



REVITALIZING CONTRA COSTA COUNTY'S NORTHERN WATERFRONT

EC²

Transportation Infrastructure Perspective

Ross Chittenden

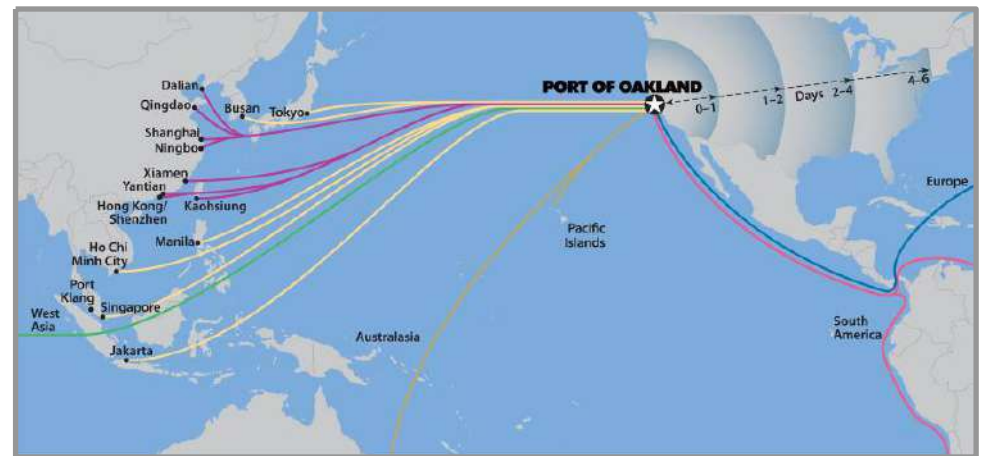
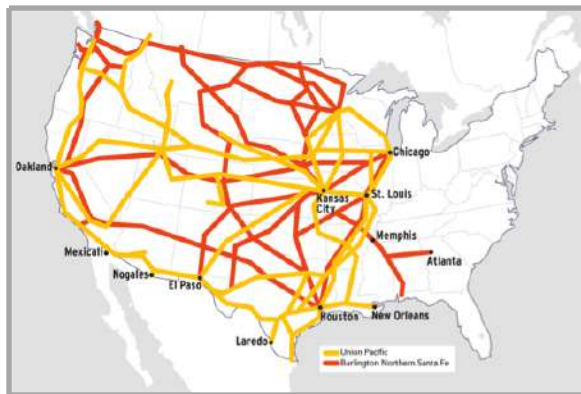
Deputy Executive Director,

Contra Costa Transportation Authority



Northern California Connections

- Interregional connections are critical to the economy
- Port of Oakland — 5th largest container Port in the U.S.
- Gateway to trade with Asia and for Central Valley and Central Coast agricultural exports
- Bay Area and Central Valley warehousing and distribution

