLAN
4426	Kirker Pass Road Bicycle Project	Bicycle/Pedestrian	Provide class II bike lanes	\$5,000,000	Not Begun	Contra Costa County	TRANSPLAN
4462	Trail improvements in Bay Point	Bicycle/Pedestrian	Provide sidewalk along Driftwood Drive, Steffa Street, and Tradewinds Court. Provide trail from Beaulieu Ct along the north into parcel 098021030 to Beaulieu Court to Rapallo Lane to Waterview Place. Provide trail along the water canal from Mota Drive to Willow Pass Road. Provide trail along the creek from Pacifica Avenue to Riverside Drive.	\$2,600,000	Not Begun	Contra Costa County	TRANSPLAN
4465	Pacifica Avenue Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk along north side of Pacifica Avenue	\$1,200,000	Under Construction	Contra Costa County	TRANSPLAN
4468	Bella Vista Neighborhood Infrastructure Improvements Project	Bicycle/Pedestrian	Neighborhood Infrastructure Improvements	\$18,300,000	Not Begun	Contra Costa County	TRANSPLAN
4470	Delta DeAnza Trail Connection	Bicycle/Pedestrian	Upgrade trail connections in intersecting streets	\$150,000	Not Begun	Contra Costa County	TRANSPLAN
4471	Canal Road Bicycle and Pedestrian Improvement Program	Bicycle/Pedestrian	Provide sidewalk and bike lanes along segment of Canal Road	\$1,690,000	Design and ROW	Contra Costa County	TRANSPLAN
4520	Port Chicago Highway/Willow Pass Road Pedestrian & Bicycle Improvement Project	Safe Routes to School	The installation of bike lane, sidewalk, curb and gutter, curb ramps, and a pedestrian actuated flasher to increase safety for an improved route to school, trail and transit in a Community of Concern.	\$1,784,000	Design and ROW	Contra Costa County	TRANSPLAN
4183	Byron Vasco Connector Project	Study	Study feasibility of alternatives for connectors between Byron and Vasco Road as part of CDD General Plan Amendment	\$14,052,000	Not Begun	Contra Costa County	TRANSPLAN
3502	Willow Pass Beautification Project	TLC	Install street trees along both sides of Willow Pass Road and within a landscaped median, and add special pedestrian-scale lighting.	\$2,400,000	Not Begun	Contra Costa County Redevelopment Agency	TRANSPLAN
ADD	Northern Waterfront Good Movement Infrastructure	TBD/ Arterial/Roadway/Rail/Water	TBD Study Phases	TBD	Not Begun (Study Phase)	Contra Costa County	TRANSPLAN
ADD	Willow Pass Rd at West interchange at SR 4	Arterial/Roadway	Signalize EB and WB off-ramps	\$1,088,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Willow Pass Rd at Evora at Willow Pass Ct	Arterial/Roadway	Add turn lanes	\$803,000	Not Begun	Contra Costa County	TRANSPLAN

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
------------	--------------	--------------	-------------	--------------------	----------------	-----------------	------

ADD	Willow Pass Rd at Bailey Rd to Pittsburg City Limits	Arterial/Roadway	Restripe to four lanes	\$214,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Willow Pass Rd at Intersection at Bailey Rd	Arterial/Roadway	Add turn lanes	\$1,058,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Port Chicago Highway - Driftwood to West of McAvoy Rd	Bicycle/Pedestrian	Add shoulders and sidewalks	\$2,830,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Port Chicago Highway - West of McAvoy Rd to Pacifica Ave	Bicycle/Pedestrian	Re-align to standards with sidewalks	\$1,404,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Driftwood Dr - Port Chicago Hwy to Pacifica Ave	Bicycle/Pedestrian	Complete street with sidewalks	\$2,457,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Pacifica Ave - Port Chicago Hwy to Alves Lane Ext	Arterial/Roadway	Extend roadway	\$4,773,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Alves Lane Extension	Arterial/Roadway	Extend roadway Willow Pass Rd to Pacifica Ave Ext	\$4,516,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Bailey Rd - Canal Rd to BART			\$7,140,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Loftus Rd - Canal Rd to Willow Pass Rd	Bicycle/Pedestrian	Complete street with sidewalk	\$1,873,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Bethel Island Rd - Wells Rd to Sandmound Blvd	Arterial/Roadway	Add Shoulders	\$512,000	Not Begun	Contra Costa County	TRANSPLAN

