



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING AGENDA

Monday, July 3, 2017
3:00 p.m.

NOTE NEW LOCATION

City of Orinda
Sarge Littlehale Community Room
22 Orinda Way, Orinda, CA 94563

Any document provided to a majority of the members of the Southwest Area Transportation Committee (SWAT) regarding any item on this agenda will be made available for public inspection at the meeting and at the San Ramon Permit Center, 2401 Crow Canyon Road, San Ramon, CA during normal business hours.

1. CONVENE MEETING/SELF INTRODUCTIONS

2. PUBLIC COMMENT:

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. *(Please complete a speaker card in advance of the meeting and hand it to a member of the staff)*

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

5. CONSENT CALENDAR

5.A Approval of Minutes: SWAT Minutes of June 5, 2017

5.B Review and Approve 511 Contra Costa FY 2017-18 SWAT Transportation Demand Management Programs and Budget

End of Consent Calendar

6. REGULAR AGENDA ITEMS

6.A Review of Draft 2017 Countywide Transportation Plan (CTP) Update – Presented by Matt Kelly, CCTA (Attachment – Action Required)

7. WRITTEN COMMUNICATIONS (*Attachments – Action as determined necessary*)

- SWAT Meeting Summary – June 5, 2017
- TRANSPLAN Meeting Summary – June 8, 2017
- Contra Costa Transportation Authority Meeting Summary – June 21, 2017

8. DISCUSSION: Next Agenda

9. ADJOURNMENT to Monday, August 7, 2017 3:00 p.m. at City of Orinda

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings. Please contact Lisa Bobadilla at least 48 hours before the meeting at (925) 973-2651 or lbobadilla@sanramon.ca.gov.

Staff Contact: Lisa Bobadilla, SWAT Administrative Staff

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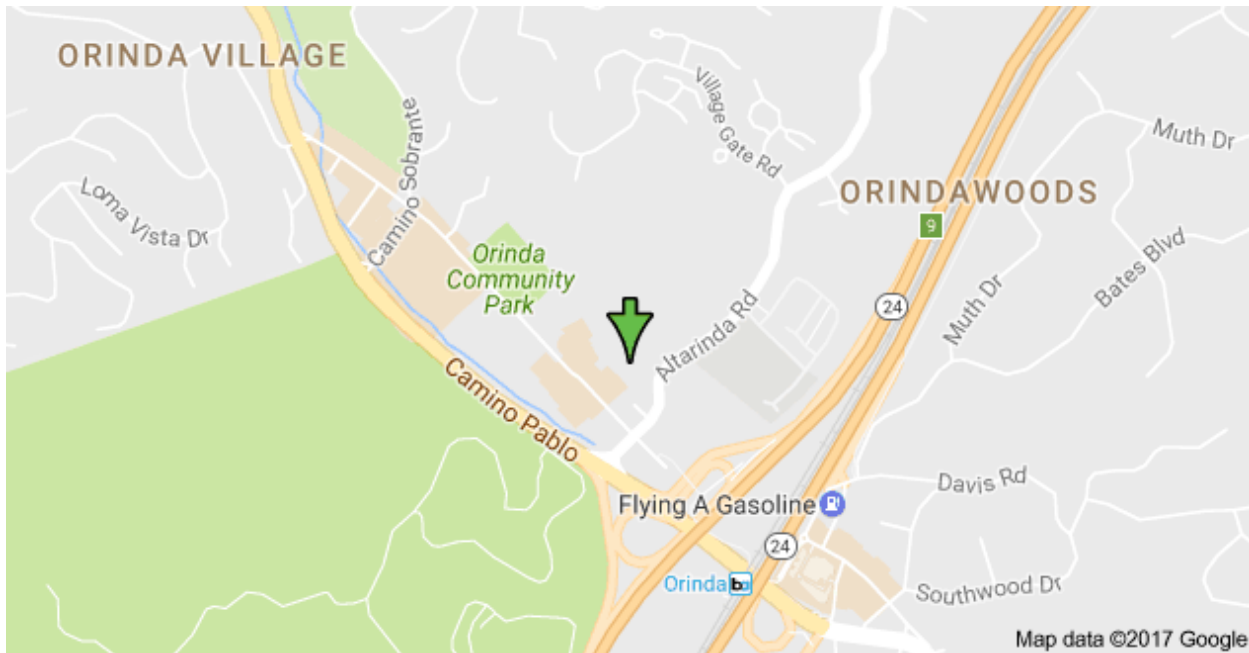
Agendas, minutes and other information regarding this committee can be found at: www.CCTA-SWAT.net

SOUTHWEST AREA TRANSPORTATION COMMITTEE

NEW MEETING LOCATION

MAP

**CITY OF ORINDA OFFICES, 22 ORINDA WAY, ORINDA, 94563
SARGE LITTLEHALE COMMUNITY ROOM**



AGENDA ITEM 5.A



SWAT

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SUMMARY MINUTES
June 5, 2017 – 3:00 p.m.
City of Orinda
22 Orinda Way
Orinda, California

Committee members present: Amy Worth, City of Orinda (Chair); Karen Stepper, Town of Danville; Candace Andersen; Contra Costa County; Scott Perkins, City of San Ramon.

Staff members present: Lisa Bobadilla, City of San Ramon; Andy Dillard, Town of Danville; Jason Chen, City of Orinda; Ellen Clark, Town of Moraga; Darlene Amaral, City of San Ramon; Robert Sarmiento, Contra Costa County; James Hinkamp, City of Lafayette.

Others present: Tim Haile, CCTA; Susan Miller, CCTA; Lisa Klein, MTC; Peter Lau, Caltrans; Cristin Hallissy, Caltrans; Barbara Laurenson, MTC; Shannon Brinias, Caltrans; Andrew Fremier, MTC; Bobby Lee, Resident.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Worth at 3:08 p.m.
2. **PUBLIC COMMENT**
3. **BOARD MEMBER COMMENT**
4. **ADMINISTRATIVE ITEMS**
5. **CONSENT CALENDAR:**

5.A Approval Minutes: SWAT Minutes of April 10, 2017

5.B Approve FY 17/18 SWAT Administrative Services MOU with the City of San Ramon

ACTION: APPROVED – Andersen/Stepper/unanimous

End of Consent Calendar

6. **REGULAR AGENDA ITEMS:**

6.A I-680 Contra Costa Express Lane Presentation by Barbara Laurenson, MTC

Andrew Fremier, Lisa Klein, and Barbara Laurenson, MTC presented an update on the I-680 Express Lane Project. Presentation focused on:

1. Opening Date September 2017.

2. Expanded operating hours from 5:00 a.m. to 8:00 p.m., Mon-Fri.
3. Toll rates – will vary based on levels of congestion.
4. Corridor Traffic Congestion – the lanes improve traffic congestion, but do not eliminate congestion.
5. 2020 Extension Changes – continuous access and buffers when lanes opens

Andrew Fremier informed SWAT that recent studies have indicated the importance of maintaining a consistent message with respect to Express Lane hours, with the objective to make it easier to understand for drivers and is consistent with Express Lanes along the I-580 corridor. The hours of operation were established in conjunction with Caltrans and CHP.

Mr. Fremier stated that the Mid-Day Traffic Analysis Conditions report, dated September 21, 2016, provides MTC with an analysis of traffic impacts associated with extending the current HOV Lane operating hours on I-680 in Contra Costa County. Today, the HOV lanes limits are between the Rudgear Road and Alcosta Blvd interchanges and the current operating hours from 5:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 7:00 p.m. Once converted to Express Lanes, the Express Lane operating hours will be 5:00 a.m. to 8:00 p.m.

The Mid-Day Traffic Analysis Report is intended to supplement the June 2014 *Traffic Operations Analysis Report for the MTC Phase I Express Lane Project – I-680 Corridor*, which addressed traffic impacts associated with extending Express Lane operating hours into the mid-day.

