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2011

Contra Costa
Congestion Management Program

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2011 Congestion Management Program

Executive Summary

As the designated Congestion Management Agency (CMA) representing the jurisdictions of Contra Costa County, the Contra Costa Transportation Authority (the Authority) is responsible for preparing and adopting a Congestion Management Program (CMP) and updating it every other year. The Authority adopted the county's first CMP in October 1991. This document — the 2011 Contra Costa CMP — represents the tenth biennial update.

This update, which was prepared with help from and consultation with representatives of local, regional and State agencies, transit operators and the public, responds to changes in regional transportation planning, projects, and programs made since 2009. The 2011 CMP focuses primarily on bringing the required seven-year Capital Improvement Program (CIP) up-to-date, while also responding to primarily technical changes and corrections from the 2009 CMP, including:

- **Performance Element** – Transit providers have provided current information on service frequency, standards, and performance measures.
- **Capital Improvement Program (CIP)** – Projects in the seven-year CIP (Appendix E) has been updated with current information from project sponsors, including those made as part of the 2013 RTP Call for Projects.
- **Land-Use Transportation Evaluation Program** – Updates have been made to General Plan Amendments and Environmental Review sections to reflect minor changes since 2009.

- **Travel Demand Element** – Updates have been made to reflect new projects and the Authority's SCS Principles.
- **Appendix H (Travel Demand Forecasting Model Development)** has been updated to reflect the development of the latest version of the Countywide Model.

The State CMP legislation requires each CMP to contain the following components:

- Traffic level-of-service (LOS) standards that apply to a system of designated CMP routes that includes at least all State highways and principal arterials (Chapter 2);
- A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods (Chapter 3);
- A seven year capital improvement program (CIP) that maintains or improves the performance of the multi-modal system for the movement of people and goods or mitigates regional transportation impacts identified in the land use evaluation program (Chapter 4 and Appendix E);
- A program to analyze the impacts of local land use decisions on the regional transportation system, including an estimate of the costs associated with mitigating those impacts (Chapter 5); and
- A travel demand element that promotes transportation alternatives to the single-occupant vehicle. (Chapter 6 and Appendix H).

The CMP legislation also requires each CMA to prepare and maintain a computerized travel demand model, including a land use database. To meet this requirement, the Authority has developed and maintains a countywide model that runs using TransCAD® software. In 2006, the Authority undertook a comprehensive update of its land use database, consistent with the Association of Bay Area Governments (ABAG) Projections 2005. The status of the travel demand model is discussed further in Chapter 7 and Appendix H. Appendix H also describes the approach taken for the current CMP model update, including consistency of the Authority's CMP model to the modeling guidelines of the Metropolitan Transportation Commission (MTC) and to the new modeling requirements of SB 375.

The Authority adopted detailed Deficiency Plan Procedures in 1996. These procedures, which are summarized in Chapter 8, are contained in a separate document.

The CMP overlaps considerably with the Contra Costa Growth Management Program (GMP) established by county voters when they passed Measure C in 1988. (The GMP was continued, with some changes, in Measure J which took effect on April 1, 2009.) Both programs contain similar requirements and have similar structures. Under the GMP, jurisdictions that comply with the program are allocated 18 percent of total sales tax revenues to maintain or improve local streets and roads. Under the

CMP, local jurisdictions that meet the CMP compliance requirements receive a portion of the gas tax revenues established in Proposition 111. In both cases, the Authority evaluates local compliance. While State and regional agencies do not have a role in evaluating local compliance, MTC does play an important role in the establishment of regional conformance guidelines, with an emphasis on modeling and land use data consistency.

Further background on CMP legislative requirements is contained in Appendix A and background on the components of the GMP and Measure J is described in Appendix B.

Following its adoption, the Authority will submit the 2011 CMP to MTC. As the regional transportation planning agency in the San Francisco Bay Area, MTC is required to evaluate the CMP's consistency with MTC's Regional Transportation Plan (RTP) and with the CMPs of other counties in the Bay Area. If it finds that the Contra Costa CMP is consistent with the RTP, MTC will incorporate the projects listed in the CMP's seven-year CIP into MTC's Regional Transportation Improvement Program.

Summary of CMP Components and Changes from the 2009 CMP

LEVEL OF SERVICE STANDARDS

Chapter 2 describes the designated CMP network of State highways and principal arterials, and the level-of-service standards that apply to that network. Consistent with the CMP legislation, the CMP network includes all State highways within Contra Costa. Consequently, all freeways are included as well as non-freeway routes such as San Pablo Avenue (State Route 123) south and east of I-80 and State Route 4 east of its junction with State Route 160. "Principal arterials" are also part of the CMP network. These are defined as arterials that are at least four lanes wide for a mile in length, carry at least 20,000 vehicles each day, and have been designated by the appropriate regional transportation planning committee (RTPC). Also consistent with the CMP legislation, the Authority has established a level-of-service standard of LOS E for all parts of the CMP network except those that were already operating at worse levels of service in 1991.

Changes from the 2009 CMP The 2011 CMP Update has kept the previously established CMP network and LOS standards.

PERFORMANCE ELEMENT

Chapter 3 outlines measures to evaluate the current and future performance of the multimodal system for the movement of people and goods. To build on and take ad-

vantage of the cooperative planning done through the GMP, continued under Measure J, the Authority has drawn the performance measures established in the CMP from the Multimodal Transportation Service Objectives (MTSOs) in the 2009 updates of the Action Plans for Routes of Regional Significance. These measures will apply to the CMP network, all of which are also Regional Routes. Changes to standards for transit performance, routing and measures of frequency made since 2009 have also been incorporated.

Changes from the 2009 CMP The 2011 CMP has made no substantial changes to this section.

CAPITAL IMPROVEMENT PROGRAM

To emphasize the programming objectives of the CMP legislation, the CMP CIP contains projects that the Authority proposes for programming through the State and federal funding cycles. The CIP includes projects already programmed; those proposed for programming through MTC's Regional Transportation Improvement Program and federal processes; Transportation Fund for Clean Air (TFCA) bicycle projects; and developer-funded projects where funding through fee programs is imminent.

Changes from the 2009 CMP As part of the 2009 CTP and MTC's 2013 RTP Call-for-Projects, Authority staff updated the Comprehensive Transportation Project List, or CTPL, as the repository of projects and programs that agencies in Contra Costa and the region are interested in pursuing. The 2011 CMP CIP outlined in this chapter and in Appendix E are derived from the projects included in the CTPL database. The CIP includes projects to be funded through several different sources. These sources include the RTIP, MTC's SAFETEA-LU-based programs, TFCA bicycle projects, and developer-funded projects where funding through fee programs is imminent as well as the Authority's own Strategic Plan.

In total, the CMP CIP has a total estimated cost of over $10 billion. The actual total is greater since some projects are in early stages of planning and design and sponsors have not yet identified a project cost.

Project Category	*Total Cost (in $1,000)*	*Share of Total*
Freeway/HOV, Expressway & Interchange	$3,551,009,200	35.9%
Transit (Rail, Ferry & Bus)	$3,987,163,754	40.4%
Arterial & Roadway	$1,261,869,362	12.8%
Maintenance & Operations	$602,507,128	6.1%
Intermodal & Park-and-Ride	$110,030,000	1.1%
Bike, Pedestrian & TLC	$348,020,629	3.5%
Studies	$18,702,537	0.2%
Total Cost	**$9,879,302,610**	**100.0%**

LAND USE-TRANSPORTATION EVALUATION PROGRAM

For short-range analysis of land use impacts, the CMP relies on the traffic impact analysis required by the GMP, which will be continued under Measure J. That program requires every jurisdiction to conduct a traffic impact analysis for any proposed development project, development plan, or General Plan Amendment that would generate more than 500 vehicle trips in the peak hour (RTPCs may choose to specify a lower trip threshold). This analysis must evaluate the impacts of the proposed development on the regional transportation system and estimate the cost of mitigating those impacts.

For long-range planning, the CMP includes two options: the first builds on the existing process for reviewing General Plan amendments under Measure J within those Action Plans, while the second focuses on the impact of a land use change on CMP LOS standards and performance measures, including affected public transit operations.

Changes from the 2009 CMP The 2011 CMP has made no substantial changes to this section.

TRAVEL DEMAND ELEMENT

The Travel Demand Element in Chapter 6 builds on the transportation demand management activities established through the GMP, continued under Measure J. The program requires local jurisdictions to adopt a Transportation Systems Management (TSM) Ordinance that establishes a policy of participation with other jurisdictions and/or the RTPCs in efforts to achieve TSM goals, and to incorporate these TSM goals into the jurisdiction's land use review and planning process.

Changes from the 2009 CMP The 2011 CMP has updated this section to reflect AB 32 and SB 375/SCS, which call for greater efforts to manage travel demand, to reduce greenhouse gas emissions, and to align regional transportation and land uses planning efforts. The Authority's SCS guiding principles have been added.

TRANSPORTATION DEMAND MODELING

Chapter 7 describes the Authority's travel demand model and the updates undertaken to maintain consistency with the regional model and database.

Changes from the 2009 CMP The Countywide Model is being updated to maintain consistency with MTC's regional model, as required in the CMP legislation. Attachment B to MTC Resolution 3000 sets forth regional modeling consistency requirements (see revised Appendix H). By incorporating the trip tables from the Transportation 2035 Plan, the countywide model reflects the most current land use and trip making characteristics for the Bay Area. The Authority's countywide model meets the MTC consistency requirements as reported to MTC through the most recent modeling consistency report.

DEFICIENCY PLAN PROCEDURES

The CMP legislation requires Deficiency Plans to be prepared when a LOS standard established on the CMP network is exceeded, after calculating required exclusions. Chapter 8 describes the three basic steps in the process of deficiency planning: (1) identification of the deficiency and which jurisdictions must be involved in the plan preparation, (2) preparation of the Deficiency Plan itself, and (3) review, adoption and implementation of the Deficiency Plan.

Changes from the 2009 CMP No changes to the Deficiency Planning chapter have been made.

LOCAL COMPLIANCE REQUIREMENTS

The Authority evaluates local conformance with the CMP through its biennial monitoring of the CMP network and through local responses to the GMP Compliance Checklist. This evaluation of local conformance looks at the achievement of CMP level of service standards; steps taken to implement the recommendations of any Deficiency Plan that were incorporated into the Action Plans; and applying the Land Use-Transportation Evaluation Program as an alternative to the GMP evaluation process.

Changes from the 2009 CMP No changes to this chapter were made.

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Chapter 1

INTRODUCTION AND OVERVIEW

Passage of Proposition 111 in 1990 put into effect a legislative package that included a statewide increase in the gasoline tax and a number of changes in transportation financing and planning. It specified among other things that each county designate a countywide body, i.e. a Congestion Management Agency (CMA), to put programs in place to keep traffic levels manageable. The CMA was charged with helping to coordinate land use, air quality and transportation planning among the local jurisdictions and to prepare a Congestion Management Program (CMP) to spend the funds. In the fall of 1990, the County and Contra Costa cities and towns designated the Contra Costa Transportation Authority (the Authority) as the CMA for the County, with the responsibility for preparing and monitoring the preparation of the Contra Costa CMP.

Although a county can "opt out" of the CMP process, the Authority continues to function as the CMA. While its Growth Management Program (GMP) provides many of the same functional benefits as the CMP, the Authority has found that serving as Contra Costa's CMA provides institutional roles that would not otherwise be given to the Authority. As CMA, the Authority's role in programming State and federal funds is protected by statute. The Authority also represents Contra Costa jurisdictions in regional transportation forums with Caltrans, the Metropolitan Transportation Commission (MTC) and other CMAs. Being a CMA gives the Authority a "seat at the table" when addressing issues such as MTC's Regional Transportation Plan — the Transportation 2035 Plan, or RTP — criteria for project prioritization, transportation modeling, implementation of regional projects, and air quality conformity.

The Authority adopted its first CMP in 1991, and has updated it nine times since then. This document is the tenth update. The 2011 CMP responds primarily to key changes that have happened since the 2009 CMP was adopted.

The CMP is one part of an aggressive overall strategy to reduce congestion, improve mobility, and increase overall sustainability of the transportation system in the county. Action Plans for Routes of Regional Significance and the Authority's Countywide Comprehensive Transportation Plan (CTP) establish basic policies while updates to the Authority's Strategic Plan and involvement in corridor studies, such as the I-80 Integrated Corridor Mobility Study and the State Route 4 Integrated Corridor Analysis study, have helped refine programming and policy decisions. The Authority has also participated in major projects in the county, including the BART extension to the Pittsburg-Bay Point station in East County and the Caldecott Tunnel Fourth Bore. Other large projects such as improvements to State Route 4 and Interstate 680 also have been completed. Local governments receive street maintenance and improvement funds — from both Measure J and Proposition 111 — that can be put to work in relieving local problems.

1.1 Required Components of the CMP

This CMP fulfills the requirements of California Government Code Section 65088 et seq. As described below, it has been prepared by the Authority in consultation with local jurisdictions, other public agencies and members of the public. Consistent with State law, the program contains five elements:

1. Traffic Level of Service (LOS) standards applied to a designated system of State highways and principal arterial streets (Chapter 2);
2. A performance element that includes performance measures to evaluate current and future multi-modal system performance for the movement of people and goods (Chapter 3);
3. A seven-year capital improvement program (CIP) whose projects will maintain or improve the performance of the multimodal system for the movement of people and goods (Chapter 4);
4. A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems (Chapter 5); and
5. A travel demand element that promotes transportation alternatives to the single-occupant vehicle (Chapter 6).

In addition to preparing, adopting and implementing a CMP, each CMA is required to develop a countywide computerized travel demand model that uses a uniform database. Activities satisfying this requirement are discussed in Chapter 7 of this document. The CMA must also establish procedures for preparing Deficiency Plans

when level-of-service standards are violated. The Deficiency Plan process is summarized in Chapter 8. (The detailed Deficiency Plan Procedures are contained in a separate document.)

1.2 Relationship of CMP to MTC's Regional Transportation Plan

The CMP legislation requires MTC to review each CMP in the Bay Area for its conformance with MTC's RTP. MTC will assess the conformance of a county's CMP in the following areas:

- Conformance with the goals and objectives established in the RTP;
- Consistency of the CMP network with adjoining counties;
- Consistency with federal and State air quality plans;
- Consistency with the data and methodologies in MTC's travel demand model; and
- Recognition of financial assumptions in the RTP.

MTC adopted its most recent RTP — called the Transportation 2035 Plan — on April 22, 2009. This plan established three principles and eight goals that MTC hopes to achieve through its programs and policies. The principles chosen are principles of sustainability, and reflect transportation planning agencies' responsibility to balance potentially competing interests. The goals of MTC's RTP are consistent with the vision of the Authority first established in the 2000 CTP Update and refined in the 2004 and 2009 CTPs:

> *Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and a strong economy to benefit the people and areas of Contra Costa sustained by 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.*

Table 1.2-1 MTC RTP "Three E" Principles and Goals

Principle	Goal
Economy	Maintenance & Safety
	Reliability
	Efficient Freight Travel
	Security & Emergency Management

Table 1.2-1 MTC RTP "Three E" Principles and Goals

Principle	Goal
Environment	Clean Air Climate Protection
Equity	Equitable Access Livable Communities

The Authority's vision for the future of Contra Costa addresses all three of the principles of the RTP by promoting a healthy environment and a strong economy for all of the people and areas of Contra Costa. This vision underlies the Authority's many activities, from support for paratransit and transit services to development of new roadways, and from involvement in growth management to management of the Transportation Funds for Clean Air (TFCA) program in Contra Costa. The four goals of the 2011 CTP further define the Authority's intent:

- Enhance the movement of people and goods on highways and arterial roads,
- Manage the impacts of growth to sustain Contra Costa's economy and preserve its environment,
- Expand safe, convenient and affordable alternatives to the single-occupant automobile, and
- Maintain the transportation system.

MTC's RTP also identifies several objectives to measure the achievement of these goals. For example, the RTP sets an objective of reducing carbon dioxide emissions to 40 percent below 1990 levels by 2035 as one of the measures of achieving the goal of climate protection. Similarly, one of objectives for measuring achievement of the maintenance goal is to maintain local road pavement condition index (PCI) of 75 or greater for local streets and roads. Altogether, the RTP sets 13 objectives for the eight goals. Each objective sets a quantified measure against which achievement of the adopted goal would be assessed.

While the Authority's CTP doesn't set overall numeric objectives, it does incorporate the Multimodal Transportation Service Objectives (MTSOs) set in the Action Plans for Routes of Regional Significance. These plans, developed and adopted by the four Regional Transportation Planning Committees (RTPCs), set MTSOs, adopt actions to achieve them, and outline a process for sharing information on the impacts of larger projects and General Plan amendments. While the focus of the Action Plans is on the operation of the Regional Routes (which include the entire CMP network), some of the MTSOs apply more generally throughout the subarea. For example, among the

many MTSOs it establishes, the West County Action Plan includes an MTSO for I-80 of "Maintain a Delay Index of 3.0 or less on I-80 during weekday morning and evening peak hour" and an MTSO for San Pablo Avenue of "Maintain LOS "E" or better at all signalized intersections along San Pablo Avenue." It also includes several region-wide MTSOs including increasing bicycle and pedestrian mode splits to 3 percent for commute trips by 2012 and maintaining 2006 pavement quality levels. All of the Action Plans have a similar mix of regional and Regional Route-specific MTSOs.

The 2011 CMP uses the updated MTSOs from the Action Plans to provide the performance measures in Chapter 3, the Performance Element.

The Authority's CTP outlines strategies to achieve its goals. Many of those strategies correspond to and will help achieve the objectives in MTC's RTP. For example, MTC policies encourage: creating livable communities; transit-oriented development; safe ways for more people to walk and bicycle, especially to connect to transit; and partnering with local communities to support community vitality. In the CTP, under the goal of "manag[ing] the impacts of growth to sustain Contra Costa's economy and preserve its environment," the Authority has strategies to "participate in a regional cooperative land use planning process with agencies both within and outside of Contra Costa" and "support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions." Under the goal to "provide and expand safe, convenient and affordable alternatives to the single-occupant automobile," the Authority has established strategies to "require local jurisdictions to incorporate policies and standards that support transit, bicycle and pedestrian access in new developments" and to "support transit-oriented and pedestrian-friendly developments." These examples are only some of the correspondences that could be identified between MTC's RTP and the Contra Costa CTP and its supporting plans and programs.

The CMP is one of those supporting plans and, as such, helps achieve both the Authority's goals and MTC's objectives. The CMP includes projects that address many RTP goals, especially those that maintain streets and roadways, improve transit service, enhance safety on Contra Costa's transportation system, increase the operational efficiency of the transportation system, and develop facilities that provide alternatives to the single-occupant vehicle, including bicycle and pedestrian projects. The CMP also outlines transportation demand management efforts and a land use evaluation program — both of which are built on the Authority's Growth Management Program established by Measure J (described in more detail in Section 1.4) — that strive to enhance sensitivity to the environment, improve air quality, reduce greenhouse gas emissions, and promote livable and sustainable communities.

If MTC finds a CMP to be consistent with the RTP, it will, as described in more detail in Chapter 4, incorporate the CIP of the CMP into the regional capital programming

process for the Regional Transportation Improvement Program (RTIP), subject to specific programming and funding requirements. Under the CMP legislation, in counties that continue to prepare a CMP, all highway and transit projects seeking State funds — as well as any project that will increase the capacity of the multimodal system — must be included in the CMP. These funds include federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) program funds, funds programmed through the State Transportation Improvement Program, and bicycle projects funded through the TFCA.

The CMP will be submitted to MTC so that they can evaluate its consistency with MTC's RTP and with the CMPs of other counties in the region. Beyond MTC's evaluation of the CMP, all other implementation responsibilities rest with the Authority and local jurisdictions. Regional and State agencies do not have a role in evaluating local compliance with the program.

Bay Area Climate-Protection Context: The Joint Policy Committee and MTC

On July 20th, 2007, the Bay Area Joint Policy Committee (JPC) approved a Bay Area Regional Agency Climate Protection Program. This program has as a key goal: "To be a model for California, the nation and the world." Following from this key goal is a supporting goal: "Prevention: To employ all feasible, cost-effective strategies to meet and surpass the State's targets of reducing greenhouse gas emissions to 1990 levels by 2020 and to 80% below 1990 levels by 2050."

In pursuit of these goals, MTC's RTP has evaluated transportation strategies and investment programs relative to a target of reducing GHG emissions from on-road vehicles in the year 2035 by 40 percent compared to 1990 levels. ABAG has established the same target for assessing alternative land use scenarios in the development of the latest iteration of the region's policy-based forecast of population and employment: Projections 2009. The Bay Area's regional agencies recognize the primacy of the climate change challenge as a driver of public transportation and land use policy, and are embracing the urgency of GHG reduction. The momentum established by these policies and actions to date will carry over into implementation of SB 375, in part through support and cooperation with local governments, CMAs, and others who are critical stakeholders in the development and maintenance of the transportation and land use system.

See Chapter 6: Travel Demand Element for more about the CMA role in implementing SB 375.

1.3 Local Jurisdiction Consistency with the CMP

Local governments must implement some portions of the CMP consistent with the countywide approach described here. The Authority, as Contra Costa County's designated CMA, will evaluate local conformity to the CMP biennially. The Authority will determine if jurisdictions are conforming to the CMP, including, at a minimum:

1. Consistency with LOS standards (the legislation includes provisions for some exceptions);
2. Adoption and implementation of a program to analyze the impacts of land use decisions on the regional transportation system and estimate the costs of mitigating those impacts; and
3. Participation in the development and implementation of a Deficiency Plan when LOS standards are violated.

All of these requirements are discussed in detail in this volume.

Under State law, if a CMA finds that a jurisdiction is not conforming with the CMP, and that jurisdiction does not come into conformance with the program within 90 days after receiving a notice of non-conformance, the State Controller will withhold apportionments of gas tax funds to that city or county. The local jurisdiction has 12 months to bring its programs into conformance. If after those 12 months it remains out of compliance, the State Controller will allocate its gas tax allocation to the Authority. The Authority may use the allocation for projects of regional significance that are on the seven-year CIP. The process by which the Authority will evaluate local conformity is described in Chapter 9.

1.4 Relationship between the CMP and the Authority's Growth Management Program

In November 1988, Contra Costa voters passed Measure C, the county's Transportation Improvement and Growth Management Program. Measure C had two main components: a half-cent sales tax generating revenues for transportation improvement projects and programs; and a GMP designed to help Contra Costa County plan for and accommodate continued regional growth and development. The GMP outlined a number of steps that each jurisdiction must comply with to receive certain funds through Measure C. (The Authority's GMP Implementation Documents, adopted in December 1990, outline how the GMP would be carried out.) Measure J, adopted by the voters in 2009, continues the GMP with some changes.

Two important components of the GMP are the Action Plans for Routes of Regional Significance (Action Plans) and the Countywide Comprehensive Transportation Plan

(CTP). The Action Plans assess existing and future travel conditions on regional routes and identify specific actions to be undertaken by each participating agency to achieve the objectives set for each Regional Route. Regional Transportation Planning Committees (RTPCs) are responsible for developing the Action Plans. Action Plans are further described in Chapter 5 and Appendix C.

The CTP is the Authority's broadest policy and planning document. In addition to describing the Authority's vision and goals, the CTP outlines various strategies for addressing transportation and growth management issues within Contra Costa County. The CTP also "knits together" the various Action Plans. The first Action Plans were completed in 1995 and incorporated into the Authority's first CTP. The RTPCs updated their Action Plans in 2000 and again as part of the 2009 CTP.

SIMILARITIES AND DIFFERENCES BETWEEN THE PROGRAMS

Many of the components of the Authority's GMP are similar to the State's CMP requirements (GMP requirements are summarized in Appendix B.). Also similar is the structure of the two programs: allocation of funds for transportation improvements to local jurisdictions is contingent on local participation in each of the programs. In the GMP, sales tax revenues are allocated annually; in the CMP, compliance with this countywide program is required for a jurisdiction to continue to receive its annual portion of gas tax revenue.

Compliance with the GMP is to be evaluated by the Authority biennially using a Compliance Checklist. In preparing the CMP, an effort has been made to emphasize the similarities in the two programs to create a unified set of Authority policies and to simplify implementation.

The CMP and the CTP required by the Measure J GMP differ in their focus. The CMP focuses on the more short-term, programmatic aspects of operating, maintaining and improving the transportation system. The CTP focuses more on the Authority's longer-term policies and programs for the transportation system and growth management. For example, the CMP addresses operation of the transportation network through the monitoring of current levels of service, while the Action Plans and the CTP look at future achievement (or non-achievement) of the MTSOs established for transportation system in Contra Costa. Where there is overlap, such as in the required evaluation of land use changes and their effect on the transportation system, the Authority has tried, to the extent possible, to use the same process. The integration of the two cannot be total, however. The Joint Powers Agreement that established the Authority as the CMA for Contra Costa provided a clear delineation between the two programs.

UPDATING THE ACTION PLANS, CTP AND CMP

Unlike the State requirement for biennial updates of a county's CMP, Measure J does not set a specific schedule for updating the CTP. We expect that major updates of the CTP will occur every four or five years following, roughly, the schedule of the RTP. This schedule will continue the pattern of major updates of the CTP. Following the adoption of the first CTP and Action Plans in 1995, the plan had major updates in 2000, 2004, and 2009. The Action Plans were also comprehensively updated in 2000 and 2009. We expect that the Action Plans will be reviewed and updated as part of one of the updates of the CTP.

1.5 CMP Preparation, Review and Adoption

CMPs are developed with the participation of several groups, including:

Contra Costa Transportation Authority As the CMA, the Authority reviewed and approved circulation drafts of the CMP and adopted the final CMP at a noticed public hearing. The Authority's Planning Committee has reviewed all sections of the CMP.

Technical Coordinating Committee (TCC) The TCC and its various sub-committees provided the first level of review of the CMP. In addition to Authority and local government staff, the TCC includes members representing the State Department of Transportation (Caltrans), MTC, and the County's five transit operators (listed below).

Regional Transportation Planning Committees (RTPCs) Drafts of the CMP components were circulated to the County's four RTPC's as the principal means of involving local decision-makers in the process. The RTPCs have also appointed staff members to the TCC. Figure 2.2 in the following chapter shows the boundaries of the RTPCs and the Routes of Regional Significance.

Citizen's Advisory Committee (CAC) The CAC, which serves as the Authority's citizen's advisory committee, provides oversight on key CMP policies.

Transit Agencies Representatives of the five transit agencies serving Contra Costa County (AC Transit, County Connection, Tri Delta Transit, WestCAT and BART) have participated in preparation of the CMP in several ways. Agency staff members have been active in the Bus Transit Coordinating Council and the TCC, and agency board members participate as members of some of the RTPCs.

Other Public Agencies Consultation with the Bay Area Air Quality Management District (BAAQMD) and with Alameda, Solano and San Joaquin counties has occurred at the staff level. CMP Appendix F describes the relationship between the CMP and the BAAQMD's Transportation Control Measures. MTC staff has participated in the TCC, and has provided general assistance relating to the interpretation of CMP requirements.

Because, as noted above, the 2011 CMP focuses on specific CMP components (primarily the CIP), a somewhat abbreviated review process was undertaken. Local jurisdictions, transit agencies and other potential project sponsors were asked to review the CTPL as a basis for updating the CMP CIP to ensure that all projects and programs that they hoped to pursue over the next seven years are included. Transit agencies were also asked to review the transit standards for routing and frequency included in the performance element in Chapter 3. The TCC has reviewed the draft components of the CMP update, including the CIP. The Authority then will adopt the final 2011 CMP Update at a noticed public hearing.

Chapter 2
CMP Network and Standards

STATE REQUIREMENTS

The State CMP legislation requires each CMA to designate a system of highways and roadways and establish traffic LOS standards for that transportation network. At a minimum, this CMP network must include all State highways and principal arterials. Once designated, a CMA cannot remove a roadway from the network.

Levels of service must be measured by either Circular 212, the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the CMA that is consistent with the Highway Capacity Manual. MTC is responsible for determining whether any alternative method is consistent with the Highway Capacity Manual. Level-of-service standards cannot be set below the LOS E or the current level, whichever is farthest from level of service A. Failure to attain the established LOS standard, after required exclusions are made, will trigger the need for a deficiency plan. (See Chapter 8 on Deficiency Planning.)

