

Caltrans Transportation Planning Field Workshop

Walnut Creek, CA
May 20th 2015





WHO WE ARE

- The Contra Costa Transportation Authority (CCTA) is a public agency formed by Contra Costa voters in 1988 to manage the county's transportation sales tax program and to lead the county's transportation planning efforts.
- CCTA is responsible for maintaining and improving the county's transportation system by planning, funding, and delivering critical transportation infrastructure projects and programs that connect our communities, foster a strong economy, increase sustainability, and safely and efficiently get people where they need to go.





MEASURE C

- Passed by voters in 1988, Measure C provided for a half-cent on the dollar sales tax for twenty years (through March 2009) to pay for an ambitious list of transportation projects and programs.
- Measure C was estimated to generate \$1 billion over 20 years for a BART extension, freeway improvements, better bus service, enhanced bicycle facilities and more transportation options for senior citizens and people with disabilities.





MEASURE J

- In November 2004, 71% of Contra Costa voters approved Measure J. The measure provided for the continuation of our county's half-cent transportation sales tax until 2034, and will provide approximately \$2.7 billion for countywide and local transportation projects and programs for the life of the measure.





WHAT WE DO

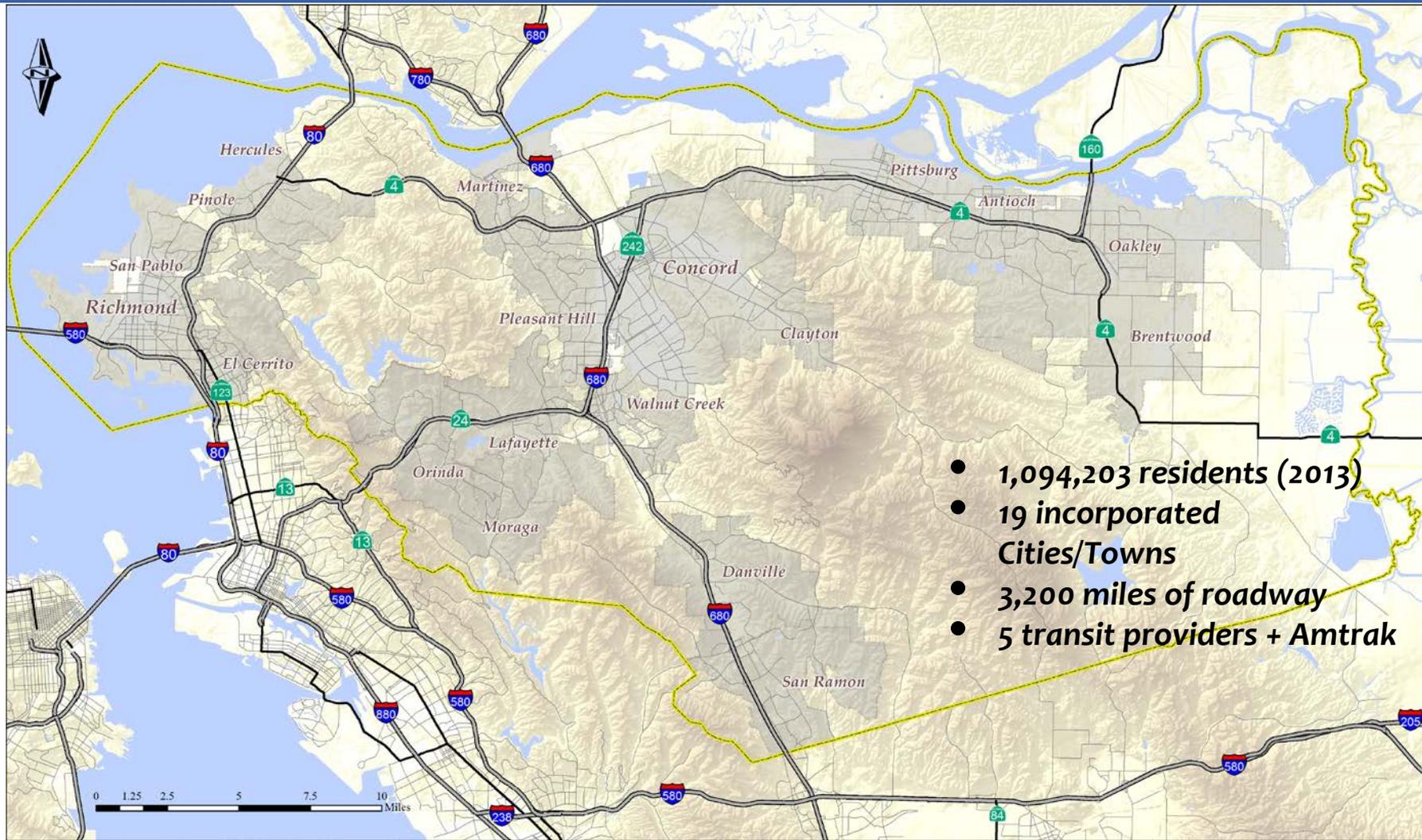
- **BUSES** Invest in a reliable, comfortable and convenient bus network
- **LOCAL STREETS** Smooth traffic flow on major roads and invest in neighborhood improvements such as repairing potholes and road surfaces
- **PEDESTRIAN** Make improvements to sidewalks, crosswalks, trails, and paths
- **SAFE ROUTES TO SCHOOLS** Focus on programs and projects aimed at bicycle and pedestrian safety for K-12 students
- **FERRIES** Expand the Bay Area ferry system by looking to ferries as an alternate commute method between West County and San Francisco



- **BICYCLE** Invest in safe routes and infrastructure improvements for bicyclists
- **BART** Make improvements to BART service and stations, such as extensions to new routes and parking at stations
- **HIGHWAYS** Complete Contra Costa's highway system, and improve air quality and noise protection along these corridors
- **CARPOOL/RIDESHARE** Implement programs aimed at reducing traffic congestion by encouraging carpooling and ridesharing
- **PROGRAMS FOR SENIORS AND PEOPLE WITH DISABILITIES** Enhance transit options to improve mobility for seniors and people with disabilities



Welcome to Contra Costa!



CONTRA COSTA
transportation
authority

CCTA Structure



- Established in 1988
- 20 Employees

- Authority
 - City of Contra Costa
 - County of Contra Costa
 - Executive Director
- Legislative Committee
 - Planning
 - Advisory
- Advisory Board
 - Transportation Planning
 - City of Contra Costa
 - Public
- Bus Transit Coordinating Council
- Regional Transportation Planning Committees (WCCTAC, TRANSPAC, TRANSPLAN, SWAT)

Caltrans director to become chief of Contra Costa Transportation Authority

By Denis Cuff

Contra Costa Times

POSTED: 03/18/2010 03:36:52 PM PDT | UPDATED: 4 YEARS AGO

Caltrans Director Randy Iwasaki is leaving his state post to take over a Contra Costa County transportation agency.