Candace Andersen stated that the Mid-Day Traffic Analysis Report was not circulated to SWAT and/or SWAT TAC members. Ms. Andersen stated that the report was sent to her by a resident, rather than by MTC staff. Mrs. Andersen expressed concern regarding the hours of operation as they have changed from the Express Lane discussions that took place in 2015 and that the hours are inconsistent from the current HOV times of 5:00 a.m. to 9:00 a.m. and then from 3:00 p.m. to 7:00 p.m., Mon – Fri.

Scott Perkins stated that MTC comments with respect to consistency with I-680 express lanes to I-580 express lanes are inaccurate. Mr. Perkins articulated that the I-580 project added a new lane to the freeway overall freeway network, rather than converting an existing HOV lane to express lanes. In the I-680 corridor, the conversion of an express lane from an HOV lane coupled with the extended hours of operation removes a general purpose lane from the network thereby reducing capacity altogether. Mr. Perkins stated that I-580 and I-680 are not similar.

Scott Perkins requested MTC consider operating the Express Lanes as general purpose lanes all day, with the exception of the HOV hours.

Andrew Fremier stated the purpose of the Express Lanes is to provide a tool to manage congestion. The tolls may change based on traffic conditions. The rates will be similar to I-580 and I-680 (Sunol Grade). The toll readers will display the fee upon entering the Express Lanes.

Andrew Fremier provided clarification on the parameters of the new FasTrak Toll Tag.

Tim Haile, CCTA stated that CCTA is working with MTC on a grant application to secure funds for the I-680 Innovate Program. In addition, CCTA and 511 Contra Costa have partnered with Scoop (on demand rideshare app) to promote a carpooling incentive to the Contra Costa residents.

Candace Andersen requested MTC update the Frequently Asked Questions (FAQ) with an emphasis on the change of Express Lane Hours of Operation.

Lisa Bobadilla requested that MTC attend stakeholder meetings throughout the San Ramon Valley to educate the communities along the I680 corridor of the change in hours. In addition, she requested MTC to attend the SWAT meeting after the lane opens in September to provide SWAT with an update.

Public Comments:

Bobby Lee, Alamo resident expressed his concerns about the Express Lane hours of operation and the fee for mid-day tolls.

Mr. Lee stated that he currently travels I-680 northbound during the hours of 2–3 p.m., and the traffic is clear. His specific concern is that when the current HOV lane transitions to Express Lanes, it will cause an issue with merging traffic getting on the freeway from the local roadways, and this may cause issues with increased traffic on local roadways. Mr. Lee requested that the mid-day express lanes fee be deferred.

ACTION: Information Only/No action required

6.B Review and Approve Contra Costa Transportation Authority and 511 Contra Costa Strategic Plan Scope of Work

Darlene Amaral presented this item. The Countywide Transportation Demand Management (TDM) program in Contra Costa County is known as “511 Contra Costa”. Up until mid-2016, the comprehensive TDM program elements were managed and implemented by each of the four Regional Transportation Planning Committees (RTPCs).

With emerging technologies impacting travel behavior, CCTA and the RTPCs agree that this is an appropriate time to develop a new strategic plan to identify how the traditional strategy being implemented might be updated to provide the most relevant commute programs.

CCTA will lead the effort and has developed a Request for Proposal (RFP). CCTA will enter into contract with a Consultant, while the TDM sub-regional staff members will be actively involved in the study.

To date, each sub region representative has provided feedback and relevant program information towards the vision of the plan. The draft scope of the RFP focuses on four main tasks:

1. Review and evaluate existing 511 Contra Costa programs.
2. Review outreach and marketing.
3. Document emerging TDM programs globally and industry best practices that could be effective in Contra Costa.
4. Develop recommendations for ongoing programs.

Ms. Amaral stated that she will provide SWAT and SWAT TAC with regular updates as the Strategic Plan process unfolds.

The Strategic Plan Scope of Work was approved with the following conditions:

1. Strategic Plan consultant should not be affiliated with 511 Contra Costa TDM program(s); and
2. RFP should be circulated to TDM Consultants in the Bay Area, throughout California and out of State.

ACTION: APPROVED – Andersen/Perkins/unanimous

7. **WRITTEN COMMUNICATIONS:** The following written communication items were made available:

- Southwest Transportation Demand Management Annual Report FY 2015-16
- SWAT Meeting Summary – April 10, 2017
- TRANSPAC Meeting Summary – April 13, 2017
- Contra Costa Transportation Authority Meeting Summary – April 19, 2017
- Town of Moraga, Public Hearing, Saint Mary’s College, Consider Certification of Final Environmental Impact Report, Adoption of Campus Master Plan (CMP) Update; Adoption of Ordinance Amending Municipal Code Chapter 8.56- Institutional District, and Amending Zoning Map to Correct Zoning of Saint Mary’s College from “College” to “Institutional” District – May 10, 2017
- TRANSPAC Meeting Summary – May 11, 2017

ACTION: None

8. **DISCUSSION:** Next agenda

9. **ADJOURNMENT:** to Monday, July 3, 2017 at 3:00 p.m., The City of Orinda, Sarge Littlehale Community Room, City Hall

ACTION: Meeting adjourned by Chair Worth at 5:04 p.m.

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AGENDA ITEM 5.B



SWAT

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DATE: July 3, 2017

TO: Southwest Area Transportation Committee (SWAT)

FROM: SWAT Technical Advisory Committee
By: Darlene Amaral, SWAT TDM Analyst

SUBJECT: 511 Contra Costa - FY 2017-18 SWAT Transportation Demand Management (TDM) Program and Budget

RECOMMENDED ACTION

The SWAT TAC recommends SWAT to review and approve the following:

1. Approve FY 2017-18 SWAT TDM programs and budget; and
2. Authorize staff to submit program applications to the Contra Costa Transportation Authority for Measure J and Transportation Fund for Clean Air (TFCA) funds.

BACKGROUND AND ANALYSIS

With the passage of Measure C in 1988 and Measure J in 2004, the voters of Contra Costa County approved the county's half cent transportation sales tax and established a Growth Management Program (GMP). Through its countywide and sub-regional TDM programs, 511 Contra Costa provides essential support to Contra Costa jurisdictions in the following areas:

1. Compliance with the TDM ordinance requirements of the Measure J Growth Management Program Compliance Checklist.
2. Implementation of TDM measures in the Tri-Valley and Lamorinda sub-regional Action Plans.
3. Fulfillment of the TDM priorities of each of the Regional Transportation Planning Committee's (RTPC), including Countywide and local TDM ordinances.
4. Implementation of cost-effective Bay Area Air Quality Management District (BAAQMD) TFCA programs to reduce Greenhouse Gas (GHG) emissions.
5. Implementation of the MTC-delegated Employer Outreach Program.
6. Support and implementation of the TDM elements of the Sustainable Community Strategies of SB 375.

7. Support SWAT employers, with 50 or more employees, to comply with the Bay Area Commuter Benefit Program (SB 1339), by offering commute incentives through the 511 Contra Costa Programs.

In addition to the 511 Contra Costa TDM programs and budget for FY 2017/18, the Contra Costa Transportation Authority (CCTA) and 511 Contra Costa will embark on the 511 Contra Costa Strategic Plan. The Strategic Plan will identify how the traditional TDM strategies being implemented might be updated to provide the most relevant commute programs. With emerging technologies impacting travel behavior, CCTA and the RTPCs have agreed that this is an appropriate time to develop a new strategic plan. CCTA has approved funding in the amount of \$100,000 and will be the lead agency developing the Request for Proposal (RFP). CCTA will also take the lead to contract with the consultant team, while the TDM sub-regional staff members will be actively involved in the process. The Scope of the RFP focuses on four main tasks:

1. Review and evaluate existing 511 Contra Costa programs.
2. Review outreach and marketing material.
3. Document emerging TDM programs globally and industry best practices that could be effective in Contra Costa.
4. Develop recommendation(s) for ongoing program(s) and incentive.

