

CONTRA COSTA TRANSPORTATION AUTHORITY

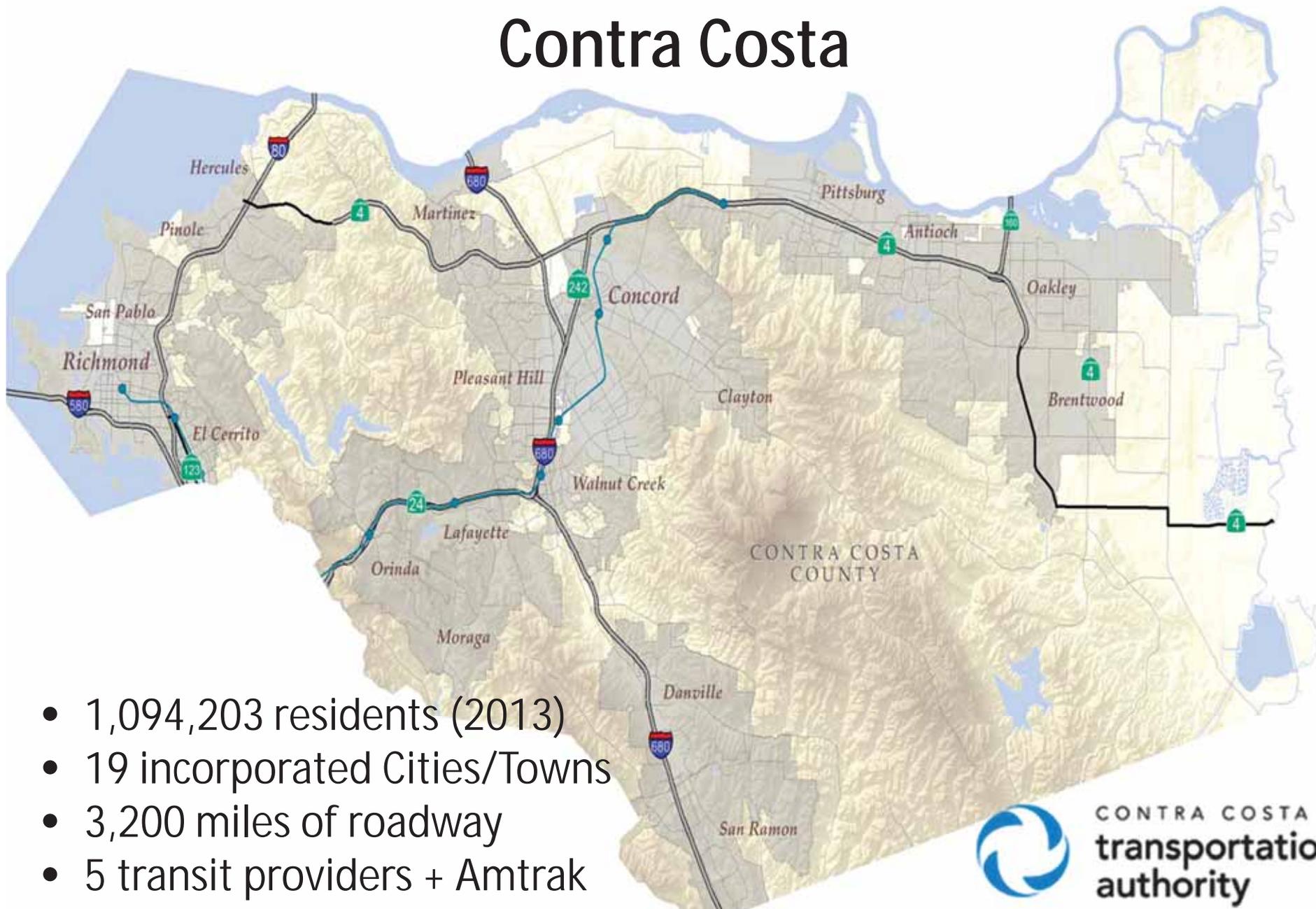
Delta Stewardship Council
Sacramento, CA
June 26, 2014



CONTRA COSTA
transportation
authority
1989 - 2014

Keeping Contra Costa Moving

Contra Costa



- 1,094,203 residents (2013)
- 19 incorporated Cities/Towns
- 3,200 miles of roadway
- 5 transit providers + Amtrak



CONTRA COSTA
transportation
authority

CCTA Structure

- Established in 1988

- 20 Employees

- Authority
 - Caltrans director to become chief of Contra Costa Transportation Authority

By Denis Cuff

Contra Costa Times

(3)

- Legislation
 - POSTED: 03/18/2010 03:38:52 PM PDT | UPDATED: 4 YEARS AGO

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

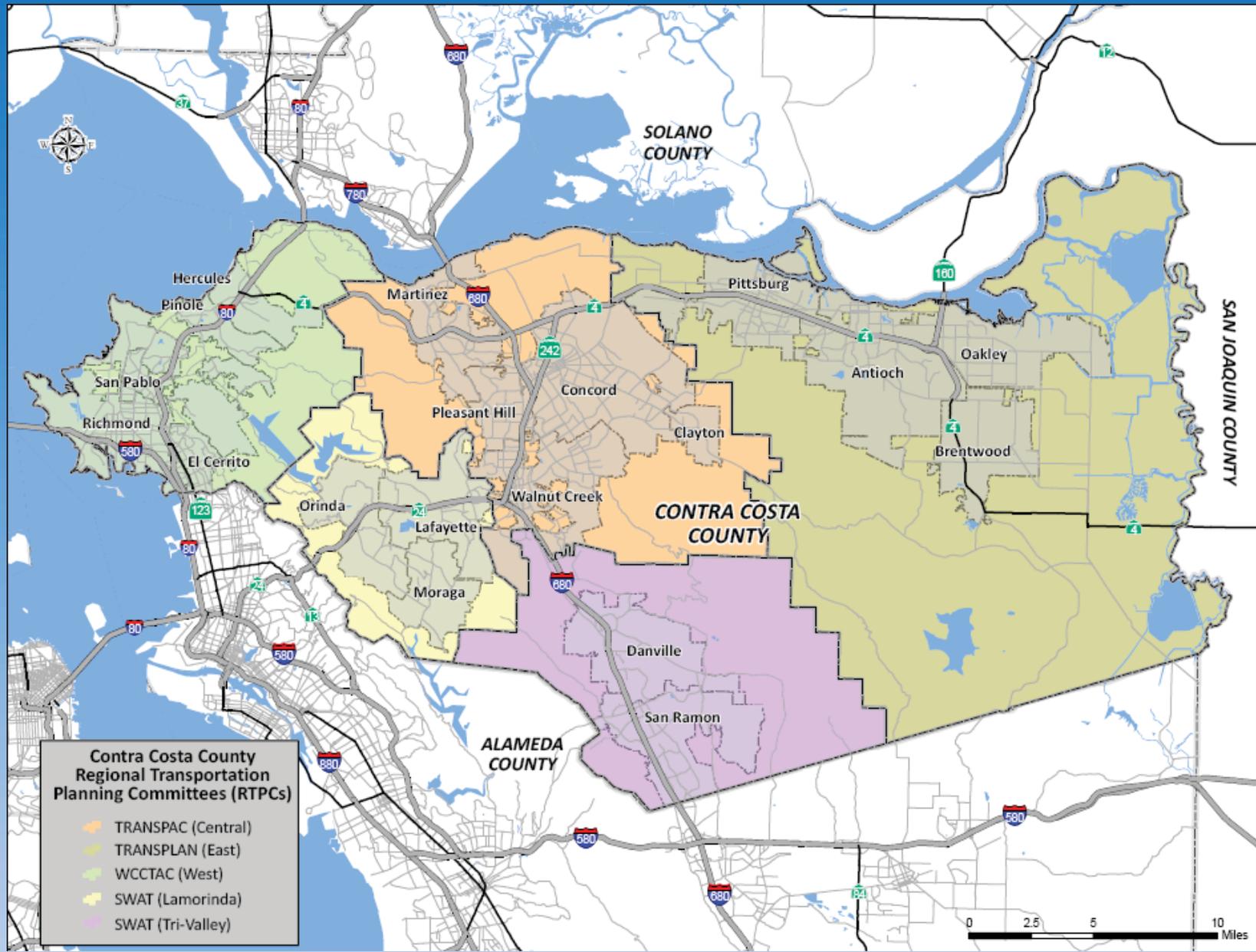
- Advisory
 - Iwasaki, Caltrans' chief since August and an employee there for 26 years, will make more money with less political headaches as executive director of the Contra Costa Transportation Authority.