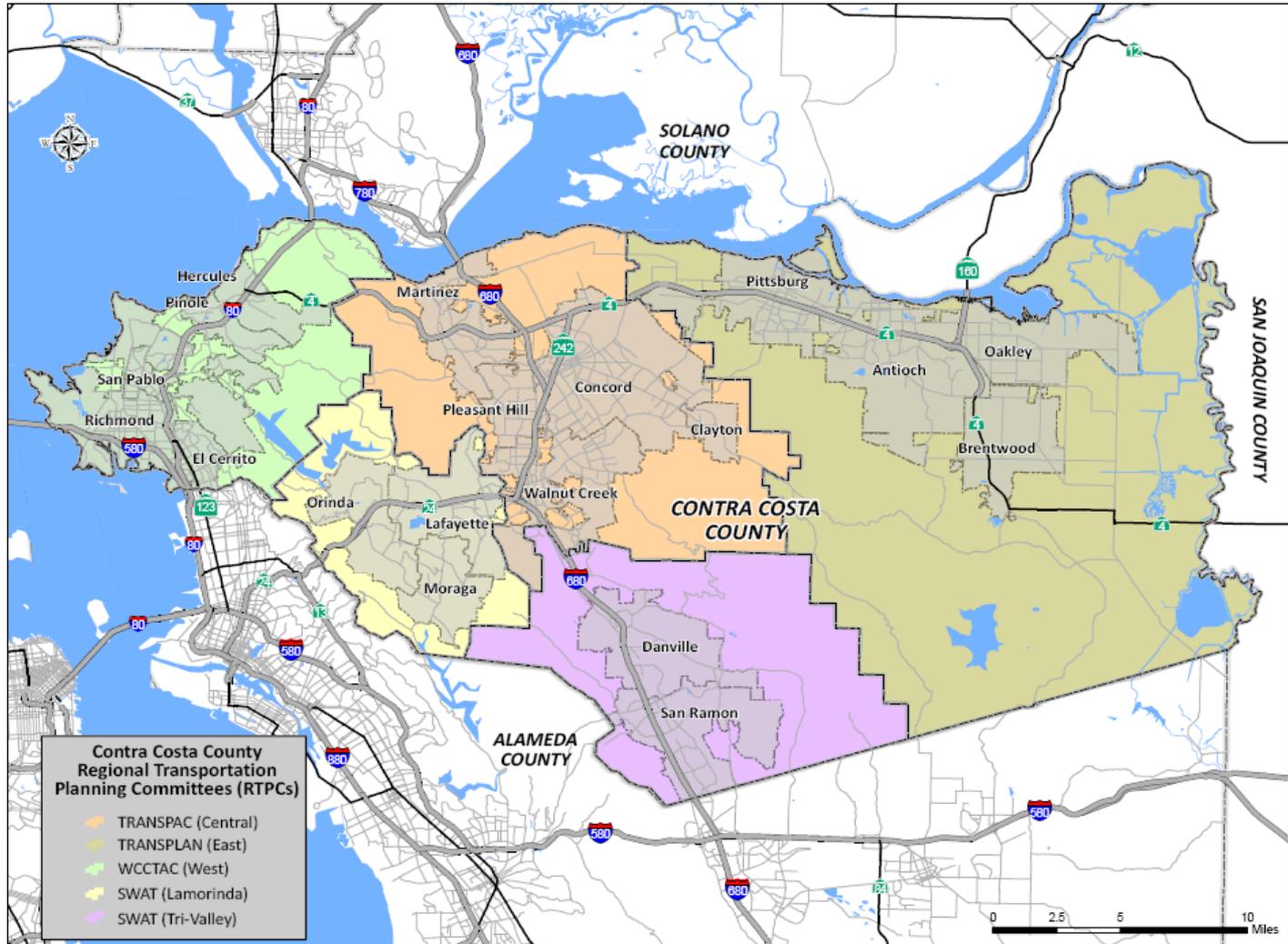
Iwasaki, Caltrans' chief since August and an employee there for 26 years, will make more money

with less political headaches as executive director of the Contra Costa Transportation Authority.

The agency oversees the dispersal money from a county half-cent sales tax for transportation



Sub-Regional Committees





CCTA Roles and Responsibilities

Transportation Authority

- Administers half-cent Sales Tax
 - Measure C, 1989, 20 Year Tax
 - Measure J, 2009, 25 Year Tax (Passed Nov 2004)
- Actively manage State Highway projects





CCTA Roles and Responsibilities

Congestion Management Agency (CMA)

- Monitor levels of service on the County's roadways (Congestion Management Program)
- Work with Caltrans, MTC and other CMAs and agencies to address regional issues.
- Set priorities for State and Federal funding
- Maintain travel demand forecasting model





Meas

(2009-

- 40% to C
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 - SR-4 W
 - I-80 an
- 60% to v
 - Local
 - to so
 - Bus, I
 - Trans
 - Bike
 - Cong



(18% return

estrian and

Planning





Measure C Delivered:

- BART extension to North Concord and Pittsburg/Bay Point
- Widening of State Route 4 East to Railroad Avenue
- Other Improvements
 - Reconfiguration of western SR-4 for safety and traffic capacity
 - Richmond Parkway
 - Nearly \$200 million provided to local agencies for street and road improvements
 - \$32 million worth of expanded services for seniors and the disabled
 - \$33 million worth of bus service enhancements





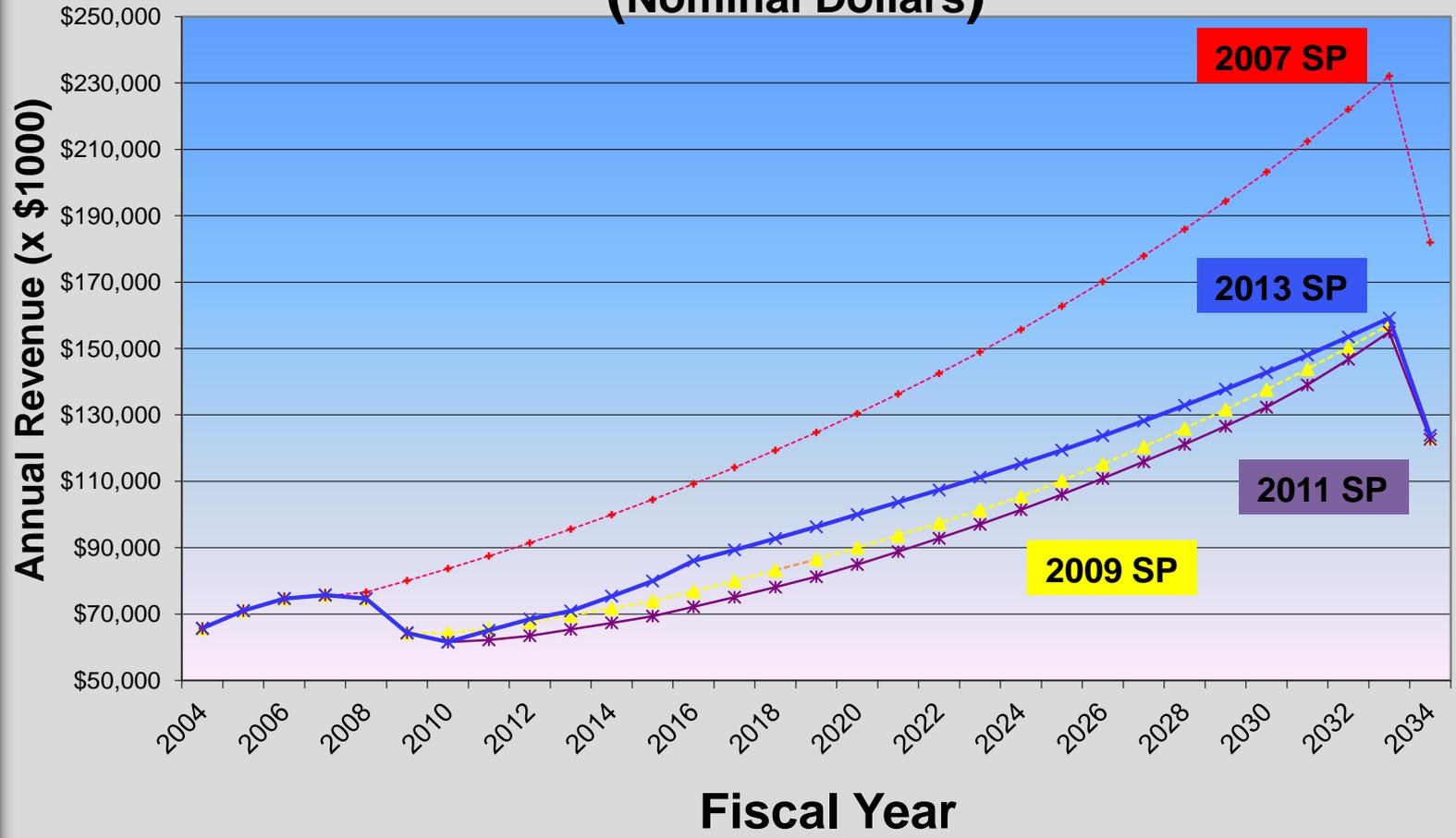
Measure J Delivers:

- State Route 4 - Loveridge Road to SR 160
- BART extension into East County (eBART)
- Other Improvements
 - Fourth Bore for the Caldecott Tunnel
 - I-680 Carpool Lane Gap Closure/Transit Corridor Improvements
 - \$123 million for improved transit for seniors and people with disabilities
 - \$360 million for local streets and roads





Annual Sales Tax Revenue & Forecasts (Nominal Dollars)





Examples of Funding Sources

Federal Funding

- MAP-21 (competitive funds)
- Demonstration Funds (earmark)

State Funding

- Proposition 1B: Corridor Mobility Improvement Account
- State Transportation Improvement Program
- State Local Partnership Funds
- Traffic Congestion Relief Program

Local Funding

- Measure J Transportation Sales Tax
- Measure C Transportation Sales Tax
- City Funds

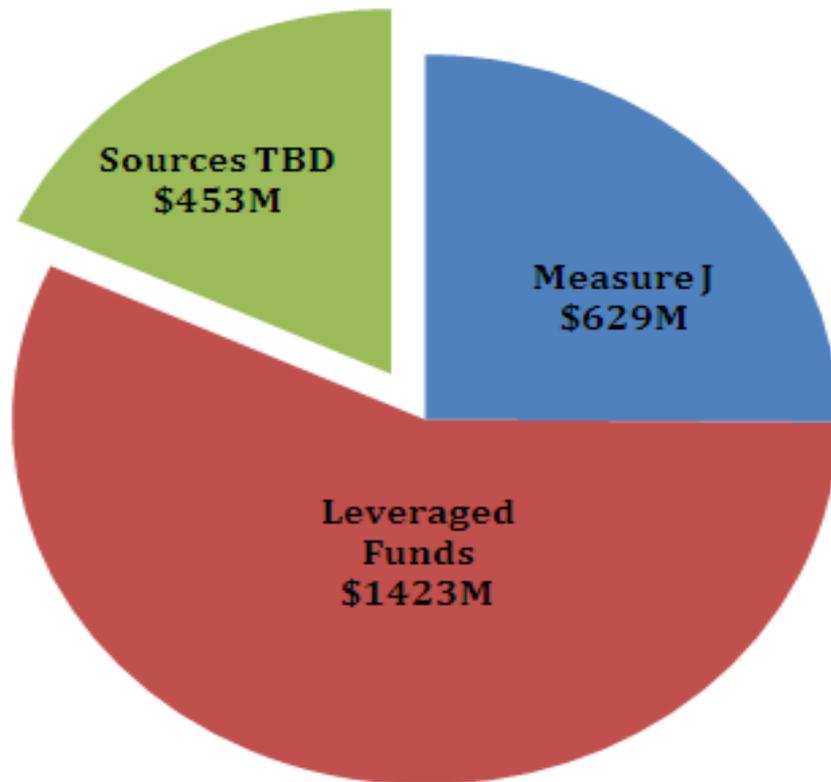
Regional / Other Funding

- One Bay Area Grants (OBAG)
- Subregional Transportation Mitigation Fees (Developer Funds)
- Bridge Tolls (RM1, RM2, AB 1171)





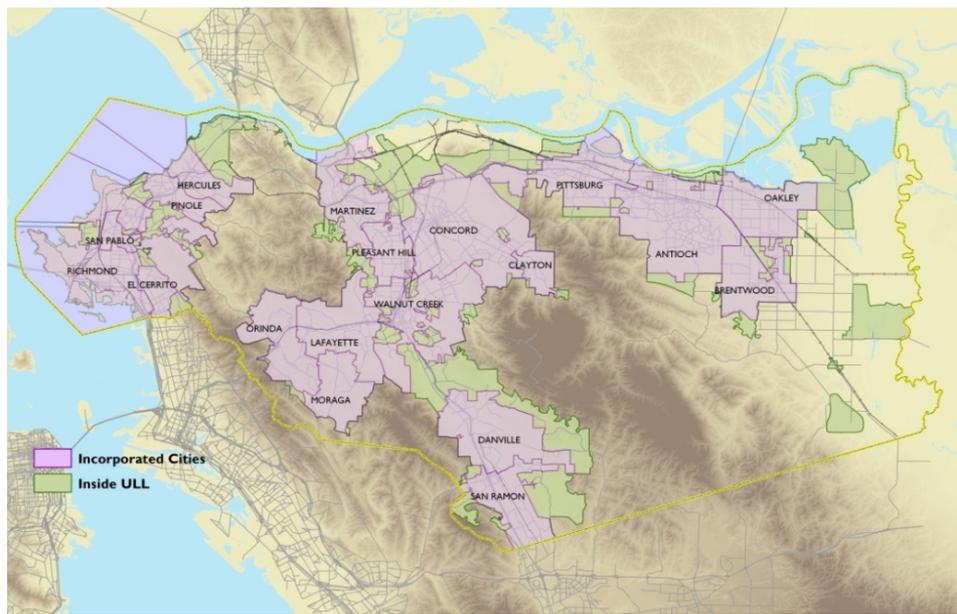
Measure J Capital Projects \$2.505 Billion





2009 to 2034: The Measure J Growth Management Program

Urban Limit Line



Multimodal Transportation Service Objectives





Ongoing CMA Efforts

- Congestion Management Program (CMP)
- Action Plans for Routes of Regional Significance
- Countywide Transportation Plan (CTP)
- Countywide Bike & Pedestrian Plan
- Priority Development Area Planning Grants
- Local Studies
- Corridor Studies
 - CSMP/CP/TCR (Caltrans)
 - Ramp Metering/HOV/HOT Planning (MTC)
 - Express Bus Service
 - High Capacity Transit (I-80 & I-680)