FISCAL ANALYSIS

The TDM programs and budget proposed for FY 2017/18 do not take into account findings and/or recommendations that may come from the work being done for the 511 Contra Costa County Strategic Plan. It's likely that the TDM programs for FY 2018/19 could change, based on results from Strategic Plan; however, any changes made will require SWAT review and approval.

For FY 17/18, the primary funding for the 511 Contra Costa TDM program is derived from Transportation Fund for Clean Air (TFCA) which is provided by the Bay Area Air Quality Management District (BAAQMD) Program Manager Funds and administered locally by the Contra Costa Transportation Authority (CCTA). The incentive programs (transit, vanpool, carpool, guaranteed ride home and employer outreach) programs are funded with TFCA dollars. In addition, Measure J Commute Alternative funding is available to 511 Contra Costa to cover indirect costs associated with programs funded with TFCA grant money, as well as local TDM projects, approved by the RTPCs.

The CCTA and BAAQMD allocate funding for purposes of implementing TDM projects/programs that meet the goals and objectives to reduce traffic congestion and improve air quality. Current BAAQMD TFCA policy allows the use of TFCA funds for program and project direct costs but are limited in use for program indirect costs.

Funding for the 511 Contra Costa programs is allocated sub-regionally based on a formula which includes 50% population and 50% jobs within each sub-region. The current allocation distribution is:

Central/East County (TRANSPAC/TRANSPLAN)	57.10%
West County (WCCTAC)	22.70%
Southwest County (SWAT)	20.20%

The BAAQMD allows the Congestion Management Agency's (CCTA) to use 5% of the county allocation for program administration. Therefore, the Authority takes funding "off the top" to cover Authority administration of the program. Once each RTPC is made aware of how much funding it is to receive, the 511 Contra Costa Program Managers take recommended programs/projects which meet BAAQMD criteria, to each RTPC for approval.

The proposed FY 2017-18 SWAT TDM programs/budget have been reviewed by SWAT TAC and are forwarded to SWAT for review/approval. The proposed SWAT TDM program expenditure plans and budget for FY 2017-18 is attached. The program funding is available July 1, 2017. TFCA funds must be spent within two years of receipt, unless an application states that the project will take a longer period of time and is approved by the County Program Manager or the Air District.

A summary of TDM program funding for FY 2017-18 is as follows:

TFCA	\$285,950
Measure J	\$166,650
TOTAL:	\$452,600

STEPS FOLLOWING APPROVAL

1. Forward FY 2017-18 SWAT TDM Programs and Financial Plan to the Contra Costa Transportation Authority.
2. Authority staff will forward the 511 Contra Costa Countywide TDM program applications to the Bay Area Air Quality Management District.
3. Upon approval by the Bay Area Air Quality Management District, the Air District will enter into an agreement with the Contra Costa Transportation Authority.
4. Subsequently, the Contra Costa Transportation Authority will enter into an agreement with the City of San Ramon for the implementation and oversight of the SWAT TDM programs for FY 2017-18.

ATTACHMENT

1. FY 2017-2018 SWAT TDM program expenditure plan and budget.

**511 CONTRA COSTA - SWAT SUBREGION
SUMMARY OF PROGRAMS & PROJECTS**

FY 2017-18

	SW Emissions/Trip Reduction	Measure J	Proposed Budget FY 2017-18	Approved FY 2016-17	Difference FY2017-18 vs. FY2016-17
Programs & Projects	18CCXX	18SRMJ17	TOTAL		
1 Postage	\$ 500		\$ 500	\$ -	\$ 500
2 Marketing & Promotions	\$ 10,000	\$ 45,000	\$ 55,000	\$ -	\$ 55,000
3 Vanpool Passenger Incentives	\$ 20,000		\$ 20,000	\$ -	\$ 20,000
Vanpool Driver Incentive (Bonus Program)	\$ 5,000		\$ 5,000	\$ 5,000	\$ -
4 Vanpool Driver Incentive (Driver Rides Free)	\$ 12,000		\$ 12,000	\$ -	\$ 12,000
Survey Incentives	\$ 3,000		\$ 3,000	\$ 3,000	\$ -
Commuter Fairs/Events	\$ 500		\$ 500	\$ 500	\$ -
Bike Racks and/or Lockers	\$ 25,000	\$ 25,000	\$ 50,000	\$ 50,523	\$ (523)
Bike to Work Day Supplies & Incentives	\$ 2,000		\$ 2,000	\$ 2,000	\$ -
5 Student Transit Ticket Program	\$ 47,000		\$ 47,000	\$ 52,000	\$ (5,000)
6 High School Carpool to School Incentive Program	\$ 5,000		\$ 5,000	\$ -	\$ 5,000
TRAFFIX Program (San Ramon Valley)	\$ 54,031	\$ 18,469	\$ 72,500	\$ 72,500	\$ -
Lamorinda School Bus Program		\$ 72,500	\$ 72,500	\$ 72,500	\$ -
TDM Administrative Oversight		\$ 2,000	\$ 2,000	\$ 2,000	\$ -
7 SWAT 511CC - TDM Supplies		\$ 481	\$ 481	\$ -	\$ 481
SWAT In-House Commuter Program		\$ 200	\$ 200	\$ 200	\$ -
8 Temporary P/T (SWAT Employer Outreach & Marketing)		\$ -	\$ -	\$ 32,000	\$ (32,000)
9 ACT International Conference		\$ 3,000	\$ 3,000	\$ -	\$ 3,000
10 SWAT Employer Incentive - EV Charging Stations (Measure J)		\$ -	\$ -	\$ 25,000	\$ (25,000)
11 Southwest Contra Costa County Employer Survey				\$ 20,000	\$ (20,000)
Personnel	\$ 101,919	\$ -	\$ 101,919	\$ 101,919	\$ -
Unallocated funding			\$ -	\$ -	\$ -
Total Program Expenditures:	\$ 285,950	\$ 166,650	\$ 452,600	\$ 439,142	
Allocated Amounts by Project	\$ 285,950	\$ 166,650	\$ 452,600		
	\$ -	\$ -		\$ 13,458	

REVENUES FY17-18		Amounts	FY16-17
TFCA Funds	\$	285,950	\$ 283,602
Measure J Funds	\$	166,650	\$ 141,400
CMAQ Funds	\$	-	\$ 14,140
Total Program Revenues:	\$	452,600	\$ 439,142
			\$ 13,458

Notes:

- 1 New funding requested - Postage is for mailings throughout the fiscal year (vanpool reimb coupons, vanpool letters to drivers & passengers, Bike to Work Day, Surveys, Transit Tickets, Gift Cards)
- 2 New funding requested - Marketing & Promotions are giveaways at employer and school sites, community fairs or events, workshops, chamber events, regional events, marketing advertisements
- 3 New funding requested - Passenger incentive targets "new" vanpool passengers who join a vanpool
- 4 New funding requested - Vanpool Driver Incentive is an additional incentive for drivers to start a new vanpool (goal 5 vans) \$200.00 towards vanpool monthly payment X 12 months = \$2,400
- 5 New funding requested - Reduced amount, Previous year funding will be used (\$7,680)
- 6 New funding requested - High School Carpool Incentive Program provides incentives to students for carpooling to school (\$10 Chevron gas card & \$5 gift cards)
- 7 New funding requested - Office Supplies such as; envelopes, 511CC stationary, brochure racks, toner, labels
- 8 No new funding requested - Previous year funding will be used (\$32,000)
- 9 New funding requested - ACT International Conference is an annual conference for TDM Professionals
- 10 No new funding requested - Previous year funding will be used (\$25,000)
- 11 No new funding requested - Previous year funding will be used (\$20,000)