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

- Citizens Advisory Committee
- Paratransit Coordinating Council
- Bus Transit Coordinating Council
- Regional Transportation Planning Committees (WCCTAC, TRANSPAC, TRANSPLAN, SWAT, TVTC, LPMC)



RTPCs



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 con't

- **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



Mea

- 40% to
– Cal
– SR-4
– I-80
- 60% to
– Loca
to s
– Bus
– Tran
Bike
– Con



09-2034)

(18% return

estrian and

Planning

Measure C Delivered:

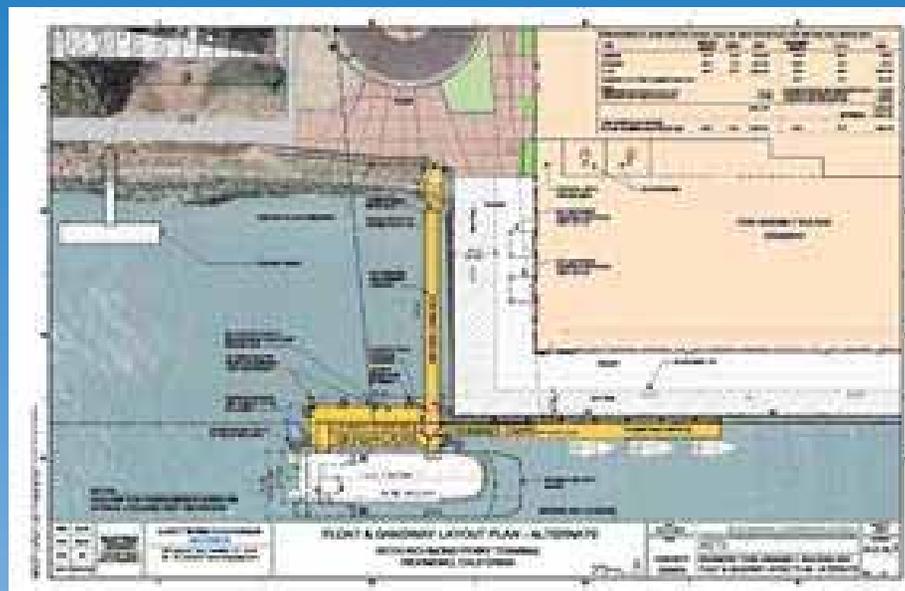
- BART extension to North Concord and Pittsburg/Bay Point
- Widening Highway 4 East to Railroad
- Other Improvements
 - Reconfiguration of western Highway 4 for safety and traffic capacity
 - Richmond Parkway
 - Nearly \$200 million provided to local agencies for street and road improvements
 - \$32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

Measure J Delivers:

- Highway 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



Future Ferry Service for West County



- Coordination with WETA
- Potential service from Richmond and Hercules

Innovation

Mobile Technologies



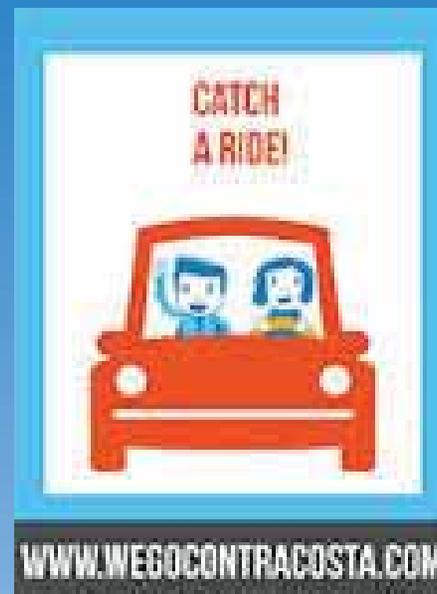
Connected Vehicles



Autonomous Vehicles

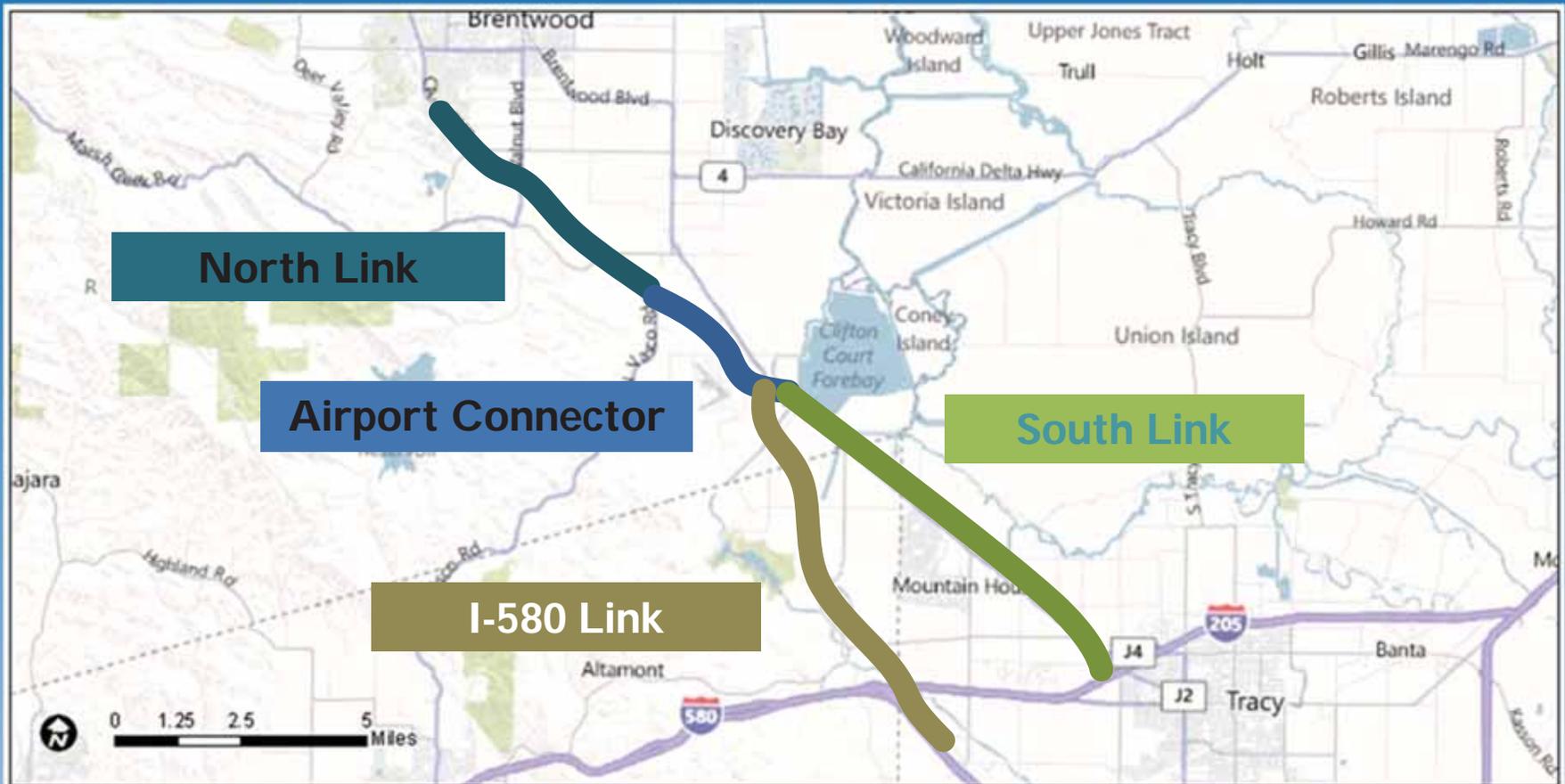


Real-Time Rideshare Pilot Project



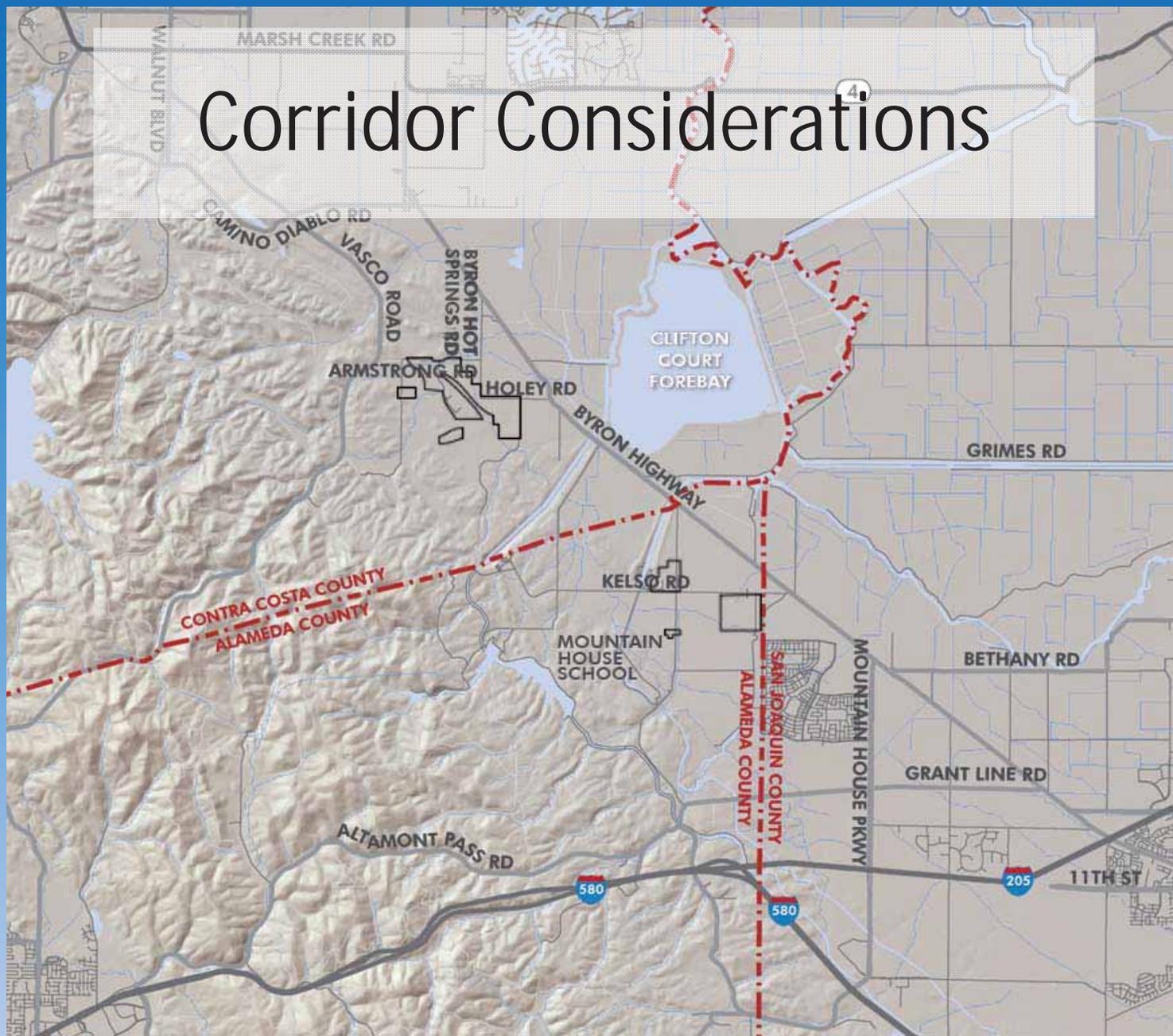
- Federal grant to 3-County partnership
- Smartphone-based ridesharing
- Pilot-project in Contra Costa Centre