Each CMA must monitor, at least every other year, whether these LOS standards are being met on the designated CMP network. Caltrans is responsible for collecting data on State highways and the Authority is responsible for collecting data on other components of the CMP network.

CHANGES FROM THE 2009 CMP

The 2011 CMP Update has kept the CMP network and LOS standards previously established in the 2009 CMP.

2.1 CMP Network

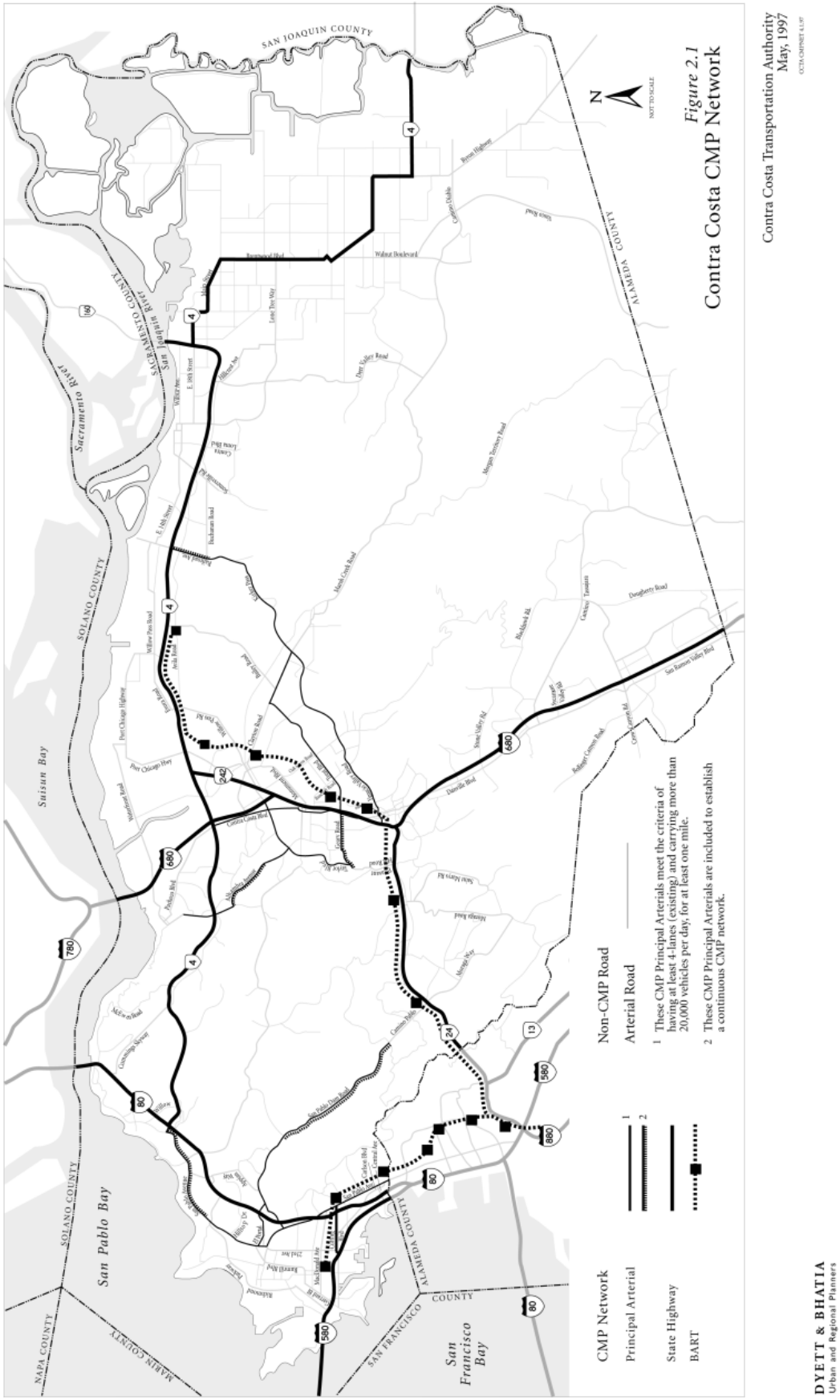
DESCRIPTION OF CMP NETWORK

The CMP must include a road network designated by the Authority that includes, at a minimum, all State highways and principal arterials. Because of its importance as part of the county's transportation system, BART is included in the CMP network. Once designated, no road may be removed from the system, although roads may be added as part of the required biennial CMP update.

In accord with the legislation, all State highways in the county are shown on the map of the CMP network (Figure 2.1). The mandatory inclusion of "principal arterials" is more difficult to interpret because there is no statutory definition of the term for the purposes of the CMP. MTC has noted that while the federal functional classification system defines principal arterials, other definitions exist. MTC will require consistency on facilities that cross county boundaries and will use its Metropolitan Transportation System (MTS) as a basis for its review.

RELATIONSHIP BETWEEN CMP NETWORK AND ROUTES OF REGIONAL SIGNIFICANCE

The CMP network is a subset of the network of Routes of Regional Significance adopted by the Authority. The network of Regional Routes is shown on Figure 2.2. With completion of the 2009 Update to the CTP and updates to the Action Plans for Routes of Regional Significance, the CMP includes new or refined projects and programs from the Action Plans. The adopted system of Routes of Regional Significance for the GMP is included in the CMP to underscore the Authority's current efforts to address land use decision impacts and transportation service objectives on a comprehensive route system.


Contra Costa CMP Network
Figure 2.1
Contra Costa Transportation Authority
May, 1997
CCTA CMPNET 4.1.97
N
NOT TO SCALE
SAN JOAQUIN COUNTY
SACRAMENTO COUNTY
SOLANO COUNTY
ALAMEDA COUNTY
NAPA COUNTY
MARIN COUNTY
SAN FRANCISCO COUNTY
Suisun Bay
San Pablo Bay
San Francisco Bay
Sacramento River
San Joaquin River
CMP Network
Principal Arterial
State Highway
BART
Non-CMP Road
Arterial Road
1 These CMP Principal Arterials meet the criteria of having at least 4-lanes (existing) and carrying more than 20,000 vehicles per day, for at least one mile.
2 These CMP Principal Arterials are included to establish a continuous CMP network.
DYETT & BHATIA
Urban and Regional Planners

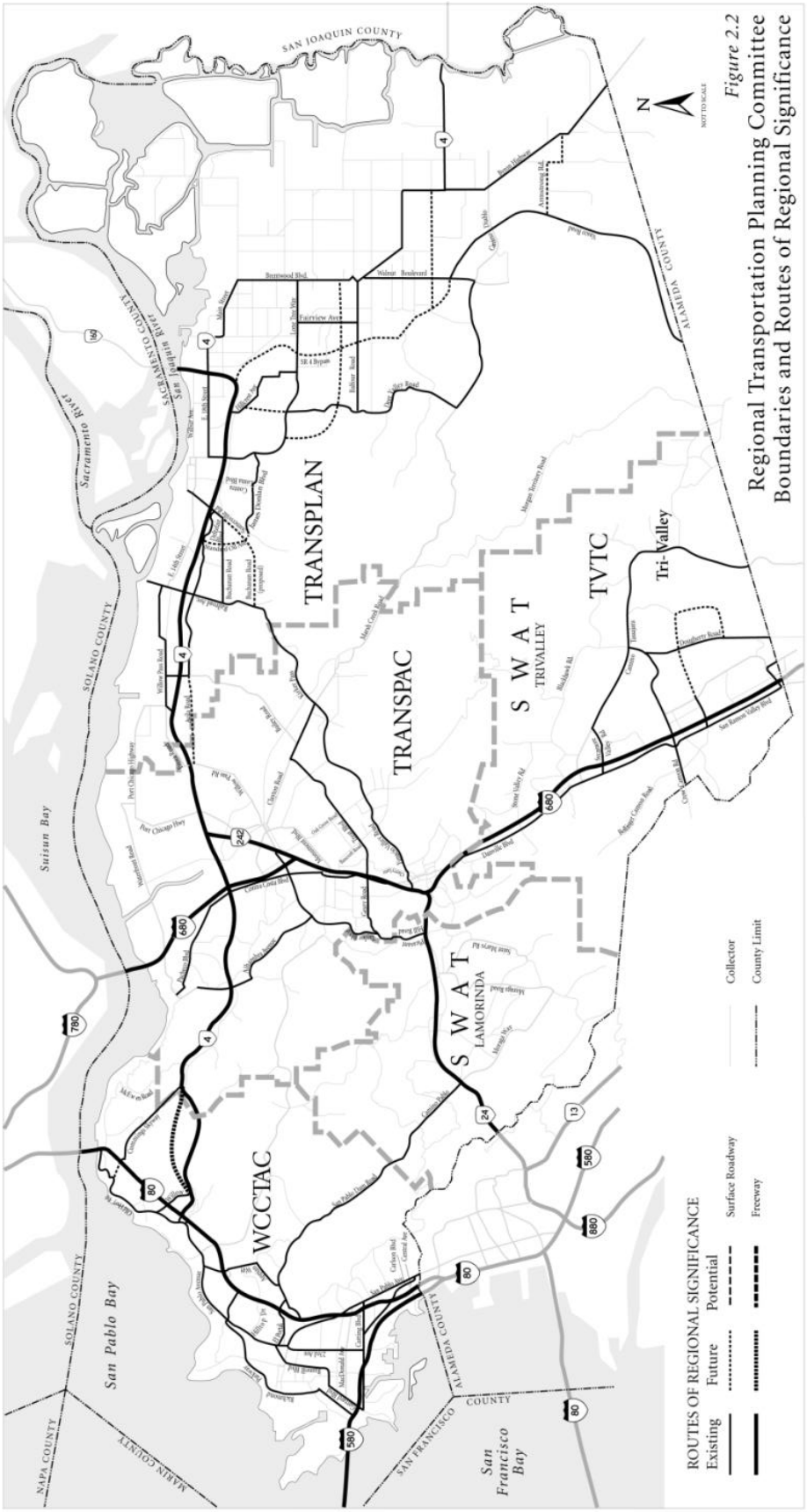


Figure 2.2
Regional Transportation Planning Committee Boundaries and Routes of Regional Significance

SIGNIFICANCE OF CMP NETWORK DESIGNATION

For all of the roads on the CMP network, the CMP must establish traffic level-of-service standards. The Authority, as the CMA, will monitor the implementation of all elements of the CMP, partly by conducting a biennial determination of local conformity with the program. This conformity determination must include analysis of consistency with the CMP's level-of-service standards.

The other part of the CMP statute that refers to the adopted standards (and indirectly to the designated network) is the requirement for a seven-year capital improvement program (CIP) that "maintain[s] or improve[s] the performance of the multimodal system for the movement of people and goods." This requirement suggests that the CIP need not be limited to projects on roads included on the designated CMP network; projects on other, non-designated roads may be included if they maintain or improve performance on the multimodal system.

CMP NETWORK POLICY

The Authority recognizes that designation of an arterial within a jurisdiction might place a financial or socio-economic hardship upon that jurisdiction if it were held responsible for major capital improvements. Therefore, it is the intent of the Authority to:

- Grant special priority for State or federal funding to CMP network or related improvements;
- Recognize that jurisdictions with a concentration of CMP routes deserve special consideration in the development of Action Plans and Deficiency Plans, (Authority staff would work closely with local jurisdictions to facilitate the preparation of Deficiency Plans to meet statutory requirements);
- Give first funding priority to projects that address deficiencies in the CMP network as defined in adopted Deficiency Plans; and
- Recognize that improvements to local arterials within a jurisdiction will be made only with the approval of the local jurisdiction.

DESIGNATION OF PRINCIPAL ARTERIALS

The flow chart in Figure 2.3 illustrates the methodology used in designating CMP routes. All roads meeting three conditions are included in the network:

1. The road is four lanes or wider for at least one mile;
2. Average daily traffic on the road equals or exceeds 20,000 vehicles per day for a segment of one mile or greater; and

3. The road has been designated by the appropriate RTPC as a Route of Regional Significance.

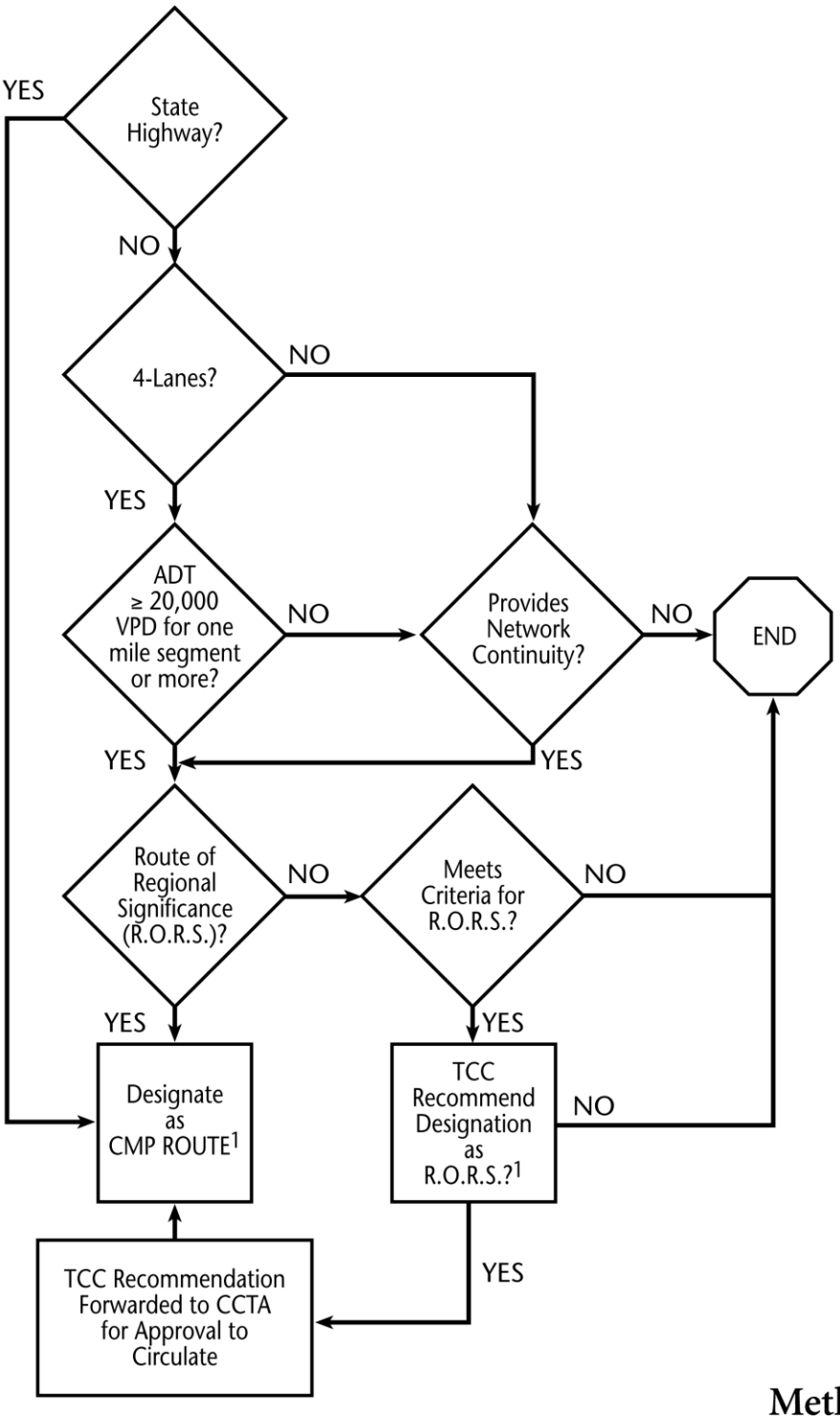
After reviewing the network of roadways that met these criteria, additional roads were added because they provide CMP network continuity. The CMP network was reviewed by the TCC and the RTPCs.

DESIGNATION OF CMP MONITORING INTERSECTIONS

The Authority monitors the functioning and performance of principal arterials on the CMP network through a series of CMP Monitoring Intersections. These CMP Monitoring Intersections were designated according to the following criteria:

1. Considered a major intersection on the CMP Network (that is, the crossing of two arterials and representative of local traffic conditions);
2. The intersection of two CMP routes, including signalized freeway ramp locations; or
3. At the end of the CMP route or within the route such that there was no data available for nearby adjacent intersections.

The Authority may add new CMP Monitoring Intersections that meet the criteria for designation, either on a short- or long-term basis. These new intersections would be added as necessary if new CMP routes are designated, or when traffic impacts from significant new development or new transportation projects within the county or region significantly change the performance of the CMP network. Level-of-service standards for new Monitoring Intersections will be established using the standards for signalized intersections between Monitoring Intersections outlined in Appendix D. Jurisdictions may be able to establish a LOS standard of F for intersections on the CMP network if they can show that the intersection operated at LOS F in or before 1991.



[1] Designation subject to approval by Regional Transportation Planning Committees.

Figure 2.3
Methodology for Designating CMP Network

2.2 Level-of-Service Standards

STATE REQUIREMENTS FOR LOS STANDARDS

CMP legislation requires that every CMA adopt LOS standards for the designated CMP network. The CMP legislation states that, "In no case shall the LOS standards established be below level of service E or the current level, whichever is farthest from level of service A…." (Govt. Code 65089[b][1][B]) Therefore, if the current level of service is F, representing significant congestion, the LOS standard can be set at level of service F. Alternatively, if the current level of service is A, the CMA has the option of setting the LOS standard between the existing level A and the lowest allowable level of service E.

After reviewing the network of roadways that met these criteria, additional roads were added because they provide CMP network continuity. The CMP network was reviewed by the TCC and the RTPCs.

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- At the end of the CMP route or within the route such that there was no data available for nearby adjacent intersections.

The Authority may add new CMP Monitoring Intersections that meet the criteria for designation, either on a short- or long-term basis. These new intersections would be added as necessary if new CMP routes are designated, or when traffic impacts from significant new development or new transportation projects within the county or region significantly change the performance of the CMP network. LOS standards for new Monitoring Intersections will be established using the standards for signalized intersections between Monitoring Intersections outlined in Appendix D. Jurisdictions may be able to establish a LOS standard of F for intersections on the CMP network if they can show that the intersection operated at LOS F in or before 1991.

DETERMINATION OF LEVELS OF SERVICE

The CMP establishes two types of LOS standards: standards for freeway segments and standards for CMP Monitoring Intersections on principal arterials. The first Contra Costa CMP adopted in 1991 described in detail the process used to establish these LOS standards. (Please refer to the 1991 CMP for this description.) For both freeway segments and CMP Monitoring Intersections, an analysis of existing conditions was used to identify locations at LOS F and to determine appropriate standards.

Freeways The Authority initially established freeway LOS standards in 1991 by comparing traffic volumes, travel speeds and Caltrans' 1990 Congested Highways Locations Map. Where any of these data indicated LOS F, the 1991 CMP assumed that the freeway segment operated at LOS F. Since speed is a controlling factor in determining LOS F locations, new travel speed measurements were subsequently made on those segments with a preliminary assessment of LOS E. Table 3-1 of the Highway Capacity Manual was used to determine the level of service corresponding to the given freeway segments, and all freeway segments where LOS F was detected were so assigned.

CMP Monitoring Intersections The Authority used available traffic count information and the procedures outlined in the Authority's Technical Procedures to determine intersection LOS. Unsignalized CMP Monitoring Intersections were analyzed as signalized intersections. Where it was suspected that the calculated LOS did not accurately reflect existing levels of congestion, supplemental field observations were conducted. Observations of LOS E were changed to LOS F where the field observation found long traffic signal cycle length or long queues. (See Section 2.4 below for a description of the frequency and method of monitoring levels of service on the CMP network.)

As part of the Authority's update to the Technical Procedures manual, which is currently underway, the new methodologies and multimodal analysis option by MTC will be considered as one of the options for inclusion in the Technical Procedures update.

FREEWAY SEGMENT LEVEL OF SERVICE STANDARDS

The LOS standards for freeway segments on the CMP network are shown in Figure 2.4 and listed in Appendix D. The LOS standards were set by direction for each freeway segment and are based on the peak period LOS results for that segment. For example, for State Route 24 between Interstate 680 and Pleasant Hill Road, the peak period for westbound traffic occurs in the morning and the peak period for eastbound traffic takes place in the evening. The LOS standards reflect these peak period

conditions accordingly. Freeway segments were set at LOS E standard unless any of the available data indicated LOS F.

The 2011 CMP Update keeps the freeway segment LOS standards the same as in previous CMPs. The monitored level of service on freeway segments, however, can change based upon the Authority's biennial will of review travel time and speed data collected by Caltrans and supplemented by field collection of data.

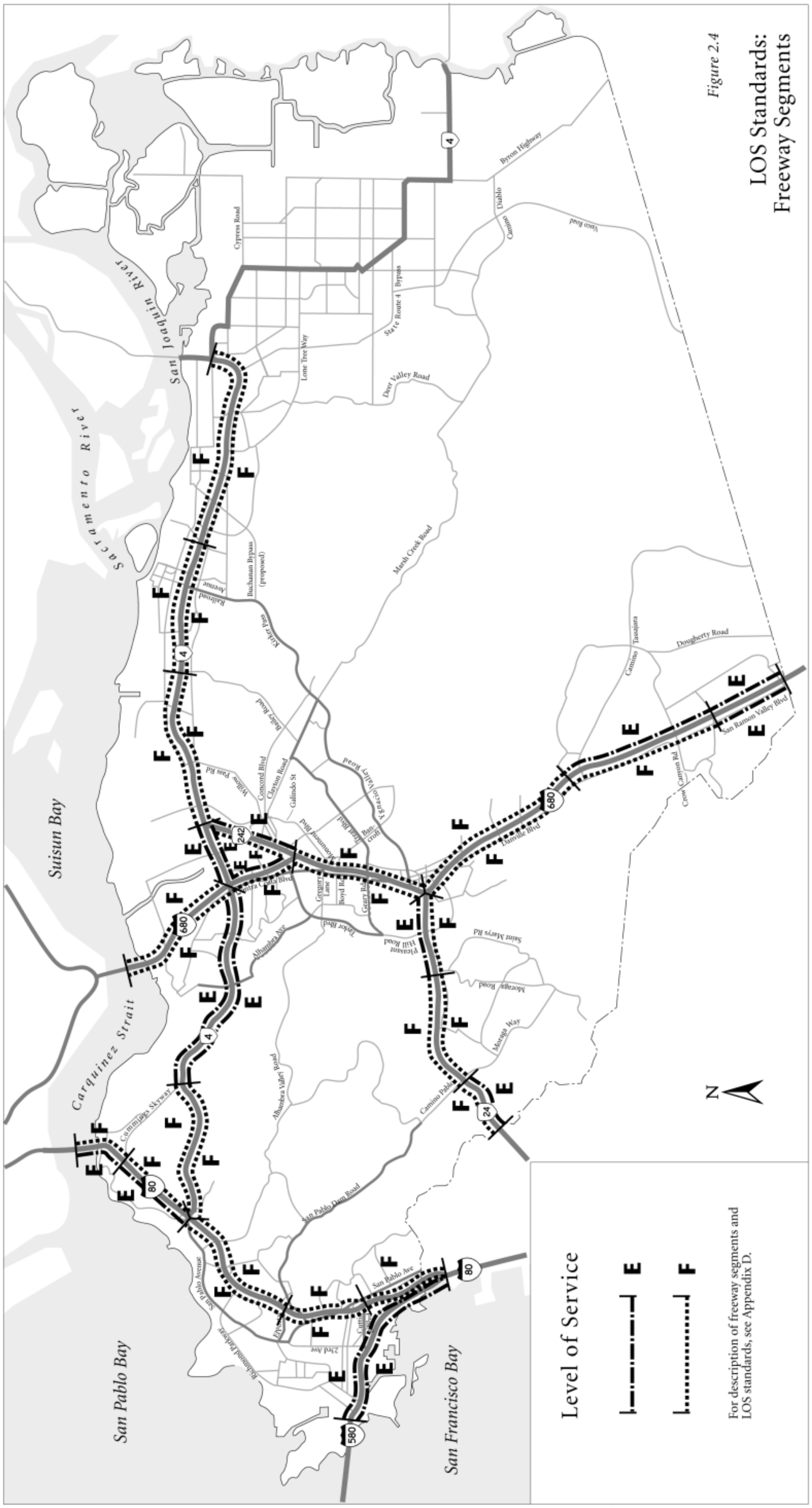


Figure 2.4

LOS Standards: Freeway Segments

Contra Costa Transportation Authority
November, 1997

DYETT & BHATIA
Urban and Regional Planners

LEVEL OF SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS

Figures 2.5, 2.6 and 2.7 identify the LOS standards for CMP Monitoring Intersections in West, Central and East County, respectively. (Standards for each CMP Monitoring Intersection are also listed in Appendix D.) As with the freeway segments, the intersection LOS standards were based on peak period (A.M. or P.M.) conditions.

The standard for intersections operating at LOS F in 1991 was set at LOS F; the standard at all remaining intersections was set at LOS E.

LEVEL-OF-SERVICE STANDARDS FOR OTHER INTERSECTIONS ON THE CMP NETWORK

Level-of-service standards apply to all signalized intersections on the CMP network, not just to CMP Monitoring Intersections. LOS standards for both CMP Monitoring Intersection and signalized intersections that lie between CMP Monitoring Intersections are shown in Appendix D. A LOS standard of E has been applied to intersections that lie between Monitoring Intersections that have an LOS E standard. A LOS standard of F has been applied to intersections that lie between Monitoring Intersections that have a LOS F standard.

Table 2.4-1 Frequency Of CMP Monitoring

LOS Standard	*LOS in Most Recent Monitoring Report*	*Period of Monitoring*
E	LOS A–D (≤v/c 0.9)	Biennial
E	LOS E (> v/c 0.9)	Annual
E	LOS F (≥ v/c 1.0)	Annual
F	Already at LOS F	Biennial*

* For informational purposes only; Deficiency Plans not required.

2.3 Level-of-Service Methodology

Different methods of calculating LOS are needed for the two types of roads: one that applies to signalized intersections and one that applies to freeway segments. For CMP monitoring purposes, unsignalized intersections will be analyzed as signalized intersections.

The method for basic freeway levels of service established in the Highway Capacity Manual is used to monitor LOS standards on the freeways in Contra Costa. The method of calculating intersection LOS outlined in the Authority's Technical Procedures is used to monitor intersection LOS.