AGENDA ITEM 6.A

Technical Coordinating Committee **STAFF REPORT**

Meeting Date: June 15, 2017

Subject	Review of Draft 2017 Countywide Transportation Plan (CTP) Update
Summary of Issues	<p>The Contra Costa Transportation Authority (CCTA) has released a draft 2017 CTP Update for review by all interested parties. The CTP provides the Authority's vision, goals, and strategies for addressing our existing and future transportation challenges. The centerpiece of the CTP is a Long Range Transportation Investment Program (LRTIP) that specifies how CCTA could invest \$6.4 billion in leveraged, new revenues on streets and highways, Bay Area Rapid Transit (BART), ferries, buses, bicycle, and pedestrian facilities through the year 2040. Comments on the draft 2017 CTP Update are due by Monday, August 1, 2017.</p>
Recommendations	<p>Staff seeks TCC's review and comments.</p>
Financial Implications	<p>Projects must be in the CMP to be eligible for a variety of State and federal funding programs.</p>
Options	<p>Provide comments on the draft 2017 CTP Update.</p>
Attachments	<p>A. Executive Summary of the Draft 2017 CTP</p> <p>B. Draft 2017 CTP Volume 1, available for download at www.2017CTPupdate.net</p> <p>C. Draft 2017 CTP Volume 2, available for download at www.2017CTPupdate.net</p>
Changes from Committee	

Background

Measure J requires the Authority to prepare and periodically update a CTP. The first CTP was adopted in 1995. Subsequent updates were adopted in 2000, 2004, and 2009. The 2017 CTP Update will constitute the fourth update to the Plan.

The CTP is the blueprint for Contra Costa's transportation system over the next 23 years. This long-range vision document for transportation identifies the projects, programs, and policies that the Authority Board hopes to pursue through the year 2040. The CTP identifies goals for bringing together all modes of travel, networks, and operators to meet the diverse needs of Contra Costa.

Work Completed Since the 2009 CTP Update

The Authority generally updates the CTP every four to five years. The 2017 CTP Update is an exception in that the last CTP (the 2009 CTP Update) was adopted in July 2009, eight years ago. While a significant amount of planning work has been completed since 2009, adoption of a CTP Update, previously slated for 2014 was, for a variety of reasons, delayed. Below is a summary of key milestones during the last few years:

- During 2012 and 2013, the Regional Transportation Planning Committees (RTPC) worked to update the Action Plans for Routes of Regional Significance. The Action Plans identify major roadways and corridors within each subarea (West, Central, East, Lamorinda, and the Tri-Valley), and set quantitative performance objectives to be achieved over a specified period. The Action Plans provide the local building block for the comprehensive CTP.
- The Draft Action Plans were adopted by the RTPCs in early 2014. Later in the year, each RTPC forwarded a "Proposal for Adoption" to the Authority for incorporation into the Final CTP.
- The first draft of the 2014 CTP Update was released in August 2014, along with a Draft Environmental Impact Report (DEIR). This first draft followed the structure of previous CTPs in that it included a financially-unconstrained project list. This unconstrained list, called the Comprehensive Transportation Project List, or CTPL, was also evaluated in the DEIR. At the time of the release of the first Draft CTP, the Metropolitan Transportation Commission (MTC) was in the process of updating its Guidelines on county-level CTPs.

-
- During Fall 2014, the Authority undertook an unprecedented public outreach effort that applied a variety of techniques to reach a broad cross-section of the community. This included public workshops, stakeholder tool kits, an online public engagement survey/comment tool, a telephone Town Hall, distribution of hand-written survey materials, and targeted mail to alert the residents and businesses of Contra Costa about upcoming events. All told, over 5,000 people participated.
 - The Authority, having received extensive public input during the Fall of 2014, and in light of changes to MTC's CTP Guidelines, postponed the adoption of the CTP to allow additional time to incorporate comments received.
 - During 2015, work began on a possible Transportation Expenditure Plan (TEP), which defined a financially-constrained list of projects for possible consideration by the voters of Contra Costa, to be funded through a half-percent sales tax. In parallel, the Authority adjusted the work plan for the CTP to include the evaluation of one or more financially-constrained transportation investment scenarios.
 - A second draft was prepared for release in January 2016. The second draft followed MTC's revised Guidelines (adopted by MTC in November 2014). It included three financially-constrained transportation project lists for analysis. In parallel, the Authority was working with the Expenditure Plan Advisory Committee to develop a draft TEP.
 - In December 2015, the Authority directed staff to postpone release of the second draft CTP for two reasons; first, delays were encountered with the development of the draft TEP (Consequently, the CTP did not have a clearly defined TEP for evaluation), second, the Action Plans were impacted by new legislation – Senate Bill (SB) 743, which directs the Governor's Office of Planning and Research to revise the California Environmental Quality Act of 1970 (CEQA) Guidelines to eliminate the use of Level of Service in EIRs. This legislation presented issues for using the Action Plan objectives, many of which were delay based, for the evaluation of new projects in an EIR.
 - During 2016, the Authority continued work on the TEP, which went to the ballot in November 2016 as Measure X. There was substantial public input and comment on the TEP. All of these comments received during the TEP development and outreach process are being taken into consideration as we develop the 2017 CTP Update. This ballot measure did not pass. Following the election, the Authority approved a revised work plan for the completion of a CTP Update during calendar year 2017.

- On February 14, 2017, the Authority issued a Notice of Preparation (NOP) of the DEIR for the 2017 CTP Update.
- On May 24, 2017, the Authority published the Draft 2017 CTP Update for public review.

Schedule

The schedule below summarizes key dates and activities for review of both the 2017 CTP Update and the EIR:

May 24	Authority staff published the 2017 CTP Update and launched an online open house website (www.2017CTPupdate.net)
June 16	Authority staff publishes the Draft EIR
June 16-Aug 1	45-day comment period for Draft EIR
July 5	Planning Committee holds public meeting on draft 2017 CTP Update & DEIR
June 19	CCTA Public Meeting
June 29	Public Open House
Aug 1	Close of comment period on draft 2017 CTP Update and DEIR
Sept 6	Planning Committee reviews & recommends adoption of 2017 CTP Update
Sept 20	Authority certifies Final EIR and adopts Final 2017 CTP Update (tentative)

Outline of the Plan

- Volume 1 - The Draft 2017 CTP contains five Chapters and an Executive Summary.
 - Chapter 1: Introduction
 - The Authority's Role
 - Definition of the CTP
 - Partnerships
 - Relationship to Other Plans and Regulations
 - Outreach
 - Process
 - Chapter 2: Challenges and Opportunities
 - Challenges
 - Future Opportunities
 - Chapter 3: Vision, Goals, and Strategies

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- Finding the Right Balance
 - Vision, Goals, and Strategies
 - Chapter 4: Investment Program
 - Funding
 - Setting Priorities
 - Investment Program
 - What the Investment Program Will Accomplish
 - Refining the Investment Program
 - Chapter 5: Implementation Program
 - Roles and Responsibilities
 - The Growth Management Program
 - The Congestion Management Program
 - Implementation Tasks
 - Appendices
 - Routes of Regional Significance Listing
 - Glossary of Terms
 - Volume 2
 - Summaries of the Action Plans from the five subregions
 - Performance and Equity Evaluation
 - Large Project Performance Assessment
 - Multi-Modal Transportation Service Objectives
 - 10 and 20 year project priorities

Public Engagement; Outreach Activities

The public outreach effort for the 2017 CTP Update will build upon the extensive outreach effort conducted from the Fall of 2014 through July 2016 for the CTP and TEP. The previous effort included both traditional forums, such as workshops, public meetings, and newsletters, and newer technology-driven forms of communication, including social media an online public engagement survey/comment tool, telephone Town Halls, and a website portal called *Funding Our Future*, which enabled residents to express the priorities by showing how they would spend money and prioritize investments across an array of programs.

