

El Cerrito

Hercules

July 26, 2017

The Honorable Jim Frazier  
Chairman, Assembly Transportation Committee  
Legislative Office Building, 1020 N Street, Room 112  
Sacramento, CA 95814

Pinole

**RE: SB 595 (Beall) Bay Area Toll Bridge Regional Measure 3**

Richmond

Dear Assembly Member Frazier:

San Pablo

On behalf of the West Contra Costa Transportation Advisory Committee (WCCTAC), I am writing to strongly concur with the Contra Costa Transportation Authority's (CCTA) letter of July 21, 2017 that requests changes to the proposed Expenditure Plan for Regional Measure 3. As their letter explains, the allocations in the initial Expenditure Plan are not consistent with the contribution that Contra Costa toll payers would make to the Bay Area Toll Authority (BATA).

Contra Costa  
County

The current proposal provides little benefit to West Contra Costa County. This is despite the fact that two Caltrans-operated bridges directly connect to West Contra Costa and a third, the Bay Bridge, strongly influences travel patterns. We are unique in the Bay Area in this respect, and we experience a considerable amount of through-traffic destined for one of these three bridges. The I-80 corridor, through West Contra Costa and part of Alameda County, is currently ranked as the most congested freeway in the Bay Area.

AC Transit

WCCTAC supports the CCTA and the City of Richmond's request for a \$100 million to address congestion issues at the east end of the I-580 Richmond-San Rafael Bridge. The morning and weekend back-up now often extends three miles east of the toll plaza, but the current Expenditure Plan includes only funding for congestion mitigation on the west (Marin County) side of the bridge. Also relating to roadway improvements, WCCTAC concurs with CCTA's request to fully replace the outdated interchange along I-80 at San Pablo Dam Road.

BART

WestCAT

Additionally, WCCTAC strongly supports the \$100M request by CCTA for transit improvements in the I-80 corridor, which barely begin to address the true needs. The recently adopted West County High-Capacity Transit Study (funded jointly by WCCTAC, CCTA, BART and MTC) found that transit investment is acutely needed in West Contra Costa and detailed several short, mid

and long-range projects. A key short-term recommendation is the expansion of express bus service, particularly given that many existing Transbay buses are at capacity. This improvement would have an obvious and strong bridge nexus. Implementation requires both operational funds and capital funds for purchasing buses and for implementing freeway improvements needed to support a high functioning bus lane on the freeway.

WCCTAC's study also identified bus rapid transit projects that would improve connections to three West Contra Costa BART stations and the new Richmond Ferry service. Further, the study recommended completion of the Hercules Regional Intermodal Transit Center (RITC), which has long been a local priority. While the first phase of the RITC has been successfully completed, more funding is required. Lastly, a BART extension, possibly one-stop to Contra Costa College in the City of San Pablo, was studied and may warrant further evaluation and development. All of these needs could be addressed with additional transit funding targeted to the I-80 corridor, as proposed by CCTA.

We thank you for your efforts in developing a measure for the Bay Area that will increase funding for vitally needed transportation projects. Such efforts, however, need to be equitable. Given the clear nexus between West Contra Costa and the Caltrans bridges and the demonstrated need in West County, WCCTAC supports the CCTA in its call for more funding to benefit Contra Costa County in general, and West Contra Costa in particular.

Sincerely,

Janet Abelson  
Board Chair, WCCTAC

Cc. Senator Nancy Skinner  
Assembly Member Tony Thurmond  
CCTA Commissioners