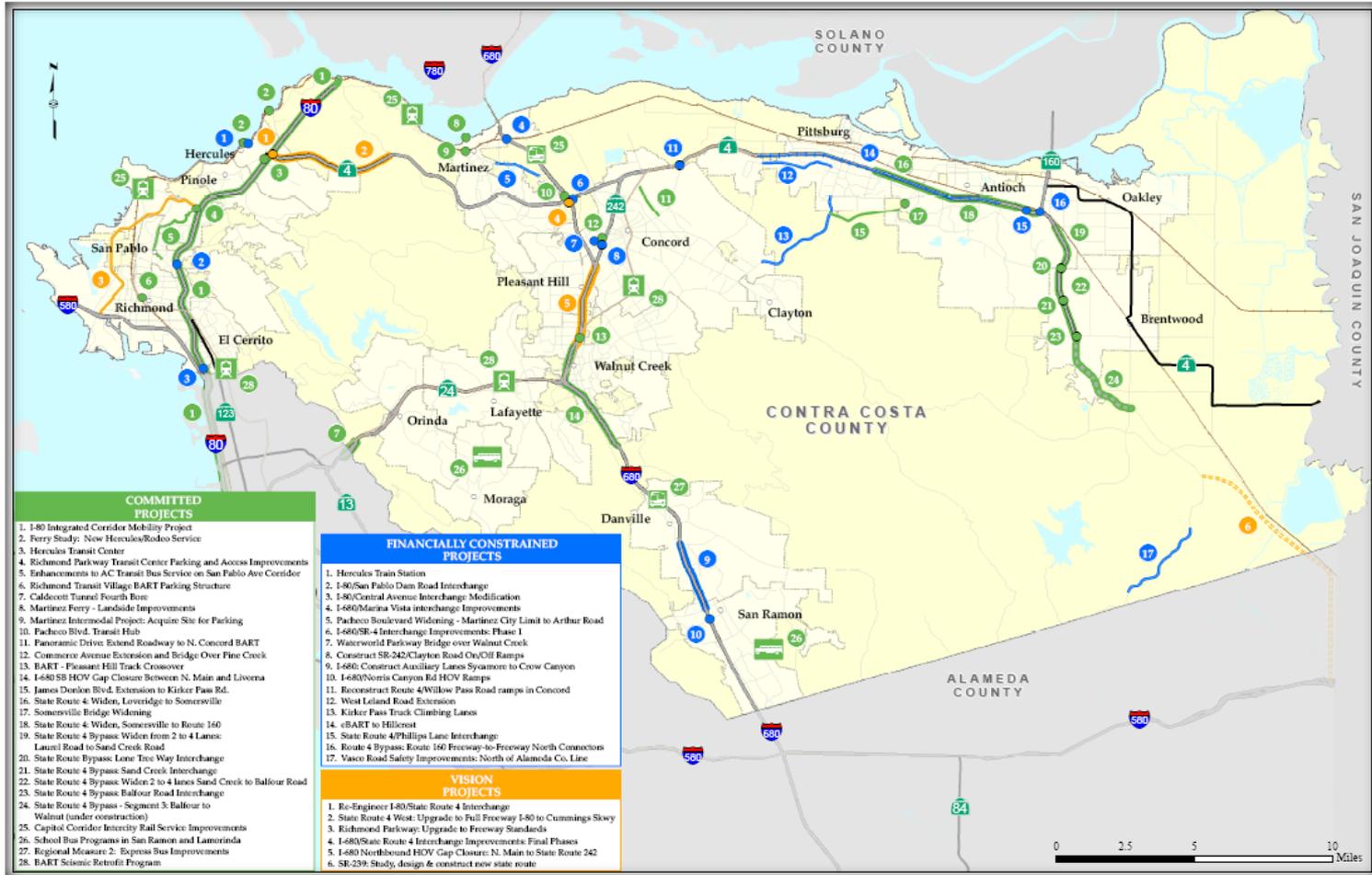
Ongoing CMA Efforts con't

- Local Funding Programs
 - TLC
 - Safe Routes to Schools
 - Ped-Bike Trail Facilities
 - Paratransit Service
 - School Bus Programs
 - 511 Contra Costa (TDM)
- What Next? – Measure J Reauthorization?