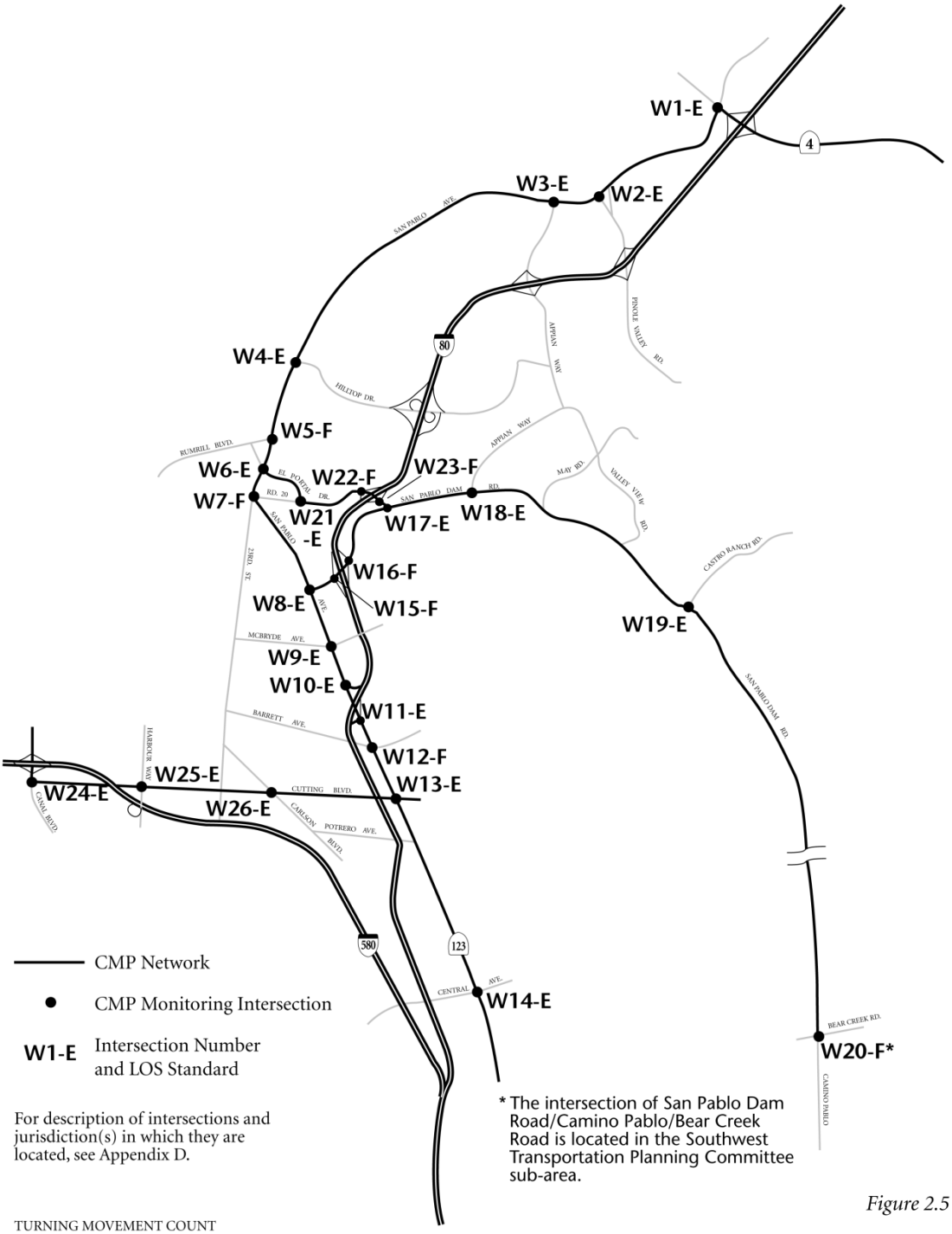
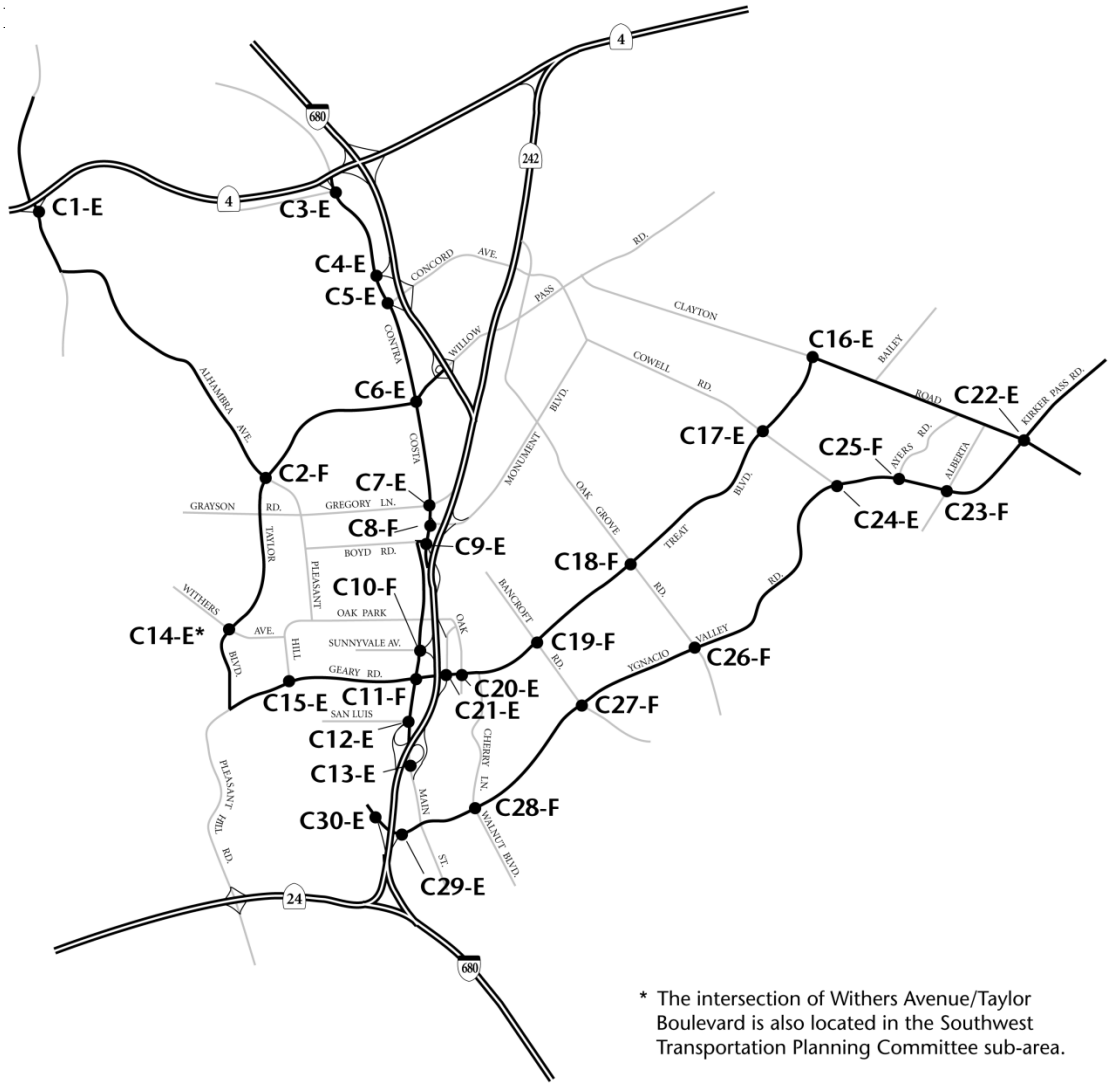


Figure 2.5

LOS Standards
CMP Monitoring Intersections
West County



CMP Network

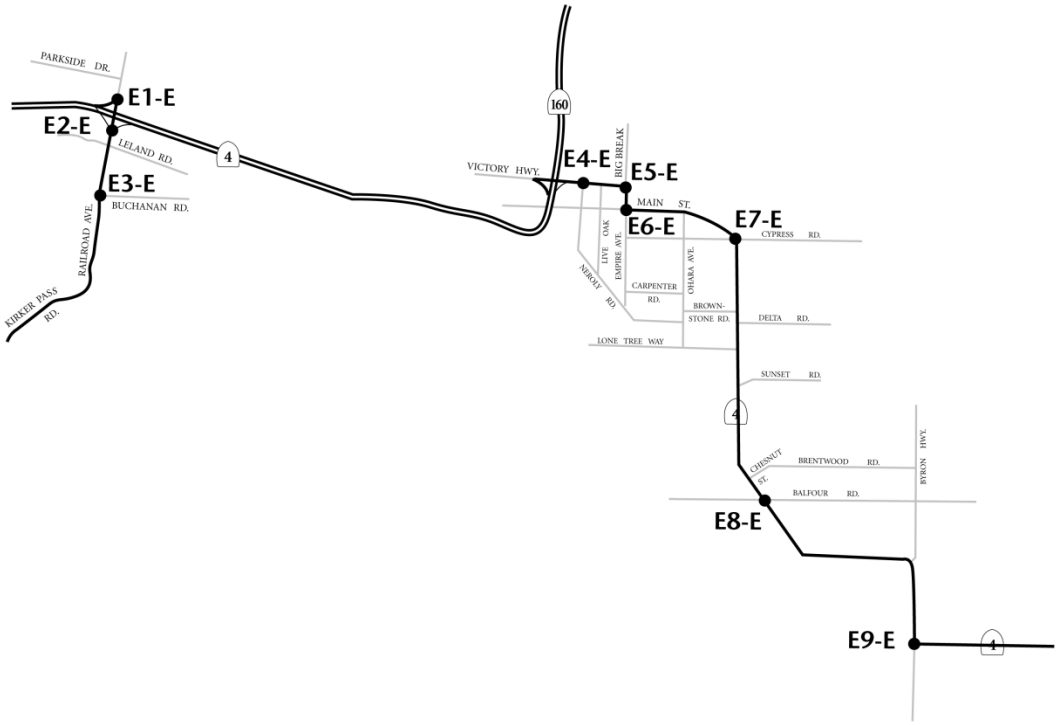
CMP Monitoring Intersection

C1-E Intersection Number and LOS Standard

For description of intersections and jurisdiction(s) in which they are located, see Appendix D.

Figure 2.6

LOS Standards
CMP Monitoring Intersections
Central County



CMP Network

CMP Monitoring Intersection

E1-E Intersection Number and LOS Standard

For description of intersections and jurisdiction(s) in which they are located, see Appendix D.

Figure 2.7

LOS Standards
CMP Monitoring Intersections
East County

2.4 Monitoring of LOS Standards

Levels of service on most freeway segments and CMP Monitoring Intersections on the CMP network are monitored biennially to determine if the standards are being met. Annual monitoring, however, is conducted for freeway segments and monitoring intersections where the most recent measured level of service is approaching the established standard. The schedule of monitoring is outlined in Table 2.4-1. This monitoring will include freeway segments where speeds of less than 35 miles per hour are measured or at CMP monitoring intersections where the volume-to-capacity (v/c) ratio is equal to or greater than 0.91 using the methodology adopted in the Authority's Technical Procedures.

Annual monitoring is also conducted where historic traffic patterns have been significantly altered. For example, traffic conditions would be considered "significantly altered" adjacent to major new development projects where the traffic impact analysis performed for the development predicts a potential exceedance of the adopted level of service standard at a monitoring intersection upon project occupancy.

The Authority manually collects turning movement counts at CMP Monitoring Intersections with LOS E standards. The CMP legislation requires that data collection and analysis be conducted by Caltrans for freeways and State highways. To meet this requirement, the Authority assumes that Caltrans will continue to collect freeway travel speed data which will be used to evaluate current levels of service on freeway segments with LOS E Standards. As necessary, the Caltrans data may be supplemented with travel time runs conducted by the Authority. More recently, the Authority has used PEMS data to evaluate freeway LOS.

Some trips — interregional travel, trips not originating in Contra Costa County, trips generated by low- and very-low- income housing or high-density development near fixed-rail passenger stations — must be excluded when calculating whether a deficiency exists on the CMP network. (See Chapter 8 for a summary of how exclusions would be made; see the Deficiency Plan Procedures for a detailed explanation of how exclusions are calculated.)

(Results from the most recent monitoring of LOS standards are reported in Appendix J[1]).

1 Forthcoming

2.5 Local Compliance with CMP Level-of-Service Standards

At least every other year, the Authority must determine if the County and cities are in compliance with the CMP, including consistency with LOS standards described in this chapter. If these standards are not met and the deficiency remains even after making required exclusions, local jurisdictions may be required to work together to prepare a Deficiency Plan. The Deficiency Plan must identify the most effective strategies for improving current and future system performance. The conditions of and method for determining local compliance with the CMP are described in Chapter 9.

Chapter 3
Performance Element

Each CMP must include a performance element that includes measures to evaluate the current and future performance of the multi-modal system for the movement of people and goods. At a minimum, the performance measures must address highway and roadway system performance, the frequency and routing of public transit, and the coordination of transit service provided by separate operators. The performance measures must support mobility, air quality, land use, and economic objectives. Each CMA must use the performance measures in the development of the capital improvement program, deficiency plans, and the land use analysis program.

The CMP legislation defines a performance measure as "an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies." Violation of a performance measure, unlike LOS standards, will not require the preparation of a deficiency plan.

3.1 The Multimodal Transportation System

The multimodal transportation system that serves Contra Costa includes roadways, transit systems, and pedestrian and bicycling facilities as well as other programs to improve the efficiency and operation of the system.

ROADWAY COMPONENT

The hundreds of miles of roads and streets that make up the roadway system of Contra Costa County range from freeways and major arterials to local streets and rural roads. The county's freeways include portions of both the federal interstate system (I-80, I-580 and I-680) and State freeways (State Routes 4, 24, 160 and 242). State highways also include the non-freeway portions of State Route 4 in West and East County as well as State Route 123 (San Pablo Avenue) in El Cerrito and Richmond. These freeways and other State highways are designated as both Routes of Regional Significance and as part of the CMP network.

Contra Costa also includes many arterial and collector streets. The most important of these streets are designated as part of the CMP network, Routes of Regional Significance or both. These two networks of streets and highways are shown in Figures 2.1 and 2.2, respectively.

The majority of roadway miles, however, are either local streets or rural roads. Many of these streets and roads individually carry relatively little traffic but are essential for access and mobility throughout the county and region. The State CMP legislation does not require LOS standards for these more local streets. While the Measure C GMP required each jurisdiction to set local LOS standards for these nonregional routes, Measure J discontinues this requirement.

TRANSIT COMPONENT

Contra Costa County is served by five public transit operators. Four of these operators — AC Transit, the County Connection, Tri Delta Transit, and WestCAT — provide bus service in various parts of the county. The fifth, BART, serves many of the county's urban areas with fixed-rail mass transit services.

Alameda-Contra Costa Transit District (AC Transit) AC Transit, the largest bus system within Contra Costa County, provides services within the western portions of the county. Its service links the county to the older parts of the East Bay in Alameda County, to San Francisco through its express bus service to the Transbay Terminal and to the BART system through its service to stations in Contra Costa and Alameda Counties. It operates 105 all-day local routes, (27 of which are Transbay lines to San Francisco and the peninsula), four East Bay express routes during the commute period, 17 other routes during only the commute period, and five routes offering community- or destination-based service.

Bay Area Rapid Transit District (BART) The BART rail system encompasses 104 miles of double mainline track serving Alameda, Contra Costa and San Francisco Counties. In total there are 44 stations in the system. The BART system is designed to provide rail access to the major employment centers of these three counties from adjoining residential areas.

Central Contra Costa Transit Authority (County Connection) The Central Contra Costa Transit Authority (CCCTA or County Connection) provides bus service within central Contra Costa County from Martinez to Danville and from Orinda to Clayton. Most of its 28 bus routes connect with one of the seven BART stations within the service area. The County Connection also provides seven express bus routes within its service area, including service in the I-680 corridor to San Ramon, Martinez to Walnut Creek BART, and the Dublin-Pleasanton BART station.

Eastern Contra Costa Transit Authority (Tri Delta) Tri Delta Transit serves the eastern parts of Contra Costa. Its service area includes the cities of Pittsburg, Antioch, Oakley, Brentwood, and Bay Point as well as the unincorporated areas adjacent to State Route 4. Tri Delta Transit operates 20 fixed routes, including 17 weekday-only routes (a few limited to peak hour service) and three weekend- or holiday-only routes. Tri

Delta Transit's fixed routes include four commuter routes serving Concord, Livermore, Dublin, and Martinez. It also includes a dedicated express route to the Pittsburg/Bay Point BART station. Tri Delta Transit also provides door-to-door services for senior citizens and people with disabilities including service in conjunction with the City of Antioch's Senior Bus program. Tri Delta Transit coordinates their services with BART, AMTRAK, County Connection, Westcat, Wheels, and the Delta Breeze.

Western Contra Costa County Transit Authority (WCCCTA or WestCAT) WestCAT serves the northwestern part of Contra Costa, providing local, express, and regional service to the cities of Pinole and Hercules and the unincorporated areas of Rodeo, Crockett and Port Costa, with fixed-route bus service. It operates eight local fixed-stop routes Monday through Friday, which are coordinated with arrival and departure times of WestCAT Express buses at major locations. Two local routes operate on Saturdays. Four Express routes operate with timed connections to BART at Del Norte BART station. Regional service is operated to Martinez, San Francisco's Transbay Terminal (LYNX) and Contra Costa College, with connections to AC Transit at this location.

NON-MOTORIZED MODES OF TRAVEL

Besides roadways and transit systems, Contra Costa is served by a variety of pedestrian and bicycle facilities. Contra Costa has a well-developed system of bicycle and pedestrian trails, including the Iron Horse Trail and the Ohlone Greenway, as well as many bike lanes and bike routes, although significant gaps remain in several locations. Many surface streets incorporate sidewalks, crosswalks and other pedestrian facilities as part of their design. Local streets in older parts of the county, which were built when auto use was lower, tend to allocate more of the street cross-section to sidewalks and to include a greater separation between sidewalks and roadways. Newer parts of the county tend to have more developed off-street trails and pathways. These facilities provide alternatives for pedestrians to walking along heavily traveled streets. In addition, the county has various recreation trails that connect urban areas with parks, open space and rural lands.

Bicycles may use most roadways in the county including some portions of freeways where alternative roads are not available for bicyclists. To encourage their safe use, cities and the County have also established specific bicycle facilities. These facilities range from bike lanes and bike routes, which are part of the street, to bike paths which provide a separate route — often part of or next to a pedestrian path — for the bicyclist. The county's Iron Horse Trail from Dublin to Martinez represents a combined bicycle-pedestrian facility that is used for both commuting and recreation.

The Authority has developed a Countywide Bicycle and Pedestrian Plan that outlines policies and actions for improving the environment for bicyclists and pedestrians within Contra Costa and, thus, encourage more walking and bicycling. The first plan was adopted by the Authority in December 2003; an update to that plan was adopted on October 2009. On a regional level, MTC is continuing to plan for improvements to the network bicycle routes and facilities and is updating its Regional Bicycle Plan as part of the next update to the Regional Transportation Plan.

DEMAND MANAGEMENT STRATEGIES

The county's multimodal transportation system also includes strategies to limit demand for travel, especially automobile travel, on the county's roadways and to make its operation more efficient. Chapter 6 outlines the Travel Demand Element of the CMP. In addition, the CIP includes projects and actions — such as signal synchronization projects — that would improve the efficient movement of traffic on the roadway system.

3.2 Measures of Highway and Roadway System Performance

To build upon the GMP established under Measure C and continued under Measure J, the Authority has drawn the required performance measures for roadways from the Multimodal Transportation Service Objectives (MTSOs) in the Action Plans for Routes of Regional Significance. These measures will apply to the same roadways and corridors they apply to in the Action Plans and the Countywide Plan. Table 3.2-1 lists these performance measures. These performance measures were revised to incorporate the MTSOs included in the Action Plans that were updated in 2009.

There is a significant difference between the CMP performance measures and the Action Plan MTSOs. While the performance measures — consistent with the CMP legislation — provide quantifiable measures of the performance of the multimodal system, they do not include specific thresholds to be achieved. That is, they give decision-makers information on changes in the performance of the transportation system, by comparing current monitoring to either earlier monitoring results or to modeling results for future years. The Action Plan MTSOs, on the other hand, set specific targets to be achieved or maintained on the Regional Routes. Both are designed to help the Authority and other agencies evaluate transportation improvements and major development projects that affect the local and regional transportation system and to assist in determining effective implementation actions. The CMP legislation specifically notes that performance measures do not trigger the preparation of deficiency plans. The GMP, on the other hand, requires changes to proposed projects, or changes to the MTSO or actions to achieve it, if a project would hinder its achievement.

Changes in the performance measures caused by transportation improvements would be quantified using the Authority's computerized travel demand model.

Table 3.2-1 Roadway Performance Measures

Performance Measures	*CMP Roadway(s)*
Average Speed	I-580, I-680, Alhambra Avenue, Clayton Road, Pacheco Blvd./Contra Costa Blvd.
Average Stopped Delay	Clayton Road, Treat Blvd., Ygnacio Valley/Kirker Pass Rd
CCTA Bus Service to Lafayette BART	Pleasant Hill Road
Delay Index	I-80, I-680, SR 4, SR 4 Bypass, SR 24, SR 242, SR 84, San Pablo Dam Road/Camino Pablo
Duration of Congestion	I-680
Hourly average loading factor on BART	SR 24
HOV lane utilization	I-80, SR 4
Level of Service	I-580, SR 4, Geary Road, N. Main St., Treat Blvd., Ygnacio Valley/Kirker Pass, Railroad Avenue, San Pablo Dam Road, San Pablo Avenue
Maximum wait time for drivers on side streets	Camino Pablo
School Bus Service	Pleasant Hill Road
Volume-to-capacity ratio	Pacheco Blvd., Treat Blvd., Ygnacio Valley/Kirker Pass

Adapted from the Multimodal Transportation Service Objectives adopted in the Action Plans for Routes of Regional Significance.

3.3 Measures for Frequency and Routing of Transit Service

AC TRANSIT

The Mission Statement of AC Transit, established in its 2001–2010 Short-Range Transit Plan (SRTP), is "to provide safe, convenient, courteous and reliable transit service." In addition, AC Transit also adopted a new vision statement for the district:

AC Transit's vision is to be the mobility manager for the East Bay; allowing anyone to go anywhere they want safely, quickly and efficiently. We have begun internally, by developing Critical Business Outcomes and emphasizing working together to solve problems. The District will develop coalitions that build a regional perspective for an effective and innovative transportation system. By improving the quality of

life, easing congestion and stimulating economic development in the East Bay, the District will become an integral part of the region's future.

Table 3.3-1 AC Transit Service Span and Frequency

Route Type	*Span of Service*	*Frequency*
Core Trunk and Major Corridor	5 AM to Midnight	10 minute peak
Rapid Services	6 AM to 8 PM	12 minute peak
Urban Crosstown / Feeder	5 AM to 10 PM	15 minute peak
Suburban Crosstown / Feeder	5 AM to 10 PM	30 minute peak (or peak only)
Owl (modified Trunk route)	Midnight to 5 AM	30 – 60 minute

Table 3.3.2 AC Transit Density Standard

Persons per Square Mile	*Route Spacing*	*Route Structure*	*Weekday Peak Frequency Standard*
20,000 and over (High Density)	¼ mile	Grid	Trunk/Major Corridor:
20,000 – 10,000 (Medium Density)	¼ - ½ mile	Grid	Urban Crosstown/Feeder
10,000 – 5,000 (Low Density)	½ mile	Focal Point Timed-Transfer	Suburban Crosstown/Feeder:
5,000 – 0 (Very Low Density)	1 mile	Focal Point Timed-Transfer	Low Density Routes

Source: 2003 -13 Short Range Transit Plan

Table 3.3-3 AC Transit Service Definitions

Demand Based Services	
Core Services:	Routes that fall into this category represent the routes that should operate at the most frequent levels of service possible, for the longest span of service. These include: East Bay trunk, major corridor, crosstown and/or feeder routes providing high LOS, frequencies and passenger amenities operating on the densest portions of the East Bay. Providing these services is based on user demand and ridership.
A. Trunk Routes	Provide the backbone of the transit system; operate along the arterial streets and provide a high level of local and limited stop service (ten minute frequencies or better).

Table 3.3-3 AC Transit Service Definitions

B. Major Corridor Routes	Complement the trunk route network, providing a high level of local stop service (10-15 minute frequencies or better).
C. Feeder/Crosstown Routes:	Feed either BART or other AC Transit Routes, or serve neighborhood circulation functions with a high level of service (15 minute frequencies or better). Includes all other high productivity routes.
Coverage Based Services:	
	Even though the vast majority of the District's passengers are well served by the Core Network, there are still areas that require service to assist in passenger's mobility needs. About 30% of the District's resources should be for providing coverage-based services.
I. Feeder and Crosstown Routes	Feed either BART or other AC Transit routes with a modest level of service. Also may serve as a neighborhood circulation function.
II. Flexible Service	Operates in areas where demand is low or when geographical constraints of operating standard-size vehicles prevents fixed-route service.

Source: AC Transit, Short-Range Transit Plan–Fiscal Years 2001–2010.

The SRTP also established five goals and several supporting objectives that relate specifically to the standards for frequency, routing and coordination required by the CMP legislation:

- Provide high-quality, useful transit service for customers in the East Bay
- Make sure that customers are the first priority
- Strengthen financial stability
- Plan and advocate for funding and implementation of future projects
- Increase employee participation and pride in the agency

Measures of Frequency AC Transit has established maximum headways (time between buses) by service type and time of day or day of the week. The frequency standards are shown in Table 3.3-1 and the service types are described in Table 3.3-3.

Measures of Routing Bus route spacing, or the average distance between parallel bus lines, is based on residential densities, location of major activity centers, topography and street patterns. The standards listed below in Table 3.3-2 give general guidelines for determining the adequacy of access to local transit service in a given area.

Route spacing in commercial areas is determined, on a case-by-case basis, by the location, level of activity and layout of the development.

BART

Measures of Frequency Rail service is provided between the hours of 4:00 A.M. and midnight, Monday through Friday; 6:00 A.M. to midnight on Saturday; and 8:00 A.M. to midnight on Sundays and major holidays. Closings for individual stations are timed with the schedule for the last train beginning at approximately midnight. Service frequencies (in minutes) for individual routes and line segments are outlined in Table 3.3-4.

Measures of Routing In total there are 43 stations in the system providing service in four counties. Average spacing is between 1/2 to one mile within and adjacent to San Francisco, Oakland and Berkeley downtown areas and two to nine miles apart in suburban locations. The rail system routes are designed to provide rail access to major destinations within the four counties from surrounding residential areas.

Table 3.3-4 Measures of the Frequency of BART Service

	Transbay Routes				*CBD Line Segment*		
	Dublin-Pleasanton / Daly City-SFO	*Pittsburg/ Bay Point-Daly City*	*Fremont-Daly City*	*Richmond-Daly City/ Colma*	*East Bay*	*San Francisco*	*Oakland*
Weekday							
Peak	15	5	15	15	15	2.5	3.33
Midday	15	15	15	15	15	3.75	5
Night	20	20	0	0	20	10	10
Saturday							
Daytime	20	20	20	20	20	5	6.7
Night	20	20	0	0	20	10	10
Sunday/Holiday							
All Day	20	20	0	0	20	10	10

COUNTY CONNECTION (CCCTA)

The CCCTA (or County Connection) has established the following mission statement:

> *The Central Contra Costa Transit Authority is committed to provide transportation services within the constraints of our suburban and financial environment. The Authority will also aggressively promote the expanded use of transit through creative implementation of programs and services to the communities we serve in order to improve air quality, reduce traffic congestion and energy consumption.*

In addition, the CCCTA established three goals that relate to the standards for frequency, routing and coordination required by the CMP legislation:

- **Efficiency** To operate as efficiently, economically and safely as possible in order to minimize the cost of transit service to both users and taxpayers and ensure the financial security of the system.
- **Effectiveness** To provide an effective, innovative alternative to the use of the private automobile through the administration, finance and operation of various mass transit services.
- **Equity** To contribute to the area's economic well-being by improving access to employment, shopping and other important activity centers through the provision of a transit system to the general public including those without other means of transportation available to them, including the mobility-limited, senior citizens, low-income persons and youth.

Standards for Frequency The County Connection shall provide a maximum headway (minimum frequency) of fixed-route service of sixty minutes during peak commute periods during the weekday subject to the directives of the CCCTA Basic Level of Service Agreement. This service is dependent on the availability of operating assistance and sufficient ridership with respect to Authority-wide standards for economy (farebox to operating cost recovery ratio), effectiveness (passengers per revenue hour) and efficiency (cost per revenue hour and passenger). Currently, frequencies are as follows: during peak commute periods, between 20 and 120 minutes; other weekday times, every 30 to 120 minutes; on weekends, every 20 to 80 minutes.

Measures of Routing The County Connection's 28 routes provide fixed-route bus service directly, or in close proximity to, major retail, institutional, and governmental activity centers located within its service area. These activity centers include, but are not limited to, Sun Valley Mall, the seven BART train stations (Orinda, Lafayette, Walnut Creek, Pleasant Hill, Concord, North Concord/Martinez, and Dublin/Pleasanton), the Martinez Intermodal Facility, city central business districts, Kais-

er Hospitals (Martinez, Walnut Creek), Veteran's Hospital in Martinez, the Willows Retail center, the Golden Triangle in Walnut Creek, Bishop Ranch, John Muir Medical Center in Walnut Creek, and Diablo Valley College.

EASTERN CONTRA COSTA TRANSIT AUTHORITY (TRI DELTA)

The Eastern Contra Costa Transit Authority (Tri Delta or ECCTA) has established the following mission statement:

> *To provide safe, reliable, friendly, high-quality and economical transportation service to the Eastern Contra Costa community; to provide an organizational environment which encourages cooperation, rewards excellence and develops a team of highly motivated staff; to empower employees to function as owners of the ECCTA organization; to develop ECCTA services and facilities to better serve the transit-dependent community and to capture a greater share of the commute market; to secure and manage funds to maintain and expand transit service, and to operate ECCTA according to fiscally sound business practices; to take a leadership role in developing a coherent transportation policy to deal with problems of traffic congestion, air quality and growth management; and to build constituencies at all levels of government that support the ECCTA organization and its programs.*

In addition, the ECCTA established three goals that relate to the standards for frequency, routing and coordination required by the CMP legislation:

1. Provide safe, reliable, high-quality and economical transportation to the residents of the ECCTA service area.
2. Provide efficient public transportation to the residents of the ECCTA service area.
3. Provide an accessible public transportation system to the residents of the ECCTA service area.