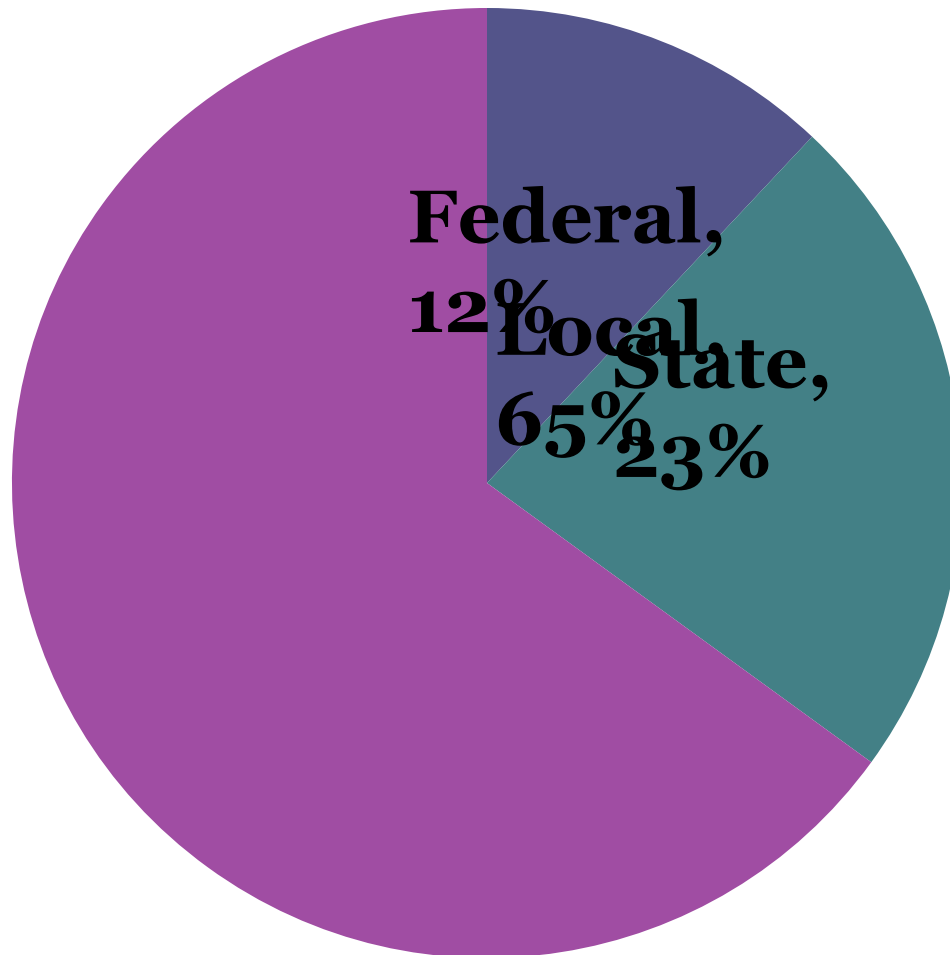


Bay Area Freight Network

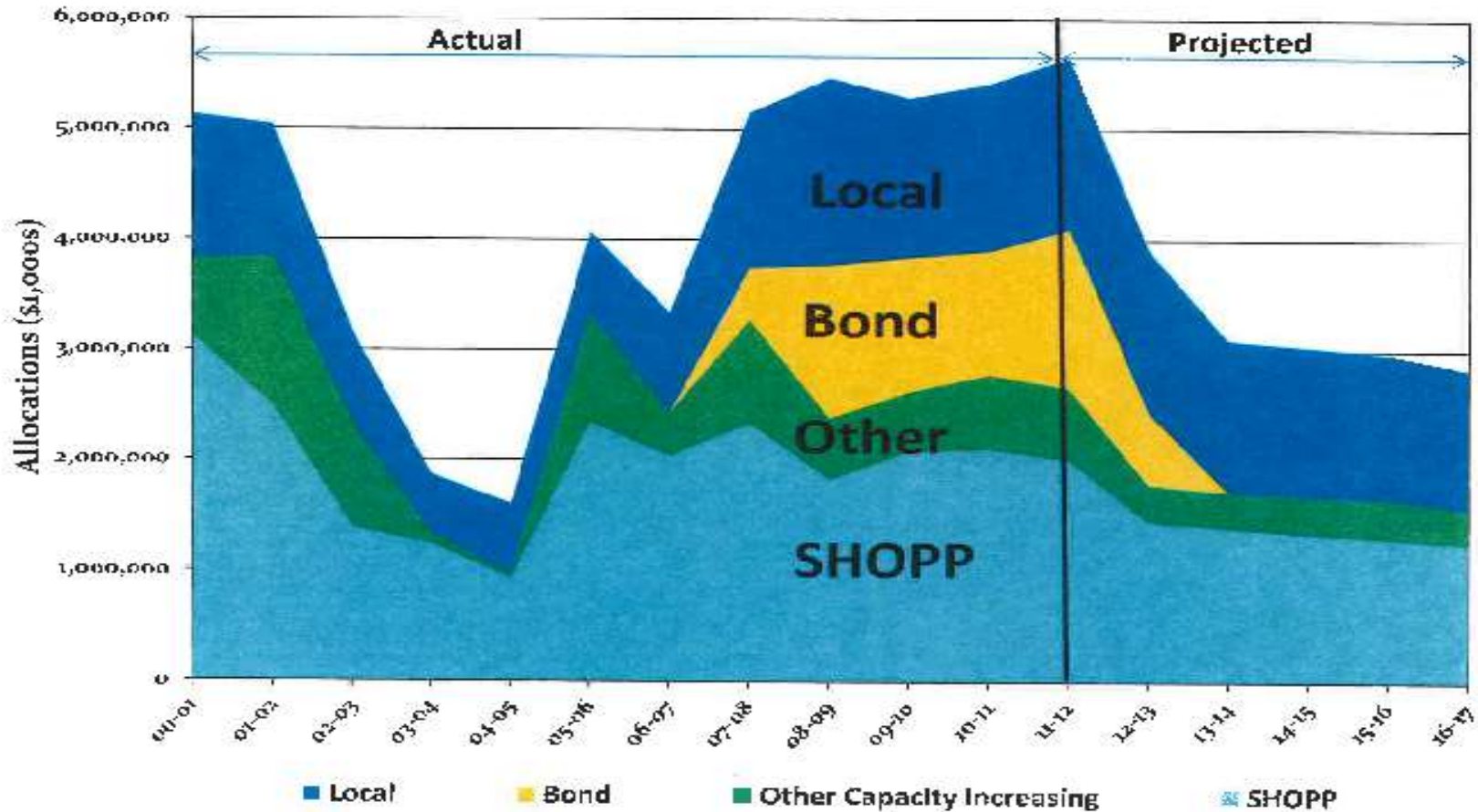
- 7 million people and 3.5 million jobs
- 5 seaports; 3 major airports
- 2 Class 1 railroads
- Major freight gateways
 - I-880/580
 - I-80
 - US 101
- Local/regional truck routes
 - Hwy 12
 - SR 152
 - Hwy 37