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
------------	--------------	--------------	-------------	--------------------	----------------	-----------------	------

ADD	Sandmound Blvd - Oakley City Limits to Mariner Rd	Arterial/Roadway	Add Shoulders	\$799,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Sandmound Blvd - Mariner Rd to Cypress Rd	Arterial/Roadway	Add Shoulders	\$2,629,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Gateway Rd - Bethel Island Rd to Piper Rd	Arterial/Roadway	Add Shoulders	\$1,690,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Piper Rd - Gateway Rd to Willow Rd	Arterial/Roadway	Add Shoulders	\$1,293,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Discovery Bay Blvd Intersection with SR-4	Arterial/Roadway	Modify signal timing	\$60,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Discovery Bay Blvd Intersection with Clipper Drive	Arterial/Roadway	Convert intersection to all-way stop-controlled	\$90,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	SR-4 between Newport Dr and Discovery Bay Blvd	Bicycle/Pedestrian	Widen roadway and improve bicycle facilities	\$450,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	SR-4 Intersection with Newport Dr	Arterial/Roadway	Add traffic signal	\$500,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	SR4 Bypass, Segment 2	Freeway	Widen to 6 lanes, Laurel Road to Sand Creek Road	\$38,000,000	Not Begun	East Contra Costa Regional Fee and Financing Authority	TRANSPLAN
ADD	SR4 Bypass, Segment 3	Freeway	Widen to 4 lanes: Balfour Road to Marsh Creek Road	\$38,000,000	Not Begun	East Contra Costa Regional Fee and Financing Authority	TRANSPLAN
ADD	Buchanan Road or Buchanan Road Bypass (currently known as James Donlan Extension)	Arterial	New 4-lane arterial (perhaps 2-lanes depending on studies) and Railroad Avenue to Sommersville Road, widen to 4-lanes	\$40,000,000	Not Begun	Pittsburg	TRANSPLAN
ADD	Neroly Road	Arterial	Oakley Road to Laurel Road, widen to 4-lanes	\$5,000,000	Not Begun	Contra Costa County	TRANSPLAN