Measures of Frequency The Eastern Contra Costa Transit Authority shall provide a maximum headway (minimum frequency) of one hour on local fixed routes operated in the urban area of Pittsburg, Antioch and Bay Point.

Measures of Routing The Eastern Contra Costa Transit Authority provides service to the major activity centers in East County, which is divided into three distinct subareas where service is provided: the Antioch/ Pittsburg corridor, the Cities of Brentwood and Oakley, and Bethel Island/Discovery Bay. Among these major activity centers are Los Medanos Junior College, hospitals, high schools, city halls, city libraries, County Social Services building, and the county clinics.

WESTCAT (WCCCTA)

The West Contra Costa Transit Authority, or WestCAT, has established the following policy for formulating the frequencies of their bus routes:

> *Maintain transit service at a level appropriate for WCCCTA area population and, as funding permits, expand the level of transit service offered in response to growth in transit demand and identification of unmet local transportation needs.*

Measures of Frequency Western Contra Costa County Transit Authority (WCCCTA) shall provide a maximum headway (minimum frequency) of one hour on all local fixed routes operating within its service area.

Measures for Routing Western Contra Costa County Transit Authority shall provide service directly to, or within close proximity to all major retail, institutional, and governmental activity centers and shall facilitate local and regional connections within its service area. These include, but are not limited to the following sites: Pinole Vista Shopping Center, Appian 80 Center, Doctors' Hospital, Pinole Valley Road Shopping Center, Creekside Center, Pinole City Hall, Hercules City Hall, Tara Hills Center, Hercules Transit Center, Richmond Parkway Transit Center, and El Cerrito del Norte BART Station.

3.4 Measures for Coordination of Transit Service

It is the Authority's policy to encourage cooperation among transit providers and to support this coordination through its programs. The following standards for coordination apply to all transit operators within the county. These standards build on the rules and regulations that MTC has developed in response to the requirements of SB 602 (California Government Code Section 66516), which took effect on January 1, 1990.

Overall Coordination Each transit operator within Contra Costa County shall work with connecting transit operators, both within and adjoining the county, to coordinate fares and schedules and to execute fare revenue sharing agreements.

This standard reflects activities that all transit operators in the county have already undertaken.

Coordination of Transfers and Fares Transit operators shall work to maintain established revenue sharing and reciprocal transfer agreements with connecting transit

operators. Transit operators shall cooperate in the development of a universal, stored-value ticket for use throughout the county and region.

All of the transit operators in Contra Costa County have established revenue sharing and reciprocal transfer agreements. MTC is currently heading up a consortium of transit operators throughout the Bay Area to implement Clipper (formerly Trans-Link), a universal, stored-value ticket. Currently, Clipper has been fully implemented only on AC Transit, BART, Caltrain, MUNI, SamTrans, VTA, and Golden Gate Transit and Ferry. Eventually, the consortium, which includes all of the transit operators in Contra Costa, hopes to implement Clipper throughout the nine-county Bay Area.

Coordination of Schedules All transit operators shall participate in the efforts of the Regional Coordination Task Force to coordinate major schedule changes for transit operators within the county. Each transit operator shall coordinate the schedules of any of its fixed-route lines serving regional transfer points or regional transit lines to ensure quick and convenient transfer between connecting routes and facilities.

The MTC Guidelines for the implementation of SB 602 (California Government Code Section 66516) emphasize the coordination of the schedules of routes serving regional transfer points. In Contra Costa County, these locations are primarily at BART stations or at connections with BART Express Buses. All operators in the county have coordinated the schedules of their fixed routes with the schedules of BART service. All participate on the Regional Coordination Task Force.

3.5 Use of Performance Measures

Under the State CMP legislation, each CMA and the jurisdictions within the county charged with helping to implement the CMP shall use the performance measures in the development of:

1. The seven-year capital improvement program
2. Any deficiency plans required
3. The required land use analysis program

CAPITAL IMPROVEMENT PROGRAM

The Authority may evaluate the effect of changes in the seven-year capital improvement program during each CMP update using these performance measures. The Authority's computerized travel demand model can generate information to evaluate changes in the roadway performance measures set out in Section 3.2, above.

DEFICIENCY PLANNING

Chapter 8 outlines the process for preparing, adopting and implementing Deficiency Plans. As part of this effort, the local jurisdictions that are responsible for the Deficiency Plan shall develop a list of projects that would improve performance of the county's multimodal transportation system. They must use the performance measures set out in the CMP to measure this improvement.

LAND USE ANALYSIS PROGRAM

Chapter 5 outlines the land use analysis program required by the CMP legislation and how the performance measures will be evaluated as part of that program.

See also Chapter 9 for a description of how the compliance requirements of the CMP apply to the use of the performance measures outlined in this chapter.

Chapter 4
Capital Improvement Program

As the CMA for the County, the Authority is required to adopt, on a biennial basis, a seven-year capital improvement program (CIP). According to the State statute, the CIP is intended to:

1. Maintain or improve traffic LOS standards established in the CMP and maintain or improve the performance of the multimodal system using performance measures;
2. Mitigate regional transportation impacts of local land use decisions; and
3. Conform to transportation-related vehicle emission air quality mitigation measures (transportation control measures; discussed in Appendix F).

The Legislature also intended that local project sponsors and CMAs, when roadway projects are identified in the CIP, consider ways to maintain bicycle access and safety at a level comparable to that that existed prior to the proposed improvement or alteration. The CIP may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system, but are necessary to preserve the investment in existing facilities.

FUNDING ELIGIBILITY

Under the CMP legislation, inclusion in the CIP has become an important step in the process for local highway or transit projects to receive State or federal funding. The statute states that, "Local projects not included in a CMP shall not be included in the regional transportation improvement program" (California Government Code Section 65082(c)) and thus would not be able to receive funds allocated through the RTIP.

State legislation, through Senate Bill (SB) 45, made significant changes in the process for approving funding for new transportation improvement projects. Many of the earlier funding programs were eliminated, including the Flexible Congestion Relief (FCR) and Traffic Systems Management (TSM) programs which were tied to the CMP process. Instead of these various programs, SB 45 established a regional transportation improvement program (RTIP), which in the Bay Area is administered by MTC, and the statewide interregional improvement program, which is administered by Caltrans. To be included in the RTIP, local projects must still be included in a county CMP.

In addition to the significant changes made by SB 45, Congress' adoption of TEA-21 — the Transportation Equity Act for the 21st Century — in 1998 led to other changes in federal funding programs. TEA-21 retained the Surface Transportation Program (STP) and CMAQ programs first established in the ISTEA legislation. State legislation continues to require that, "No [STP] funds or [CMAQ] funds shall be programmed for a project in a jurisdiction that has been found to be in nonconformance with a congestion management program [...] unless the [CMA] finds that the project is of regional significance."

As part of its implementation of TEA-21 and its successor SAFETEA-LU, MTC has combined STP, CMAQ and other funds into two new sets of region-wide funding programs. The first set focuses on improving the operation and safety of the Bay Area's transportation system. These programs include the corridor management program, which is administered by the Authority and other CMAs, and the Transportation for Livable Communities (TLC) program, the Lifeline Transit Program, Transportation Planning and Land Use Solutions (T-PLUS) and the Regional Bicycle and Pedestrian Program, portions of which are administered by MTC and portions of which are administered by the various CMAs. The second set of programs funds projects that rehabilitate the regional transportation system; the largest share of this program is allocated by county and administered by the CMAs.

In addition to projects funding through the State's RTIP and MTC's programs to allocate TEA-21 funds, some projects that are funded by Transportation Funds for Clean Air (TFCA) funds must be included in the CMP. These TFCA funds, which

flow from the BAAQMD, are divided into two categories: "40 percent" or "Program Manager" funds, which are allocated among Bay Area counties; and "60 percent" or "Regional" funds, which are disbursed on a competitive grant basis throughout the region. The Authority serves as Program Manager for the 40 percent funds, which are allocated to the RTPCs. AB 414 requires that TFCA bicycle projects funded with either 40 percent or 60 percent funds be included in the CMP CIP or an adopted Countywide Bicycle Plan to be eligible for TFCA funding. These projects will help improve air quality by improving bicycle access (and encouraging bicycle use), consistent with State TCM 9 adopted by MTC and BAAQMD.

CHANGES FROM THE 2009 CMP

As part of the 2009 CTP and MTC's 2013 RTP Call-for-Projects, Authority staff updated the Comprehensive Transportation Project List, or CTPL, as the repository of projects and programs that agencies in Contra Costa and the region are interested in pursuing. The 2011 CMP CIP outlined in this chapter and in Appendix E are derived from the projects included in the CTPL database. The CIP includes projects to be funded through several different sources. These sources include the RTIP, MTC's SAFETEA-LU-based programs, TFCA bicycle projects, and developer-funded projects where funding through fee programs is imminent as well as the Authority's own Strategic Plan.

4.1 Preparation of the CIP

As noted above, the seven-year CIP described in this chapter and listed in Appendix E contains a variety of different types of projects, from freeway and arterial to bicycle and pedestrian, and from transit to maintenance projects. To develop the updated CIP, the Authority asked local jurisdictions to review the CTPL and submit additional projects or revisions to projects previously included in the CIP. The CIP has been modified to reflect the input received.

Project sponsors were asked to submit projects that:

1. Would seek federal, State or other non-local sources (including Measure J funds)
2. Increased system capacity
3. Were fully funded and significant enough to affect air quality and thus would need to be "cleared" as part of the RTP (this most clearly related to major new roadways to be constructed as part of new land development projects)

RELATIONSHIP TO FINANCIAL ASSUMPTIONS IN THE REGIONAL TRANSPORTATION PLAN

Federal legislation requires that each RTP make realistic projections of revenues that will be available for the projects and programs it proposes and to constrain the implementation of the plan to this available funding. The plan must also recommend how these funds are allocated. MTC's Transportation 2035 Plan (T-2035 Plan), the most recent RTP for the Bay Area, estimates that, during 25 years from 2010 to 2035, about $218 billion will be available for maintaining, operating, and expanding transportation system. Almost half of these funds — about $101 billion, or 46 percent — will come from local sources, primarily transit fares, dedicated sales tax programs, state gas tax and county sales tax subventions to local streets and roads. The remaining funds are divided among regional ($31 billion or 14 percent), State ($45 billion or 21 percent), federal ($28 billion or 13 percent) and other anticipated but as yet unidentified dollars ($13 billion or six percent).

Of the estimated $218 billion in revenues, the T-2035 Plan recommends putting 72 percent ($157 billion) into maintaining and operating the existing system. Most of those funds, $111 billion or 51 percent of all estimated funding, would go to maintain the region's transit systems. The remaining funding for maintenance would be split between local streets ($10 billion) and highways ($11 billion). Even with $157 billion set aside for system maintenance, the T-2035 Plan estimates that significant shortfalls will occur, both for transit and roadway maintenance.

The T-2035 Plan recommends that about nine percent of expected funding (about $20 billion) go towards improving the efficiency of the transportation system. These funds would focus on a variety of techniques, from improving signal timing to towing stalls and accidents by the Freeway Service Patrol.

Under the T-2035 Plan, only 18 percent ($41 billion) would go towards expanding the transportation system. Most of these funds would go to expand the transit system with lesser amounts going towards new highways and local streets. The T-2035 Plan includes several important expansion projects that would address growing demands on the transportation system in Contra Costa. On the transit side, they include the construction of eBART in East Contra Costa, new or improved stations in Richmond, Hercules and Martinez, and expanded or new Bus Rapid Transit along San Pablo Avenue and Contra Costa Boulevard. On the highway side, it recommends the expansion of State Route 4 east to SR 160, a fourth bore for the Caldecott Tunnel and the construction of the State Route 4 Bypass as well as improved interchanges and new auxiliary lanes. The plan also proposes to close some gaps in the system of HOV lanes. Most of the roadway projects specifically listed in the plan are new or improved local roads. Projects include the extension of Panoramic Drive in

Concord and Leland Avenue in Pittsburg, the widening of Brentwood Boulevard, and safety improvements on Vasco Road.

The T-2035 Plan sets aside approximately $7.9 billion for specific projects and programs in Contra Costa for the 25-year period ending in 2035. This is a significant reduction from the previous RTP which identified $10.7 billion for projects specifically benefiting Contra Costa. A large part of this change results from MTC shifting funds to various regional programs. These programs, many of which the Transportation 2030 Plan expanded significantly, benefit the Bay Area (including Contra Costa) generally. An unknown amount of funding from these regional programs will go to projects in Contra Costa. About 70 percent of the funds identified for projects in Contra Costa are already committed from specific sources, including Measure J. Another 31 percent would come from "discretionary" sources through MTC. The majority of that discretionary funding (22 percent of total project cost) represents the expected shortfall in funding for local streets and roadway maintenance. Almost half of the identified project costs for Contra Costa — $4.4 billion — are for maintaining our local streets although only about $3.6 billion in funding, whether committed or "discretionary", is identified.

While the CMP CIP outlined in this chapter and detailed in Appendix E contains approximately $10.3 billion in projects, operational improvements and studies, the CMP has a different focus than the RTP. The CMP focuses on specific projects that local agencies are actively pursuing for development within the next seven to ten years. The T-2035 Plan instead takes a broader look at all transportation needs (analogous to the Authority's CTP) over the longer-term.

Much of this funding is already committed or under the control of other agencies. One of the clearest examples is that of the revenues from county transportation sales tax measures. Decisions on how those funds are spent are made by the various county agencies, including the Authority, charged with allocating them. Those sales tax measures allocate the funding received to specific projects and programs, and MTC can only reflect the decisions made by the voters in those counties on which projects and programs are funded. In addition, several of the projects listed in the "strategic expansion" category in the T-2035 Plan (such as the construction of East Branch Road and Windermere Parkway in the Dougherty Valley) were funded by developers. Finally, considerable funding for expansion projects in Contra Costa, primarily but not exclusively for the expansion of roadway capacity, will come from the locally imposed fee programs called for in Measure J.

Many of the projects in the CMP CIP are listed explicitly in the Transportation 2035 Plan, and hence are clearly "consistent" with that regional plan. It is important to note, however, that a project may be consistent even if it is not named specifically in the Transportation 2035 Plan. That plan includes a variety of funding programs, both

regional and countywide, for which specific projects are not identified. These programs include the Transportation for Livable Communities and Housing Incentives Programs, bicycle and pedestrian improvements, express bus acquisition, park-and-ride enhancements, and transit and roadway maintenance.

Many of the projects listed in the CMP CIP could be funded through these and other programs — that is, they would be "consistent" — even if the RTP does not list them by name.

UPDATING THE CIP AND RTP

The CMP CIP will be updated again in 2013, at which time additional projects may be added to the CMP CIP. The Authority expects to again use the CTPL as the vehicle for this update. The multi-modal performance measures will be used to evaluate the overall performance and effectiveness of the CMP CIP, rather than individual projects.

MTC adopted the T-2035 Plan in April, 2009. The Authority used the 2007 CMP and the projects in the CTPL generally to provide input to this process.

AIR QUALITY TRANSPORTATION CONTROL MEASURES

The State CMP legislation requires the CMP to "conform to transportation-related vehicle emission air quality mitigation measures," referring to the transportation control measures (TCMs) contained in the plans developed by the BAAQMD and MTC to achieve the air quality standards set in State and federal legislation. The currently-applicable TCMs are contained in three plans:

- *Federal Ozone Attainment Plan for the 1-Hour National Ozone Standard*, adopted Oct. 24, 2001
- *2004 Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for Ten Federal Planning Areas*, approved January 30, 2006
- *Bay Area 2010 Clean Air Plan*

Currently, the Bay Area is designated "nonattainment" for the State and national ozone standards, for the State PM-10 and PM-2.5 standards, and — as of November 13, 2009 — for the national PM-2.5 standards. Urbanized areas within the Bay Area are also designated as a "maintenance" area for the national carbon monoxide standard. That is, the Bay Area was once designated as "nonattainment" but is now designated as "attainment". The Bay Area is in "attainment" or is "unclassified" for all other ambient air quality standards.

In June 2005, the U.S. EPA revoked the national one-hour ozone standard. Effective May 27, 2008 the national eight-hour ozone standard was lowered from 0.08 ppm to 0.075 ppm. The EPA is required to issue final designations based upon the new 0.075 ppm standard by March 2010. In 2006, the U.S. EPA revised the 24-hour PM-2.5 standard from 65 μg/m3 to 35 μg/m3. The EPA is required to designate attainment status of BAAQMD for the new standard by December 2009. In April 2005, the State adopted the eight-hour ozone standard of 0.07 ppm.

On September 15, 2010, the Air District adopted the 2010 Bay Area Clean Air Plan (CAP). The new plan updates the Bay Area 2005 Ozone Strategy to help implement "all feasible measures" to reduce ozone as required by the California Clean Air Act. It also considers the impacts of ozone control measures on particulate matter (PM), air toxics, and greenhouse gases in a single, integrated plan and establishes emission control measures to be adopted or implemented in the 2010-2012 timeframe. The 2010 CAP adds two new categories of control measures: Land Use and Local Impact Measures and Energy and Climate Measures.

The three plans listed above outline a number of measures to help improve air quality, including a total of 21 TCMs. The measures range from improving signal timing and constructing HOV lanes to improving bicycle and pedestrian access. Appendix F describes the TCMs in greater detail and discusses how the projects in the CIP help implement them.

CIP DESCRIPTION

The CIP is contained in Appendix E. For the most part, the information is self explanatory, although a few items deserve comment:

1. The construction costs are "best estimates" at this point, and are not necessarily consistent with respect to "current" or "future" dollars. In addition, some projects do not yet have estimates because they have not had preliminary design completed. The 2009 CMP Update has incorporated new information on projects that has become available since 2007; updated information will be incorporated into future CMPs.
2. Since State law requires that projects on the State highway system have a completed Project Study Report (PSR) or equivalent prior to inclusion in the STIP, the draft listings provide information relative to the status of PSR preparation. As a separate, but related issue, the Authority will be required to prioritize candidate projects that need Caltrans involvement in their PSR preparation.

The detailed CIP in Appendix E is organized into 13 project types and, within each type, by sponsor. For ease of discussion, the following summary describes some of

those categories together. The specific categories are summarized below under the following more general categories: freeways and HOV (including projects in the freeway, expressway, and interchange categories); the arterial and roadway category; transit (including bus, rail and rapid transit, and ferry); bicycle and pedestrian, including Transportation for Livable Communities projects; maintenance and operations; and studies. The following table summarizes the total estimated costs for the 13 project types:

Project Type	*Total Cost (in $1,000)*	*Share of Total*
Arterial/Roadway	$1,261,869,362	12.8%
Bicycle/Pedestrian	$266,777,709	2.7%
Bus	$278,236,754	2.8%
Expressway	$208,700,000	2.1%
Ferry	$164,400,000	1.7%
Freeway	$2,340,679,200	23.7%
Interchange	$1,001,630,000	10.1%
Intermodal/Park-and-Ride	$110,030,000	1.1%
Maintenance	$430,566,515	4.4%
Operations	$171,940,613	1.7%
Rail/Rapid Transit	$3,544,527,000	35.9%
Study	$18,702,537	0.2%
Transportation for Livable Communities	$81,242,920	0.8%
Total Cost:	$9,879,302,610	100.0%

Altogether, the estimated cost for the projects listed in the seven-year CMP CIP total nearly $10 billion. (As noted, above the "true" estimate would be higher since some projects are in the early stages of conceptualization and design and costs have not been estimated for them.) Rail and rapid transit projects represent the biggest single category, at $3.5 billion with freeway projects the second largest category at $2.3 billion. Together, the two categories represent 59 percent of the estimated cost of all projects in the CIP. No other single category is close.

Arterial and roadway projects make up the third largest category at $1.2 billion, or about 13 percent of the total. Bicycle, pedestrian and TLC projects comprise only 3.5 percent of the total estimated cost while maintenance and operations together make up about 6 percent. Many arterial projects, however, do include improvements for bicyclists and pedestrians.

Over the last several CMPs, the relative shares of these categories have shifted: agencies have responded to changing demands and are increasing employing new strategies. In addition, the price of investment in major freeway or transit project has increased substantially, not just for actual construction but also the purchase of rights-of-way in urban areas, and major new projects are no longer realistic. Partly, the shifts result from the need for local jurisdictions, faced with shrinking local funding sources, to look for federal or State funding, and being listed in the CMP CIP is a key step in that search. The share of both freeway/HOV and transit projects has decreased the shares of arterials, bicycle and pedestrian, bus, intermodal and park-and-ride, maintenance, and operations have all increased.

4.2 Freeway and High-Occupancy Vehicle (HOV) Projects

The CMP CIP contains $3.5 billion in freeway and expressway projects. These projects include major freeway widenings, improvements at interchanges throughout the county, and various new auxiliary lanes. Perhaps the most visible project is the ongoing construction of the fourth bore at the Caldecott Tunnel. This project will remove a current bottleneck along SR 24 at the boundary between Contra Costa and Alameda Counties. Measure J includes funds specifically set aside for the fourth bore and MTC's RTP specifically includes the project.

Several significant freeway and expressway projects are planned and being designed for East County. The CIP includes the widening of SR 4 out to SR 160. The Authority has been working since its inception in 1989 with Caltrans and local agencies in East County to widen SR 4. Beginning with the widening of the freeway over Willow Pass, the SR4 has been widened to Loveridge Road. Design, planning and purchase of right of way is ongoing for the widening of the remaining sections. Portions of the State Route 4 Bypass have been completed, and others are under construction now. The remaining portions are being designed or planned. Ultimately, the project will provide a full four-lane freeway running from SR 4 southwest to Vasco Road.

The CMP CIP includes several HOV and auxiliary lane projects. HOV lanes are planned on I-80 between Cummings Skyway and the Carquinez Bridge and on I-680 between Livorna and SR 242. Auxiliary lanes are proposed on I-680 in the San Ramon Valley and on SR 24 west of Camino Pablo. In West County, the I-80 Integrated Corridor Management (ICM) project is under design.

Interchange improvements are planned at locations throughout Contra Costa. These projects are in addition to the various projects, especially the widening of SR 4 and the construction of the SR 4 Bypass that includes new or reconstructed interchanges. One of the most substantial is the reconstruction of the I-680/SR 4 interchange in

Central County. This project includes several phases. Measure J sets aside funds for improvements at the Central Avenue and San Pablo Dam Road interchanges on I-80.

4.3 Arterial and Roadway Projects

The CMP CIP includes over $1 billion in arterial and roadway projects. These range from the creation of new roadways, such as the extension of Panoramic Drive in Concord and Sand Creek Road in Brentwood, and the widening of many others. The biggest concentration of new or widened roadway construction is in East County where much of the new land development projects are occurring. Another "hot spot" for roadway construction is in the Dougherty Valley where several major roadways have been developed and new roadways will be developed over the next several years as new areas are converted to urban use. The continuing development of the Waterfront District in Hercules will require new roadways, most notably the extension of John Muir Parkway. Many of these new roadways will include bike lanes and sidewalks.

4.4 Transit Component of the CIP

The transit component of the CIP includes bus, rail and rapid transit, and ferries. This CIP focuses on capital projects that are necessary to maintain or improve current service (such as routine replacement of buses, adding or improving new train stations or intermodal facilities, and instituting vehicle locator and signal preemption systems). No priority has been established between the two types of projects. The CIP includes those projects currently programmed and those that will be programmed within the seven-year CIP cycle. The transit agencies have a variety of other capital projects included in their CIPs that are not included here.

Maintaining transit performance measures is contingent not only on the availability of funds for capital projects, but on operating funds as well. Most transit agencies operating in Contra Costa, in response to declining revenues in the last two years, have been forced to either reduce service levels or raise fares, or both. Unlike the performance standards in Chapter 3, which focus on transit routing and frequency, the CMP CIP requirements focus on the capital program only. Below is a summary of the capital projects associated with each of the transit agencies — BART, AC Transit, CCCTA, WestCAT and Tri Delta Transit (ECCTA) — as well as other transit projects.

TRI DELTA TRANSIT (ECCTA)

Tri Delta Transit does not have any capital projects in the CIP. The comprehensive transportation project list, however, includes the purchase of both revenue (buses

and paratransit) and non-revenue vehicles; facility improvements and street amenities; tools, equipment and computer training; and alternative fuels for both vehicles and facilities. Of these projects, the most expensive would be the purchase of new revenue vehicles. Tri Delta has the following purchase schedule for fixed route buses:

	Fixed-Route Buses		*Dial-a-Ride Buses*	
Fiscal Year	*Replacement*	*Expansion*	*Expansion*	*Replacement*
2006-2007	–	–	–	29
2007-2008	7	–	1	3
2008-2009	–	–	–	–
2009-2010	18	–	–	–
2010-2011	3	–	–	–
2011-2012	2	–	1	2
2012–2013	5	–	–	20
2013–2014	10	–	–	–

AC TRANSIT

In Contra Costa County, as in the rest of its service area, the projects in the AC Transit CIP focus on developing transit centers to implement its Comprehensive Service Plan, improving service in key transit corridors and maintaining a functioning fleet of vehicles.

Transit Centers AC Transit, to implement its Comprehensive Service Plan, has restructured the District's routes from a primarily radial system into a multi-destinational route network with timed transfer points at new or expanded transit centers located throughout the district's service area. Transit centers will be located where bus users can efficiently transfer from bus to bus or from bus to BART. They provide bus bays that allow multiple buses to arrive and depart without blocking one another, bus shelters, safe pedestrian areas, and amenities for passengers and drivers.

Transit centers at locations in Alameda County may encourage bus ridership among Contra Costa residents and workers by making trips to and from Alameda County by bus more attractive. Five transit centers have been developed – or are being developed – in Contra Costa County. AC Transit has developed the El Cerrito Del Norte BART, Contra Costa College and Richmond Parkway transit centers (the latter was begun by AC Transit but completed by Caltrans). A transit center has been completed at the Richmond BART station, as part of the Richmond Intermodal

project, and is being considered for the El Cerrito Plaza BART stations. A separate project will address safety at the transit centers with the goal of maintaining attractive, properly functioning facilities to encourage ridership.

Key Bus Routes (includes "Passenger Information Systems" and "Fast Bus") AC Transit has begun to implement a Key Route "Fast Bus" program. The concept of Key Route "Fast Bus" is that preliminary operational and capital improvements could be made in corridors prior to a major investment in electrification infrastructure. Project components could include sidewalk improvements, high-capacity articulated buses, service frequency enhancements, stations and shelters, lighting, AVL/AVM, intersection improvements, pavement upgrades, advanced technologies in bus signal prioritization, bus lanes/queue jumpers, street furniture, intensive passenger information, ticket vending machines, etc. The proposed operational and capital improvements would enhance service delivery and promote ridership growth, leading to a strong ridership base supportive of future electrification.

AC Transit has implemented a Fast Bus program on San Pablo Avenue in recent years, with riders experiencing an average 20 percent reduction in travel time. A number of additional future routes are being considered for these improvements, including Foothill Boulevard, MacArthur Boulevard, the College/University/Broadway corridor, and the Shattuck/Alameda corridor. Each of these routes would include high-frequency limited stop service with the possibility of bus-only lanes in certain strategic locations.

AC Transit has also begun the planning stages for a Bus Rapid Transit network along certain key routes along Telegraph Avenue and International Boulevard/ East 14th Street. As a long term goal, the project envisions replacing this line with a light rail network in the future. Improvements are intended to maximize the possibility for eventual conversion to light rail, with elements including dedicated transit lanes, traffic signal priority, wide station spacing, and stations with boarding areas and real-time schedule updates.

Fiscal Year	*Small Buses/Vans*	*30-Foot Buses*	*35-Foot Buses*	*40-Foot Buses*
2007	-	-	-	-
2008	-	-	-	-
2009	30	-	-	-
2010	-	-	29	71
2011	-	-	-	133
2012	-	-	-	-
2013	-	-	-	44

Capital Improvements AC Transit's bus replacement schedule is shown below. This schedule is for the full AC fleet, serving both Contra Costa and Alameda Counties.