Transportation Funding Challenges



State Highway Funding



Prop 1B Trade Corridor Investment Fund

- **Northern California Trade Coalition**
- **Interregional partnership**
 - 23 counties
 - 10 Regional Transportation Agencies
 - 3 ports – Oakland, Sacramento and Stockton
 - 2 Class 1 Railroads
- **Business, shippers and industry representatives**



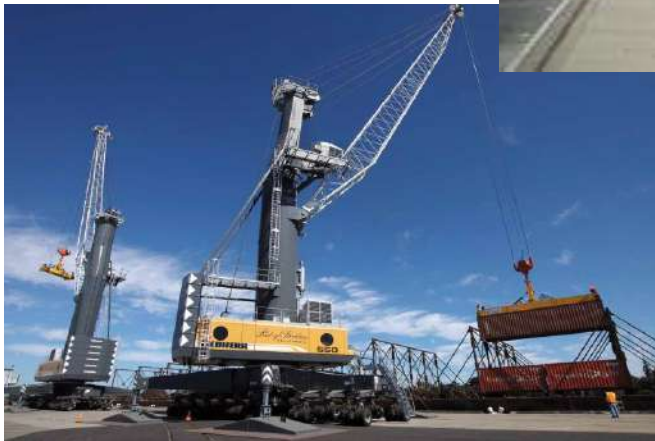
TCIF: Northern California Program

Create an efficient goods movement system while reducing congestion and pollution

Invested in key freight corridors connecting the regions



Included port, rail, highway and grade separation projects



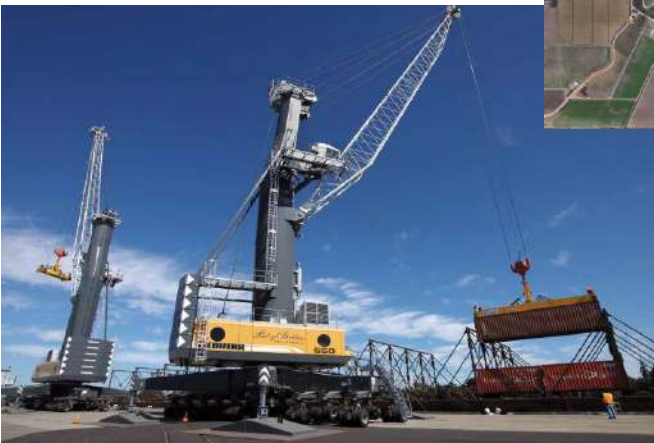
TCIF Freight Network Projects

- I-80 Cordelia Truck Scales
- Port of Oakland & I-880 Improvements
- M-580 Marine Highway Project
- Martinez Sub-division Improvements
- I-580 Truck Climbing Lanes



M-580 Marine Highway Project

- \$30m from TIGER 1 to support marine highway barge service between the Port of Oakland and Port of Stockton
- Project also provided \$7.8m for shore power at the Port of Oakland
- M-580 provides an alternative that reduces congestion and emissions
- Serves overweight containers, reducing costs for shippers and trips on the highway