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
ADD	Balfour Road Widening	Arterial	Widen to 4 lanes: Deer Valley Road to Brentwood City Limits	\$6,800,000	Not Begun	Contra Costa County	TRANSPLAN
SWAT-LAMORINDA PROJECTS							
3833	Repair Boulevard Way Bridge at Las Trampas Creek	Arterial/Roadway	Repair of degraded Creek invert and armor the banks.	\$444,000	Not Begun	Contra Costa County	SWAT/Lamorinda
4386	Fish Ranch Road Safety Improvements	Arterial/Roadway	Safety Improvement, traffic calming measures	\$100,000	Not Begun	Contra Costa County	SWAT/Lamorinda
2904	SR 24 Bikeway	Bicycle/Pedestrian	SR 24 Bikeway: Unincorporated portions of bikeway from Camino Pablo to Walnut Creek: Install destination, warning and traffic control signage; new bike lanes on Olympic Blvd.	\$128,000	Not Begun	Contra Costa County	SWAT/Lamorinda
SWAT-TRIVALLEY PROJECTS							
2591	East Branch Road Extension	Arterial/Roadway	Construct 4 lane arterial from Bollinger Canyon Road to Windemere Parkway	\$14,000,000	Not Begun	Contra Costa County	SWAT/TVTC
2606	Dougherty Rd.: Widen, Red Willow to Alameda County	Arterial/Roadway	Widen Dougherty road from 2 to 6 lanes from Red Willow Road to Alameda/Contra Costa border	\$47,800,000	Not Begun	Contra Costa County	SWAT/TVTC
2991	Vasco Road Safety Improvements, Phase 1	Arterial/Roadway	Phase 1 - Widen and construct a median barrier approx two miles north of Contra Costa/Alameda County line to a point three miles north of the County line (Approx. one mile in the Brushy Creek Area), with necessary striping, signing, left turn pockets and barrier-end treatments. Also construct along this stretch a southbound passing lane with necessary widening of Brushy Creek bridge.	\$43,300,000	Complete	Contra Costa County	SWAT/TVTC
2992	Vasco Road Safety Improvements, Phase 2	Arterial/Roadway	Vasco Road Safety Improvements: realign roadway to improve sight distance, construct median barrier, and add shoulders for 1.5 mile segment.	\$15,000,000	Design and ROW	Contra Costa County	SWAT/TVTC
3206	Camino Tassajara Curve Realignment	Arterial/Roadway	Realign S-curve located halfway between Highland Road and the Alameda county line; includes widening to rural road, 55-mph design standard.	\$2,748,000	Design and ROW	Contra Costa County	SWAT/TVTC
3207	Camino Tassajara Road Widening: Windemere to County Line	Arterial/Roadway	Widen to 4 lanes including 8-foot paved shoulders and Class II bike lanes in both directions.	\$12,500,000	Not Begun	Contra Costa County	SWAT/TVTC
3432	Stone Valley Road Improvements: High Eagle to Roundhill Road	Arterial/Roadway	Widen the roadway on Stone Valley Road to provide two 12-foot travel lanes and asphalt concrete shoulders.	\$127,000	Not Begun	Contra Costa County	SWAT/TVTC
3433	Stone Valley Road Improvements: Roundhill Road to Glenwood Court	Arterial/Roadway	Widen the roadway to provide two 12-foot travel lanes and two 5-foot Class II bike lanes.	\$1,023,000	Not Begun	Contra Costa County	SWAT/TVTC
3575	Miranda Avenue Widening and Curb Project	Arterial/Roadway	Construct pavement widening and curbs on each side.	\$392,000	Not Begun	Contra Costa County	SWAT/TVTC
			Remove – same as 4413				
4379	Miranda Avenue Improvements	Arterial/Roadway	Provide 32' Pavement sections and curb and gutter.	\$392,000	Not Begun	Contra Costa County	SWAT/TVTC
4380	Camino Tassajara Improvements	Arterial/Roadway	Provide 6 lane highway standard.	\$1,170,000	Not Begun	Contra Costa County	SWAT/TVTC
4381	Norris Canyon Road Safety Improvements	Arterial/Roadway	Safety and capacity improvements	\$4,500,000	Not Begun	Contra Costa County	SWAT/TVTC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
4382	Highland Road Improvements -Camino Tassajara to Alameda County Line	Arterial/Roadway	Safety and capacity improvement project	\$25,000,000	Not Begun	Contra Costa County	SWAT/TVTC
4413	Camino Tassajara Shoulder Widening Project	Arterial/Roadway	Widen shoulders along Camino Tassajara to provide class 2 bike lanes.	\$19,160,000	Design and ROW	Contra Costa County	SWAT/TVTC
4419	Deer Valley Road Shoulder Widening Project	Arterial/Roadway	Provide 4' wide road shoulders from Marsh Creek Road to 600 ft. north, and 2,300 feet north to 3,200 feet north.	\$1,000,000	Under Construction	Contra Costa County	SWAT/TVTC
2621	Stone Valley Road Bike Lane Gap Closure	Bicycle/Pedestrian	The purpose of this project will be to widen the roadway along a 1.0 mile segment of Stone Valley Road to provide Class II bike lanes that will close a gap in an existing 2.7 mile route from Danville Boulevard east to Green Valley Road in unincorporated Alamo. Stone Valley Road is a major arterial road and connects Green Valley Road with Danville Boulevard. The project will provide for a safe, accessible, and convenient access to residences, schools, parks, businesses, shopping centers, as well as neighboring towns. The project will widen the roadway between High Eagle Road and Winding Glen to provide consistent, uniform paved shoulders. Pavement widening will require the removal and relocation of existing AC dikes, curbs, striping, drainage inlets, and other roadside features. Some minor utility adjustments, driveway conforms, and retaining walls will be required to accommodate the road widening. Restriping will be needed to accommodate bike lanes in both directions with the addition of appropriate roadside bike lane signage.	\$1,100,000	Under Construction	Contra Costa County	SWAT/TVTC
2641	Stone Valley Road West Sidewalks at Iron Horse Trail	Bicycle/Pedestrian	Extend bike and pedestrian trail including other improvements and amenities.	\$35,000	Not Begun	Contra Costa County	SWAT/TVTC
			Remove – same as 4413				
4047	Iron Horse Trail Flashers at Alamo School	Bicycle/Pedestrian	Install in-pavement flashers	\$244,000	Not Begun	Contra Costa County	SWAT/TVTC
ADD	Downtown Alamo	Bicycle/Pedestrian	Pedestrian safety improvements	\$3,614,000	Not Begun	Contra Costa County	SWAT/TVTC
ADD	Livorna Rd, Stone Valley Rd, and Danville Blvd	Bicycle/Pedestrian	Pedestrian and bicycle improvements	\$2,289,000	Not Begun	Contra Costa County	SWAT/TVTC
ADD	Stone Valley Middle, Alamo Elementary, and Rancho Romero Schools	Bicycle/Pedestrian	Pedestrian safety improvements	\$2,319,000	Not Begun	Contra Costa County	SWAT/TVTC
ADD	Danville Blvd and Hemme Ave intersections	Bicycle/Pedestrian	Safety improvements	\$504,000	Not Begun	Contra Costa County	SWAT/TVTC
COUNTYWIDE PROGRAMS							
2623	I-680 Bikeway Signage	Bicycle/Pedestrian	I-680 Bikeway Signage: install signage for bicyclists in unincorporated portions of the I-680 Bikeway: Rudgear Road to Danville Town Limits	\$20,000	Not Begun	Contra Costa County	Countywide
3390	Countywide Traffic Betterment: New Striping Program	Operations	This program provides the resources to install the necessary traffic striping projects as needed during the year	\$490,000	Under Construction	Contra Costa County	Countywide
3389	Countywide Traffic Betterment: New Sign Program	Operations	This program provides the resources to install traffic signs as the need arises	\$700,000	Under Construction	Contra Costa County	Countywide
3388	Countywide Traffic Program	Operations	This program provides for safety and efficient movement of vehicular and pedestrian traffic while preserving neighborhood character and minimizing disruption to the residents. This includes Safety Investigation, Traffic Operation, Traffic Data & Records, and Traffic	\$4,200,000	Under Construction	Contra Costa County	Countywide