In addition to the bus replacement, AC Transit is proposing a capitalized maintenance program, including engine and transmission and tire and tube replacement plans. This program is included in the CMP CIP. These projects are part of the District's ongoing Maintenance Plan and will directly benefit passengers by enabling the District to maintain a safe and reliable fleet of buses.

CCCTA (COUNTY CONNECTION)

The County Connection has three programmed projects included in the CIP: the replacement of buses, bus wash facilities and mobile electric lifts. CCCTA's schedule for replacement of buses, flex-vans and paratransit vans, are as follows:

Description	FY 09	FY 10	FY 11	FY 12
Heavy Duty bus - 40'	10	7	33	-
Cutaway vans	8	10	-	3

Other projects in the CIP that are intended to increase passenger ridership or increase the ability to meet performance standards include:

1. Replace five non-revenue service vehicles
2. Communications and ITS Systems
3. Martinez/Pacheco Park & Ride Facility
4. Rehabilitation of maintenance facilities, and equipment replacement

WESTCAT (WCCCTA)

WestCAT has two projects on the CIP: replacement of vehicles for fixed route and paratransit service. WestCAT has the following schedule for acquisition and replacement of fixed route vehicles:

While replacement buses are new, they will not add to the total number of vehicles in the fleet. The capital plan also includes facility and equipment upgrades and improvements to real-time signage technology.

Fiscal Year	*Vans*	*35' Coaches*	*40' Coaches*	*Administration Vehicles*
2007	–	2	–	–
2008	10	–	–	–

Fiscal Year	*Vans*	*35' Coaches*	*40' Coaches*	*Administration Vehicles*
2009	–	6	–	1
2010	–	–	–	2
2011	2	–	–	1
2012	–	–	11	–
2013	10	–	–	–
2014	–	–	8	1
2015	–	–	–	2

BART

BART's portion of the CIP focuses on renovation and updates to stations to enhance safety and security. The CIP continues to include the following projects:

1. Renovation of system facilities, including train control and communications systems, power systems, structural repairs, and vehicle replacement;
2. Earthquake Safety Program and Seismic Vulnerability Project;
3. A new security program, including employee education, enhanced monitoring of BART facilities, and emergency response drills;
4. Pleasant Hill Crossover Project and other capacity enhancement programs.

BART also includes a number of projects currently underway or in the planning stages for system expansion, including the following:

1. West Dublin/Pleasanton Infill Station (completed)
2. Oakland Airport Connector
3. East Contra Costa BART Extension (eBART)

4.5 Pedestrian and Bicycle Projects

The CIP also includes a component that contains proposed trail, pedestrian and bicycle projects. The projects include new trails, bicycle paths and pedestrian facilities as well as improvements that make the bicycle a more attractive alternative to the private automobile for commuting or other travel. The CIP includes over 100 projects in this category. In October 2009, the Authority adopted its first update to the Contra Costa Countywide Bicycle and Pedestrian Plan, which focuses on improving the environment for bicyclists and pedestrians in Contra Costa and helping local jurisdictions develop their own plans and policies as well as to become eligible for State Bicycle Transportation Account funding. It also will help the region respond to TCM 9

in the State Clean Air Plan. An update to this plan is expected to be adopted in fall 2009.

There are three types of bicycle projects in this category. The first type is bicycle lanes and bikeways, including the widening of roads to accommodate these new facilities. The second type of project will provide bicycle and pedestrian paths separated from vehicular routes. These Class I bicycle and pedestrian facilities include projects such as gap closures on the Iron Horse and Delta-de Anza trails, the EBMUD bicycle pathway in Antioch, the Richmond Greenway in Richmond, and the EBMUD regional bike trail in Lafayette. The CIP also includes projects on the Iron Horse Trail, especially new or improved crossings at Diamond Boulevard, Willow Pass Road, Mayhew and Monument, Treat Boulevard, Sycamore Valley Road, and Bollinger Canyon Road.

The final type of project will further support the use of bicycles for commuting by providing bike lockers. One project would, for example, provide new bike lockers and racks at the new Richmond Parkway Transit Center to encourage commuters to use their bicycles for at least part of their commute to work. Other bike rack or bike locker projects are proposed for Danville, Diablo Valley College, and East County.

The CIP also includes a number of pedestrian projects, besides the Class I facilities mentioned above. These projects include specific walkways like the Somersville Walkway under SR 4 in Antioch and the Concord/John F. Kennedy University pedestrian access improvements in Concord, as well as more general programs like Walnut Creek's sidewalk gap closure program. A number of ADA projects, like the pedestrian and wheelchair access projects at the Lafayette BART station.

4.6 Maintenance and Operations

The CIP, reflecting the increased emphasis on maintenance and operations in the region, includes many projects designed to maintain and improve the operation of the transportation system. These projects run the gamut from the resurfacing or reconstruction of arterial and local streets to a wide range of operational improvements to streets, pathways, and transit facilities. A number of signal interconnect projects are included, such as the SR 4 East corridor traffic signal interconnect and master control project, which involves Antioch, Pittsburg, Contra Costa County and Caltrans. The San Pablo Avenue "Smart Corridor" project involves jurisdictions in both Alameda and Contra Costa counties from Oakland to Pinole. The CIP also includes Concord's traffic calming program and Tri Delta Transit's vehicle location and signal preemption program.

4.7 Studies

Studies have been shown to be an important first step in defining optimal improvements within communities and specific corridors. The CIP incorporates seven studies, ranging from the State Route 239 corridor study, which will investigate improvements between East County and San Joaquin County, to the State Route 4 Integrated Corridor Analysis, which will look at ways of managing the corridor from a multi-modal perspective, as well as identifying a consistent set of MTSOs and measures that support those objectives.

Chapter 5

Land Use-Transportation Evaluation Program

State law requires each CMP to include a "program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts." The program described in this chapter meets this requirement.

The State-required land use-transportation evaluation program overlaps considerably with similar procedures established in the GMP. For that reason, the CMP incorporates many procedures from the GMP. It is important to note the intent of the Joint Powers Agreement for the Authority in serving as the CMA for Contra Costa County. This Joint Powers Agreement was signed by the Authority and all of the jurisdictions in late 1993, with the following statement:

> *It is expressly understood and agreed among the parties hereto that the Congestion Management Program and the Growth Management Programs impose separate requirements upon the Local Agencies. Non-conformance with a requirement of one of such programs shall not constitute non-conformance with a requirement of the other program, unless it also constitutes a separate requirement of the other programs. By way of example, non-conformance with the Measure J Action Plan process for mitigation of regional traffic im-*

pacts will not necessarily constitute non-conformance with the CMP program.

Local jurisdictions make land use decisions when they prepare and adopt long range policy documents and when they approve or deny proposed development projects. The land use evaluation program in the CMP addresses both of these types of land use decisions. (For a more detailed discussion of local responsibilities for implementing this program, please refer to the Authority's *Guide to Local Compliance with the Contra Costa Congestion Management Program*.)

CHANGES FROM THE 2009 CMP UPDATE

The 2011 CMP Update has updated the document to reflect changes to the development and General Plan amendment review processes made in the Measure J *Implementation Documents*.

5.1 Short-Range Planning

The CMP relies on the traffic impact analysis required by the Measure J GMP. That program requires every jurisdiction to conduct a traffic impact analysis for any proposed development project, development plan, or General Plan Amendment that would generate more than 500 net new peak hour vehicle trips (RTPCs may choose to specify a lower trip threshold). This analysis must evaluate the impacts of the proposed development on the regional transportation system and estimate the cost of mitigating those impacts, as discussed in Section 5.3 below. Traffic impact analysis may be conducted as part of the project's CEQA review or as part of a separate or prior review process.

The Authority's Technical Procedures describe in detail the traffic impact analysis requirements. Features of the required traffic impact analysis include:

- Study intersections are to be selected without considering jurisdictional boundaries.
- The analysis will include intersections on local streets as well as arterial and freeway ramp intersections.
- The area of analysis must not end when traffic gets on a freeway if the traffic would significantly add to freeway volumes or affect interchanges or off ramps.
- The analysis must include, at a minimum, consideration of three land use scenarios: (a) existing conditions plus approved development without the proposed project, (b) existing conditions plus approved development with the proposed project, and (c) cumulative conditions including all develop-

ment consistent with the General Plan expected to occur within at least five years (the jurisdiction may elect to use a longer time frame.)

- If the traffic impact analysis identifies a need for project-related mitigation measures, any measures to mitigate impacts on the regional transportation system must not conflict with programs and projects in adopted Action Plans.
- The analysis must include an estimate of the cost of mitigating the project's impacts on the regional transportation system. See Section 5.3 for further discussion of estimating mitigation costs.

5.2 Long-Range Planning

OPTION ONE: IMPLEMENTING THE CMP USING ACTION PLANS

An analysis of the impacts of land use decisions on regional transportation systems has been integrated into long-range planning at the local level through preparation and implementation of Action Plans, including the process for reviewing General Plan amendments (GPAs), and the development of the Regional Transportation Mitigation Program.

The performance measures included in Chapter 3 of the CMP are closely linked to the Action Plans: they were selected because these measures are also used as Multimodal Transportation Service Objectives (MTSOs) in the Action Plans. The 2009 Action Plan Updates incorporate a change in terminology contained in Measure J, which uses MTSOs instead of TSOs, as performance measures for the CMP. Action Plan updates and General Plan Amendment review will provide an opportunity to assess both the status of transportation system operations based on the performance measures, and the potential to improve operations. These two parts of the evaluation program will be implemented as follows:

Action Plan Updates

The RTPCs have prepared Action Plans that recommend actions to change transportation demand, supply and operational efficiency to manage congestion on the regional transportation system. Each RTPC has also established a schedule for periodic review and updating of its Action Plan. Recently completed, updates assessed progress made in achieving the MTSOs, and measured change against baseline conditions assumed during the preparation of the initial Action Plan. Where progress in attaining or maintaining MTSOs is not satisfactory, the RTPC may identify new MTSOs, actions, measures, or programs to be included in the next update of the Action Plan.

Features of the Action Plan process include:

- All jurisdictions in the county have participated, providing an opportunity for representatives of local governments to work together to address regional transportation issues.
- The planning process includes an analysis of the cumulative effect on the regional transportation system of probable plan buildout of all local General Plans in the county.
- Through the Action Plan process, each jurisdiction makes a commitment to specific actions designed to achieve MTSOs for Regional Routes. These actions have included land use policy changes such as measures to address the relationship between jobs and housing.
- The Regional Transportation Mitigation Program identifies projects on the regional transportation system that are needed to mitigate the impacts of new growth in Contra Costa, the costs of those projects, and the share of those cost attributable to this new growth.

The GMP includes two provisions for keeping the Action Plans current and evaluating the impact of land use policy changes as they occur. These are:

- Each RTPC will establish a schedule for periodic monitoring of the achievement of the adopted MTSOs and the updating of the Action Plans.
- Each RTPC will review major GPAs and updates under consideration by member jurisdictions, and evaluate whether proposed amendments would adversely affect the ability to achieve Action Plan objectives. This step is a key to insuring that amendments to local land use plans will not have unanticipated effects on the regional transportation system.

Review of General Plan Amendments

The Measure J GMP *Implementation Documents* requires each Action Plan to set a threshold above which a jurisdiction must study the impacts of a proposed GPA. The threshold established by the RTPC in its Action Plan may not exceed 500 net new peak hour vehicle trips, but may be lower. If such a threshold has not been established, the Authority's threshold of 500 net new peak hour vehicle trips governs. Action Plans for West and East County specify 100 peak hour trips as the threshold size, while the Lamorinda Action Plan requires all General Plan Amendments to be reviewed by the RTPC. The Tri-Valley and Central County Action Plans specifies a threshold size of 500 trips.

The review process outlined in the *Implementation Documents* focuses on the process of informing affected jurisdictions about proposed GPAs and its impacts and on the process of cooperatively resolving, wherever possible, the issues that the GPA and

its impacts may raise. The jurisdiction sponsoring the GPA is responsible for adequately addressing the project's impacts on the regional route system in the CEQA document, preferably by using the MTSOs as thresholds of significance. If the GPA points toward revisions to the adopted Action Plan, the affected RTPC can work with the local jurisdictions to revise the Action Plan as necessary and appropriate. Ultimately, the proposed revisions to the Action Plan, if approved by the RTPC, will be incorporated into the CTP.

The GPA review process would take place concurrent with the CEQA timeline for preparation of a Negative Declaration or Environmental Impact Report.

OPTION TWO: CMP LAND USE-TRANSPORTATION EVALUATION PROGRAM SEPARATE FROM ACTION PLANS

In the first option, compliance requirements for the existing CMP are unified with those of Measure J, so that a jurisdiction that complies with Measure J can meet most of the requirements to comply with the CMP. A jurisdiction that does not comply with Measure J could alternatively meet the requirements of the CMP requirements through Option Two.

The following option can also be used to satisfy the CMP requirement to evaluate the impact of local land use decisions on the regional transportation system. This option is in line with the intent of the Joint Powers Agreement establishing the Authority as the CMP, which recognizes that the CMP and the GMP impose separate requirements on local agencies. Under Option Two:

- The sponsoring jurisdiction (a city or the county) accepts development application and conducts an initial study.
- Any land development application generating 100 or more peak hour trips will require a study of its traffic impacts on the CMP network. The study must be consistent with the Authority's Technical Procedures manual and can be either part of the project's environmental assessment or an independent study.
- The sponsoring jurisdiction shall measure, to the extent possible, the impact to the CMP network using the performance measures described in Chapter 3. The results of this evaluation must be submitted to each RTPC, every city, the County and the CMA for review and comment. Comments must be received prior to the close of comment for the environmental assessment.
- If the finding indicates a violation of a CMP performance measure, the sponsoring jurisdiction must identify mitigation to correct the violation and identify the cost of this mitigation. In addition, the sponsoring jurisdiction shall measure, to the extent possible, the impact of the project on the CMP network and affected public transit operations. The finding along with this supporting

information must be submitted to each RTPC, every city, the County, and the CMA for review and comment. Comments must be received prior to the close of comment for the environment assessment.

5.3 Estimating Mitigation Costs

Under the State CMP legislation, the required land use-transportation analysis must also estimate the costs of mitigating the impacts of local land use decisions on regional transportation systems. The legislation does not provide detail on how to estimate mitigation costs, but does specify that, "In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel." This prohibition is consistent with State law and case law relating to impact fees. In addition, the law mandates that, "The program shall provide credit for local public and private contributions to improvements to regional transportation systems. In the case of toll road facilities, however, credit shall only be allowed for local public and private contributions that are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided." The CMP legislation does not require regional traffic mitigation fees, or other mechanisms for the collection of mitigation costs. It requires only an estimation of the cost of mitigation.

The GMP does include a component that focuses on the cost of mitigating project impacts on the regional transportation system. It requires the Authority to, "Develop a program of regional traffic mitigation fees, assessments or other mitigations, as appropriate, to fund regional and subregional transportation projects, as determined in the Comprehensive Transportation Plan of the Authority." Work on a regional mitigation program, most of which use developer fees to fund mitigating transportation improvements, was essentially completed at the countywide level in the late 1990s. TRANSPLAN in East County and the Tri-Valley jurisdictions in the San Ramon Valley in the Southwest area have regional fees in place, as do WCCTAC in West County and Lamorinda. TRANSPAC in Central County has defined a regional transportation mitigation program that requires the execution of an inter-jurisdictional agreement between the jurisdiction in which a project is located and the other jurisdictions affected by that project.

OPTIONS FOR FULFILLING CMP REQUIREMENTS FOR ESTIMATING MITIGATION COSTS

Mitigation costs must be estimated for every project for which traffic impact analysis is performed, where the analysis identifies a need to mitigate regional impacts. Two options are available:

- The cost of implementing the proposed project mitigations for impacts on the CMP network identified in the traffic impact report prepared following the procedures outlined in the *Technical Procedures* can be estimated and included in the traffic impact report, or
- If a subregional transportation fee has been adopted for the sub-area, the traffic impact report can include a statement of the cost that would be charged to the project consistent with the subregional fee program. If that program is based on a per-trip cost, the trip generation estimate from the traffic impact analysis must be used as a basis of cost estimation.

5.4 Environmental Review

The CMP requirements for land use-transportation analysis do not preclude the CEQA requirements for environmental review established for development projects or long-range plans. Traffic congestion and related physical impacts (for example, air pollution and noise) attributable to a project or plan under study must be addressed through the environmental review process. Jurisdictions may incorporate the traffic impact analysis process into the environmental review process or establish traffic impact analysis as a separate step in development review.

The Authority's *Implementation Documents* outline the processes for notifying all RTPCs and affected jurisdictions when a proposed project or General Plan amendment would generate more than 100 net new peak hour vehicle trips and would require an environmental document (whether a negative declaration, mitigated negative declaration or environmental impact report). Notification and consultation by the sponsoring jurisdiction would occur throughout the process of preparing and reviewing the environmental document. Consult the *Implementation Documents* for details on this process.

Chapter 6
Travel Demand Element

According to current CMP legislation, the travel demand element should promote:

- Alternatives to the solo-occupant automobile, e.g., carpools, vanpools, transit, and bicycles;
- Increased use of park-and-ride lots;
- Improvements in the balance between jobs and housing;
- Other strategies for reducing vehicle trips, including flexible working hours, telecommuting and parking management programs.

The agency must also consider parking cash-out programs during the development and update of the travel demand element.

As with several other parts of the CMP, implementation of the CMP travel demand requirement is being combined with implementation of the Authority's GMP. Both require local efforts to reduce vehicle trips, increase use of transportation modes other than the automobile, and increase average auto occupancy. The Travel Demand Element of the CMP relies on three basic strategies:

- Locally-based transportation system management programs,
- Efforts to improve jobs-housing balance through land use planning and a variety of implementing programs, and
- Changes in land use patterns and site design.

In addition to these three components of the Travel Demand Element, the CIP contains a number of projects that will also help meet the goals of the element, especially providing alternatives to the solo-occupant vehicle and increasing the use of park-and-ride lots. These projects include the expansion of the Richmond Parkway Transit Center at I-80, the completion of the Martinez Intermodal Facility at the AMTRAK station, construction of carpool lots and bus centers in Lamorinda and Hercules, and several shuttle projects. The CIP also includes the further phases of improvements by AC Transit in the heavily-used San Pablo Avenue Corridor.

CHANGES FROM THE 2009 CMP

The section has been updated to reflect the Authority's guiding principles for the SCS process.

6.1 Transportation Systems Management (TSM)

To comply with the Measure J GMP, each jurisdiction in the county amended its TSM Ordinance to be in compliance with the Authority's model ordinance, which emphasized the following policy provisions:

- Repeal all employer-based trip reduction mandates contained in the previous TSM Ordinance;
- Establish a policy of participation with other jurisdictions and/or the RTPCs in proactive efforts, programs, and/or projects aimed at achieving the TSM goals set forth in the subarea Action Plans, the Countywide Comprehensive Transportation Plan, the Measure J Strategic Plan, the CMP and the Bay Area Clean Air Plan; and
- Incorporate these TSM goals into the jurisdiction's land use review and planning process.

These TSM requirements will be carried forward by Measure J. The revised model TSM ordinance/resolution is reproduced in Appendix G.

The remainder of this chapter outlines some of possible "proactive strategies" that local jurisdictions can use to reduce traffic congestion, vehicle emissions and vehicle trips in the most effective and cost-efficient way. In addition to the jobs-housing strategies discussed in section 6.2 and the site design strategies discussed in section 6.3, several demand management programs can help meet TSM goals.

PARKING DEMAND MANAGEMENT PROGRAMS

Parking management programs can provide an important way of reducing vehicular trips while also achieving economic development and other environmental goals. When conditions are right, a parking management program can increase the amount of land available for development and possibly the local tax base, reduce the costs of development and make more efficient use of land, allow intensification of commercial areas, improve traffic flow and use of alternative travel modes, and reduce congestion. Where land values are increasing and existing parking areas can be redeveloped or used to serve adjoining new developments, a parking management program may successfully work to make more efficient use of land while reducing traffic and encouraging further economic development.

Parking cash-out programs, shared parking programs, and reduced parking requirements can all be included as key components of a successful parking management program. The CMP legislation requires consideration of parking cash-out programs. A parking cash-out program is defined as an employer funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. Parking subsidy means the difference between the out-of-pocket amount paid by the employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer, and the price, if any, charged to an employee for use of that space.

Local jurisdictions can allow reductions in parking requirements when parking spaces can be shared among adjoining uses that have different peak periods of demand. Movie theaters and restaurants specializing in dinner, for example, require parking spaces in the evening while professional offices and medical clinics require parking during the day. When such uses share a single parking area, the total number of parking spaces required can be reduced to reflect these different periods of demand. Jurisdictions should, however, consider both the long-term and short-term impacts of shared parking arrangements. Uses may change over time and with those changes, the demand for parking over the course of the day may change as well.

In addition to these shared parking programs, jurisdictions could also investigate reduced parking requirements generally. Some jurisdictions that have looked into actual parking demand in their communities have found that the parking generation rates suggested by the Institute of Transportation Engineers overestimate demand in their communities. A local survey could lead to reduced parking requirements for some uses or a rate that varies based on the size of the building or firm occupying the building. (A firm subject to State parking cash-out requirement, for example—that is, one that has over 50 employees—would likely need fewer parking spaces.). Alternatively, jurisdictions may adjust the pricing of on-street parking spaces, par-

ticularly in central business districts, to approximate more accurately their value to users as measured by the pricing of comparable off-street spaces. Appropriately priced parking spaces can dissuade drivers from circling downtown districts for long periods of time, thus reducing overall traffic levels and creating a more desirable "vacancy rate" of on-street parking.

SCHOOL BUS TRANSIT PROGRAMS

While TDM programs have focused on reducing peak hour work trips, school bus programs have also been shown to be effective in reducing peak hour trips. The Lamorinda jurisdictions (Lafayette, Moraga, and Orinda) and the San Ramon Valley jurisdictions (San Ramon and Danville) have established school busing programs to reduce peak hour vehicle trips in their communities. These jurisdictions are using a combination of Measure J funds and parent fees to fund these programs. The Lamorinda School Bus provides more general home-to-school service while the San Ramon Valley program, aka Traffix, provides more focused service to schools where roadway congestion near the schools is significantly congested.

Jurisdictions are also working to carry out similar or complementary programs, such improved bicycle and walking access to neighborhood schools. This effort will become more focused under Measure J, which calls upon new projects to incorporate pedestrian, bicycle, and transit access into their design. Additionally, the Countywide Bicycle and Pedestrian Plan recommends new or expanded "Safe Routes to School" programs to help reduce the number of vehicles around schools, and improve the safety and health of students.

RESTRICTION OF TRUCK OPERATIONS

As part of a local trip reduction program, jurisdictions may restrict the hours of operation of trucks on streets or highways provided that such restrictions are coordinated with adjacent jurisdictions. Regulation of truck traffic and loading may be addressed on a multijurisdictional basis in the Action Plans.

JOBS-HOUSING POLICY AND IMPLEMENTATION OPTIONS

Two broad categories of approaches to developing and implementing policies relating to jobs-housing relationships are available to local governments. The first is long-term supply measures using traditional planning tools such as the General Plan and zoning and subdivision ordinances. The second is programmatic approaches emphasizing economic development and housing opportunity strategies. Techniques should be selected by each jurisdiction in light of information about jobs-housing relationships at the three different scales mentioned in Measure J: local (within the jurisdiction), regional and countywide. Local participation in development of Action Plans for Routes of Regional Significance will provide opportunities for designing regional and countywide efforts.

Affecting the Long-Term Supply of Jobs and Housing. The basic mechanism for affecting the supply and distribution of job and housing opportunities is through the land use designations of the General Plan, implemented through the zoning and subdivision ordinances. This does not require special programs or regulations but establishes jobs-housing relationships as important criteria in the local land use planning process.

A jurisdiction can seek to expand or limit the supply of both jobs and housing through its Plan and implementing ordinances. It can respond to specific needs relative to housing affordability and job type by, for example, designating land for multifamily housing or increasing land designated for industrial but not for office use. Other approaches include development phasing programs that seek to keep the supply of both jobs and housing "in sync" throughout the planning period, e.g. by limiting building permits for non-residential uses until a predetermined number of residential building permits have been issued. Mechanisms such as this may be necessary because even if General Plan buildout would result in a good match between job and housing opportunities, the timing of buildout may result in a mismatch during a significant part of the planning period.

The major weakness of using the General Plan to achieve a desired jobs-housing relationship is the limited ability of local government to affect market forces, particularly in relation to job opportunities. Not only new job development, but retention of existing jobs is a major issue. The changes in Contra Costa County employment, with the decline of heavy industrial jobs in East and West County and the dramatic increases in office jobs in Central County and the San Ramon Valley, are indications not only of local policy, but of regional and even global economic trends.

While designating land in the General Plan for employment-generating uses offers the possibility of job creation, it by no means provides security about results. Similarly, designating land for residential use is unlikely to significantly affect the rate at which housing is constructed or the level of its affordability. The General Plan's primary effectiveness is in con-

straining development of either jobs or housing, or providing opportunity for additional development.

Affecting Short-Term Supply of Jobs and Housing. The land use planning approach described above addresses long-term supply issues. Short-term supply, and the match between job and housing type, can be addressed through program rather than planning approaches. Economic development programs and housing programs such as those adopted pursuant to housing element requirements can contribute to attaining a desired jobs-housing relationship. Communities can use a variety of local and non-local funding programs to encourage employment development. These can include redevelopment subsidies, infrastructure grants and job training programs. An equal if not greater variety of programs exist to encourage development of affordable housing.

REQUIREMENTS FOR LOCAL COMPLIANCE WITH THE GMP

To meet the requirements of Measure J, localities must discuss their efforts to address housing options and job opportunities on a city, subregional and countywide basis. Implicit is the expectation that there will be good faith efforts to improve jobs-housing relationships with the goal of more efficient use of the transportation system. Development of the local Growth Management Element (GME), participation in Action Plan preparation, and ongoing traffic impact analysis procedures will all be part of formulating local plans and programs that reflect this goal.

The most logical place for the required discussion is in the GME, which should include a comprehensive statement of local housing and employment development policies. In its adopted discussion of its efforts, each jurisdiction should:

Identify overall goals addressing jobs-housing relationships within the jurisdiction, the subregion and the County. (Goals may be quantified or qualitative.)

6.2 Jobs-Housing Relationships

Efforts to improve jobs-housing relationships are to be undertaken through work on the Action Plans for Routes of Regional Significance and through local planning activities. These activities include the use of General Plans and zoning and subdivision ordinances, as well as economic development and housing affordability programs. The Authority encourages and is willing to assist local jurisdictions to improve jobs-housing balance in order to reduce the impacts of long-distance commuting. The Authority is facilitating consideration of jobs-housing balance at the local, sub-regional and countywide level through the Action Plan process. Opportunities for local gov-

ernments to address jobs-housing relationships have been addressed in the 2010 update of the Measure J Growth Implementation Guide.

6.3 Changes in Land Use Patterns and Site Design

Transportation Demand Management can encourage greater vehicle occupancy and thus reduce the number of vehicle trips made. Working towards a balance of jobs and housing within a community or area can help the regional transportation system by reducing the length of trips. Changes in land use patterns and site design can also help maintain mobility on the regional transportation system by reducing the number of trips made shortening their length and increasing the number made on modes other than the single-occupant vehicle. Current land development practice tends to encourage the use of automobile and especially the single-occupant vehicle. Changes in land use patterns and a greater mix of land uses, sometimes called transit-supportive development or transit-oriented development, focus on linking trips and making transit, walking and bicycling more attractive.

Four techniques in land use planning and site design can encourage a more multi-modal and transportation-efficient pattern of land uses:

- Concentrating development—both the number of jobs and residents—within walking distance of transit stations lines;
- Mixing a greater number of uses within a single development;
- Making the transportation network friendlier for pedestrians, bicyclists and transit riders; and
- Increasing the number of connections within and between developments.

Concentrate Development Around Transit Corridors Shifting trips from the private automobile to transit would remove a significant number of vehicles from the regional transportation system. To do this, transit must be made more convenient for potential riders. One way to do this is to increase the number of potential riders close to bus stops and rail transit stations. To be successful, both ends of the trips must be convenient to the riders.