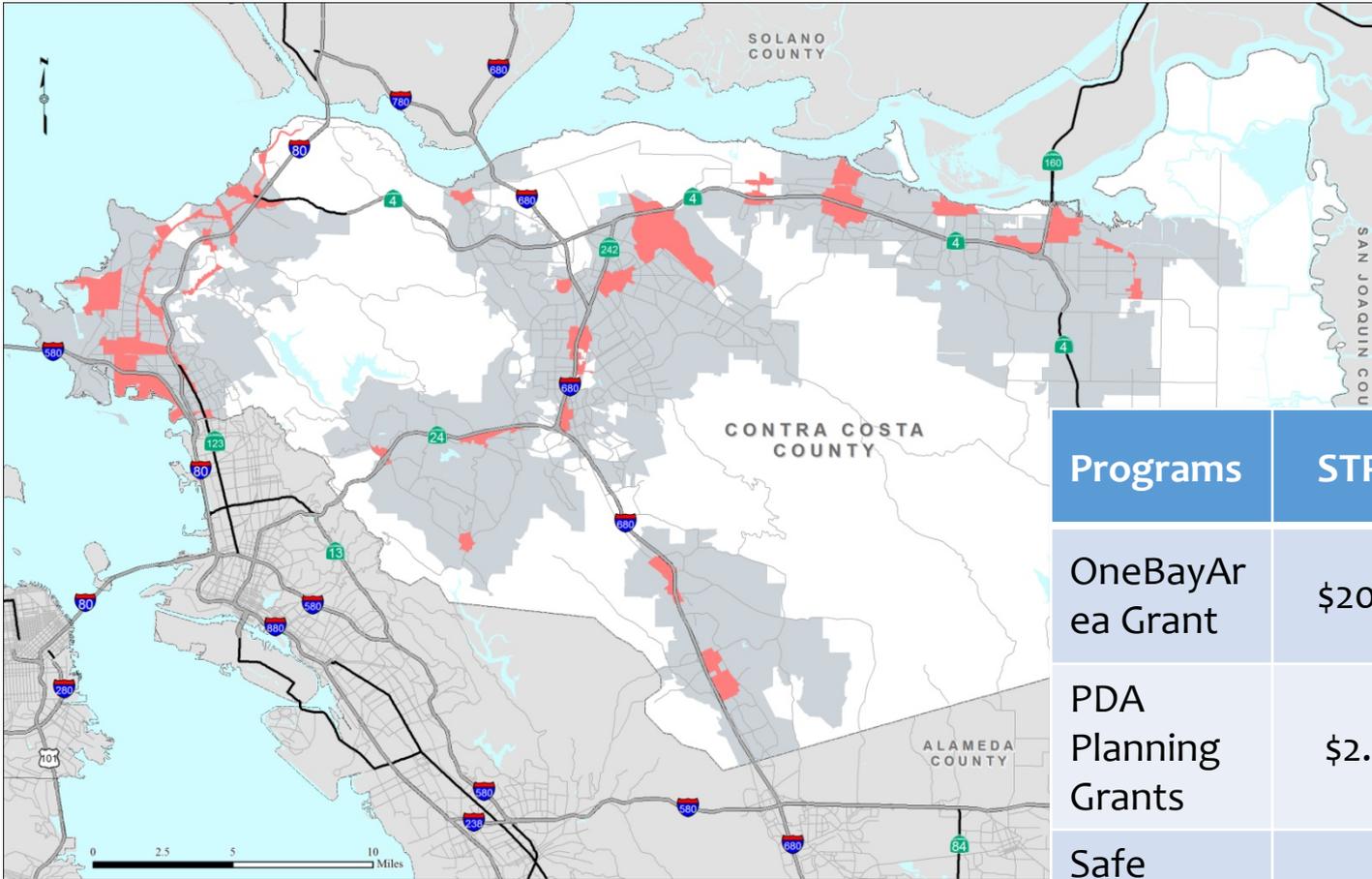




RTP Project Prioritization



Supporting Priority Development Areas

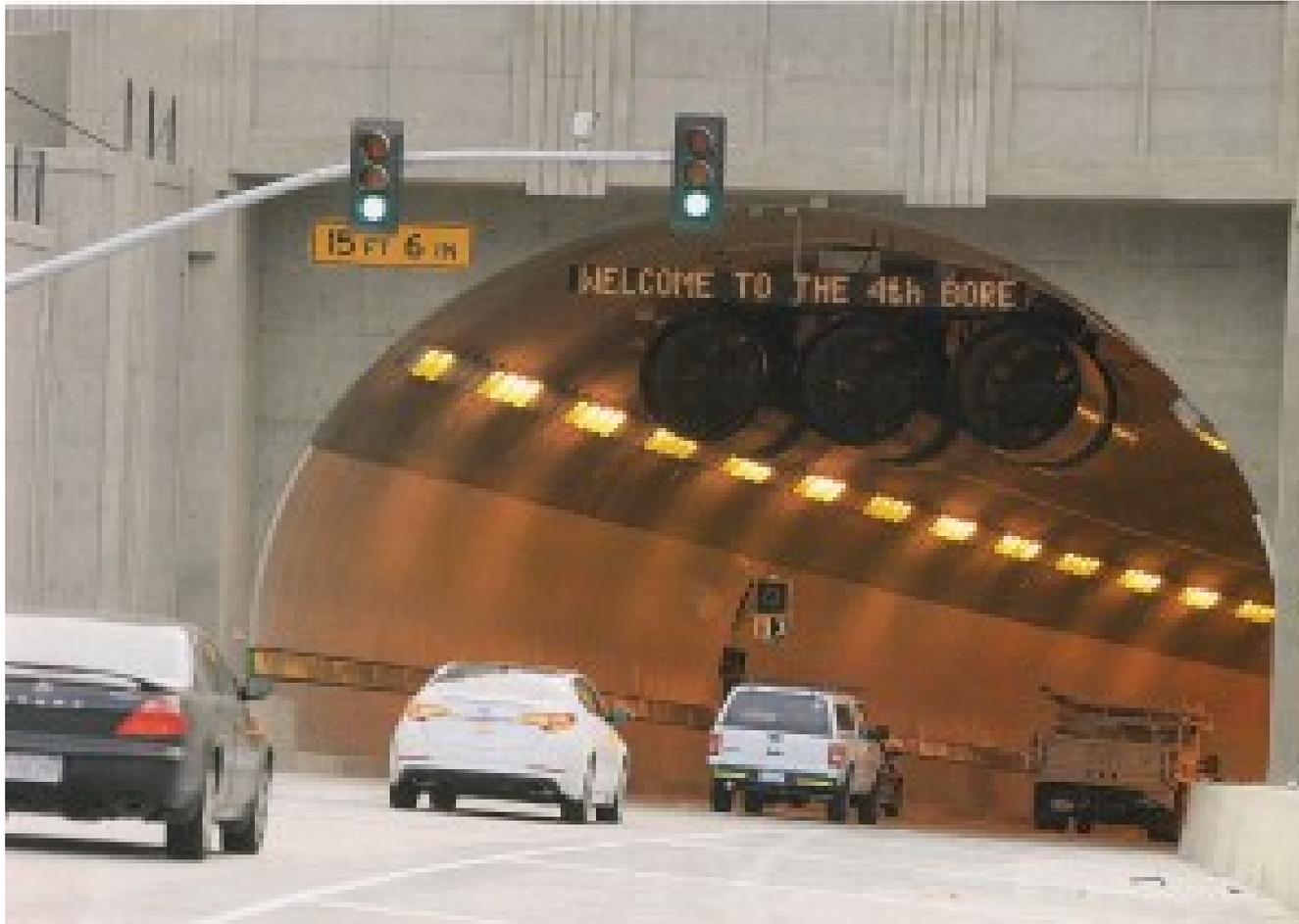


Programs	STP	CMA Q	TAP	Total
OneBayArea Grant	\$20.8	\$22.0	\$2.4	\$45.2
PDA Planning Grants	\$2.8			\$2.8
Safe Routes to School		\$3.3		\$3.3





Caldecott Tunnel – 4th Bore Project



- \$420 Million
- Largest recipient of ARRA funds
- Opened Nov. 2013
- Winner of CTF “Project of the Year”



SR-4 East Widening and eBART



\$1 Billion combined freeway widening and BART extension



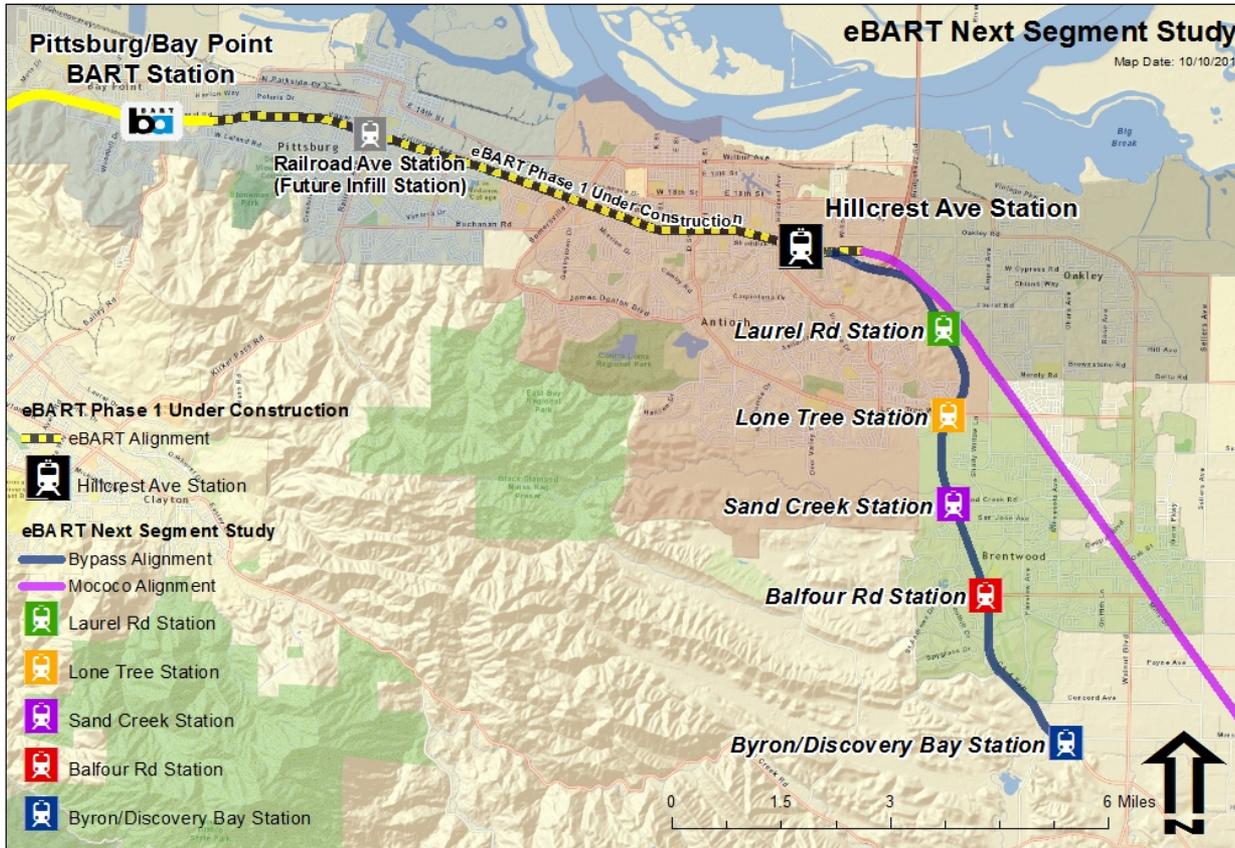
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Hercules Intermodal Transit Center



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eBART Extension



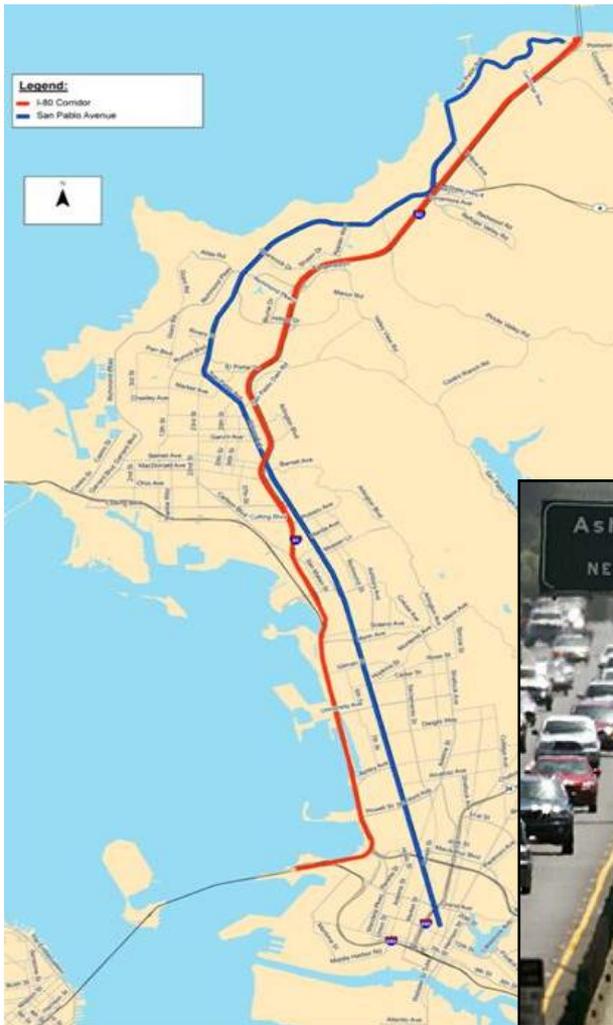
10 Mile
Extension
Under
Construction
and 11 Mile
Future
Extension
Study