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
			Signal & Traffic Management				
ADD	Countywide Safe Routes to School Program	Bicycle/Pedestrian	Walkability audits and other non-infrastructure type of education and parent-student surveys and then installed improvements such as painting bike lanes green or switching out ped crossings to include a countdown rather than a flashing hand OR proposed sidewalk gap closure primarily at one school site but coupled it w/with education efforts at all city schools and then included all pedestrian collisions throughout the City in their B/C ratio	\$700,000	Not Begun	Contra Costa County	Countywide
ADD	Countywide Mobility Improvement Program	Bicycle/Pedestrian	Evaluation of current pedestrian facilities for ADA accessibility	\$400,000	Not Begun	Contra Costa County	Countywide
ADD	Annual Polymer Modified Asphalt Emulsion Double Chip Seal Project	Maintenance-Arterial, Collector and Residential Roads	Apply polymer modified asphalt emulsion double chip seal to various unincorporated County roads	\$54,000,000	Not Begun	Contra Costa County	Countywide
ADD	Annual Polymer Modified Asphalt Emulsion Single Chip Seal Project	Maintenance-Arterial, Collector and Residential Roads	Apply polymer modified asphalt emulsion single chip seal to various unincorporated County roads	\$30,000,000	Not Begun	Contra Costa County	Countywide
ADD	Annual Slurry Seal Project	Maintenance-Arterial, Collector and Residential Roads	Apply slurry seal to various unincorporated County roads	\$42,000,000	Not Begun	Contra Costa County	Countywide
ADD	Annual Micro-Surfacing Project	Maintenance-Arterial, Collector and Residential Roads	Apply micro-surfacing to various unincorporated County roads	\$20,000,000	Not Begun	Contra Costa County	Countywide
ADD	Annual Asphalt Rubber Cape Seal Project	Maintenance-Arterial, Collector and Residential Roads	Apply asphalt rubber cape seal to various unincorporated County roads	\$140,000,000	Not Begun	Contra Costa County	Countywide
ADD	Annual Asphalt Overlay Project	Maintenance-Arterial Roads	Overlay selected unincorporated County arterial roads	\$14,000,000	Not Begun	Contra Costa County	Countywide
ADD	Annual Asphalt Overlay Project	Maintenance-Collector Roads	Overlay selected unincorporated County collector roads	\$46,000,000	Not Begun	Contra Costa County	Countywide
ADD	Annual Asphalt Overlay Project	Maintenance-Residential Roads	Overlay selected unincorporated County residential roads	\$80,000,000	Not Begun	Contra Costa County	Countywide
ADD	Annual Reconstruction Project	Maintenance-Arterial Roads	Reconstruction of selected unincorporated County arterial roads	\$14,000,000	Not Begun	Contra Costa County	Countywide
ADD	Annual Reconstruction Project	Maintenance-Collector Roads	Reconstruction of selected unincorporated County collector roads	\$30,000,000	Not Begun	Contra Costa County	Countywide
ADD	Annual Reconstruction Project	Maintenance-Residential Roads	Reconstruction of selected unincorporated County residential roads	\$40,000,000	Not Begun	Contra Costa County	Countywide
TRANSPAC PROGRAMS							
2624	Iron Horse Trail Signage	Bicycle/Pedestrian	Iron Horse Trail Signage: Install signage for bicyclists and pedestrians along the entire length of the Iron Horse Trail that is within the County-owned former railroad right-of-way	\$300,000	Under Construction	Contra Costa County	TRANSPAC