Following release of the Draft 2017 CTP, the Authority initiated a public engagement process that allows Contra Costa's residents to weigh in on the Draft Plan. This effort includes:

- Online engagement tools to enable residents to post comments and track responses, including one specifically designed for the concurrent Contra Costa Countywide Bicycle and Pedestrian Plan (CBPP) Update;
- A countywide open house workshop;
- Meetings with the Authority's Citizens Advisory Committee;
- Public meetings starting in July to enable the Authority to hear comments from residents and others on the Draft Plan and the DEIR on the Plan;
- Meetings and study sessions with the RTPCs; and
- Presentations to City Councils, boards and commissions, on request.

The public outreach effort is being implemented by the new consultant team providing ongoing planning services to the Authority: Placeworks, Inc., Circlepoint, Fehr & Peers, and EPS.

2017 Countywide Comprehensive Transportation Plan

Volume I

**PUBLIC
REVIEW
DRAFT**

May 24, 2017



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Executive Summary

The Contra Costa Countywide Transportation Plan, or CTP, is the blueprint for Contra Costa's transportation system over the coming decades. This long-range vision for transportation identifies the projects, programs, and policies that the Authority Board hopes to pursue. The CTP identifies goals for bringing together all modes of travel, networks and operators, to meet the diverse needs of Contra Costa and to support Plan Bay Area.

By improving the transportation system, we can help to address the challenges that a growing population, more jobs, and more traffic will bring. We also see new opportunities—from technological innovation to the benefits of active transportation—to address the challenges of growth and change without more roads. The CTP lays out a vision for our transportation future, the goals and strategies for achieving that vision, and the future transportation investments needed to promote a growing economy, advance technological changes, protect the environment, and improve our quality of life.

INNOVATION IS THE KEY

Innovation is the guiding theme for this CTP, with the Authority taking the lead on introducing and managing new technology, funding and constructing improvements to the county's transportation infrastructure, and overseeing ongoing transportation programs. These new initiatives, coupled with current programs and projects and the Authority's growth management program, will reduce congestion, improve air quality, and provide mobility options for all residents without undertaking major expansion projects. Since 1989 the Authority has been actively and successfully engaged in long-range planning for critical transportation infrastructure projects and programs that connect our communities, foster a strong economy, manage traffic, expand transit service, and safely and efficiently get people to their destination of choice. Building on prior CTPs, the 2017 CTP sets forth a viable, transformative framework to continue this mission, using technology and innovation to make the best use of available resources.

To be effective and responsive, the Authority works closely with the Regional Transportation Planning Committees (RTPCs), local jurisdictions, transit agencies and paratransit providers and regional and state partners – MTC, ABAG, the Bay Area Air Quality Management District, the Bay Conservation and Development Commission, Caltrans, and the California Air Resources Board, among others.

CHALLENGES AND OPPORTUNITIES

The population of Contra Costa and the region will continue to grow. Nearly 300,000 new people, 88,000 new households and 122,000 new jobs are expected in Contra Costa County by 2040, accounting for between 10 and 13 percent of total growth for the region. Increased population and jobs will place new demands on our transportation system, but we also have new tools and innovative approaches to help meet those demands.

Challenges

The challenges will be to plan for future needs in areas of growth, facilitate economic development, and help local jurisdictions respond to and facilitate new technologies, including electric vehicles, transportation network companies, and connected/autonomous vehicles, to serve development and respond to changing demographics and travel patterns. Responding to environmental mandates, particularly

air quality, and concerns about rising tides, public health, and equity also will be important. And finally, maintaining and operating the system we have remains a pressing challenge.

Projected Growth in Population and Jobs

While the rate of growth in Contra Costa is slowing, the Authority still expects substantial growth through 2040. A 27 percent increase in our population, a 31 percent increase in our workforce, and a 36 percent increase in the number of jobs is expected by 2040 in Contra Costa. To accommodate that growth, Contra Costa will need to provide housing, as well as the schools, stores and other services needed to support the projected population increase.

Table ES-1: ABAG Projections 2013 for Contra Costa County 2010 and 2040

	2010	2040	Change	% Change
Population	1,049,000	1,328,000	279,000	27%
Households	375,000	464,000	89,000	24%
Employed Residents	442,000	580,000	138,000	31%
Jobs	345,000	468,000	123,000	36%

Source: ABAG Projections 2013.

While both jobs and population will increase throughout Contra Costa, growth will be faster in some areas of the county than others. Population growth in West, Central, and East County is expected to be the highest. Job growth in East and Central County is expected to outpace other areas, with the lowest rate of growth found in the Lamorinda subarea.

The demographics of the county will change as well. The median age of the county is likely to increase as “Baby Boomers” age. Seniors may rely more on transit and paratransit than the working population because of mobility challenges. For them, services provided by transportation network companies such as Lyft and Uber and, over the longer term, shared autonomous vehicles, will be a real benefit. However, these private operations will need to adapt to senior’s mobility challenges, or the impact on publicly funded paratransit services will be substantial.

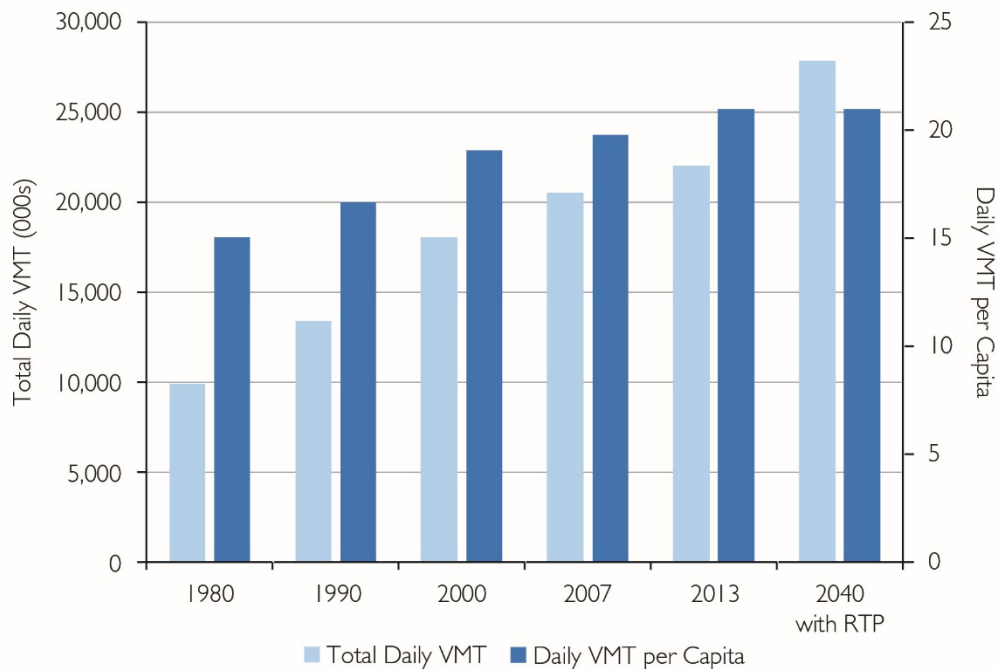
In addition, as more families move to Contra Costa County, especially into the East County, Central, and Tri-Valley areas, safe transportation options for school children

will become increasingly important. The “millennials,” as the generation born after 1980 is known, are driving less frequently than older generations, but whether this is a trend or only a short-term phenomenon is not yet clear. Partly, they are responding to the high cost of owning and operating a vehicle, and also many are choosing to live in close-in, walkable neighborhoods. If this trend continues, and it may not, it would mean that forecasts of increased congestion may be excessively dire; however, we also expect more delay on our roadways, especially those used for the daily commute to work.

How Will Growth Affect Travel and Congestion?

The increase in population will increase travel demand throughout the transportation system; it also will affect congestion throughout the county. The share of trips taken by car is expected to remain at about 92 percent of all trips. Therefore, vehicle miles traveled (VMT) will continue to increase even though the amount individuals drive, VMT per capita, is expected to level off, as shown in Figure ES-1. But an increase in total VMT does not translate into more air pollutants; as more electric and clean-fuel vehicles take to the road, tailpipe emissions will become cleaner.