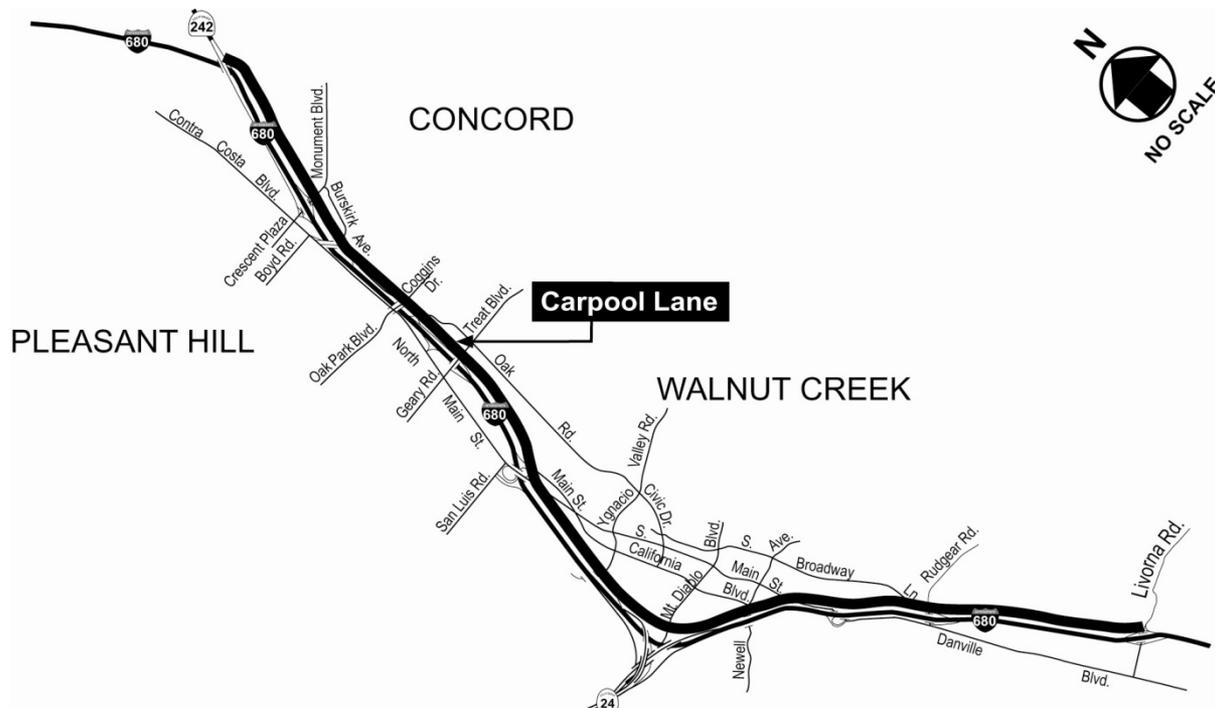
I-80 Integrated Corridor Management

- Adaptive Ramp Metering
- Variable Advisory Speed Signs
- \$90 Million
- Currently Under Construction – Opening 2015





I-680 CARPOOL LANE GAP CLOSURE



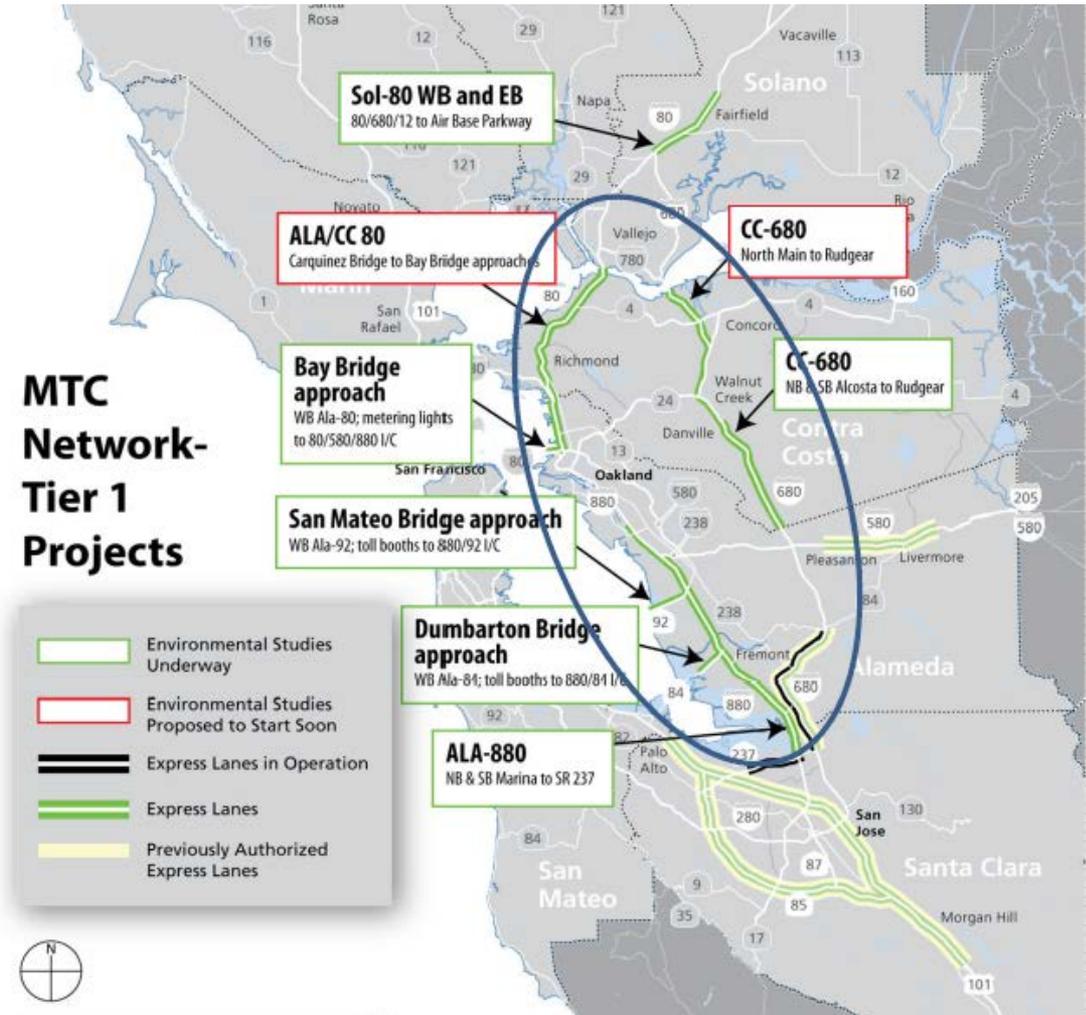
- Estimated Construction Cost - \$67 Million
- Planned Construction Start Date – Summer 2016
- Planned Construction Duration – 18 months