g:\transportation\2014ctpupdate\draft ctp comments due sept 27 2014\cptl_comments_draft_final.docx

Lifeline Transportation Program Cycle 3 Fund Exchanges for the Monument Neighborhood Shuttle

MTC has confirmed the fund exchanges that County Connection has agreed to in order to facilitate the funding of the City of Concord’s Lifeline Transportation Program Cycle 3 Project (Monument Neighborhood Shuttle).

Background

The City of Concord’s Monument Neighborhood Shuttle project was originally awarded **\$311,703** in Lifeline Transportation Program Cycle 3 Job Access and Reverse Commute (JARC) funds. Subsequently, two challenges arose related to Cycle 3 JARC funding:

1. Congress passed MAP-21, which rolled the Federal Transit Administration (FTA) JARC program into the FTA Section 5307 Urbanized Area program and made it difficult for the City of Concord to receive the **\$150,055** in FY13 Section JARC funds that had been programmed to the project due to additional Section 5307 requirements.
2. Some of the FY11 JARC funds in Lifeline Cycle 3 lapsed because the U.S. Department of Labor (DOL) refused to certify MTC’s FY11 JARC grant before the obligation deadline due to California Public Employee Pension Reform Act (PEPRA) issues. The lapsed funds included **\$161,648** for the City of Concord Monument Neighborhood Shuttle Project. MTC subsequently identified \$161,648 in State Transit Assistance (STA) Lifeline funds to replace the lapsed FY11 JARC funds so that the City of Concord Monument Shuttle project could be made whole; however, the City of Concord is not eligible to claim STA funds.