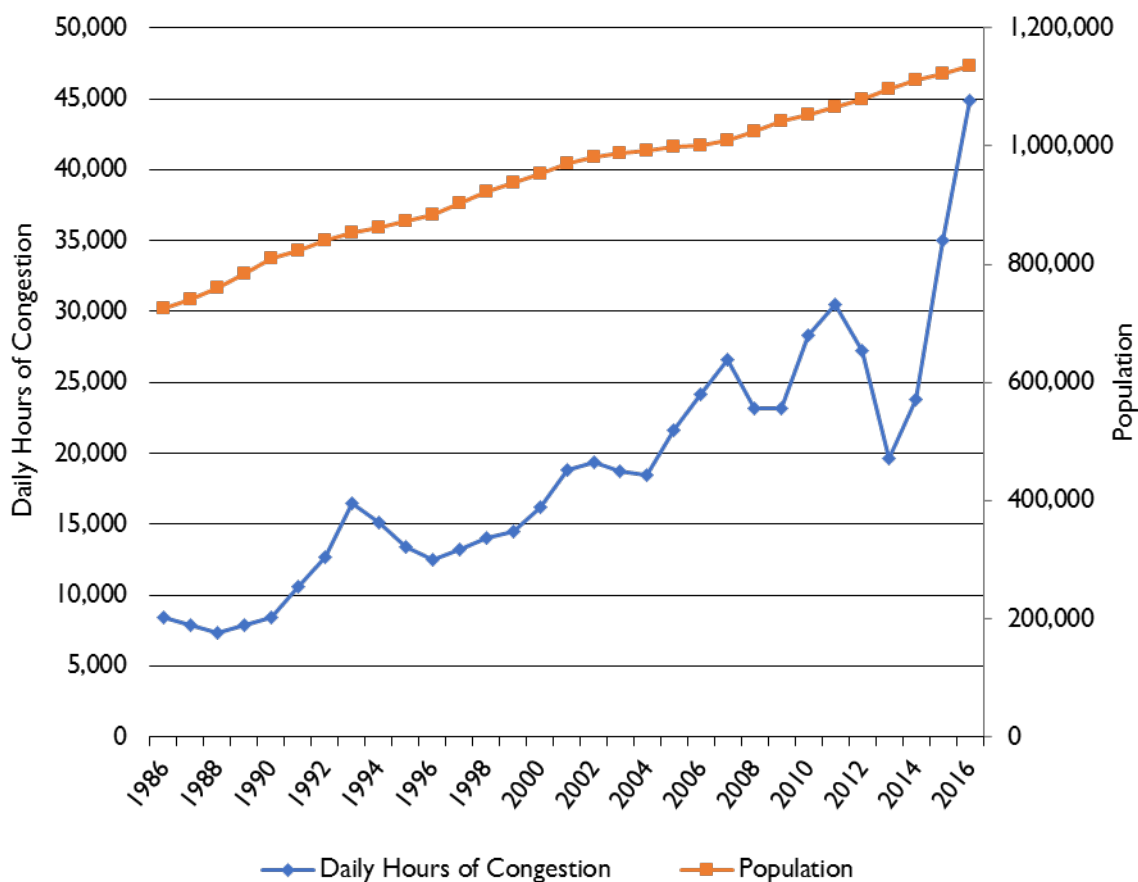
Figure ES-1: Average Weekday VMT and VMT per Capita in Contra Costa County 1980-2040



Source: Year 1980 estimated based on ARB Almanac 2007; Years 1990-2007 from 2005 MTC Travel Forecasts; Year 2013 and 2040 from Fehr and Peers and Dyett & Bhatia, 2015.

Over the past 30 years, overall traffic congestion has increased at a faster rate than population growth, as shown in Figure ES-2. In 1986, for example, drivers in the county experienced about 8,400 hours of delay on streets and highways; by 2012, this delay had increased over three-fold to 27,300 hours. More recently, the past three years show average vehicle hours of delay increasing by 50 percent over 2012. Downturns in the growth trend occurred during economic recessions. The County's population, by contrast, only grew 43 percent during this same time period. Before the fourth bore of the Caldecott tunnel opened at the end of 2013, the SR-24 bottleneck in Orinda was one of the Bay Area's top ten list of worst bottlenecks. The SR-4 widening from four to eight lanes, which was completed in 2015, lessened congestion on this segment of the highway, but further east and in the I-680 corridor, traffic congestion remains an issue.

Figure ES-2: Population Growth and Average Daily Hours of Congestion in Contra Costa County, 1986-2016



Data Sources: Caltrans District 4, 1986-2008 Hi-Comp Report; 2009-2016 Mobility Performance Report

While these improvements added new capacity to our roadway system, and eliminated some bottlenecks, latent demand added new traffic, somewhat offsetting the perceived benefits of these projects. Corridor management techniques, such as the Integrated Corridor Management approach used on I-80, can serve to meter new demand and reduce congestion.

Looking ahead to 2040, congestion is expected to continue to increase with average vehicle delay more than doubling. New roadway and vehicle technologies, however, can serve to reduce vehicle delay and mitigate lost time and productivity spent in traffic. This would be a significant economic benefit.

Environment and Health; the “Vision Zero” Concept

The transportation system affects our environment and public health. It is responsible for about 40 percent of the greenhouse gas (GHG) emissions in California. The system also is vulnerable to the effects of climate change, most notably rising tides, and more needs to be done to make the system resilient to these changes. Air pollution from mobile sources, especially diesel engines, increases the risk of asthma and lung diseases. Traffic collisions cause fatalities and injuries, and time spent in cars directly relates to increased rates of obesity. However, more opportunities for active transportation, and advanced vehicle technology (electric cars and zero emissions vehicles) and better vehicle connectivity can reduce pollution, improve public health, and reduce accidents.

Vision Zero is an international approach to road safety thinking, which originated in Sweden in the mid-1990s and continues to evolve. It can be summarized in one sentence: No loss of life is acceptable. The Vision Zero approach has proven highly successful as a guiding principle for many transportation organizations and plans. For example, the Intelligent Transportation Society of America (ITSA) has adopted Vision Zero as a primary driver towards intelligent transportation technologies that can improve safety. Indeed, a key part of travel safety is vehicle technology, such as connected/autonomous vehicles, but safety also is provided by roadway design, traffic controls, connectivity, education and training. Increased mobility depends on effective road safety, and this concept is a fundamental component of the CTP.

Equity

The Authority is committed to the principle of fairness, meaning benefits and burdens that occur from transportation investments should be equally distributed to all residents. The Authority also invites all residents to participate in the decision-making processes through outreach activities, which are described on the following pages.

The equity implications of the Long-Range Transportation Investment Program presented in this CTP were evaluated using MTC's performance targets. The results of this analysis are contained in Volume 2. Overall the 2017 CTP supports *Plan Bay Area's* equity targets for the Regional Transportation Plan (RTP) by offering equitable transportation opportunities for all residents, including those living in Communities of Concern and for minority and low-income residents.