Contra Costa Express Lanes

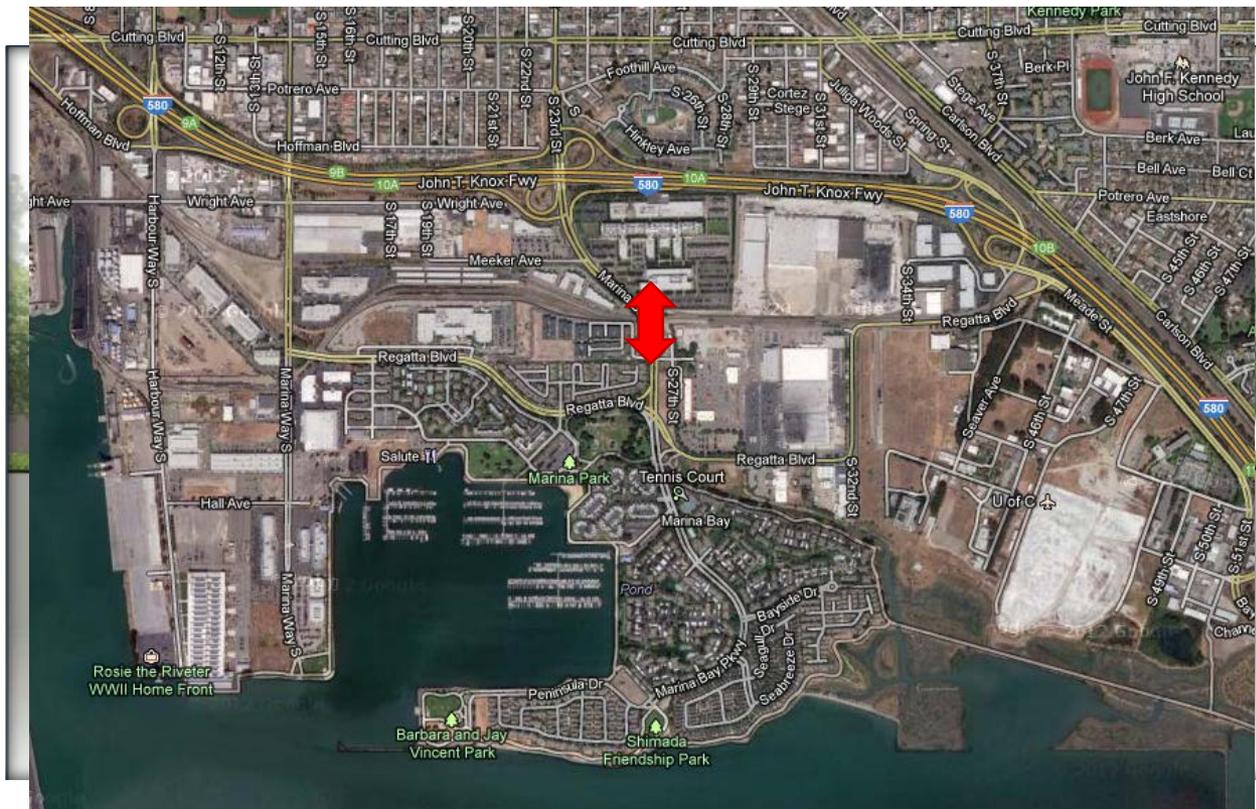


- I-680 South
 - MTC in lead
 - 2016 opening
- I-680 North
 - CCTA in lead
 - 2019 opening
- I-80 Bay Bridge to Carquinez
 - MTC to initiate operational studies





Officer Bradley A. Moody Memorial Underpass

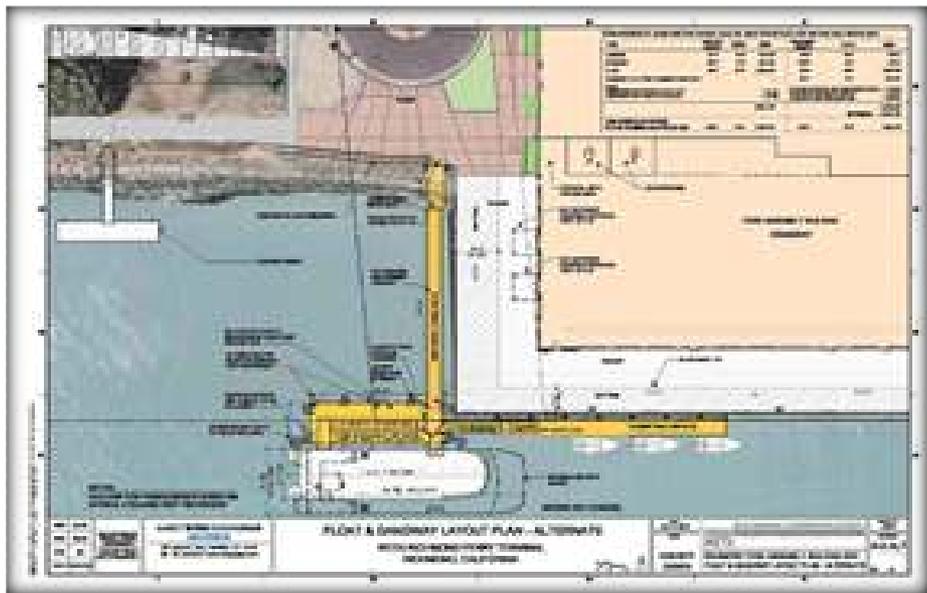


- City of Richmond – Marina Bay Pkwy/RR Grade Separation
- Construction Cost - \$26.2 Million / Planned Opening – Late 2015





Ferry Service for West County



- Coordination with WETA to purchase 2 vessels
- Service between Richmond & San Francisco in 2018





SR-4/SR-160 Connector Ramps



- Estimated Construction Cost - \$38.5 Million
- Groundbreaking May 2014
- Planned for 2016 Opening





Truss Section



TriLink Study – State Route 239



- Legislatively defined route
- Potential tolling or P3 options
- Multi-jurisdictional effort
- PSR Underway