Mixed-Use Developments In addition to shifting trips from the private automobile, land use changes can reduce the number of vehicle trips made by bringing different uses closer together. Where jobs are close to restaurants, banks, shopping and other services, workers will not need to drive to lunch, shop or run errands. Likewise, if homes are closer to shopping, schools and recreation, residents may be able to walk—instead of driving—to these destinations. The specific mix of uses will depend on the character of each area and the role that it will play in the city's life.

Transit- and pedestrian-supportive shopping districts would have a different mix of uses than an employment center, which would in turn differ from a more residential area.

Pedestrian- and Bicycle-Friendly Design Even if uses are brought close together, people may still drive if walking or bicycling is not perceived to be easy, safe or comfortable. In addition to having a mix of uses that allows short, linked trips, the design of streets must consider the needs of walkers and bicyclists. Pedestrian amenities could include new or expanded sidewalks, separating these sidewalks from traffic with parking, locating storefronts close to sidewalks and encouraging multiple, closely spaced building entrances. Bicyclists must also feel safe and welcomed in these areas with efforts made to slow traffic, add clearly marked bike lanes and provide parking for both bicycles and cars. This type of design would not ban automobiles but would try instead to balance the needs of pedestrians, bicyclists and transit riders with those of drivers.

Increase Street Connections Most contemporary subdivision and employment center design limits connections among adjacent areas except along arterial streets. This reliance on arterial streets limits pedestrian access between adjoining uses and can lead to greater congestion on those arterial streets. Transit-supportive or pedestrian friendly development design would create a greater number of connections among the uses it contains. By creating a greater number of links, automobile traffic would be spread over a larger area, thus diluting its impact. To counteract the increase in traffic on local streets, streets should be designed to slow traffic through narrower pavement widths, on-street parking and a greater sense of enclosure with streets trees and buildings located closer to the street.

Making these changes in land use patterns and site design will require local jurisdictions to look at opportunities for redevelopment and infill as well as new development. Existing transit corridors are located to serve existing development, thus making redevelopment the most likely method for carrying out these changes. Redevelopment and infill is a much more difficult process that requires greater consideration of existing uses than new development would. Local jurisdictions need to evaluate realistically their opportunities for transit-supportive development. In addition, since commuters frequently live in one city and work in another, transit-supportive development in one jurisdiction must be coordinated with similar development in other jurisdictions to be successful.

Within the Bay Area, MTC and ABAG have prepared guidebooks for incorporating these concepts into local plans and programs.

6.5 Regional Programs to Support Improved Land Use and Transportation Connection

MTC'S TRANSPORTATION FOR LIVABLE COMMUNITIES & HOUSING INCENTIVE PROGRAMS

Since 1998, MTC has offered funding for projects that foster the creation of livable communities. These types of development include those that support multimodal transit, provide jobs or housing near existing town centers, and enhance pedestrian and bicycle access to transit hubs, activity centers, and neighborhood commercial districts. MTC provides technical assistance and capital grants to support projects fitting this description. The goal of the program is to support vibrant downtown areas along with commercial centers and neighborhoods that provide a range of transit options and enhanced connectivity.

MTC'S TOD POLICY FOR REGIONAL TRANSIT PROJECTS

As part of its Regional Transit Expansion Program of Projects set out in Resolution 3434, MTC established a policy on transit-oriented developments (TOD) associated with the development of those transit expansion projects. This policy has three elements:

- Planning for minimum levels of residential development around transit stations in new transit corridors;
- Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other components of transit-friendly design; and
- Corridor working groups of key stakeholders to support the transit project development process

In Contra Costa, the TOD policy applies to eBART and the second phase of the Water Transit Authority's expanded ferry service program. For the eBART project, which is considered "commuter rail" in the policy, the corridor (including the existing end-of-the-line station) must plan to an average of 2,200 housing units per station. Jurisdictions with proposed new ferry service would need to provide a minimum of 750 housing units near the ferry station.

The Authority is working with local jurisdictions, BART, Tri Delta Transit and other stakeholders on the development of the eBART project as part of that corridor working group and on the development of the station area plans needed in the corridor. In addition, the Authority is using Measure C and Measure J funds to support both

the station area planning and planning for the project itself. The Authority will be involved in similar processes needed to begin ferry service in the county.

TABLE 6.5.1 Resolution 3434 Transit Extension Projects Subject to Corridor Thresholds

Project	Sponsor	Type	Threshold met with current development?	Meets TOD Policy (with current + new development as planned)?
BART East Contra Costa Rail Extension (eBART)	BART/CCTA	Commuter Rail		
a) Phase 1 Pittsburg to Antioch			No	Yes
b) Future phases			No	No

SAN FRANCISCO BAY AREA FOCUS PROGRAM

The FOCUS program was an effort developed in 2002 through the collaboration of a number of regional agencies, local governments, and community groups in the San Francisco Bay Area. The goal of the FOCUS program is to address housing and traffic problems facing the area while developing solutions that will improve the quality of life in the Bay Area. Through the program, local jurisdictions are collaborating to identify areas that can best accommodate future growth and identifying these sites as Priority Development Areas. Other sites not suitable for development are identified as Conservation Areas. Each participating jurisdiction can nominate areas that it would like to receive either designation, and these designations may be coordinated with other planning efforts developed under the CMP. Jurisdictions with designated areas may be eligible for a number of financial incentives in the future.

CALIFORNIA SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT OF 2008 (SB 375)

SB 375 establishes new local and regional coordination expectations to help achieve the greenhouse gas (GHG) reduction targets of AB 32, the State's global warming legislation. SB 375 uses four different approaches to achieve its goals:

- New State guidelines for regional travel demand models;
- Regional Sustainable Communities Strategies (SCS);
- New links between Regional Housing Needs Assessments and RTPs; and
- Exemption of certain kinds of projects from CEQA analysis.

Guidelines for Travel Demand Models

Under SB 375, travel demand models used to prepare RTPs must account for:

- The statistically-based relationship between density, vehicle ownership and vehicle miles traveled;
- The effect of enhanced transit service on vehicle ownership and vehicle miles traveled;
- The effect of highway or passenger rail expansion on changes in travel and land development;
- The allocation of trips between automobile, transit, carpools, and bicycling and walking; and
- Speed, frequency, days, and hours of operation of transit service.

The Sustainable Communities Strategy (SCS) and Alternative Planning Strategy (APS)

Under SB 375, MPOs such as MTC must adopt a Sustainable Communities Strategy (SCS) as part of their RTPs. The SCS must identify an integrated system of land use and transportation that together work to meet the greenhouse gas emission reduction targets approved by CARB. This pattern of land uses and transportation facilities must also provide sufficient development potential to house the existing and future population over the next eight and 20 years and serve the transportation needs of the region. In the Bay Area, the SCS is developed in conjunction with ABAG. MTC's RTP update for 2013 will be the first plan for the Bay Area region to contain an SCS under SB 375.

If the SCS falls short of these greenhouse gas targets, regional agencies must develop an "alternative planning strategy" (APS) that meets the targets. The APS can include bolder ideas that may require additional funds or changes in law. CARB can only approve or reject the SCS and APS. If rejected, MTC must revise the strategies until CARB agrees that at least the APS would reach the GHG reduction targets.

A Contra Costa County Sustainable Community Strategy

The Authority has begun the process of participating in development of an SCS for Contra Costa County, making a substantive contribution to the wider Bay Area effort. The process will include a meaningful and comprehensive review of existing local general plans, planned development and TDM programs, green building programs, and other ordinances that currently contribute to sustainable community-building in the County. The process will produce reasonable, locally-tailored greenhouse gas emission reduction measures by responsible entity in order to demonstrate how AB 32 goals will be achieved through local actions in line with the SB 375 process. The SCS process — including public involvement and RTPC review — will build on the Authority's work on Action Plans, the CMP, and related CTP implementation efforts, and be undertaken in close consultation with MTC and ABAG.

Housing Needs and CEQA Exemptions

SB 375 requires that the allocations of regional housing needs that ABAG prepares must be consistent with the development pattern adopted in the SCS and the schedule of the RTP process. Local governments will now need to update their housing elements within three years of the adoption of the SCS to be consistent with ABAG housing needs allocations. SB 375 also exempts housing and mixed-use projects that meet specified criteria — such as proximity to transit — from some of the requirements of the California Environmental Quality Act (CEQA).

Role of the Authority

Regional agencies, as part of their required public participation program, must consult with CMAs, such as the Authority, about the SCS or (if necessary) the APS. The Authority intends to work wherever possible with the other CMAs and MTC, ABAG and the other regional agencies that make up the JPC to create an SCS (and APS, if necessary) that works for both Contra Costa and the region.

As part of the implementation of its CTP, the Authority will work with regional agencies and other CMAs to develop a SCS that meets the requirements of SB 375 and recognizes the decisions embodied in Measure J. In addition, the Authority will also investigate how to best achieve overall goals of sustainability and smart growth through coordination of land use and transportation decisions. This study will look at questions of sustainability, GHG emissions reductions, and smart growth and how the Authority might address them within the context of Measure J. This study should also consider issues such as congestion pricing and emerging trends (such as alternative fuels and telework), and how the Authority might respond. The Authori-

ty will incorporate the policies that result from both of these tasks into later CMPs, as appropriate, as well as other Authority plans (e.g., the CTP), programs (e.g. the CMP and GMP) and processes (e.g. project review).

SCS Guiding Principles

In anticipation of the SCS process, the Authority in January 2010, developed a set of priniciples in order to support collaborative decision-making in working towards a feasible SCS that meets the GhG reduction targets, while supporting the Authority's mission, vision, and core values:

Forge a Positive Relationship with the Regional Agencies. At both the elected official and staff level, the Authority intends to work with the regional agencies to support development of an SCS by facilitating a dialogue between the regional agencies and local jurisdictions regarding land use plans in Contra Costa.

Consensus-Based Planning. The Authority will seek to achieve an SCS as it applies to Contra Costa that reflects agreement between local jurisdictions and the regional agencies regarding land use assumptions, along with a Contra Costa-based plan for supportive transportation investments.

Consideration of General Plans. The long-range (2040) vision for the SCS will specify where new growth is to occur. This vision may conflict with currently adopted General Plans. Local jurisdictions that are in agreement with the land use assumptions in the SCS would undertake subsequent General Plan Amendments to reflect the agreed-upon SCS, and such action may take place subsequent to adoption of the 2013 RTP. Local jurisdictions that are not in agreement with the proposed land use assumptions in the SCS will be given the opportunity to work at the subregional level in collaboration with the regional agencies to develop an alternative land use proposal that contributes towards achievement of the Bay Area's GHG emissions target. Where mutual agreement on the proposed SCS is not achieved, the role of the Authority will be to acknowledge the conflict and to identify other factors or impacts that may be relevant for the protection of the environment, furtherance of GHG goals by alternative means, or the sustainability of a local jurisdiction.

Local Control of General Plans and Zoning Maps. Each local jurisdiction shall retain full control of local general plans and zoning within its municipal boundary.

Ensure the Participation of all Local Jurisdictions and Partner Agencies. Beyond a focus on the priority development areas (PDAs) as the core of the SCS, efforts will also be made to ensure that all cities and towns can successfully partici-

pate in the process, so that their land use and transportation needs can also be addressed. Furthermore, the Authority welcomes and encourages participation by other agencies, such as the transit operators.

Facilitative Role. Working in partnership with local jurisdictions and the regional agencies, the Authority, as a transportation agency, should play a facilitative role by providing resources, information and policy insights to cities, towns and Contra Costa County, while recognizing that local jurisdictions have sole discretion with respect to land use decisions. A working group of Contra Costa planning directors will be established to monitor the development of the SCS and any issues raised during that process.

Urban Limit Line. The SCS needs to respect the Measure J mandated Urban Limit Line (ULL) for Contra Costa, which represents an agreed upon "urban growth boundary," and shall direct all urban development to areas within the ULL.

Sustainable Transit. Ensure that the SCS includes feasible transit service that is adequately funded to provide reliable and convenient service for Contra Costa, while encouraging walking and bicycling.

Rural Sustainability Component. Recognizing SB 375's overall goal of achieving more focused growth, the SCS also needs to consider transportation investments for the safety and preservation of roads serving farm to market and interconnectivity transportation needs.

Public Health. The Authority recognizes that there are multiple public health benefits to transportation policies that both reduce GHG emissions and increase mode share of walking, cycling, and transit, and will consider these health co-benefits in planning decisions.

Reflect Contra Costa's Continuing Commitment to Growth Management and Resource Conservation. Development of the SCS shall incorporate Contra Costa's existing efforts and programs that would help reduce GHG emissions. These include the Measure J Growth Management Program (GMP), the establishment of PDAs and PCAs, and the East Contra Costa Habitat Conservancy. The GMP, in particular, has much in common with the objectives of the SCS, including the ULL provision noted above, local jurisdiction compliance with State Housing and Community Development (HCD) Department requirements, 511 Contra Costa Clean Fuel Infrastructure and transportation demand management programs funded by Measures C and J, and a general plan amendment (GPA) review process to address the impacts of growth and promote appropriate mitigation.

Shaping Our Future. Continue the collaborative process that began with Shaping Our Future, where Contra Costa jurisdictions collectively developed the Shaping Our Future land use plan, and which provided a springboard to the PDAs and PCAs that are now being incorporated into the SCS and which has significant transportation benefits.

Common Voice. The Authority in collaboration with the cities, towns and Contra Costa County should provide a unified voice and advocate for all Contra Costa jurisdictions in working work with the regional agencies and adjacent CMAs.

Final SCS. The Authority will support the final SCS provided it is consistent with each local jurisdiction's mission, vision and sustainability goals.

The Authority views these principles as a "living" document, and from time-to-time may update or revise the list in order to make course corrections in order to better facilitate a collaborative SCS development effort.

The JPC on Role of CMAs in Implementation of SB 375

According to the JPC's Policies for the Bay Area's Implementation of Senate Bill 375 (adopted September 18, 2009), CMAs will be involved in many components of SB 375 implementation:

Refining the Models "The Bay Area regional agencies will continue to work together with local partners and regional stakeholders to construct an integrated modeling system which, to the extent possible within the available time and resources, achieves these essential qualities...[including] Uniformity—Full involvement of the **CMAs** and others who engage in complementary modeling activities to facilitate commonality and compatibility among models and a consistent modeling system which extends beyond the regional agencies." (from Policy 2)

Developing the Sustainable Communities Strategy "The Bay Area regional agencies are committed to achieving the region's GHG-reduction targets through the SCS and will prepare an APS only as a last resort. To assist in the preparation of a realistic and attainable SCS, the regional agencies will: Partner with **CMAs**, transit agencies, local governments, and other relevant stakeholders to cooperatively prepare an SCS, beginning no later than the end of 2009… Continue to seek planning resources so that our local-government and **CMA partners** can share leadership roles with the regional agencies in the SCS process and undertake related planning activities…" (from Policy 3)

Coordinating with Regional Plans "The SCS, RTP and RHNA will be developed together through a single and integrated cross agency work program, developed and implemented in partnership with the other regional agencies, **congestion management agencies**, local governments, and non-governmental organizations which have a stake in the work and its outcomes." (From Policy 5)

Responding to Regional Agency Policies "Starting immediately, and consistent with the JPC's role as defined in state law, all significant regional-agency policy documents affecting the location and intensity of development or the location and capacity of transportation infrastructure will be vetted through the JPC and evaluated against the filter of the emerging SCS. As with all regional-agency policies affecting local land-use discretion or local-level transportation investments, the policy documents will be developed in partnership with the applicable local governments, **congestion management** and transit agencies and with the participation of other interested stakeholders." (from Policy 7)

Chapter 7
Travel Demand Modeling

CHANGES FROM THE 2009 CMP

The Countywide Model is built on information on the transportation system and land uses in the county that was supplied by local jurisdictions, State and regional agencies, and transit providers. These agencies and jurisdictions were involved in the development and review of the model during its creation. The models are available to these agencies for use in planning projects. Model input requirements, output options and applications are discussed here; Appendix H and related materials describe in detail the way in which consistency is being achieved between the Authority model and regional models developed by MTC.

The model uses the MTC 1454 zone system outside of Contra Costa, a change from the previous model, which used the 1099 zone system. The model applies data from MTC's 2009 RTP effort, which was completed in spring 2009. Building on the MTC model and previous Contra Costa models, the Countywide Model has a combined structure of 2,656 zones. While computer hardware limitations in the early 1990s

kept the Authority from a model of this size earlier, recent increases in the speed and capacity of desktop computers have made this 2,656-zone model feasible.

7.1 The Countywide Model

The Authority expects to complete its update of the five-step Countywide Model. The Countywide Model is driven by the land use database and retains the trip-generation and trip-distribution steps to the modeling process to develop trip tables that approximate, and also replicate MTC's trip tables at the county-to-county level. The model was last updated to meet MTC's 2009 CMP modeling consistency requirements for land use data by updating the land use database (LUIS '06) to Projections 2005.In addition, the Authority maintains a trip-based model for the CMP to ensure consistency with MTC forecasts. The CMP model is primarily intended for use in CMP evaluation and other studies requiring maximum consistency with MTC forecasts. Since person trip volumes and patterns are fixed in the model, it is not readily able to test land use variations, nor has the model been validated for intersection analysis.

LAND USE DATA BASE UPDATE

The new five-step Countywide Model uses demographic data as the basis for estimating trip generation, as did the former subarea models. Both the demographic and transportation network data are used in predicting trip distribution patterns and mode of travel.

This database was updated for the 2009 CMP to achieve conformance with Projections 2007.The model demographic inputs for traffic zones within Contra Costa consist of the following thirteen variables for the years 2000, 2010, 2020 and 2030:

- Number of Households
- Household Population
- Employed Residents
- Household Income
- Retail Employment
- Service Employment
- Manufacturing Employment
- Agricultural Employment
- Wholesale Employment
- Other Employment
- Total Acreage in Each Zone
- High School Enrollment
- College Enrollment

ACHIEVING CONFORMITY WITH THE 2009 RTP MODEL

MTC completed the update of its Baycast Model for the purposes of analyzing the 2009 "T-2035" Regional Transportation Plan (RTP). This update used the land use assumptions in Projections 2007 (P-2007) from ABAG, with 2005 as the base year and forecasts to year 2035. As the CMA for Contra Costa, the Authority is required by MTC to maintain a travel demand model that conforms to ABAG housing and jobs projections. A tolerance of one percent is permitted within the County.

To remain compliant with MTC's CMP consistency guidelines, CCTA has developed a model based on P-2007 land use inputs. The model takes MTC's Baycast Model vehicle trip tables and expands them to the detailed Contra Costa zonal system and reassigns traffic to the CCTA model network. This is an alternate approach to model consistency outlined in Section 1 of the draft 2009 CMP guidelines. The base traffic network was also updated to be consistent with the 2009 RTP base by adding projects built between 2000 and 2006 to the year 2000 network. In addition, trip assignment in the model was updated with MTC's latest peaking factors for time of day and trip purpose.

HIGHWAY AND TRANSIT NETWORK ASSUMPTIONS

The highway and transit networks for the countywide model include freeways, major arterials and selected minor arterials. The network has been refined to provide additional detail for each subarea, including most minor and major arterials and signalized intersections. The network assumptions for the 2009 CMP models are as follows:

2006	All existing roadways and transit links as of early 2006
2010	All projects under construction and/or programmed in accordance with the approved Transportation Improvement Program (TIP)
2020 & 2035	All projects from the year 2010 network plus all projects in the T-2035 Financially Constrained Element
2035	All projects in the Vision Element of T-2035

7.2 Uses of the Model

State law requires the Authority and other CMAs to develop a computerized countywide travel demand model. The CMP model and the new countywide model de-

veloped by the Authority have multiple purposes — some are directly related to the CMP, while others support a range of land use and transportation planning activities.

CAPITAL IMPROVEMENT PROGRAM (CIP) ANALYSIS

The CIP included in this CMP includes actions intended to improve the multimodal performance of the CMP network and those needed to maintain operation within the standards for roadway levels of service and transit performance. The effectiveness of the capital projects in meeting these objectives can be evaluated by comparing results of model runs for the year 2010 with and without the capital projects included in the CIP. The year 2010 TIP network includes all projects in the approved Transportation Improvement Program (TIP).

ACTION PLAN DEVELOPMENT

The Action Plans for Routes of Regional Significance are developed and updated by the RPTCs and include MTSOs that will be evaluated against existing, near-term and long-range conditions. This evaluation requires that data be collected for existing conditions and that travel forecasts be developed for both near-term and long-range future conditions. The near-term condition reflects a five-year planning horizon and includes all approved development that has not been constructed. The long-range conditions reflect reasonable assumptions regarding anticipated development given General Plan policies and anticipated market conditions, normally within a 20 to 25-year planning horizon.

The Countywide Model was the primary tool for establishing the MTSOs and testing selected policy actions. The model was used to develop estimates of through-traffic, future local traffic demand, travel times, average auto occupancies and transit ridership, among other MTSOs.

Approved Action Plans formed the basis of the CTP, which was adopted by the Authority in October 2009. The objectives and actions contained in the Action Plans are the basis for the multimodal performance measures included in this CMP. The Countywide Model was used for the Action Plan Updates that were adopted into the 2009 CTP.

DEFICIENCY PLAN PREPARATION

The CMP requires identification of jurisdictions that contribute 10 percent of the traffic using capacity of any CMP facility where the established level of service standard is exceeded. The select link capabilities of the travel demand models will be used to

identify those who must participate in the development of a Deficiency Plan according to this criterion.

The Action Plans for Routes of Regional Significance could serve as Deficiency Plans should CMP facilities exceed the established LOS standards. The travel forecasting models will be important tools in the refinement of the Action Plans to meet Deficiency Plan requirements and in evaluating the Deficiency Plan's expected effectiveness.

GENERAL PLAN DEVELOPMENT AND REVIEW

To achieve local compliance with the GMP, transportation analysis must show that all signalized intersections on Basic Routes within the jurisdiction can reasonably be expected to meet LOS standards adopted in the General Plan's GME. The travel demand forecasting model will be only one of the tools used to develop and test General Plan policies. The model can be used to:

1. "Balance" proposed land uses to reflect available transportation infrastructure;
2. Evaluate the relative impacts of alternative types and intensities of land uses;
3. Estimate the impact of through-traffic generated from and/or destined for locations in other jurisdictions; and
4. Permit the evaluation of the impact of major roadway or transit improvements on travel behavior and impacts of major land use changes.

General Plans are not required to include the LOS standards adopted as part of the CMP.

OTHER USES OF THE MODEL

The preceding uses of the Authority's travel demand models are tied to the Authority's direct responsibilities and activities. The models, however, continue to be useful in other activities.

Traffic Studies Local governments may use the travel demand models to prepare traffic studies, either using the model directly or periodic model output. These studies could evaluate the effects of specific developments or subarea plans on the future functioning of roadways and transit systems. The Countywide Model has already been used in updates to several local General Plans and is being used in the current planning for the redevelopment of the Concord Naval Weapons Station.

Transportation Corridor Studies The Countywide model is being used for various corridor and project studies. Both the SR 4 widening and eBART projects are using

the model as is the SR-239 corridor study in Eastern Contra Costa. The Countywide Model was also used in the development of the Corridor System Management Plans/Freeway Performance Initiative for I-80, SR 4, and SR 24.

Chapter 8
Deficiency Planning

STATE REQUIREMENTS

The CMP legislation requires Deficiency Plans to be prepared when a LOS standard established on the CMP network is exceeded after calculating required exclusions. Deficiency Plans provide a method for local governments to focus on areas where congestion has diminished system performance below adopted standards. Deficiency Plans also provide an opportunity to analyze the cause of the deficiency and determine whether the implementation of local improvements or measures to improve overall system efficiency and air quality would be more appropriate. When a deficiency is determined, both the jurisdiction in which the deficiency occurs and any jurisdictions that contribute substantially to the deficiency must work together to prepare, or oversee the preparation of, a Deficiency Plan.

SUMMARY OF THE DEFICIENCY PLANNING PROCESS

There are three basic steps in the process of deficiency planning: (1) identification of the deficiency and which jurisdictions must be involved in the plan preparation, (2) preparation of the Deficiency Plan itself, and (3) review, adoption and implementation of the Deficiency Plan.

The first step — identifying deficiencies — begins with the required monitoring of conditions on the designated CMP network. Monitoring will be conducted by the

Authority. (While CMP legislation requires monitoring at least every two years, it can be more frequent. See Chapter 2 for monitoring requirements in the Contra Costa CMP.) If monitoring uncovers a LOS standard that is being exceeded, the Authority must then conduct an exclusions study. Certain kinds of traffic or traffic impacts may, according to the CMP legislation, be excluded from the analysis of the conditions on the intersection or freeway segment. Exclusions are listed in Section 65089.4(f) of the CMP legislation. The exclusions study quantifies each exclusion, and documents how the exclusions and the revised LOS calculation were performed. If after exclusions, no LOS exceedance occurs, the Authority will make a finding at a noticed public hearing that no deficiency exists. If, however, the intersection or freeway segment still does not meet the LOS standard after these exclusions are made, a Deficiency Plan must be prepared. The Authority then must determine which jurisdictions within the county are generating the traffic responsible for causing the deficient segment or intersection.

In the second step, the lead and contributing jurisdictions must work together to prepare, or oversee the preparation of, the Deficiency Plan. As described below in greater detail, the jurisdictions must:

1. Analyze what is causing the deficiency;
2. Identify projects that would both maintain the LOS standard that was exceeded or otherwise improve multimodal performance of the overall system and air quality; and
3. Develop an action program that includes implementation strategies and schedules for each jurisdiction and identifies "the most effective implementation strategies for improving current and future system performance."

The third and final step is the adoption, implementation and monitoring of the Deficiency Plan. This step includes both local adoption and approval by the Authority. Failure to prepare a Deficiency Plan that receives Authority approval will put a jurisdiction out of compliance with the CMP. Deficiency Plan progress will be monitored through the annual compliance checklists and implemented through both local actions and updates to the Action Plans.

CHANGES FROM 2009 UPDATE

No changes to the Deficiency Planning chapter have been made.

8.1 Determining a Deficiency

This step in the deficiency planning process includes identifying the deficiency and which jurisdictions must be involved in the plan preparation. The flow chart in Fig-

ure 8.1 illustrates this process. The process of determining a deficiency begins with the Authority monitoring LOS on the designated CMP network. Monitoring is conducted to determine conformance with the CMP level of service standards. (Refer to Section 2.4: Monitoring Level of Service Standards for further discussion.) Beginning with the 1995 CMP cycle, the state CMP legislation allows monitoring to be conducted every other year, rather than every year. Under the Contra Costa CMP, however, an intersection or roadway segment at LOS E must be monitored annually. If during monitoring, an intersection or freeway segment is at LOS F, a deficiency may exist.

The Authority will monitor intersections or freeway segments three times where an initial count shows LOS F conditions. If two of the three measurements are at LOS F, then the Authority will conduct an "Exclusions Study" to determine whether a deficiency remains after making allowable traffic exclusions. If the deficiency remains after making the exclusions, the Authority will conduct a "Participation Study." This study will determine which other jurisdictions within Contra Costa County contribute more than 10 percent of the traffic at the deficient intersection or on the freeway segment. These jurisdictions must work with the jurisdiction that contains the deficiency to prepare the Deficiency Plan.

The Authority will notify the jurisdictions in which the deficiency is located that it has the responsibility for preparing and adopting the Deficiency Plan. The Authority will also notify contributing jurisdictions that they must participate in the Deficiency Plan preparation. If the intersection or freeway segment is not deficient after making the required exclusions, the Authority will notify the jurisdiction in which the deficiency is located and make a finding at a noticed public hearing that no Deficiency Plan is required.