Funding Exchanges

In response to these challenges, County Connection agreed to the following fund exchanges:

CCTA Resolution	City of Concord Monument Neighborhood Shuttle Project will receive...		County Connection will receive...	
13-21-G	\$85,111	Measure J Program 19a – Central County Additional Bus Funds	\$150,055	FY13 FTA Section 5307 Funds
13-21-G	\$64,944	Measure J Program 19a – Central County Additional Bus Funds		
TBD	\$161,648	Measure J Program 19a and/or Program 14a	\$161,648	State Transit Assistance (STA) Lifeline funds
Total	\$311,703		\$311,703	

Status and Next Steps

The \$150,055 in FY13 FTA Section 5307 funds are already in an obligated FTA grant. County Connection staff will work with MTC staff to claim the \$161,648 in State Transit Assistance (STA) Lifeline funds.

CCTA staff will be working with Concord staff to complete all of the remaining steps to pass-through the appropriate Measure J funds directly to the City of Concord for the Lifeline Cycle 3 Monument Neighborhood Shuttle project.



TO: TRANSPAC TAC

FROM: Lynn Overcashier, 511 Contra Costa Program Manager

DATE: November 2014

SUBJECT: Request TRANSPAC authorization and approval for the FY 2015/16 TRANSPAC/TRANSPLAN 511 Contra Costa Program workplan outlined below, with funds from the Bay Area Air Quality Management District (TFCA), CCTA Measure J 17, and MTC CMAQ (Employer Outreach)

The Central/East County 511 Contra Costa staff implements programs that fulfill each jurisdiction's Transportation Demand Management ordinance, Growth Management Program and Action Plan requirements under Measure J. With legislation (AB 32 and SB 375) requiring greenhouse gas emission (GHG) reductions, the 511 Contra Costa programs have a proven success record with the Bay Area Air Quality Management District and the Metropolitan Transportation Commission in reducing vehicle miles traveled (VMT) and GHG emissions.

The Workplan for FY 2015/16 includes trip reduction and emissions reduction programs that focus on outreach to residents, students and commuters in Contra Costa. The program elements are refined and changed each year to ensure the maximum cost effectiveness, as determined by the Bay Area Air Quality Management District (BAAQMD).

Program elements include:

- **ACTION PLAN IMPLEMENTATION** - Both the TRANSPAC and TRANSPLAN Action Plans include actions and programs that are implemented by the Central/East County 511 Contra Costa Program.
- **YOUTH/SCHOOLS PROGRAMS AND PROJECTS** – Staff will work with local jurisdictions, school administrators, parents, CHP/police departments and others to continue the SR2S programs to elementary, middle and high schools throughout Central County. The SR2S program includes bicycle/pedestrian education and encouragement; safety assemblies; Challenge Days to promote bicycling, walking, carpooling and transit ridership to schools; school site assessments and minor site

access safety programs. The SchoolPool program will offer Tri Delta passes to secondary school students up to age 18 and grade 12 at the beginning of the school year. Staff will seek funding to support the Summer Youth Pass and District V Youth Summit from available sources.

- **ELECTRIC CHARGING PROGRAM** - Provides mini grants and staff support to Central and East County jurisdictions for electric charging station installations and electric lease vehicles. Staff will inform local staff of additional funding sources as they become available.
- **EMPLOYER OUTREACH** – Services include elements that reduce single occupant vehicles commuting to worksites, including: transportation survey analysis; car-sharing programs; clean fuel infrastructure; transportation/health fairs; shuttles; customized ridematch assistance; pre-tax transit benefit education and pledge programs to encourage commute alternatives. Staff will also continue to work with transit agencies on special promotions.
- **COMMUNITY OUTREACH PROGRAM** – Staff works with local jurisdictions to distribute more “green” transportation information and program elements through city newsletters, libraries and other city events to inform residents of ways to reduce Vehicle Miles Traveled (VMT) and GHG emissions. Staff will seek funding to support the Summer Youth Pass and District V Youth Summit as well as other community events from available resources.
- **BICYCLE/SKATEBOARD INFRASTRUCTURE** – Bicycle and skateboard parking infrastructure will be provided to local schools, jurisdictions, and employers as funds are available.
- **WEBSITE DEVELOPMENT AND MAINTENANCE** - The 511CC website continues to be a comprehensive one-stop location for Bay Area transportation information with an emphasis on Contra Costa transportation.
- **AGENCY PARTNERSHIP ACTIVITIES** - Staff participates in local, regional and national committees to ensure coordination, promotion and funding for TDM activities in Contra Costa County. These include: MTC’s Regional Rideshare TAC, BWTD TAC, MTC’s School and Youth Outreach TAC, CCTA Safe Routes to School Task Force, CCTA Bicycle/Pedestrian Advisory Committee and the Transportation Research Board’s TDM Committee and TDM Institute.
- **ASSISTANCE WITH GRANT APPLICATION DEVELOPMENT** - Staff provides assistance to partner agencies for grant submittals.