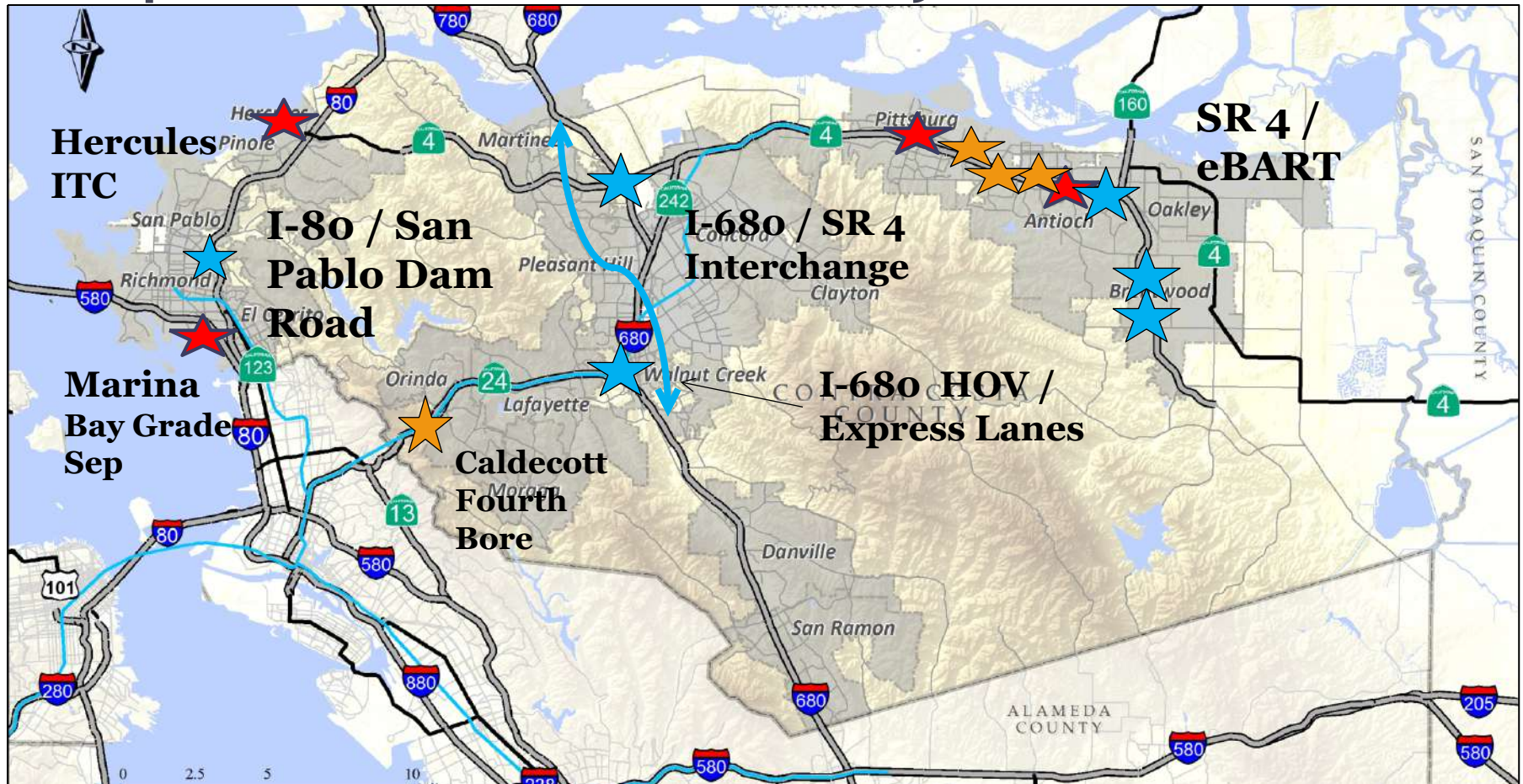


Contra Costa Measure J and Beyond

- Sales Tax Passed by Voters Twice
- Innovative Growth Management Strategy
- Leverage State, Federal and Regional Funds > 3/1
- Financing used to Deliver On-Budget and Ahead of Schedule
- Recognize Unique Characteristics of Sub-Regions

- What's Next?