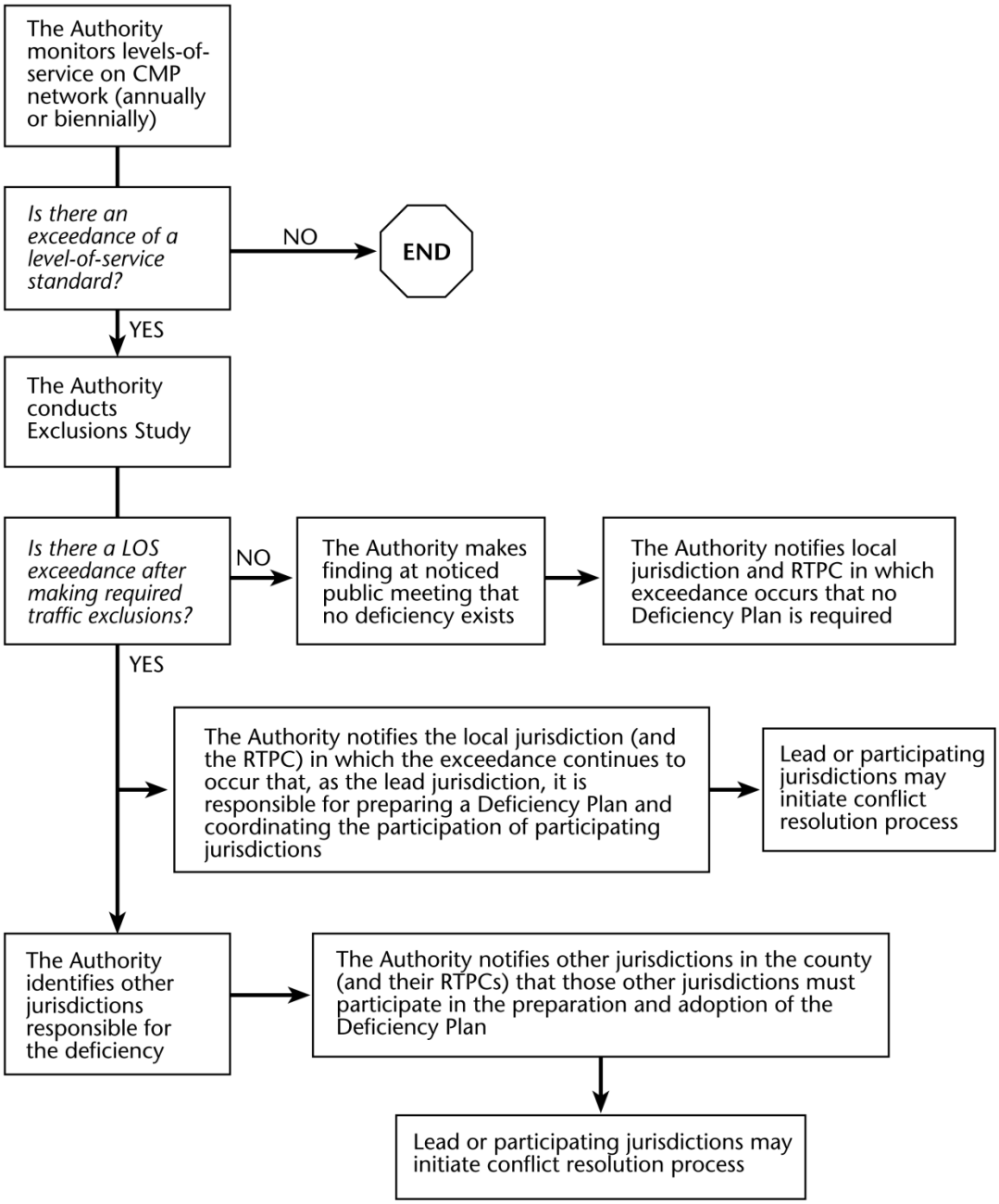


Figure 8.1

Process for Identification of Deficiency and Notification of Deficiency Plan Responsibilities

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8.2 Preparing a Deficiency Plan

The process for preparing a Deficiency Plan includes the following steps: creation of a Deficiency Plan Working Group, preparation of the Deficiency Plan by the working group, review of the Deficiency Plan by an RTPC Review Subcommittee, RTPCs and involved jurisdictions, adoption of the Deficiency Plan. Figure 8.2 illustrates these basic steps in the preparation of the Deficiency Plan.

The first step is to draw together the lead and participating jurisdictions and define how they will organize the Deficiency Plan effort (the lead jurisdiction is the jurisdiction in which the deficiency occurs.) The lead and participating jurisdictions must establish a Deficiency Plan Working Group made up of technical staff from the lead and each participating jurisdiction. The Working Group will have the responsibility of refining the work scope and for preparing and overseeing the preparation of the Deficiency Plan by a consultant, if one is used. The size of the working group will reflect the number of jurisdictions participating in preparing the Deficiency Plan; each jurisdiction should appoint one or two members. A staff member from the Authority will also participate.

In addition to the Deficiency Plan Working Group, a joint RTPC Review Subcommittee will be created. The affected RTPCs will appoint representatives to the Review Subcommittee, who will come from the lead and contributing jurisdictions involved in the Deficiency Plan preparation. The RTPC Review Subcommittee will be responsible for reviewing and approving the work scope and approach for the Deficiency Plan, as well as for directing the preparation of the Deficiency Plan and reviewing the draft recommendations presented by the Working Group.

REQUIRED COMPONENTS OF THE DEFICIENCY PLAN

Each Deficiency Plan must contain four components:

- **Analysis of the cause of the deficiency** This analysis has been expanded to include the identification of both the cause of the deficiency, and the impacts of those local jurisdictions that contribute to the deficiency. The Deficiency Plan only has to address the traffic impacts that are not excluded.
- **Improvements to maintain minimum level of service** The second component is a list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

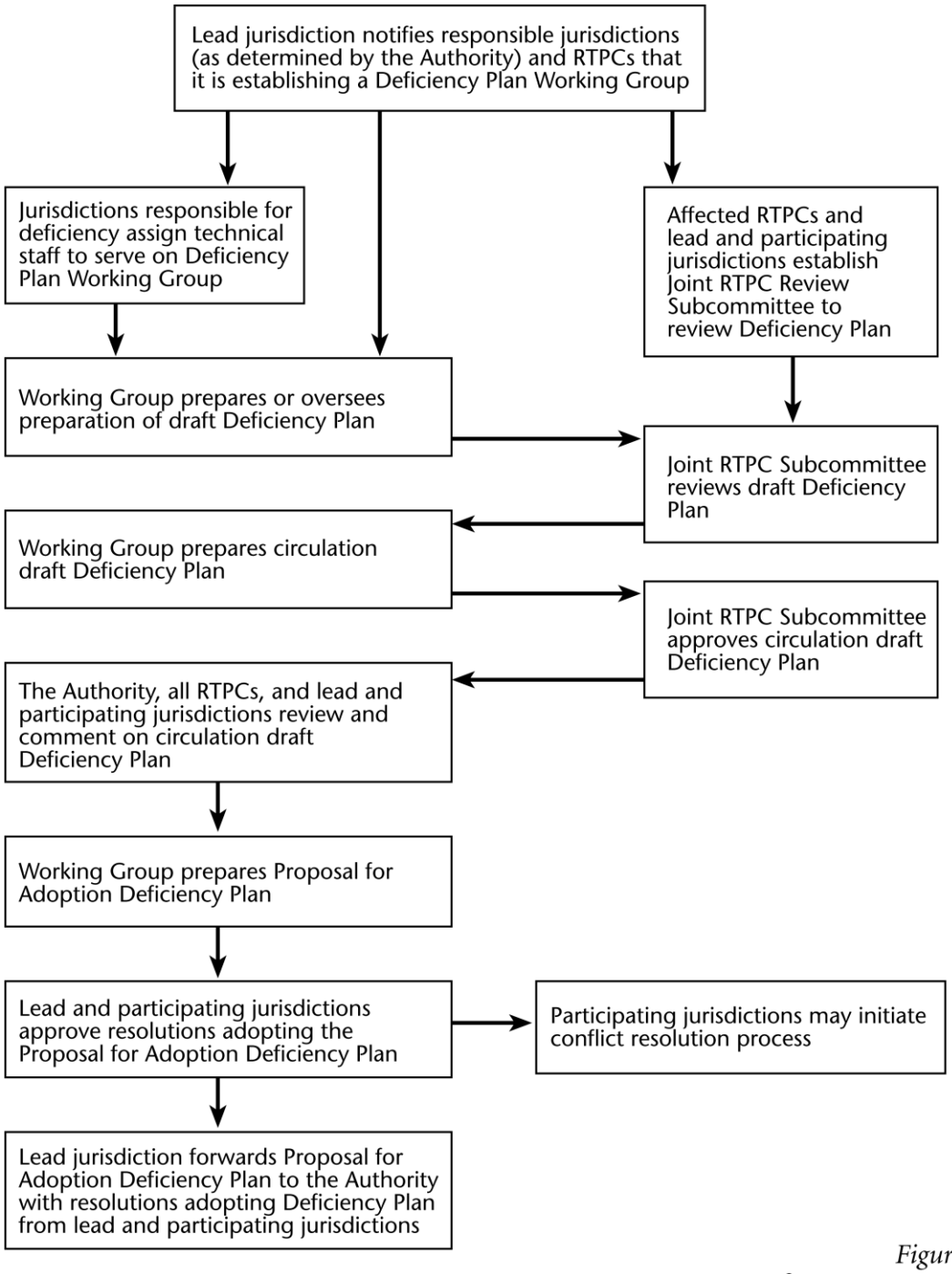

Figure 8.2

Process for Preparation of Deficiency Plan

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- **Improvements, programs of actions to improve multimodal system performance or air quality** The third component is a list of improvements, programs, or actions, and estimates of costs, that will measurably improve multimodal performance (rather than level of service of the system) and contribute to significant improvements in air quality. (BAAQMD has established, and will periodically revise, a list of approved improvements, programs, and actions that would improve air quality.) Multimodal Transportation Service Objectives (MTSOs) established for the Action Plans for Regional Routes can be modified to serve as the performance measures in Deficiency Plans. TSOs are quantifiable standards which Action Plans seek to achieve and maintain. The CMP performance measures are likewise quantifiable measures of multimodal system performance. Unlike the TSOs they do not set a standard that may not be exceeded. (See Chapter 3 Performance Element for a complete discussion of performance measures.)
- **Action plans to address deficiencies** The fourth component is an action plan to address deficiencies. (This action plan is distinct from the Action Plans for Routes of Regional Significance developed under the Measure J GMP.) The CMP legislation requires this action plan to draw from one or both of the list of improvements that will maintain the minimum level of service or the list of improvements, programs or actions that will measurably improve multimodal system performance and air quality. In addition, the action plan must include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency. It need not mitigate the impacts of any exclusions. Lastly, the action plan must represent the most effective implementation strategies for improving current and future system performance.

RELATIONSHIP OF DEFICIENCY PLANS WITH ACTION PLANS FOR REGIONAL ROUTES

If level of service standards adopted in the CMP are exceeded and Deficiency Plans must be prepared, much of the required material will be included in the Action Plans for Routes of Regional Significance prepared by RTPCs. The Action Plans assess existing and future travel conditions on regional routes, include detailed transportation information, and identify specific actions, programs and projects to achieve the MTSOs for the Routes of Regional Significance. The Deficiency Plans can draw on the analysis and direction contained in the Action Plans to meet the requirements of the CMP legislation. Information to be added would include a list of improvements needed to meet the LOS standard, a list improvements, programs, or actions that will measurably improve multimodal performance of the system, or significantly improve air quality, and cost estimates of these improvements. Once the recommended actions in the Deficiency Plan are approved by the local jurisdictions, RTPCs, and the Authority, they will be considered for incorporation into the affected Action Plans as part of their periodic update.

8.3 Adopting and Implementing the Deficiency Plan

ADOPTION PROCESS

The recommended process for reviewing and adopting Deficiency Plans is summarized below and described in greater detail in the Deficiency Plan Procedures. First, the Deficiency Plan Working Group and RTPC Review Subcommittee will prepare a circulation draft of the Deficiency Plan to be reviewed by the lead and contributing jurisdictions, affected RTPCs, the Authority, and regional agencies. Then the working group will prepare, and the joint RTPC review subcommittee will release, the Proposal for Adoption Deficiency Plan. Lead and contributing jurisdictions will approve resolutions adopting the Proposal for Adoption Deficiency Plan. Next the lead jurisdiction will forward the Proposal for Adoption Deficiency Plan with the adopting resolutions to the Authority. At the Authority, the adopted Deficiency Plan will be reviewed by the TCC task force and the PC first. Then, the full Authority will either accept or reject the Deficiency Plan. If the Authority accepts the Deficiency Plan, the lead and contributing jurisdictions will implement the Deficiency Plans and the RTPCs will incorporate the recommended changes into the Action Plans during the next update. Figure 8.3 graphically shows the process for Authority review and acceptance of Deficiency Plans.

IMPLEMENTATION AND MONITORING OF DEFICIENCY PLAN

After the adoption and acceptance of Deficiency Plans, the Authority will have continuing responsibility for monitoring their implementation. This monitoring will be accomplished through the regular, biennial submittal and review of CMP checklists. All local agencies and all RTPCs will need to fill out and submit a checklist. Each jurisdiction and RTPC participating in one or more Deficiency Plans will be required to respond to the part of the checklist with questions about Deficiency Plan preparation, adoption and implementation.

8.4 Conflict Resolution Process

The CMP legislation requires each CMA to "establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section." (Section 65089.4[e][3]) The Contra Costa CMP relies on the Authority's adopted conflict resolution process to meet these CMP requirements. The conflict resolution process, adopted through Resolution 95–07–G in July of 1995, will serve in both the Authority's Growth Management and Congestion Management processes.

The intent of the Authority's conflict resolution process is to help local jurisdictions resolve conflicts that arise from these two programs through a useful, flexible process, one that is not overly rigid so that it can respond to the particulars of the jurisdictions involved. This process can be used in two types of conflicts. The first type of conflict arises when one jurisdiction questions another's compliance with either the CMP or GMP. In these conflicts, the Authority has an obligation to determine a jurisdiction's compliance. The second type of conflict arises where disputes between jurisdictions hinder the implementation of the Authority's programs, although they do not affect a jurisdiction's compliance with the GMP or CMP. In the first type of conflict, participation is mandatory. In the second, it is voluntary.

Three principles underlie the conflict resolution process. First, consensus at the regional level on the resolution of conflicts is encouraged. Second, when the regional committees are unable to reach consensus, the Authority will look for evidence of "good faith" among the parties involved when determining compliance. Finally, the Authority's determination of compliance will affect the allocation of Measure J and CMP funds but will not affect local agencies' land use authority or require programs that conflict with a community's fundamental socioeconomic or environmental character.

The conflict resolution process has four phases. In the first phase, project initiation, the initiating party asks the RTPC (or the Authority, if the RTPC does not agree) to approve the initiation of the process and outlines the issues needing resolution. In the second phase, the Authority staff or consultant will meet with the parties involved to assess the issues in the dispute and its appropriateness for the conflict resolution process. The third phase involves the settlement sessions among the parties involved and the development of a settlement agreement. The final phase involves the implementation and monitoring of the agreement and the Authority's assessment of good faith by the parties involved.

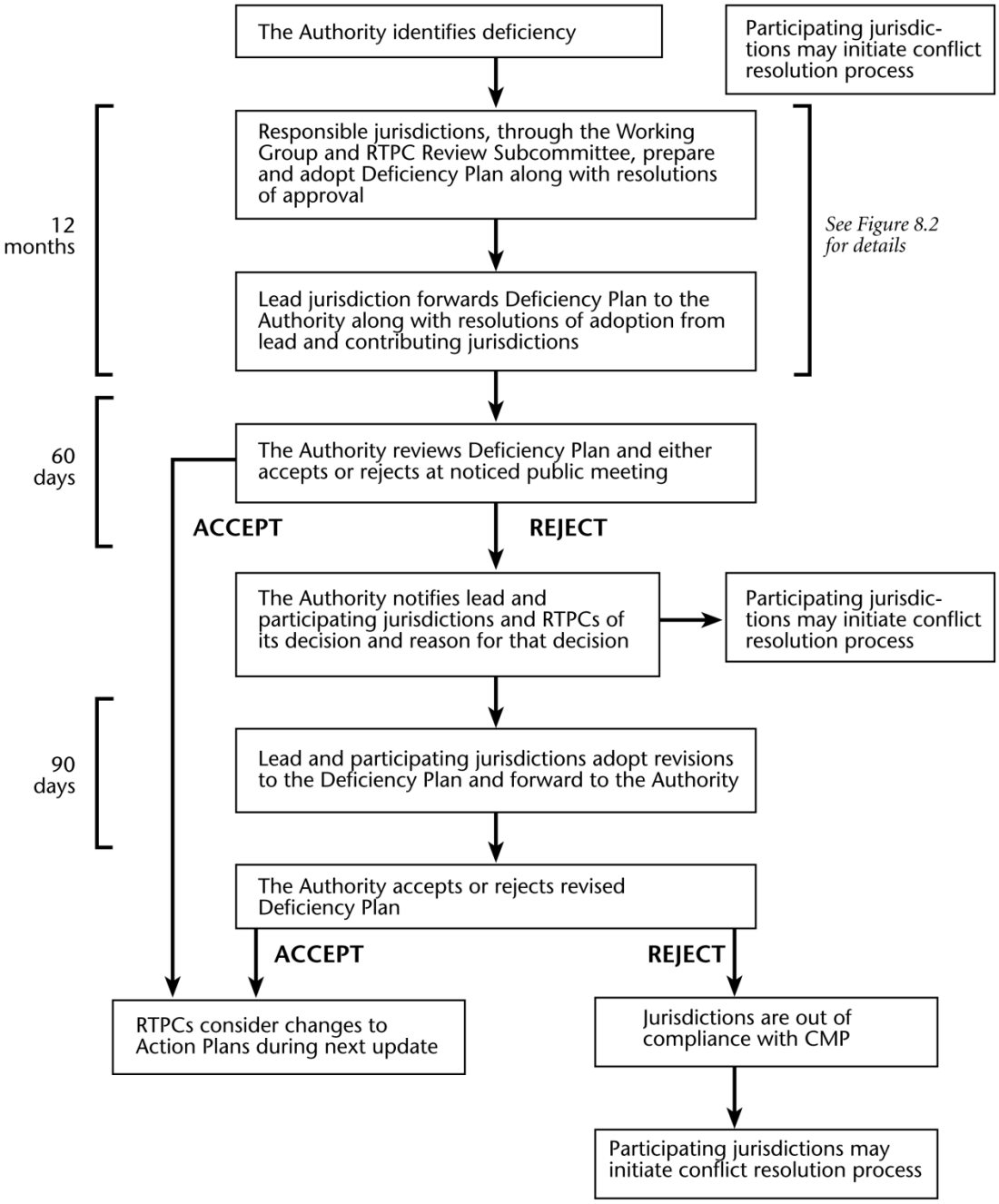

Figure 8.3

Process for Authority Review and Acceptance of Deficiency Plan

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Chapter 9

Local Compliance Requirements

One of the responsibilities of the Authority, as the county's designated CMA, is to monitor implementation of the CMP and conduct a biennial determination of local compliance with the program. Under State law, if a CMA finds that a jurisdiction is not in compliance with the CMP, and that jurisdiction does not come into compliance with the program within 90 days after receipt of notice of non-compliance, the State Controller will withhold apportionments of gas tax funds to that city or county. Furthermore, if the local jurisdiction remains out of compliance for 12 months, the gas tax funds will be allocated to the Authority for use in funding projects of regional significance in the CMP CIP or in an adopted Deficiency Plan. State law prohibits the expenditure of surface transportation program funds or congestion management and air quality funds for a project located in a jurisdiction that has been found to be out of compliance with the CMP, unless MTC finds that the project is of regional significance.

MTC is responsible for evaluating the consistency between all of the CMPs prepared by Bay Area CMAs, and the Regional Transportation Plan. MTC's responsibilities do not extend to examining or evaluating the conformity of individual localities; the CMAs alone have that obligation.

CHANGES FROM THE 2009 CMP

None.

9.1 Local Compliance with the CMP

The CMP legislation requires that the Authority "determine if the county and cities are conforming to the congestion management program" on at least three measures:

1. Consistency with level of service standards,
2. Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts, and
3. Adoption and implementation of a deficiency plan when highway and roadway level of service standards are not maintained on portions of the designated system

The Authority monitors local conformance with these three aspects of the CMP through its existing monitoring activities. The Authority monitors whether the level of service standards are being achieved on the CMP network every other year. (Where the level of service standard is LOS E and the measured level of service is at LOS E or above, the Authority monitors intersections every year.) The results of this monitoring are disseminated to local jurisdictions. Where these standards are exceeded, the Authority prepares an "exclusions study." If, after subtracting out allowed exclusions, the exceedance still persists, then the affected jurisdictions, including jurisdictions that contribute significantly to through traffic at the intersection must jointly prepare and implement a Deficiency Plan, as described in Chapter 8.

The Land Use Evaluation Program in Chapter 5 gives local jurisdictions two options to meet CMP requirements. The first is through the land use impact procedures established in the Measure J GMP, which includes required participation in local and regional mitigation programs. Compliance with that program is assessed in the GMP Compliance Checklist. If jurisdictions cannot meet that process, the Chapter 5 outlines a second land use evaluation program that allows jurisdictions to comply with the CMP even if they do not meet the GMP requirements.

The Authority will judge compliance with the Chapter 5 CMP requirements by following up with any jurisdiction that notes on its GMP Compliance Checklist that it did not comply with the GMP land use impact analysis process and was otherwise determined not to have done so. This follow-up will focus on whether the jurisdiction complied with the CMP land use analysis program.

The Authority will determine compliance with the requirement to adopt and implement a deficiency plan through monitoring of individual deficiency plans. To date, however, no deficiency plans have been required.

9.2 Relationship between Compliance with the CMP and the Measure J GMP

As noted elsewhere in this document, the Authority seeks to implement the State's CMP requirements by integrating them as much as possible with the Authority's pre existing GMP. Table 9.2-1 illustrates the similarity and overlap between the two programs and their requirements.

As outlined in Chapter 5, the enabling Joint Powers Agreement that established the Authority as the CMA for Contra Costa states that nonconformance with the GMP does not constitute nonconformance with the CMP, and vice versa. Accordingly, a finding of noncompliance with the GMP does not automatically translate into a similar finding of noncompliance with the CMP. (See Chapter 5 for the actual wording of that section of the JPA.)

Table 9.2-1 Comparison Of Compliance Requirements: CMP and GMP

Congestion Management Program	*Measure J GMP*
Checklist Submittal and Compliance Evaluation	
Biennial	Biennial
General Plan Growth Management Element	
No parallel requirement.	Required of all localities.
Traffic Level of Service Standards and Traffic Impact Studies	
Traffic Impact Studies consistent with the Authority's Technical Procedures must be conducted as part of the CMP Land Use-Transportation Analysis program.	Traffic Impact Studies are required to help assess impacts of major development projects and General Plan Amendments on Action Plan MTSOs.
Multimodal Transportation Service Objectives and Actions	
CMP performance measures, which are built on Action Plan Multimodal Transportation Service Objectives, are not used directly in compliance evaluation. Actions from Regional Route Action Plans will reflect adopted Deficiency Plans.	Multimodal Transportation Service Objectives are not used directly in compliance evaluation. Local implementation of actions is required for compliance.
Development Mitigation Programs: Local and Regional	
No parallel requirement for a local mitigation program. The regional mitigation program provides one possible basis for estimating the costs of mitigating project impacts on the regional transportation system, as required by the CMP.	Local programs required for GMP compliance. The Authority also requires that all jurisdictions participate in a sub-regional program.
Participation in Multi-jurisdictional Planning	
No parallel requirement.	Required for GMP compliance.
Five-Year Capital Improvement	
No CMP compliance requirements relating to the CIP. A seven-year CMP CIP is adopted as part of the CMP, but is not adopted locally.	Required for GMP compliance. Local jurisdictions must adopt and annually update a five-year CIP.
Housing Options and Job Opportunities	
No specific requirement, although the land use–transportation evaluation program concerns itself with parallel issues.	Required for GMP compliance.
Transportation Systems Management Program	
Local adoption of a trip reduction and travel demand ordinance is no longer required for CMP compliance.	Required for GMP compliance.

Table 9.2-1 Comparison Of Compliance Requirements: CMP and GMP

Congestion Management Program	*Measure J GMP*
Deficiency Plan Preparation, Adoption and Implementation	
Required for CMP compliance.	Deficiency Plans are to include identification of Action Plan amendments required to make the documents consistent.
Review of General Plan Amendments	
Required for CMP compliance (part of land use-transportation evaluation program) under Option 1. Not required under Option 2.	Required for GMP compliance.
Action Plan Updates	
Deficiency Plans may require changes to Action Plans.	Requires review and update of Action Plans in accordance with schedule established by RTPCs.

APPENDIX A

Congestion Management Program Legislation

SECTION 65088-65089.10

65088. The Legislature finds and declares all of the following:

(a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.

(b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.

(c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars ($3,100,000) added costs to the motoring public.

(d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.

(e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

(f) In addition to solving California's traffic congestion crisis, rebuilding California's cities and suburbs, particularly with affordable housing and more walkable neighborhoods, is an important part of accommodating future increases in the state's population because homeownership is only now avail-

able to most Californians who are on the fringes of metropolitan areas and far from employment centers.

(g) The Legislature intends to do everything within its power to remove regulatory barriers around the development of infill housing, transit-oriented development, and mixed use commercial development in order to reduce regional traffic congestion and provide more housing choices for all Californians.

(h) The removal of regulatory barriers to promote infill housing, transit-oriented development, or mixed use commercial development does not preclude a city or county from holding a public hearing nor finding that an individual infill project would be adversely impacted by the surrounding environment or transportation patterns.

65088.1. As used in this chapter the following terms have the following meanings:

(a) Unless the context requires otherwise, "regional agency" means the agency responsible for preparation of the regional transportation improvement program.

(b) Unless the context requires otherwise, "agency" means the agency responsible for the preparation and adoption of the congestion management program.

(c) "Commission" means the California Transportation Commission.

(d) "Department" means the Department of Transportation.

(e) "Local jurisdiction" means a city, a county, or a city and county.

(f) "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space.

A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.

(g) "Infill opportunity zone" means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, zoned for new compact residential or mixed use development within one-third mile of a site with an existing or future rail transit station, a ferry terminal served by either a bus or rail transit service, an intersection of at least two major bus routes, or within 300 feet of a bus rapid transit corridor, in counties with a population over 400,000. The mixed use development zoning shall consist of three or more land uses that facilitate significant human interaction in close proximity, with residential use as the primary

land use supported by other land uses such as office, hotel, health care, hospital, entertainment, restaurant, retail, and service uses. The transit service shall have maximum scheduled headways of 15 minutes for at least 5 hours per day. A qualifying future rail station shall have broken ground on construction of the station and programmed operational funds to provide maximum scheduled headways of 15 minutes for at least 5 hours per day.

(h) "Interregional travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of any trip is the starting point of that trip. A roundtrip consists of two individual trips.

(i) "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.

(j) "Multimodal" means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, nonmotorized and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies varies by county and region in accordance with the size and complexity of different urbanized areas.

(k) "Performance measure" is an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies. Use of a performance measure as part of the program does not trigger the requirement for the preparation of deficiency plans.

(l) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.

(m) "Bus rapid transit corridor" means a bus service that includes at least four of the following attributes:

(1) Coordination with land use planning.

(2) Exclusive right-of-way.

(3) Improved passenger boarding facilities.

(4) Limited stops.

(5) Passenger boarding at the same height as the bus.

(6) Prepaid fares.

(7) Real-time passenger information.

(8) Traffic priority at intersections.

(9) Signal priority.

(10) Unique vehicles.

65088.3. This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.

65088.4. (a) It is the intent of the Legislature to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs.

(b) Notwithstanding any other provision of law, level of service standards described in Section 65089 shall not apply to the streets and highways within an infill opportunity zone. The city or county shall do either of the following:

(1) Include these streets and highways under an alternative areawide level of service standard or multimodal composite or personal level of service standard that takes into account both of the following:

(A) The broader benefits of regional traffic congestion reduction by siting new residential development within walking distance of, and no more than one-third mile from, mass transit stations, shops, and services, in a manner that reduces the need for long vehicle commutes and improves the jobs-housing balance.

(B) Increased use of alternative transportation modes, such as mass transit, bicycling, and walking.

(2) Approve a list of flexible level of service mitigation options that includes roadway expansion and investments in alternate modes of transportation that may include, but are not limited to, transit infrastructure, pedestrian infrastructure, and ridesharing, vanpool, or shuttle programs.

(c) The city or county may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone is consistent with the general plan and any applicable specific plan. A city or county may not designate an infill opportunity zone after December 31, 2009.

(d) The city or county in which the infill opportunity zone is located shall ensure that a development project shall be completed within the infill opportunity zone not more than four years after the date on which the city or county adopted its resolution pursuant to subdivision (c). If no development project is completed within an infill opportunity zone by the time limit imposed by this subdivision, the infill opportunity zone shall automatically terminate.