Innovation

Mobile Technologies



Connected and
Autonomous Vehicles

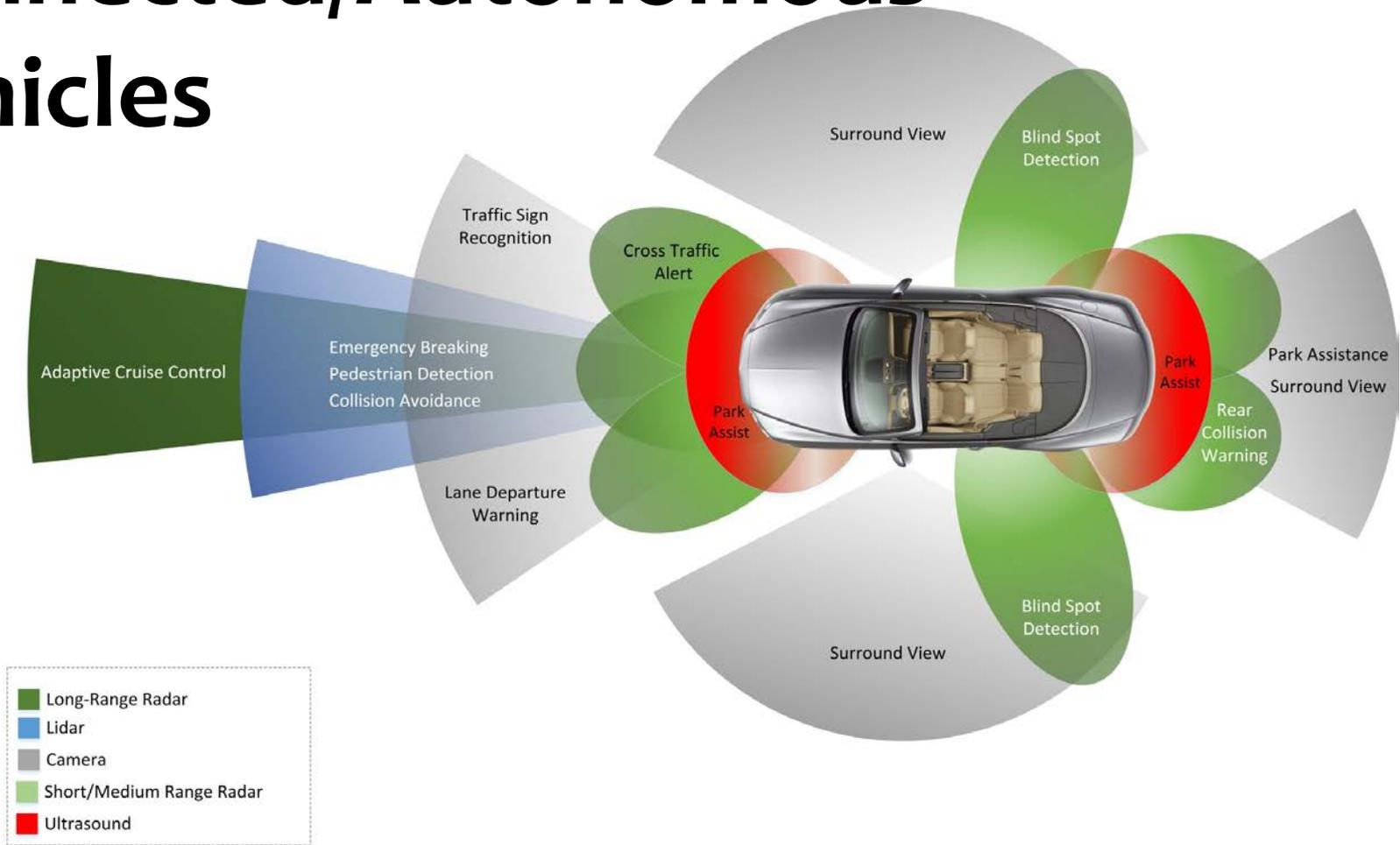


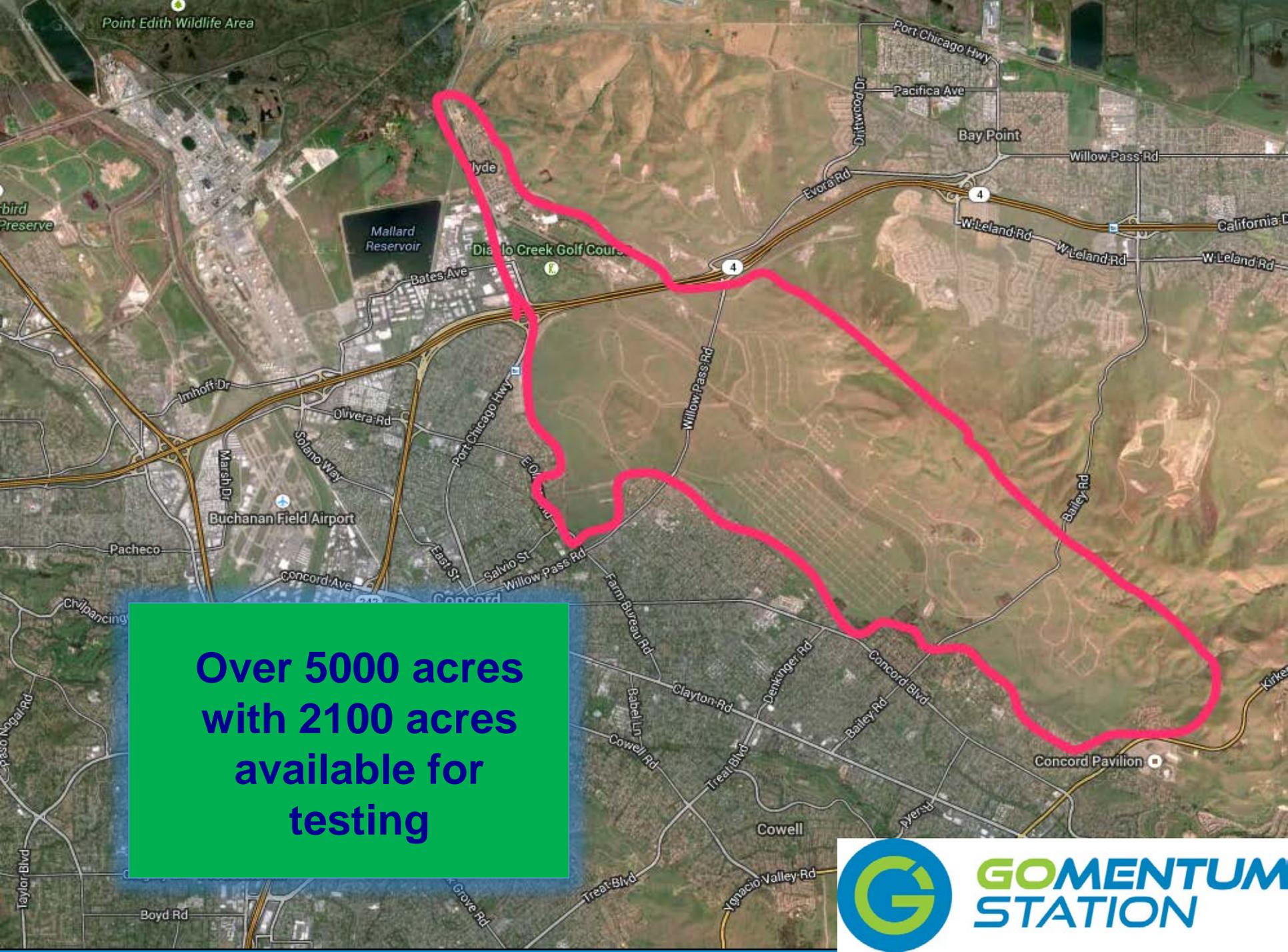
Smart Parking





Connected/Autonomous Vehicles





Point Edith Wildlife Area

bird Preserve

Mallard Reservoir

Lyde

Diablo Creek Golf Course

Bates Ave

Port Chicago Hwy

Pacifica Ave

Bay Point

Willow Pass Rd

Evora Rd

W Leland Rd

W Leland Rd

California D

W Leland Rd

Imhoff Dr

Olivera Rd

Port Chicago Hwy

Willow Pass Rd

Buchanan Field Airport

Sobano Way

EOA

Pacheco

East St

Salvo St

Willow Pass Rd

Barley Rd

Chilpancingo

Concord Ave

Concord

Farm Bureau Rd

Over 5000 acres with 2100 acres available for testing

Clayton Rd

Denkinger Rd

Concord Blvd

Clayton Rd

Denkinger Rd

Concord Blvd

Cowell Rd

Treat Blvd

Barley Rd

Concord Pavilion

Cowell

Treat Blvd

Ygnacio Valley Rd



GOMENTUM STATION

Boyd Rd

Grove Rd

Taylor Blvd



RAILROAD
CROSSING

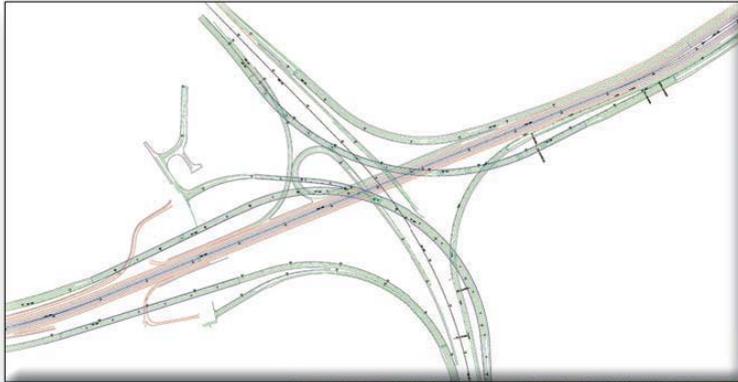


Railroad crossings and tracks to enable
real-world testing

Thank you! Any Questions?



I-680/SR-4 Interchange



- Possible Design Build or Construction Manager/General Contractor (CMGC) Project
- Phased Project
- First phase under design (2014)