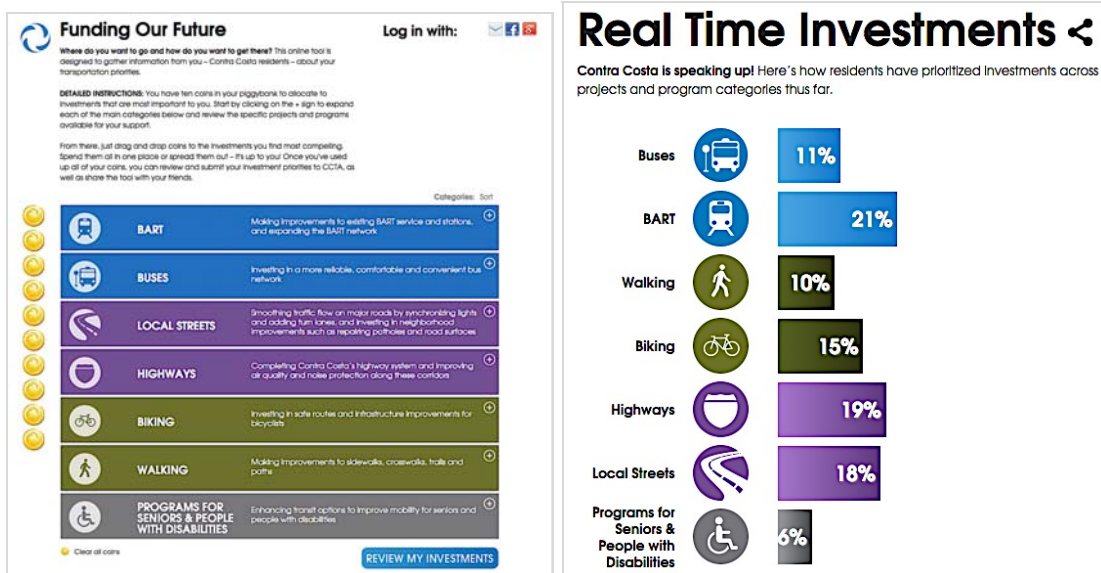
Opportunities

The CTP supports improvements to the efficiency of existing infrastructure, strategic investments in new capacity, advanced technology, and new potential funding sources to provide opportunities to improve the mobility and accessibility in Contra Costa. New technology, which supports express lanes and integrated corridor management, coupled with proven technologies for traffic signal coordination and ramp metering, is already improving the efficiency of existing roads and freeways. Shared-use mobility services through transportation network companies that facilitate carpooling are filling unused seating capacity of the vehicles traveling on the roads. And the technology on the horizon, such as fully connected and autonomous vehicles, provides huge opportunities for improved efficiency through potential reduction of accidents and increased roadway capacity.

PUBLIC ENGAGEMENT; OUTREACH ACTIVITIES

The CTP has been prepared with substantial public input since work began on the update in 2014. The Authority's outreach spanned the gamut from traditional forums, public meetings and newsletters to new technologies, including social media. This extensive outreach effort enabled the Authority to learn how residents generally viewed the Plan's proposals and transportation needs. An online public engagement survey/comment tool and a telephone Town Hall, one of the first in the Bay Area, offered individuals the opportunity to engage with the Authority's Board members and

senior staff. The Authority also hosted a website portal that enabled residents to express their priorities by showing how they would allocate funding and prioritize investments across an array of projects and programs.



Those participating in the outreach activities supported a broad range of projects and programs; many also expressed concerns about congestion on arterial corridors and highways across the county; funding for bicycle and pedestrian projects; and climate change. These comments guided Authority staff in making revisions that have been incorporated into the 2017 CTP.

Following release of the Draft 2017 CTP, the Authority will initiate a public engagement process that will allow Contra Costa's residents to weigh in on the Draft Plan. This effort will include:

- Countywide workshops using an "open house" format to facilitate participation;
- Meetings with the Authority's Citizens Advisory Committee;
- Public meetings starting in June to enable the Authority to hear comments from residents and others on the Draft Plan and the Environmental Impact Report (EIR) on the Plan;
- Focus group and stakeholder outreach;

- Workshops and study sessions with the Regional Transportation Planning Committees (RTPCs); and
- Presentations to City Councils, boards and commissions, upon request; and
- An online open house from the end of May through July for residents to learn more about the Plan and provide feedback.

VISION, GOALS AND STRATEGIES

The following vision encapsulates the role the transportation system will play in supporting the people, economy, and environment of Contra Costa:

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

To achieve this vision, the Authority identified five goals for the 2017 CTP.

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

For each of these goals, the Authority has identified strategies for achieving them.

Investing Wisely

One of the Authority's goals is to "invest wisely", because our funding needs far exceed our funding resources. Creating a "wise" investment package will require using our funds to attract funds from other sources and evaluating proposed projects to identify those that best meet the Authority's vision.

The 2017 CTP outlines the investment priorities proposed by the Authority. It begins with the priorities expressed in MTC's 2013 RTP, and uses that as a building block to establish new priorities through the Action Plans developed by the RTPCs, from public and stakeholder input, and from recently completed studies that focus on specific corridor issues. It reflects a "bottoms-up" approach, drawing together all of the suggestions for funding that have been submitted since the last CTP was adopted in 2009. Priorities were reviewed with the RTPCs, stakeholders, and the Authority's advisory committees, and the results of packages of project and programs were evaluated and compared using performance measures established by MTC. The building blocks for the Long-Range Transportation Investment Program (LRTIP) included in the CTP reflects the consensus that emerged from these discussions and Authority direction on a preferred approach.

Measure C and Measure J together have made a substantial dent in funding needed for projects and programs, not only from the revenues they generated, but also the funding they attracted from other sources. The following table shows Measure C/J expenditures by category, including the amount of funds leveraged, for a total of 6.5 billion in Year of Expenditure (YOE) dollars.

**Table ES-2: Measures C and J Past and Future Project Expenditures
(Year of Expenditure Dollars in Millions)**

Measure C and Measure J	Past	Future	Total
Roadway (highways, arterials and maintenance)	\$755	\$1,031	\$1,785
Transit (rail, bus, ferry, express bus, paratransit, commute alternatives)	\$434	\$738	\$1,171
Pedestrian & Bicycle, including Transportation for Livable Communities, trails, safe transport for children, and subregional needs	\$11	\$323	\$334
Other	\$144	\$373	\$517
Subtotal	\$1,344	\$2,464	\$3,808
Leveraged funds on Measure C & J projects	\$1,721	\$970	\$2,691
TOTAL FUNDS	\$3,065	\$3,434	\$6,499

Note: Past expenditures are through FY 2014-15 up to June 30, 2015.

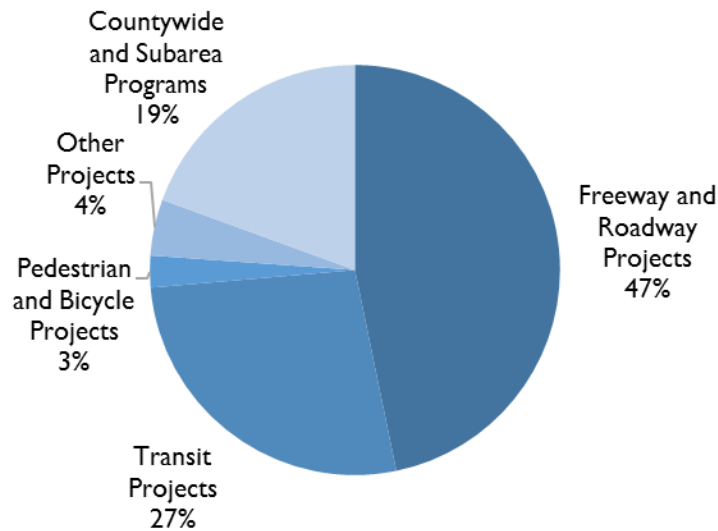
The Authority maintains a “master” project list that includes all projects – completed, under construction, and proposed. Called the Comprehensive Transportation Project List, or CTPL, this financially-unconstrained project list is used to track all potential projects and their funding status. All told, over \$29 billion in new projects and programs have been identified to maintain and improve our roads, freeways, transit systems, and bicycle and pedestrian facilities, meaning there is a significant unfunded need.

Table ES-3 presents the proposed 2040 funding program that has been developed by the Authority. It reflects a combination of existing and new potential revenue sources and leverage of local sources through State and federal grant programs, with priority given to those programs and projects that will help transform and maintain the transportation system with technology and innovation.