TriLink Study – State Route 239



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

Corridor Considerations

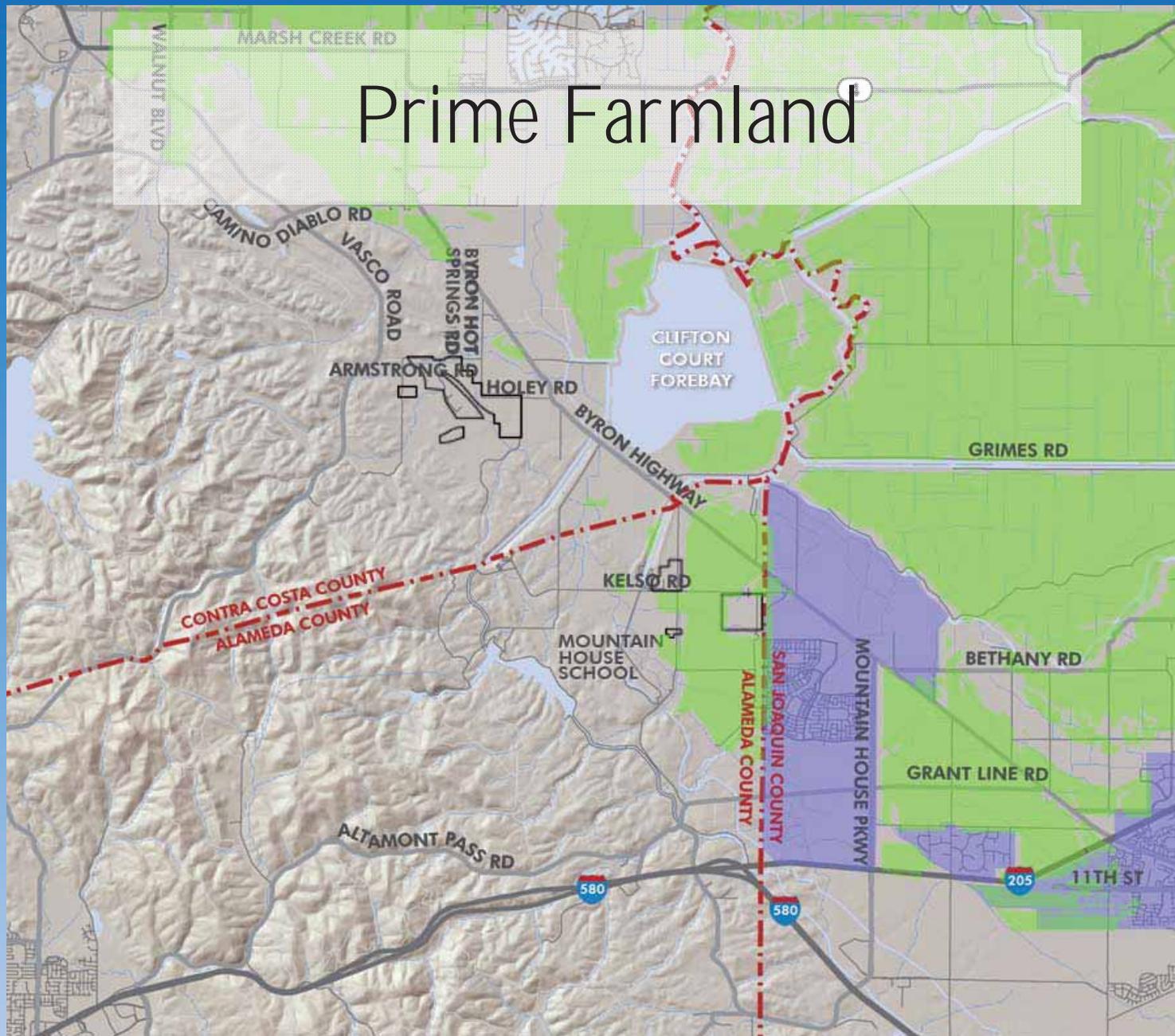


Corridor Considerations

Planned Development



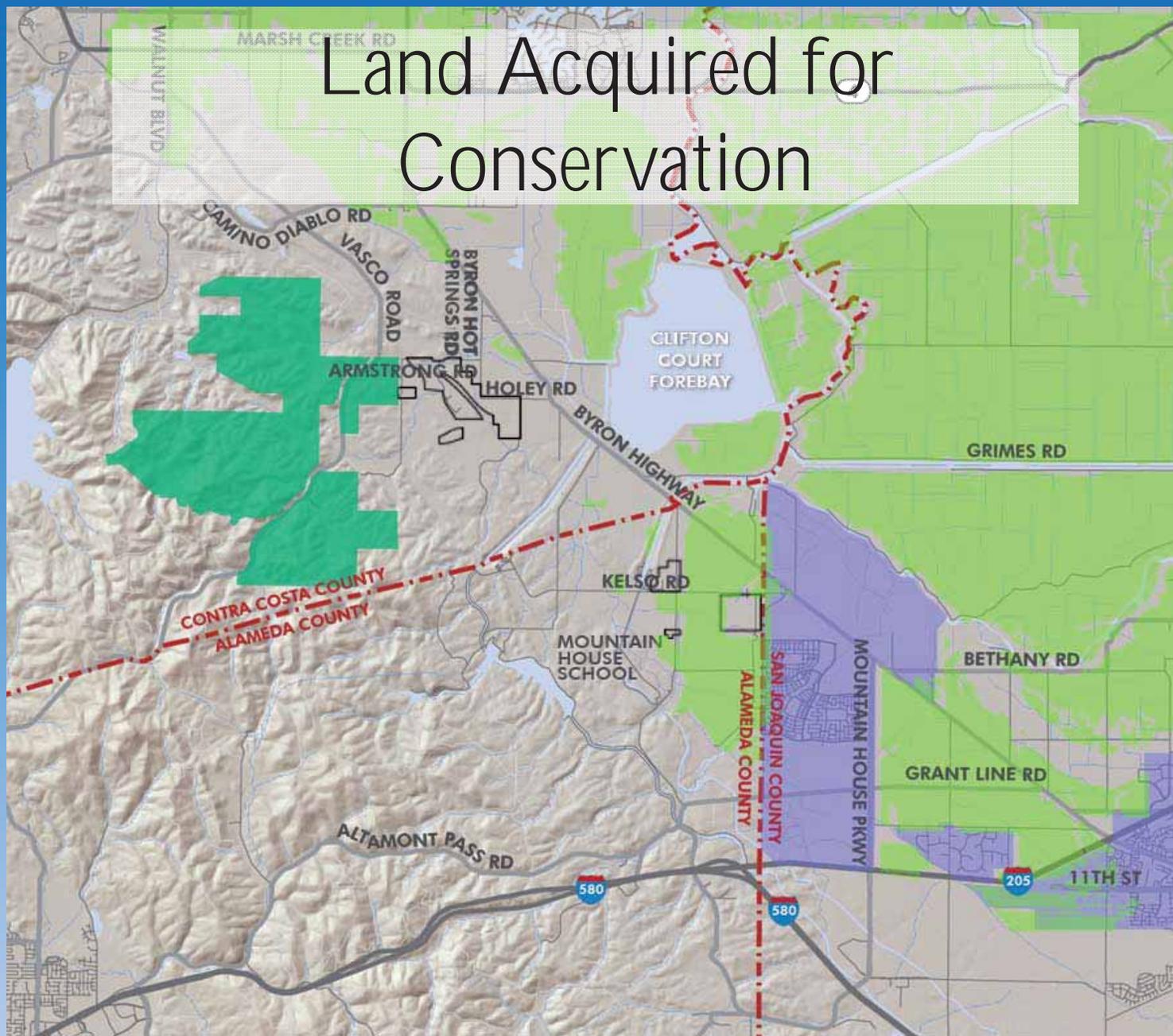
Corridor Considerations



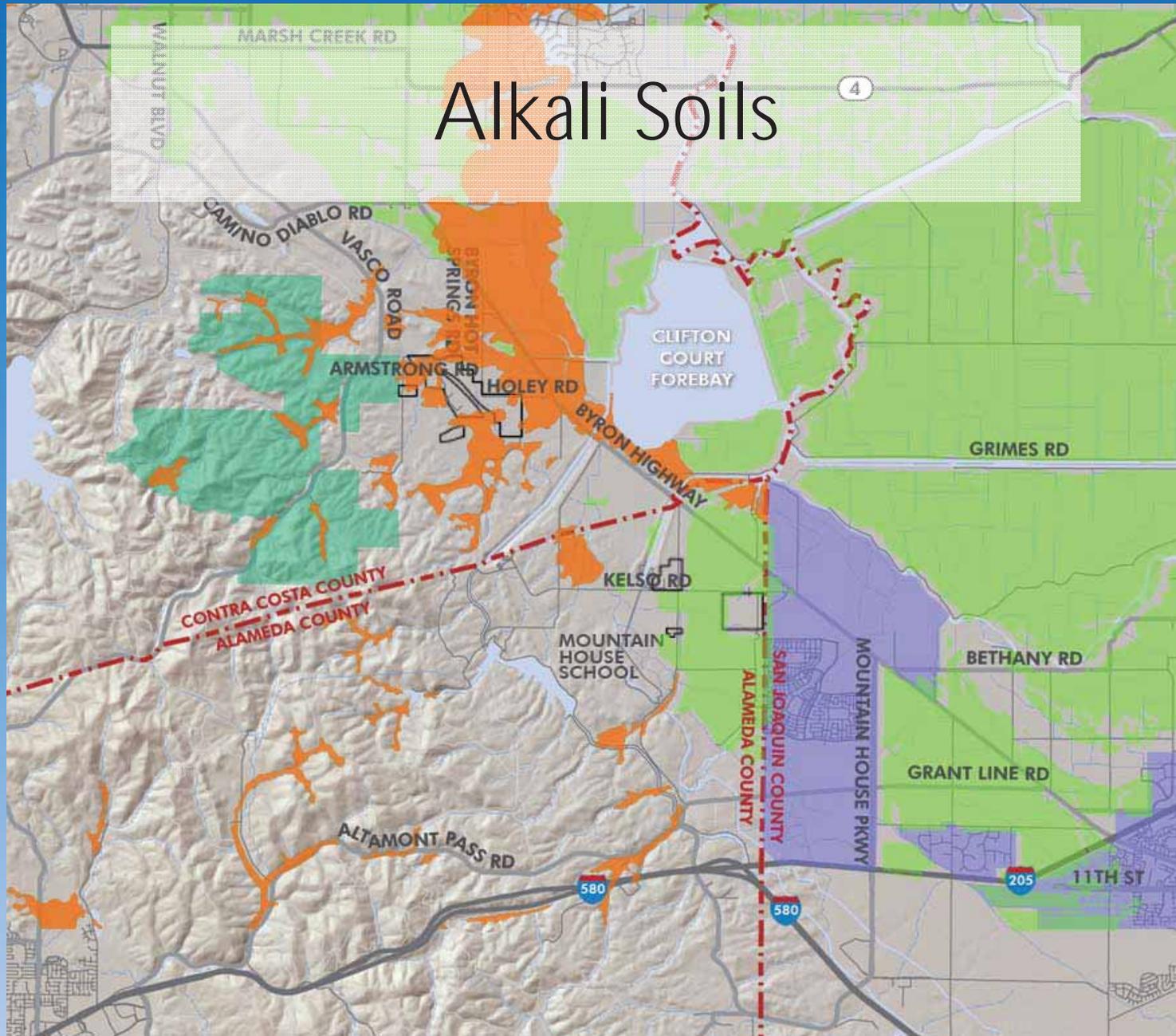
Prime Farmland

Corridor Considerations

Land Acquired for Conservation

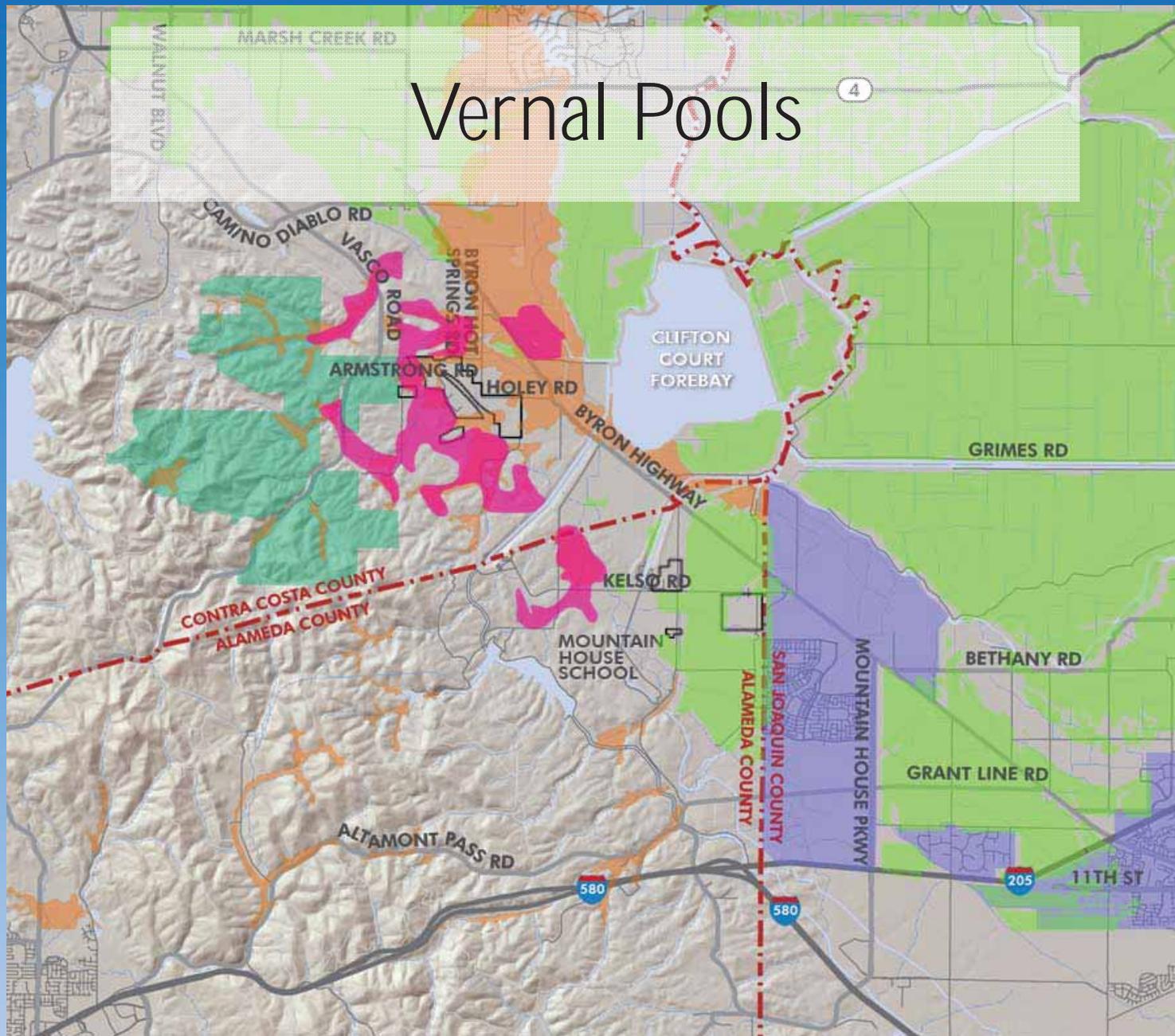


Corridor Considerations



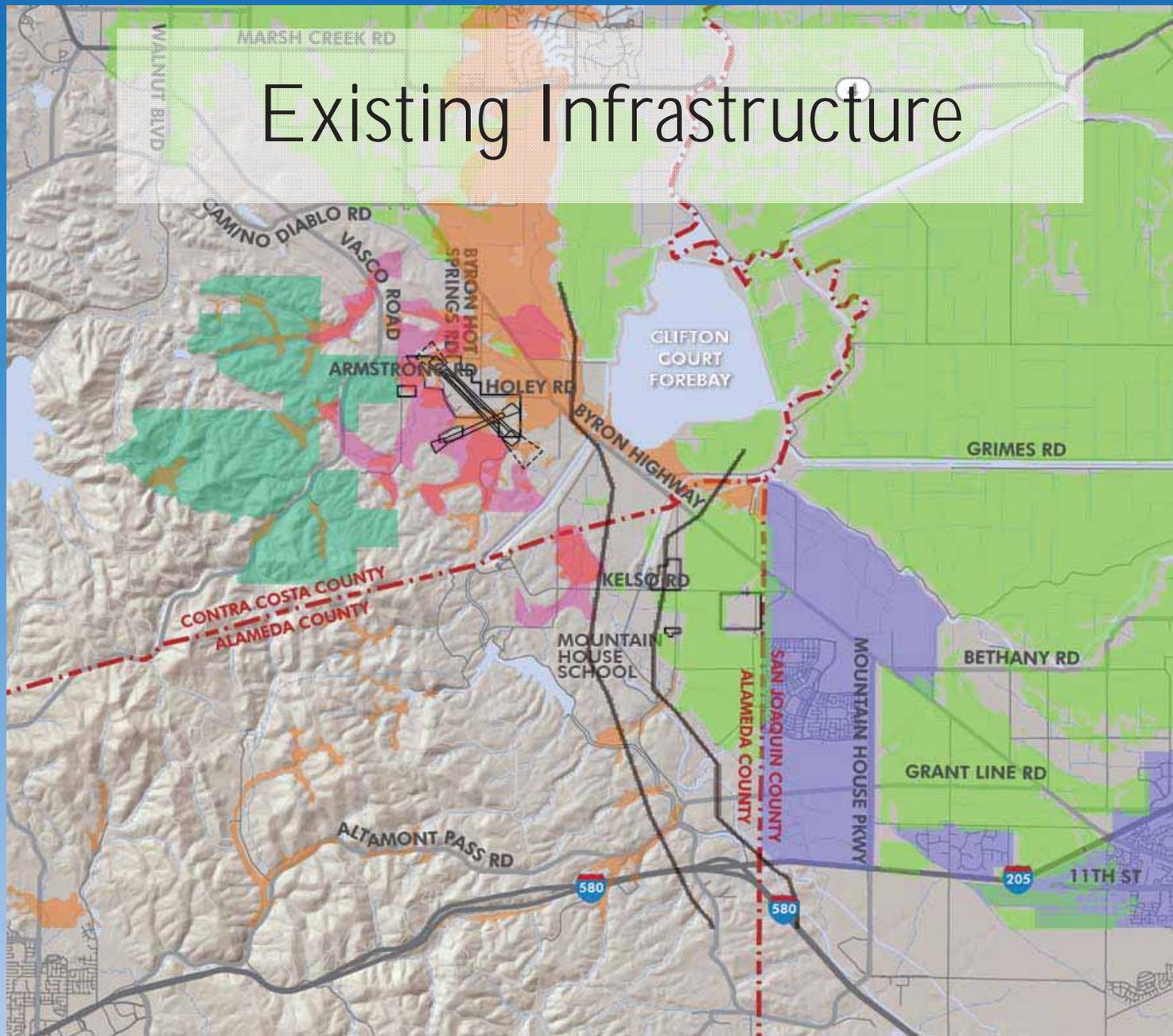
Corridor Considerations

Vernal Pools



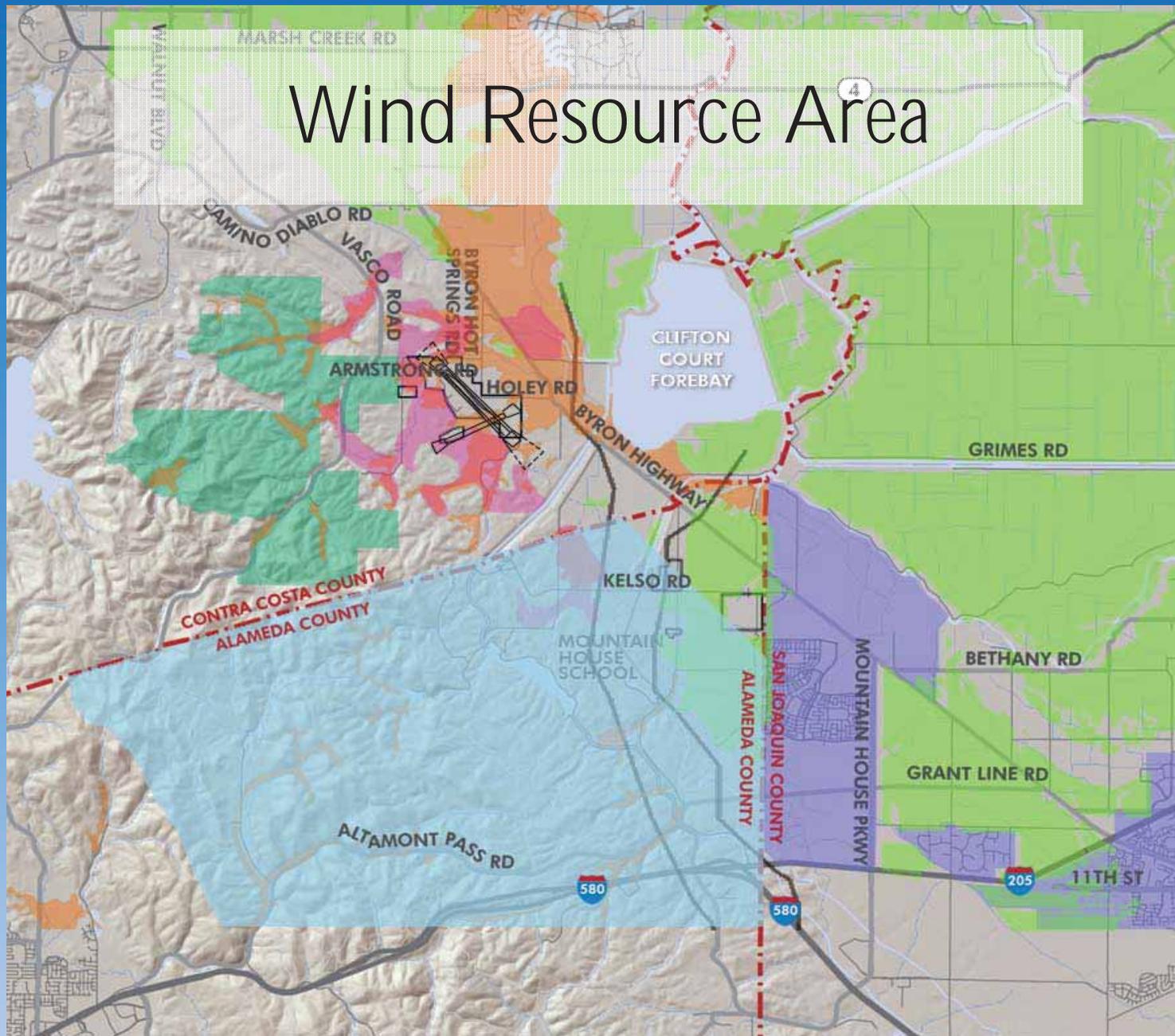
Corridor Considerations

Existing Infrastructure



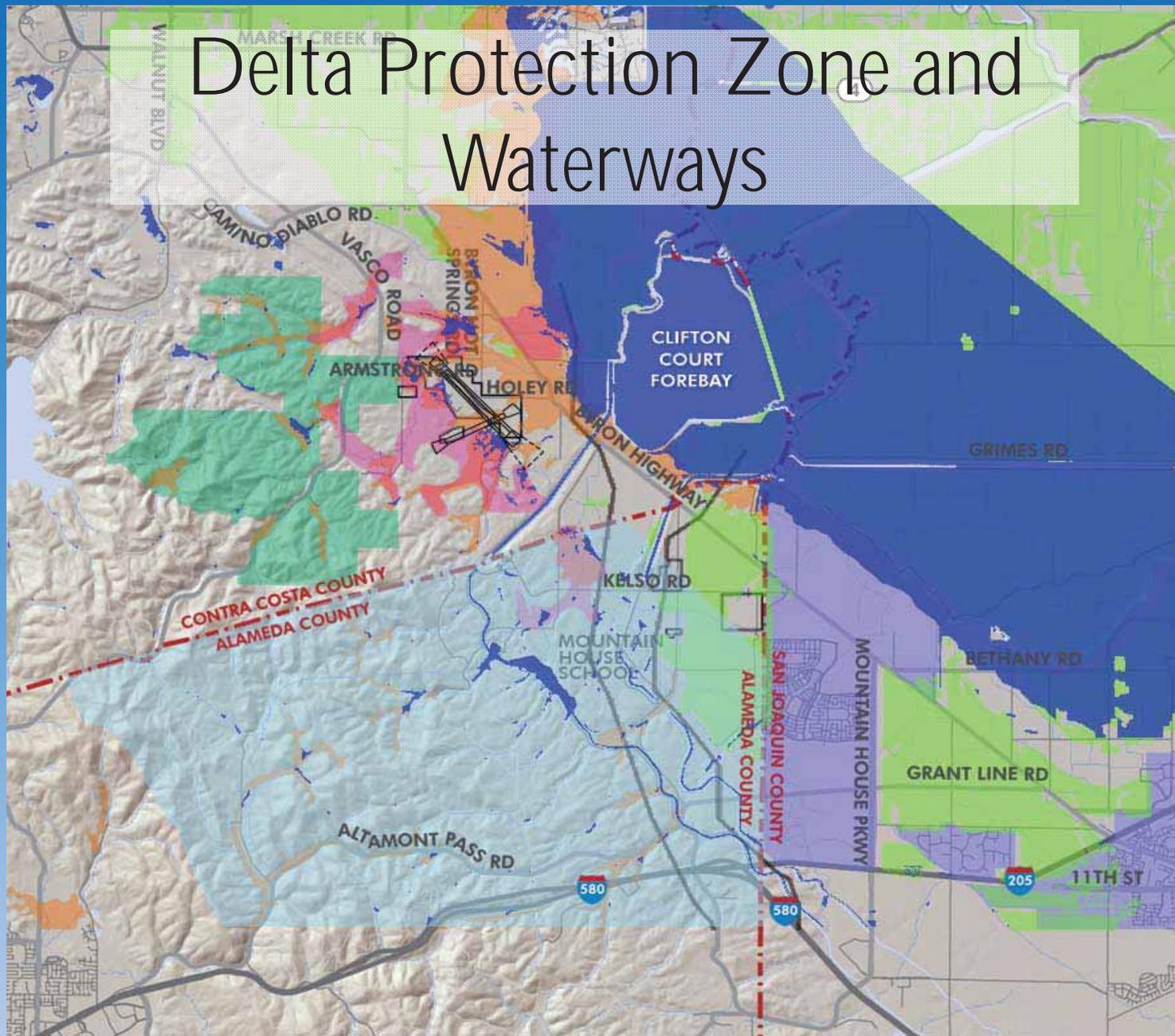
Corridor Considerations