Measure J Goods Movement Improvements Underway

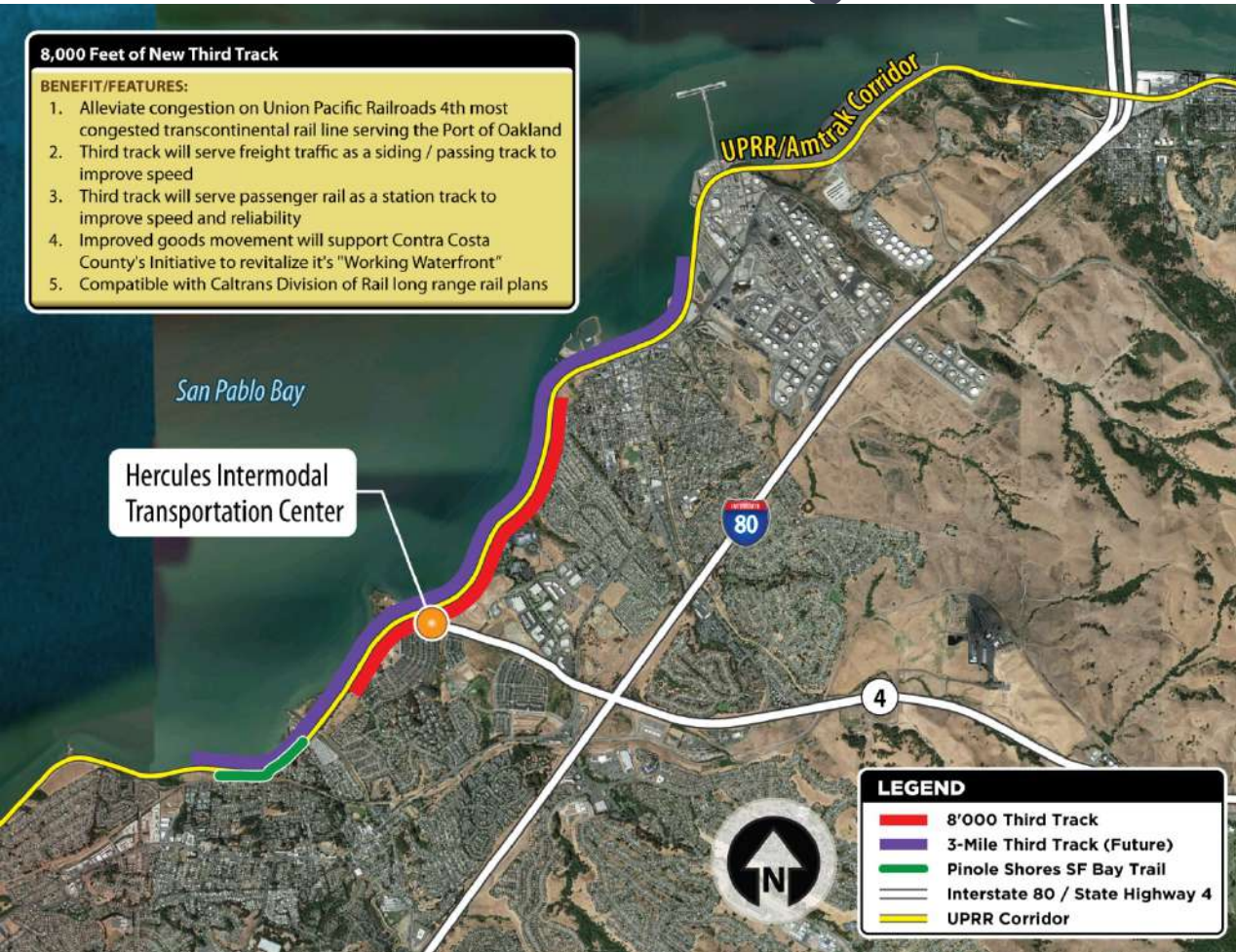


Hercules ITC Transcontinental Freight Rail

8,000 Feet of New Third Track

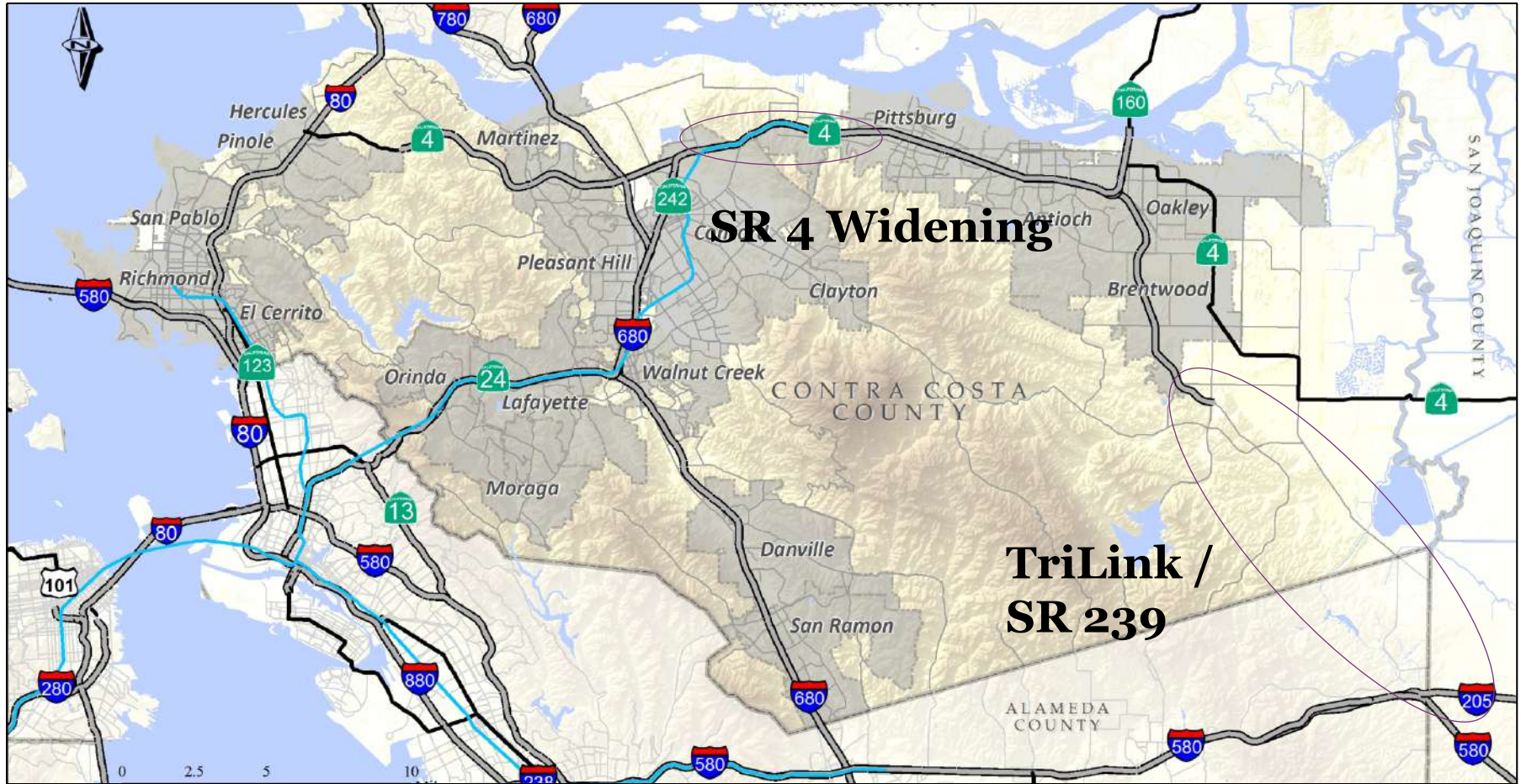
BENEFIT/FEATURES:

1. Alleviate congestion on Union Pacific Railroads 4th most congested transcontinental rail line serving the Port of Oakland
2. Third track will serve freight traffic as a siding / passing track to improve speed
3. Third track will serve passenger rail as a station track to improve speed and reliability
4. Improved goods movement will support Contra Costa County's Initiative to revitalize it's "Working Waterfront"
5. Compatible with Caltrans Division of Rail long range rail plans