Table ES-3: LRTIP Funding Overview (2017 \$ in Millions)		
	Total Cost	% of Total
Freeway and Roadway Projects	\$3,742	47%
Transit Projects	\$2,150	27%
Pedestrian and Bicycle Projects	\$200	3%
Other Projects	\$355	4%
Countywide and Subarea Programs	\$1,555	19%
Subtotal (Additional Revenues)	\$8,002	100%
2013 RTP Projects Total (Assumed Revenues)	\$3,672	
TOTAL FUNDS	\$11,674	
Note: Numbers may not sum precisely due to rounding.		

Figure ES-3 shows a high-level summary of the funding allocations in the LRTIP, including the split between projects and programs and the travel modes supported. Public feedback on these allocations will help the Authority determine whether any adjustments should be made in the final plan to be considered for adoption.

Figure ES-3: Funding Allocations in the LRTIP (excluding 2013 RTP)



Maintaining our System

One of the Authority's greatest challenges is to ensure adequate maintenance of the transportation system, so the capital investments that have been and will be made are not compromised. The 2017 CTP includes new strategies to establish effective preventive maintenance and reduce the backlog of transportation rehabilitation and maintenance needs. Creating a stable funding source for long-term maintenance costs is a Plan priority. With this in mind, the Authority intends to expand the Regional Transportation Mitigation Program to ensure that fees collected cover the costs of ongoing maintenance. New facilities should not be built if they cannot be maintained. Deferred maintenance of existing facilities also is addressed, along with the role of external partnerships, such as the California Transportation Infrastructure Priorities Work Group among others, in helping secure needed funding.

IMPLEMENTING THE PLAN

The 2017 CTP will play an important role in shaping our transportation policy and investment decisions. But how will the Plan be carried out? The CTP outlines the strategies, the partnerships and the guidelines essential for a smooth transition from concept to reality. The Authority will need to work with many agencies to fund and prioritize the programs and projects in the LRTIP. New revenue sources will be

investigated. The potential for public-private partnership also will be explored as they have proven particularly effective in the Bay Area and elsewhere.

Detailed implementation tasks to follow through on the goals and strategies listed in the CTP are grouped into the following eight broad categories:

- Implement Measure J funding programs
- Plan for Contra Costa's transportation future
- Respond to State and federal legislative mandates
- Support Growth Management Program
- Design and construct transportation improvements
- Improve systems management and maintenance
- Build and maintain partnerships
- Secure long-term funding for transportation improvements

The 2017 CTP represents the Authority's long-term plan for investment in our transportation system, cooperative planning, and growth management. Working with its partner agencies, the Authority will apply the strategies outlined in the 2017 CTP to achieve this vision.

AGENDA ITEM 7



SWAT

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

June 9, 2017

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

RE: SWAT Meeting Summary Report for June 2017

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met on Monday, June 5, 2017. The following is a meeting summary and action items:

1. **Approved** - Memorandum of Understanding (MOU) with the City of San Ramon to provide SWAT administrative services effective July 1, 2017 to June 30, 2018 for an amount not to exceed \$32,500.
2. **Approved** - Contra Costa Transportation Authority (CCTA) and 511 Contra Costa Strategic Plan Scope of Work (SOW), with the following conditions:
 - a. Strategic Plan consultant should not be affiliated with 511 Contra Costa TDM program(s); and
 - b. RFP circulated to TDM Consultants in the Bay Area, throughout California and out of State.
3. **Received** - Status update from MTC on I-680 Express Lanes, scheduled to open September 2017. SWAT expressed concern with the lack of communication from MTC on the Express Lane Hours of Operation, as they are inconsistent with what was presented to SWAT in 2015. Consequently, SWAT requested the following:
 - a. MTC to revise and circulate the Frequently Asked Questions (FAQ) with an emphasis on the Express Lane Hours of Operation; and
 - b. MTC attend stakeholder meetings throughout the San Ramon Valley to educate community of the new Express Lane Hours of Operation.

The next SWAT meeting will take place **Monday, July 3, 2017**. Please contact me at (925) 973-2651, or email at lbobadilla@sanramon.ca.gov, if you should have any questions.

All the best,

A handwritten signature in black ink, appearing to read "Lisa Bobadilla", is written over a horizontal line.

Lisa Bobadilla
SWAT Administrator

Cc: Hisham Noeimi, CCTA; Martin Engelmann, CCTA, SWAT/SWAT TAC; Anita Tucci-Smith, TRANSPAC; John Nemeth, WCCTAC; Jamar Stamps, TRANSPLAN

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

June 9, 2017

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on June 8, 2017.

ADOPT proposed Fiscal Year ("FY") 2017/18 Work Plan and Budget and DIRECT staff to deliver invoices to the member agencies. The Committee unanimously approved a motion to adopt the FY 2017/18 Workplan and Budget.

Should you have any questions, please do not hesitate to contact me at (925) 674-7832 or email at jamar.stamps@dcd.cccounty.us.

Sincerely,



Jamar Stamps, TRANSPLAN Staff

c: TRANSPLAN Committee
L. Bobadilla, SWAT/TVTC
M. Todd, TRANSPAC
J. Nemeth, WCCTAC

T. Grover, CCTA
J. Townsend, EBRPD
D. Dennis, ECCRFFA



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MEMORANDUM

To: Matt Todd, TRANSPAC
Lisa Bobadilla, SWAT
Jamar Stamps, TRANSPLAN, TVTC
John Nemeth, WCCTAC
Ellen Clark, LPMC
MRB for:

From: Randell H. Iwasaki, Executive Director

Date: June 23, 2017

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its June 21, 2017 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Review and Approve CCTA Countywide Travel Demand Model Evaluation Study Results and Recommendations.** The Authority performs major updates to its Travel Demand Forecasting Model every ten years. The last major update was completed in 2012. As the designated Congestion Management Agency (CMA) for Contra Costa, the Authority must maintain and update a travel demand forecasting model that is consistent with the Metropolitan Transportation Commission's (MTC's) model and with the Association of Bay Area Grants' (ABAG's) demographic database. In consultation with the Authority's Technical Modeling Working Group (TMWG), the Authority's on-call modeling consultant, Kittelson & Associates, has prepared a model evaluation study for the 2020 Decennial Model update. The TCC reviewed the study in May and recommended moving forward with the recommendations found in the Model Evaluation Study. The study recommends that for the Authority's 2020 Decennial Model Update, the Authority develop a new Activity-Based Countywide Model based on MTC's "Travel Model Two." *The Authority unanimously approved the recommendation found in the Model Evaluation Study to use a new activity-based Countywide Model based on MTC's Travel Model Two, to update the Authority's 2020 Decennial Model.*

-
2. **PUBLIC HEARING: FY 2017-18 Proposed Budget for the Contra Costa Transportation Authority and Congestion Management Agency (CMA).** Staff sought recommendation for approval of Resolution 17-23-A adopting the Authority's FY 2017-18 budget following a public hearing on June 21, 2017. The Proposed Budget calls for funding appropriations totaling \$184.5 million for projects, congestion management, planning, programs, administration and debt service necessary as required for Authority operations, capital improvements and programmed activities planned from July 1, 2017 through June 30, 2018. *Following the Public Hearing, the Authority Board unanimously adopted Resolution 17-23-A, approving the FY 2017-18 Budget for the Contra Costa Transportation Authority and Congestion Management Agency.*
 3. **Approval of Recommended Second Cycle One Bay Area Grant (OBAG 2) and Measure J Funding Programs.** In September 2016, the Authority released the Coordinated Call for Projects (CCP) for the second cycles of the One Bay Area Grant (OBAG 2) and Measure J Transportation for Livable Communities (TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) programs. In response, the Authority received 77 applications by the December 2016 deadline. The groups responsible for reviewing project applications have made their recommendations and staff has incorporated them into proposed funding programs for approval by the Authority Board and submittal to Metropolitan Transportation Commission (MTC). *The Authority unanimously approved the proposed funding recommendations and directed staff to submit the OBAG 2 recommendations to MTC.*