Wind Resource Area



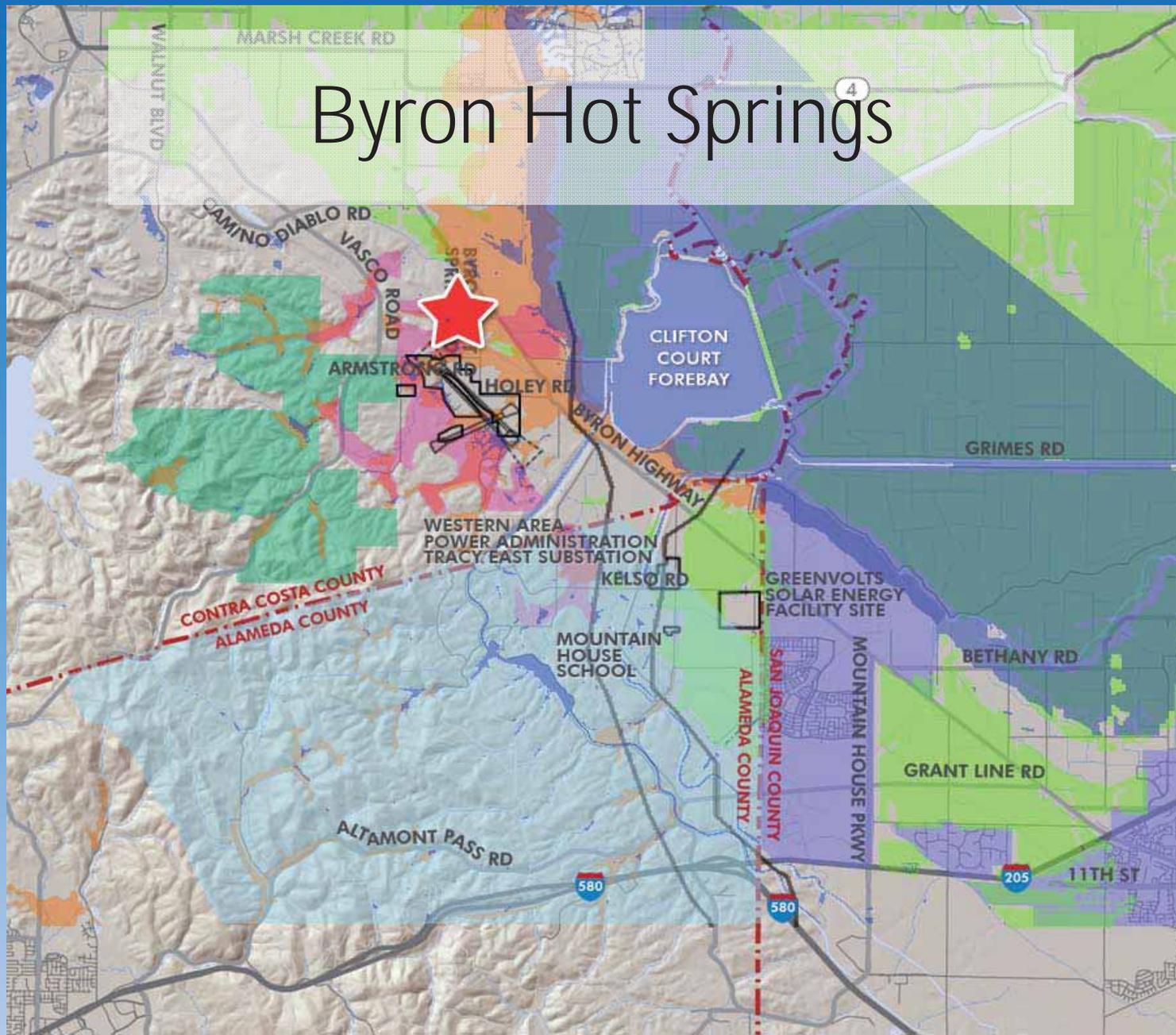
Corridor Considerations

Delta Protection Zone and Waterways



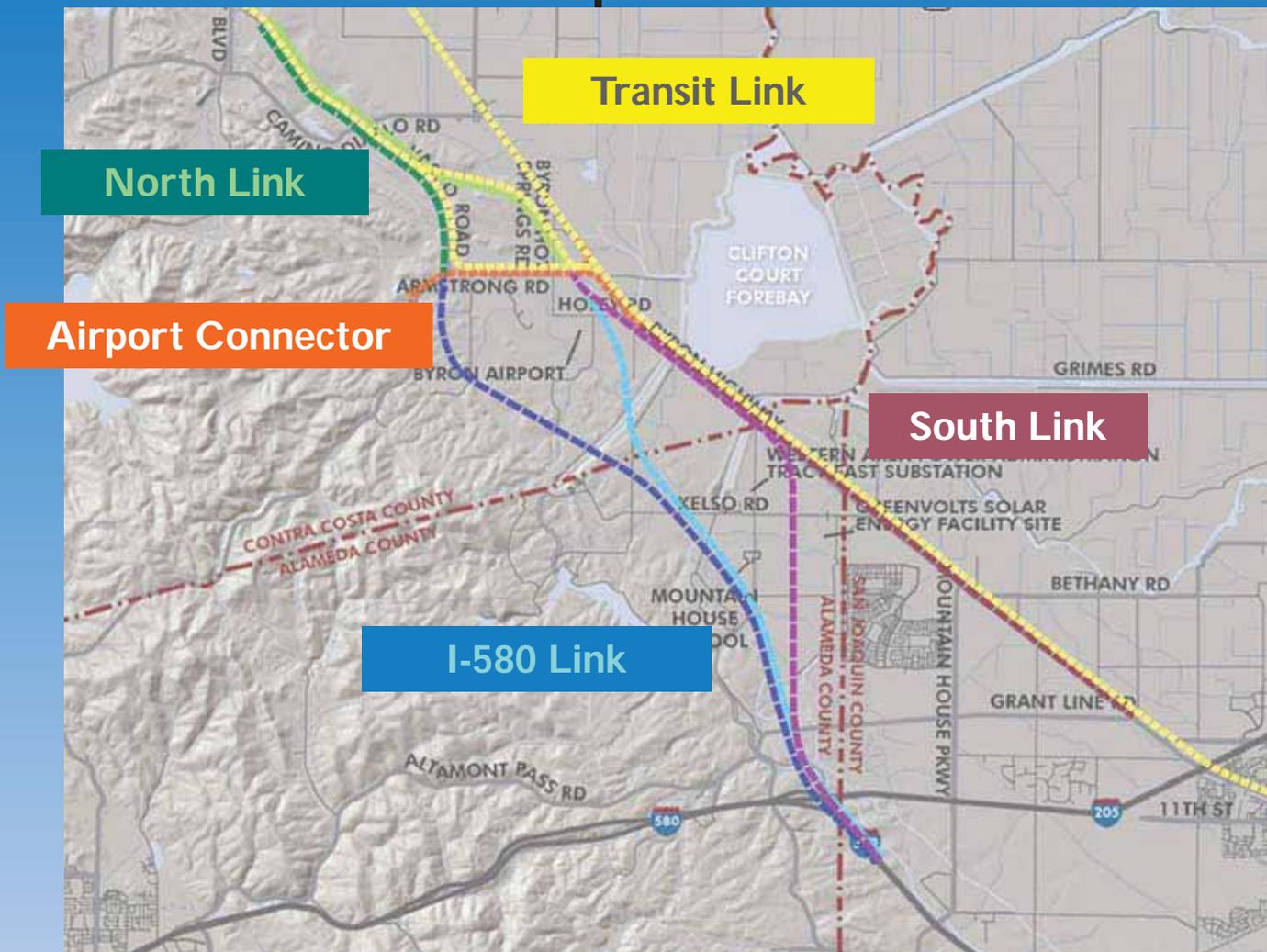
Corridor Considerations

Byron Hot Springs



Corridor Considerations

Developed Potential Alignment Options



Potential Alignments

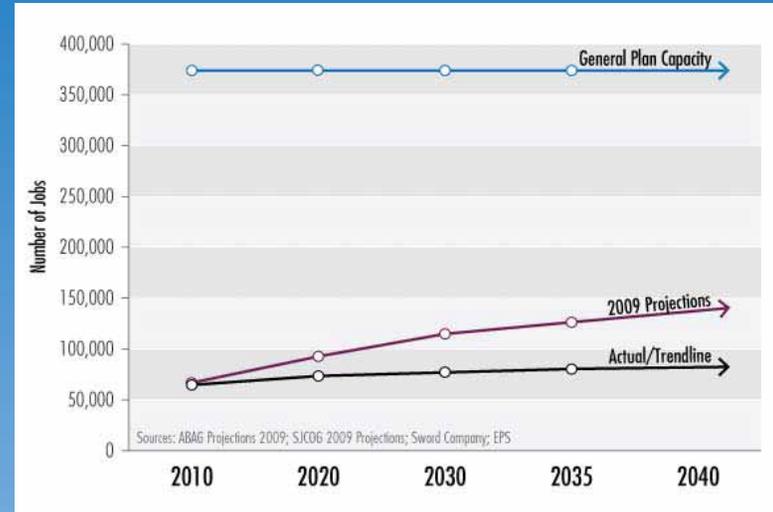
Preliminary Cost Estimates

Segment	Costs
Airport Connector	\$30 - 50 million
South Link	\$80 - 120 million
North Link	\$70 - 100 million
I-580 Link	\$450 - 500 million
Transit	Varies by type

Preliminary Cost Estimates

Support Local Job Growth

- Communities in east Contra Costa and west San Joaquin counties have planned for job growth