Funding is expected to be similar to FY 2014/15. Available fund allocations are currently unknown, however funds are estimated to be approximately \$767,000 TFCA, \$40,000 MTC CMAQ funds, \$431,000+/- Measure J Commute Alternative funds.



MEMORANDUM

To: TRANSPAC TAC

From: Lynn Overcashier, 511 Contra Costa Program Manager

Date: November 2014

Re: Request TRANSPAC authorization and approval of 511 Contra Costa workplan and budget for FY 2014/15 & 2015/16 Measure J 21a Safe Transportation for Children Funds

In March 2013, TRANSPAC authorized ongoing funding from the Measure J 21a Safe Transportation for Children funds to continue and expand the Central County 511 Contra Costa school-based programs. The Contra Costa Transportation Authority requires a workplan and budget be approved by TRANSPAC prior to authorization from CCTA for allocation of these funds. Below is a workplan and budget for the estimated available Measure J 21a funds that CCTA has indicated are available for allocation through 2015/16, totaling ~\$715,000.

Central County Safe Transportation for Children Workplan and Estimated Budget:

Measure J 21a Safe Transportation For Children Proposed Workplan Budget	
School bike/pedestrian/drop-off zone access capital improvement projects (e.g. signage, striping, dynamic speed signage, site assessments, paving, bike/ped paths/lanes, bike racks, skateboard/scooter racks, fences, etc.)	\$ 480,000
Parent survey distribution, analysis, data collection and reporting	\$ 8,000
Parent Education Nights; staffing, set up, video posts, marketing, CHP and school coordination; web coordination	\$ 27,000
Curricula distribution and production, data entry and uploading participant data to National Safe Routes to School database	\$ 23,000
Community Events to promote Safe Transportation for Children	\$ 8,000
Elementary and middle school assemblies	\$ 69,000
Helmet Distribution Program	\$ 22,000
Bike/Ped Student participation contests/marketing	\$ 12,000
School-based public transit ticket and ridesharing program	\$ 66,000
Total	\$ 715,000

TRANSPAC Transportation Partnership and Cooperation

2015 MEETING SCHEDULE

Unless otherwise notified, all meetings are held at 9:00 a.m. at Pleasant Hill City Hall, Community Room, 100 Gregory Lane, Pleasant Hill

TRANSPAC Meetings

Second Thursday of every month or as notified. Other meetings as scheduled.

January 8	July 9
February 12	August 13 (Proposed vacation)
March 12	September 10
April 9	October 8
May 7	November 12
June 11	December 10

TAC Meetings

Fourth Thursday of every month or as notified. NOTE: The November and December TAC meetings are scheduled for alternate dates. Meeting location to be determined.

January 22	July 23
February 26	August 27 (Proposed vacation)
March 26	September 24
April 23	October 22
May 28	November 19 (Alternate date – location TBD)
June 25	December 17 (Alternate date – location TBD)

TRANSPAC Backup Meetings

Held only as needed on the third Thursday of the month.

January 15	July 16
February 19	August 20 (Proposed vacation)
March 19	September 17
April 16	October 15
May 21	November 19
June 18	December 17

TAC Backup Meetings

Held only as needed on the first Thursday of the month.

January 1	July 2
February 5	August 6 (Proposed vacation)
March 5	September 3
April 2	October 1
May 7	November 5
June 4	December 3