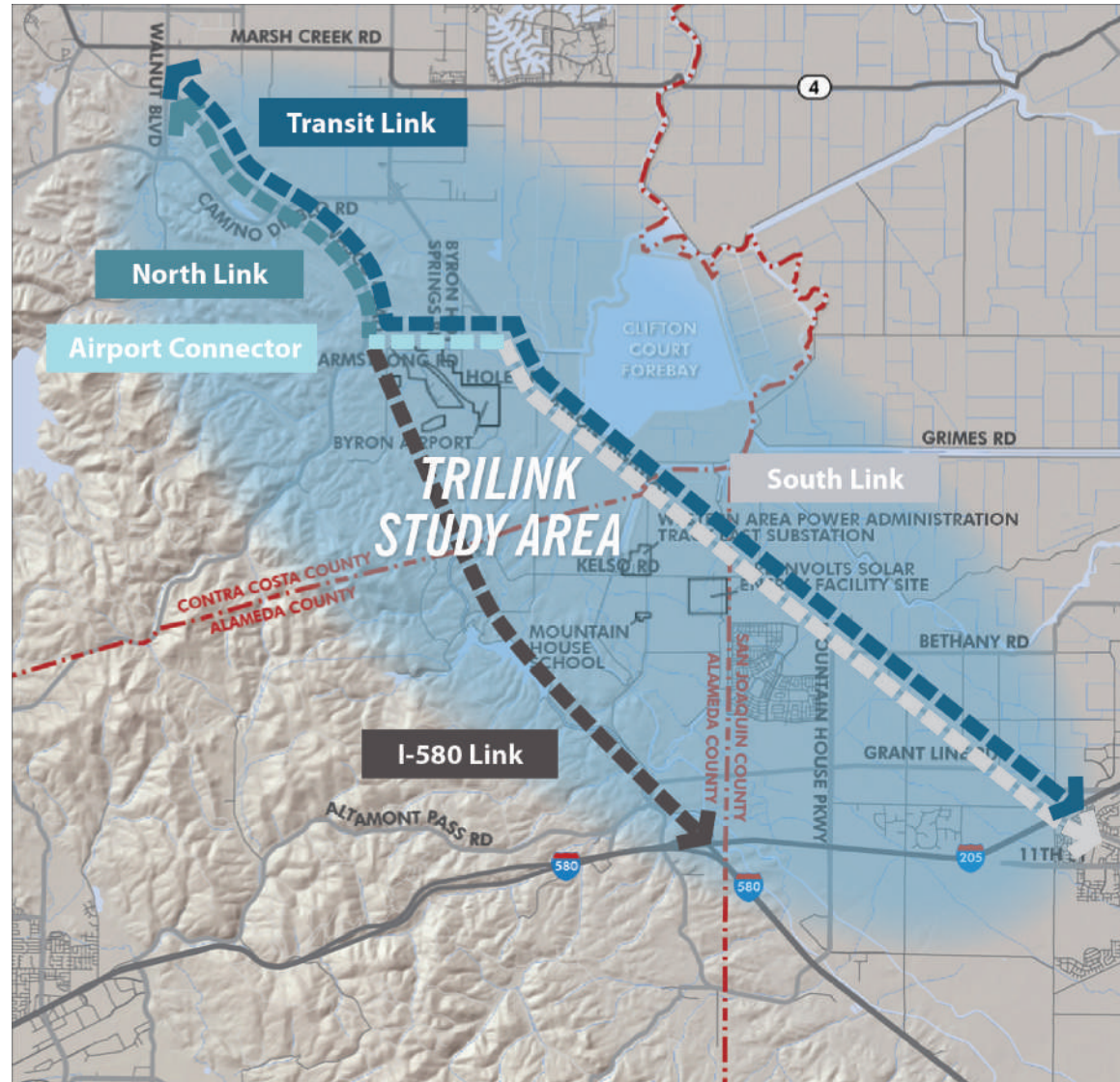


- ✓ **Union Pacific Railroad**
 - ✦ 4th Most Congested Corridor
 - ✦ Mitigate Time Delay Impacts
 - ✦ Step Toward 3-Mile Segment
 - ✦ Geometry & Reliability
- ✓ **Port of Oakland**
 - ✦ Critical Rail Service
 - ✦ Oakland Army Base
 - ✦ Panama Canal (2015)
- ✓ **Contra Costa County**
 - ✦ Working Waterfront

Major Corridor Studies



TRILINK Study - State Route 239



TCIF and TIGER: Lessons Learned

- Regional agency collaboration can play a key role in prioritizing projects and forming partnerships
- Statewide and Regional freight plans helped focus efforts around key gateways and corridors
- Local funds can leverage significant state, federal and private funds
- Acknowledge and address impacts
 - Grade Separations and other safety improvements
 - Prop 1B bond program included \$1 billion for emission-reduction related to goods movement

Thank you!