- There are opportunities in the manufacturing, wholesale, and transportation sectors



- These industries rely heavily on transportation infrastructure
- TriLink would provide transportation connections needed to make job growth possible

Preliminary Findings

Enhance Goods Movement

TriLink would be an **effective alternative** for trips to east Contra Costa County and the northeast portion of the Bay Area

- Today Byron Highway, Vasco Road, and SR 4 carry higher than normal volumes of truck traffic
- Truck transport of agricultural produce and consumer goods will increase as Bay Area population grows
- TriLink improvements would offer significant time savings – 16 minutes on an AM peak hour trip from Tracy to Martinez

Route:	I-580/I-680	I-580 Link/SR-4
Miles	46	43
AM Peak Minutes	82	66

Preliminary Findings

Improve Roadway Safety

- Sharp curves, narrow lanes, steep grades, lack of passing options, and high traffic volumes create safety concerns on study area roadways
- TriLink will improve safety
 - Left-turn bays to provide a refuge for turning vehicles
 - Medians to provide separation between opposing lanes of traffic
 - Standard shoulder widths provide a buffer from roadside obstacles
 - Two travel lanes in each direction
 - Dedicated facilities for pedestrians and cyclists.

Improve Emergency Access

- Mountain House, Knightsen, Discovery Bay, Oakley, and Antioch are all in flood-prone areas
- TriLink could serve as an emergency evacuation route in the event of a natural disaster
- TriLink would also be a route into the area for response and recovery assistance.

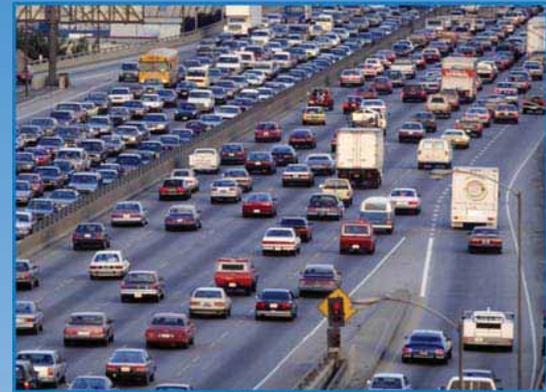


Preliminary Findings

Preliminary VMT and GHG Emissions Results

VMT and GHG modeling indicate that a '2040 with TriLink Scenario' would result in

- Overall VMT reductions of 3.4%
- Daily VMT decreases by ~ 4 million miles
- Annual CO₂ decreases by ~ 400,000 metric tons
- Annual fuel savings of over 40 million gallons (over \$160 million/year)
- Annual vehicle hours of delay (VHD) decreases by 57%



Preliminary Findings

Thank you! Any Questions?