65088.5. Congestion management programs, if prepared by county transportation commissions and transportation authorities created pursuant to Division 12 (commencing with Section 130000) of the Public Utilities Code, shall be

used by the regional transportation planning agency to meet federal requirements for a congestion management system, and shall be incorporated into the congestion management system.

65089. (a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.

(b) The program shall contain all of the following elements:

(1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system, except when it is within an infill opportunity zone. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency, except that the department instead shall make this determination if either (i) the regional agency is also the agency, as those terms are defined in Section 65088.1, or (ii) the department is responsible for preparing the regional transportation improvement plan for the county.

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A except when the area is in an infill opportunity zone. When the level of service on a segment or at an intersection fails to attain the established level of service standard outside an infill opportunity zone, a deficiency plan shall be adopted pursuant to Section 65089.4.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate

highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

(3) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources.

The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4).

The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabili-

tation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

(c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

(d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development.

(2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.

(e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

65089.1. (a) For purposes of this section, "plan" means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption or approval that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle.

(b) An agency may require an employer to provide rideshare data bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by the employer; bicycle parking areas; and other non-cash value programs which encourage or facilitate the use of alternatives to driving alone. An employer may offer, but no agency shall require an employer to offer, cash, prizes, or items with cash value to employees to encourage

participation in a trip reduction program as a condition of approving a plan.

(c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption.

(d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section.

(e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.

(f) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip reduction goals specified in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.).

(g) This section only applies to agencies and employers within the South Coast Air Quality Management District.

65089.2. (a) Congestion management programs shall be submitted to the regional agency. The regional agency shall evaluate the consistency between the program and the regional transportation plans required pursuant to Section 65080. In the case of a multicounty regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region.

(b) The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program.

(c) (1) The regional agency shall not program any surface transportation program funds and congestion mitigation and air quality funds pursuant to Section 182.6 and 182.7 of the Streets and Highways Code in a county unless a congestion management program has been adopted by December 31, 1992, as required pursuant to Section 65089. No surface transportation program funds or congestion mitigation and air quality funds shall be programmed for a project in a local jurisdiction that has been found to be in nonconformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance.

(2) Notwithstanding any other provision of law, upon the designation of an urbanized area, pursuant to the 1990 federal census or a subsequent federal census, within a county which previously did not include an urbanized area, a congestion management program as required pursuant to Section 65089 shall be

adopted within a period of 18 months after designation by the Governor.

(d) (1) It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to congestion management programs adopted for those areas.

(2) It is the further intent of the Legislature that disputes which may arise between regional agencies, or agencies which are not within the boundaries of a multi-county regional transportation planning agency, should be mediated and resolved by the Secretary of Business, Housing and Transportation Agency, or an employee of that agency designated by the secretary, in consultation with the air pollution control district or air quality management district within whose boundaries the regional agency or agencies are located.

(e) At the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip-generating facility in another county shall participate in the congestion management program of the county where the facility is located. If a dispute arises involving a local jurisdiction, the agency may request the regional agency to mediate the dispute through procedures pursuant to subdivision (d) of Section 65089.2. Failure to resolve the dispute does not invalidate the congestion management program.

65089.3. The agency shall monitor the implementation of all elements of the congestion management program. The department is responsible for data collection and analysis on state highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other affected owners and operators in developing data collection and analysis procedures and schedules prior to program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:

(a) Consistency with levels of service standards, except as provided in Section 65089.4.

(b) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.

(c) Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

65089.4. (a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.

(b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f) of this section, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district. If the calculated traffic level of service following exclusion of these impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.

(c) The agency shall be responsible for preparing and adopting procedures for local deficiency plan development and implementation responsibilities, consistent with the requirements of this section. The deficiency plan shall include all of the following:

(1) An analysis of the cause of the deficiency. This analysis shall include the following:

(A) Identification of the cause of the deficiency.

(B) Identification of the impacts of those local jurisdictions within the jurisdiction of the agency that contribute to the deficiency. These impacts shall be identified only if the calculated traffic level of service following exclusion of impacts pursuant to subdivision (f) indicates that the level of service standard has not been maintained, and shall be limited to impacts not subject to exclusion.

(2) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

(3) A list of improvements, programs, or actions, and estimates of costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved nonmotorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list has not been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.

(4) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000), that shall be implemented, consisting of improvements identified in paragraph (2), or improvements, programs, or actions identified in paragraph (3), that are found by

the agency to be in the interest of the public health, safety, and welfare. The action plan shall include a specific implementation schedule. The action plan shall include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the agency's deficiency plan procedures. The action plan need not mitigate the impacts of any exclusions identified in subdivision (f).

Action plan strategies shall identify the most effective implementation strategies for improving current and future system performance.

(d) A local jurisdiction shall forward its adopted deficiency plan to the agency within 12 months of the identification of a deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following that hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the local jurisdiction of the reasons for that rejection, and the local jurisdiction shall submit a revised plan within 90 days addressing the agency's concerns. Failure of a local jurisdiction to comply with the schedule and requirements of this section shall be considered to be nonconformance for the purposes of Section 65089.5.

(e) The agency shall incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within the boundaries of the agency.

(1) If, according to the agency's methodology, it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions.

(2) The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other impacting local jurisdictions. If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements of paragraph (a) of this section, that jurisdiction shall be considered in nonconformance with the program for purposes of Section 65089.5.

(3) The agency shall establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.

(f) The analysis of the cause of the deficiency prepared pursuant to paragraph (1) of subdivision (c) shall exclude the following:

(1) Interregional travel.

(2) Construction, rehabilitation, or maintenance of facilities that impact the system.

(3) Freeway ramp metering.

(4) Traffic signal coordination by the state or multi-jurisdictional agencies.

(5) Traffic generated by the provision of low-income and very low income housing.

(6) (A) Traffic generated by high-density residential development located within one-fourth mile of a fixed rail passenger station, and

(B) Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the agency.

(g) For the purposes of this section, the following terms have the following meanings:

(1) "High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.

(2) "Mixed use development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

65089.5. (a) If, pursuant to the monitoring provided for in Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in writing of the specific areas of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.

(b) (1) Upon receiving notice from the agency of nonconformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code.

(2) If, within the 12-month period following the receipt of a notice of nonconformance, the Controller is notified by the agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.

(3) If the Controller is not notified by the agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld

pursuant to this section to the agency.

(c) The agency shall use funds apportioned under this section for projects of regional significance which are included in the capital improvement program required by paragraph (5) of subdivision (b) of Section 65089, or in a deficiency plan which has been adopted by the agency. The agency shall not use these funds for administration or planning purposes.

65089.6. Failure to complete or implement a congestion management program shall not give rise to a cause of action against a city or county for failing to conform with its general plan, unless the city or county incorporates the congestion management program into the circulation element of its general plan.

65089.7. A proposed development specified in a development agreement entered into prior to July 10, 1989, shall not be subject to any action taken to comply with this chapter, except actions required to be taken with respect to the trip reduction and travel demand element of a congestion management program pursuant to paragraph (3) of subdivision (b) of Section 65089.

65089.9. The study steering committee established pursuant to Section 6 of Chapter 444 of the Statutes of 1992 may designate at least two congestion management agencies to participate in a demonstration study comparing multimodal performance standards to highway level of service standards. The department shall make available, from existing resources, fifty thousand dollars ($50,000) from the Transportation Planning and Development Account in the State Transportation Fund to fund each of the demonstration projects. The designated agencies shall submit a report to the Legislature not later than June 30, 1997, regarding the findings of each demonstration project.

65089.10. Any congestion management agency that is located in the Bay Area Air Quality Management District and receives funds pursuant to Section 44241 of the Health and Safety Code for the purpose of implementing paragraph (3) of subdivision (b) of Section 65089 shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter.

APPENDIX B

Growth Management Program Requirements

The following appendix contains the growth management program of the expenditure plan established when Contra Costa voters passed Measure J in 2004. The growth management program established the requirements that local jurisdictions in Contra Costa County must follow to remain eligible for return-to-source funds, and the Authority must follow in carrying out the growth management objectives of Measure J.

Expenditure Plan Growth Management Program

Goals and Objectives

The overall goal of the Growth Management Program is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land use decisions. [1]

The objectives of the Growth Management Program are to:

- Assure that new residential, business, and commercial growth pays for the facilities required to meet the demands resulting from that growth.
- Require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies.
- Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.
- Support infill and redevelopment in existing urban and brownfield areas.

COMPONENTS

To receive its share of Local Transportation Maintenance and Improvement funds and to be eligible for Contra Costa Transportation for Livable Communities funds, each jurisdiction must:

1. Adopt a Growth Management Element

Each jurisdiction must adopt, or maintain in place, a Growth Management Element as part of its General Plan that outlines the jurisdiction's goals and policies for managing growth

[1] The Authority will, to the extent possible, attempt to harmonize the Growth Management and the State-mandated Congestion Management Programs. To the extent they conflict, Congestion Management Program activities shall take precedence over Growth Management Program activities.

and requirements for achieving those goals. The Growth Management Element must show how the jurisdiction will comply with sections 2–7 below. The Authority will refine its model Growth Management Element and administrative procedures in consultation with the Regional Transportation Planning Committees to reflect the revised Growth Management Program.

Each jurisdiction is encouraged to incorporate other standards and procedures into its Growth Management Element to support the objectives and required components of this Growth Management Program.

2. Adopt a Development Mitigation Program

Each jurisdiction must adopt, or maintain in place, a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a local program to mitigate impacts on local streets and other facilities and a regional program to fund regional and subregional transportation projects, consistent with the Countywide Comprehensive Transportation Plan.

The jurisdiction's local development mitigation program shall ensure that revenue provided from this measure shall not be used to replace private developer funding that has or would have been committed to any project.

The regional development mitigation program shall establish fees, exactions, assessments or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development. Regional mitigation programs may adjust such fees, exactions, assessments or other mitigation measures when developments are within walking distance of frequent transit service or are part of a mixed-use development of sufficient density and with necessary facilities to support greater levels of walking and bicycling. Each Regional Transportation Planning Committee shall develop the regional development mitigation program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives and actions to achieve them established in the Action Plans for Routes of Regional Significance. Regional Transportation Planning Committees may use existing regional mitigation programs, if consistent with this section, to comply with the Growth Management Program.

3. Address Housing Options

Each jurisdiction shall demonstrate reasonable progress in providing housing opportunities for all income levels as part of a report on the implementation of the actions outlined in its adopted Housing Element. The report will demonstrate progress by:

(1) Comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in the jurisdiction's Housing Element; or
(2) Illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or
(3) Illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

In addition, each jurisdiction shall consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided, and shall incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments.

4. Participate In an Ongoing Cooperative, Multi-Jurisdictional Planning Process

Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the Regional Transportation Planning Committees and the Authority to create a balanced, safe and efficient transportation system and to manage the impacts of growth. Jurisdictions shall work with the Regional Transportation Planning Committees to:

A. Identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives.
B. Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.
C. Create the development mitigation programs outlined in section 2 above.
D. Help develop other plans, programs and studies to address other transportation and growth management issues.

In consultation with the Regional Transportation Planning Committees, each jurisdiction will use the travel demand model to evaluate changes to local General Plans and the impacts of major development projects for their effects on the local and regional transportation system and the ability to achieve the Multimodal Transportation Service Objectives established in the Action Plans.

Jurisdictions shall also participate in the Authority's ongoing countywide comprehensive transportation planning process. As part of this process, the Authority shall support countywide and subregional planning efforts, including the Action Plans for Routes of Regional Significance, and shall maintain a travel demand model. Jurisdictions shall help maintain the Authority's travel demand modeling system by providing information on proposed improvements to the transportation system and planned and approved development within the jurisdiction.

5. Adopt an Urban Limit Line (ULL)

Each jurisdiction must continuously comply with either a new "Countywide mutually agreed upon voter approved ULL" or the "local jurisdiction's voter approved ULL" before that jurisdiction would be eligible to receive the 18% return to source funds or the 5% TLC funds. In the absence of a new local voter approved ULL, submittal of an annexation request to LAFCO outside the countywide voter approved ULL will constitute non-compliance with the Measure C Growth Management Plan.

The new ULL will be developed and maintained consistent with the "Principles of Agreement" in Attachment A, incorporated herein by reference.

6. Develop a Five-Year Capital Improvement Program

Each jurisdiction shall prepare and maintain a capital improvement program that outlines the capital projects needed to implement the goals and policies of the jurisdiction's General Plan for at least the following five-year period. The Capital Improvement Program shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements. The jurisdiction shall forward the transportation component of its capital improvement program to the Authority for incorporation into the Authority's database of transportation projects.

7. Adopt a Transportation Systems Management (TSM) Ordinance or Resolution

To promote carpools, vanpools and park and ride lots, each jurisdiction shall adopt a local ordinance or resolution that conforms to the model Transportation Systems Management

Ordinance that the Transportation Authority has drafted and adopted. Upon approval of the Authority, cities with a small employment base may adopt alternative mitigation measures in lieu of a TSM ordinance or resolution.

ALLOCATION OF FUNDS

Portions of the monies received from the retail transaction and use tax will be returned to the local jurisdictions (the cities and the county) for use on local, subregional and/or regional transportation improvements and maintenance projects. Receipt of all such funds requires compliance with the Growth Management Program described below. The funds are to be distributed on a formula based on population and road miles.

Each jurisdiction shall demonstrate its compliance with all of the components of the Growth Management Program in a completed compliance checklist. The jurisdiction shall submit, and the Authority shall review and make findings regarding the jurisdiction's compliance with the requirements of the Growth Management Program, consistent with the Authority's adopted policies and procedures.

If the Authority determines that the jurisdiction complies with the requirements of the Growth Management Program, it shall allocate to the jurisdiction its share of local street maintenance and improvement funding. Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold those funds and also make a finding that the jurisdiction shall not be eligible to receive Contra Costa Transportation for Livable Communities until the Authority determines the jurisdiction has achieved compliance. The Authority's findings of noncompliance may set deadlines and conditions for achieving compliance.

Withholding of funds, reinstatement of compliance, reallocation of funds and treatment of unallocated funds shall be as established in adopted Authority's policies and procedures.

APPENDIX C

DESCRIPTION OF ACTION PLANS

The following description of Action Plans was extracted from the *Contra Costa Growth Management Program Implementation Documents*, adopted by the Contra Costa Transportation Authority in June 2010.

This excerpt focuses on Chapter 3 of the *Implementation Documents* which describes the required components of the Action Plans and the process for adopting and updating them.

3 ACTION PLANS FOR REGIONAL ROUTES

Measure J provides the basis for multijurisdictional planning, focusing on development of appropriate measures and programs for mitigation of regional traffic impacts. The measure requires jurisdictions to participate in an ongoing cooperative multijurisdictional planning process to create a balanced, safe, and efficient transportation system and to manage the impacts of growth. Measure J also requires that each jurisdiction consider the impacts of its land use and development policies on the transportation system. These requirements are to be implemented, in part, through the development and implementation of Action Plans for designated Regional Routes.

This Section discusses Action Plans in three parts:

1. A summary of the content of adopted Action Plans;
2. The planning process for updating Action Plans; and
3. The process for review, adoption and revision of the Plans.

Requirements for local compliance in relation to Action Plan implementation are listed in Section 8, Compliance and Compliance Reporting.

ACTION PLAN COMPONENTS

Action Plans will be required to include the components listed here. The Regional Committees may choose to include additional components.

1. **Long-range assumptions regarding future land use based on local general plans, consistent with regional forecasts.** The Authority maintains and updates a Land Use Information System (LUIS) that is consistent with the regional forecasts prepared by the Association of Bay Area Governments and reflects local plans for future development. The RTPCs are to use the LUIS in the short- and long-range forecasts used in developing and updating the Action Plans.

2. **Overarching goals that articulate the Authority's vision for the future.** These goals can be either qualitative or quantitative. They can also be corridor

specific, or apply to the entire subregion. For example, a goal could be to improve trunk-line transit service along a specific corridor or to improve overall transit ridership within the entire subregion.

3. **Adopted MTSOs that use a quantifiable measure of effectiveness and include a target date for attaining the objective**. MTSOs might include travel time, level of service, auto occupancy, or transit ridership. (Table 2 on the following page gives specific examples). RTPCs are encouraged to identify MTSOs that agencies can use as "thresholds of significance" in the CEQA process for a proposed development project or GPA. Objectives are to be consistent with the Authority's adopted goals.

4. **A set of actions to be implemented by each participating jurisdiction.** Actions may include commitments to: 1) fund a specific project or program; 2) support one or more strategies; or 3) implement any number of measures, all of which work towards the achievement of the MTSOs. The actions may be the same for each locality, or may vary. They may relate to capital improvements, fees, land use policy, TSM/TDM, transit service, or other programs and projects. Some actions may apply to more than one Regional Route because of the breadth of their impact. This is particularly likely in relation to land use measures.

Examples of Adopted MTSOs and Corresponding Actions

Sample MTSO	*Actions*
Maintain a delay index of 4.0 on Interstate 680	Continue to support investment in and implementation of HOV lanes on I-680 Continue to support planned improvements to the I-680/SR-4 interchange and to SR-4 Continue to work with Solano County to manage traffic in the I-680 corridor Complete the I-680 HOV Express bus access study funded through Regional Measure 2
Maintain LOS E on Bailey Road, and LOS D on all other signalized suburban arterials	Pursue development and completion of arterial projects, such as the widening of the Bailey Road/West Leland Road intersection Review and implement appropriate operational strategies originally recommended in the East County Commute Corridor Traffic Management Plan Coordinate with the California Highway Patrol to promote safer traffic operations, including facilitating enforcement
Maintain a delay index of 3.0 or less on I-80 during weekday morning and evening peak hour	Work with Solano County, Vallejo Transit, Caltrans, and MTC to obtain funding in Solano County for HOV lanes between I-80/I-680 and I-80/I-505, Park & Ride lots, ITS projects, and increased express bus service to the Bay Area Work with California Highway Patrol to encourage an increase in enforcement of HOV lane requirements for three-person carpools Identify full funding for the I-80 interchanges with San Pablo Dam Road, Central Avenue, and SR-4, including funding for long-term operations and maintenance
Maintain a minimum average speed of 30 miles per hour on I-580	Complete I-580 Eastbound/Westbound HOV Lane Pursue fifth eastbound through lane on I-580 from Santa Rita Rd to Vasco Rd Complete westbound I-580 auxiliary lane

5. **Requirements for consultation on environmental documents among participating localities.** Projects and GPAs that exceed a specified threshold

are subject to consultation requirements. The threshold size that triggers consultation requirements is specified in Section 4. Each Regional Committee may also establish an alternative threshold provided its own requirements are at least as stringent as those contained in the CEQA guidelines and those established by the Authority. Furthermore, consultation on environmental documents should not be limited to neighboring jurisdictions; it should include affected RTPCs, and all localities upon which the project could have a significant impact. Section 4 provides further information regarding this requirement.

6. **Procedure for review of impacts resulting from proposed local General Plan amendments that have the potential to influence the effectiveness of adopted Action Plans.** Because the Action Plans will be based on land use assumptions reflecting local General Plans, General Plan amendments may affect implementation of Action Plans. The Authority has adopted a process for notification and review of the impact of proposed General Plan amendments. (See Section 4 for a more detailed description of the process.) Within the framework of adopted Authority policy, the Action Plans may outline in further detail how that process will be implemented for GPAs within the Action Plan area.

7. **Schedule for the Regional Committee and the Authority to review progress in attaining MTSOs, and revision of Action Plans as needed.** The updated Action Plans will represent each RTPC's best efforts to develop projects and programs that will result in progress towards meeting objectives. Because of the difficulty of anticipating program effectiveness, the Action Plans should be reviewed periodically and revised as appropriate.

ACTION PLAN UPDATES

Updated Action Plans will be developed by the Regional Committees in cooperation with local jurisdictions. The Action Plan updates will be based on corridor-level analysis that establishes existing conditions and projected changes in operations. The update should include an evaluation of whether the adopted MTSOs are being met. The update will follow the general guidelines and steps outlined below and illustrated in Figure 2.

Preliminary Objectives

Quantifiable MTSOs are a required component of Action Plans. Objectives can be stated using various measures of effectiveness, such as travel time, average auto occupancy or transit patronage. Each objective will be quantifiable and will include a target date for attainment. The MTSOs should be crafted to serve as a "threshold of significance" in a CEQA document. For example, an adopted objective might be: "Maintain a Delay Index of 2.5 on [name of Regional Route segment]." Actions corresponding to this type of objective might include construction of auxiliary lanes, a new park-and-ride lot, creation of high-occupancy vehicle (HOV) lanes, metering the flow of traffic onto the facility, and implementation of a focused TSM/TDM program. When considering a GPA or major development project, the EIR would indicate whether the proposed action would exceed the MTSO, and the EIR would classify an exceedance as a significant impact on the environment.

Ideally, MTSOs would envision an improvement in operations. In some cases, however, objectives may seek to maintain current service levels (a non-degradation standard such as a policy to maintain a 20-minute travel time on a specified road segment over the next five years). In the worst case, where projections now indicate significant deterioration, a Committee might choose to adopt an objective to limit the rate of degradation.

During the development of primary objectives, Regional Committees that share designated Routes of Regional Significance should meet to coordinate their planning efforts. The updated Action Plans for different portions of the same Regional Route should have the same objectives.

An RTPC may identify segments of Regional Routes — corridors or geographic areas — that are subject to a specific MTSO. A geographically-specific MTSO may be used to address the following conditions:

1. **Accommodation of TOD:** Areas where Transit Oriented Development exists or is planned may need special consideration with regard to MTSOs that are

oriented towards achievement of Traffic LOS at adjacent intersections. These TOD areas may be identified in the action plan as being subject to alternative MTSOs that differ from a corridor-level MTSO.

2. **Accommodation of Infill Development:** One of the objectives of the GMP is to support infill and redevelopment in existing urban and brownfield areas. Measure J established the CC-TLC program to strengthen existing communities through infill development. However, infill development may have localized traffic impacts because adjacent regional routes may already carry heavy traffic volumes. MTSOs may be used to encourage effective use of the CC-TLC program, and support the GMP ULL requirement.

3. **Adopted or Proposed Traffic Management Programs:** Traffic Management Programs (TMPs) may involve metering that controls downstream traffic levels and encourages temporal, spatial, or modal diversion. Alternative MTSOs may be identified where TMPs intended to improve overall system performance are proposed or have been established.

4. **Conflict(s) with Regional, Statewide, or Federal programs:** Examples of these types of programs include congestion pricing, high-occupancy/toll (HOT) lanes, toll collection, and freeway ramp metering. In the case where an MTSO is adversely affected by such programs, the RTPC may specify a different MTSO.

[Insert Figure 2 from CCTA flowcharts]

Action Plan Actions, Measures & Programs

Evaluation of candidate actions, measures and programs will be based on the evaluation of baseline conditions and projections of future conditions assuming approved development, improvements in adopted capital improvements plans, and planned development consistent with local General Plans, and should take into account environmental and financial considerations. Travel demand forecasts will be prepared using the Authority's Countywide Model.

Since action policies are to be implemented by the local jurisdictions, each locality should review and be in agreement with proposed actions that the RTPCs develop. The actions, programs, and measures will be included in the updated Action Plan, with responsibilities assigned to the acting party. In some cases one action will be suitable for implementation by several or all jurisdictions, and acceptable to all. In others, actions may be unique to a single jurisdiction. As part of the Action Plan update process, specific actions to improve traffic conditions on the Routes of Regional Significance will be considered for adoption. The assignment of action policies should be limited to the involved parties who have representation on the RTPC.

Examples of actions to be considered and/or analyzed in the Action Plan for feasibility and effectiveness in attaining MTSOs include:

Land Use Policy

1. Modifications to allowable densities or set minimum densities for newly developing areas or infill areas where redevelopment is anticipated
2. Changes to location of planned land uses (new or redeveloped) to reduce impacts on Regional Routes
3. Conditions for development approvals on progress in attaining MTSOs
4. Establishing standards and incentives for Transit-Oriented Development (TOD) that will improve transit ridership

Capital Projects

1. Construction of new roads, transit facilities, or pedestrian, bicycle, or trail facilities
2. Street or freeway widening
3. HOV/HOT lane construction or facilities for "open road" tolling or congestion zone pricing

4. Adding turn lanes
5. Traffic calming features (e.g. curb bulbs, raised intersections, traffic circles/mini-roundabouts, median barriers, semi-diverters or diagonal diverters)

Operational Improvements

1. Traffic signal coordination
2. Traffic Management Programs
3. Integrated Corridor Management projects that deploy intelligent transportation system (ITS) technologies such as adaptive ramp metering, variable speed control, transit pre-emption, and improved incident detection
4. Revisions to transit routes and schedules
5. Augmentation of bus service on Regional Routes
6. Accommodation of HOVs/HOTs
7. Traffic calming measures

Trip Reduction Programs

1. Expanded TDM/TSM requirements within a corridor
2. Focused ridesharing or car sharing campaigns
3. Parking limitations and charges
4. Casual carpooling

Institutional and Intergovernmental Programs

1. Coordinated efforts to attract state and federal funding for projects in the County
2. Communication and cooperation with jurisdictions in adjacent counties
3. Regional measures implemented through the Bay Area Partnership.

Following evaluation of new action policies, the MTSOs will be finalized. When fully implemented, the actions, measures, and programs should result in achievement of the objectives, i.e., it should be reasonable to expect that if actions are implemented, the objectives will be achieved. A jurisdiction, however, may still be in compliance with the GMP even if the objectives are not met.

Work Program

The overall approach to updating the Action Plans includes the following specific tasks:

- Data collection
- Assess status of action plan, and identify issues and potential changes
- Identify new or refined MTSOs and actions
- Assess proposed changes
- Assess procedures for review and mitigation
- Prepare draft Action Plan Update
- Adopt final Action Plan Update

A model work program for an Action Plan Update is shown in Appendix C.

Procedures

In addition to identifying MTSOs and action policies, the updated Action Plans refer to the procedures outlined in this *Guide*, and specify any refinements to them, including:

- **Requirements for consultation on environmental documents:** The RTPC may set a threshold that is lower than the Authority threshold specified in Section 4;

- **Requirements for the review of impacts of local General Plan amendments that meet the specified threshold for vehicle trip generation:** Again, a lower threshold for review may be specified; and

- **A schedule for review by the Regional Committee and the Authority of progress in attaining objectives:** Generally, a two-to-four year review cycle is envisioned.

See items 5, 6 and 7 in Section 3.1 above for discussion of these procedures.

REVIEW, ADOPTION, AND REVISION OF UPDATED ACTION PLANS

The Action Plan update process relies on planning by the Regional Committees, consistent with Measure J, which notes that jurisdictions will "participate in the Authority's ongoing countywide comprehensive transportation planning process…, including the Action Plans for

Routes of Regional Significance." Because Action Plans must work together to serve all transportation needs in the county, the Action Plan update process involves all jurisdictions in the county in the review process through the Regional Committees. The overall process for the review, adoption, and revision of Action Plans is described below.

a. *Proposed updated Action Plan is circulated to all other Regional Committees.*

   Some circulation of proposed policies will have occurred during development of the Action Plans update to establish common objectives for Regional Routes connecting two or more regions. Circulation of the proposed updated Action Plans will occur after full agreement on the Plans is reached in the originating Regional Committee.

b. *Each Regional Committee is asked to comment on proposals, clearly identifying those proposals which it opposes and seeks to have changed by the originating Regional Committee.*

   Because their responses will influence the approval process, Regional Committees are asked to clearly differentiate between policies that are supported, those that are not supported but not strongly opposed, and those that are strongly opposed.

c. *The originating Regional Committee modifies its proposed objectives and action policies as appropriate following receipt of comments by other committees, and submits its proposal with comments from other committees to the Authority.*

   The Regional Committee may choose not to respond to comments received, but to allow the Authority, through its conflict resolution process, to determine what policies should prevail. Direct communications between Regional Committees, through joint meetings or other forums, it will be helpful in preparing revisions.

d. *The Authority acts on proposed objectives, actions, and procedures.*

   Where consensus has been reached among members of the Regional Committee and no other Committee has expressed objections to any of the policies, the Authority will accept the objectives and action policies as proposed. Where another committee or committees oppose some portion of the updated Action Plan, the Authority will determine which objectives and action policies are to be included as conditions of compliance with the GMP. In addition, the Action Plan procedures for consultation and review of EIRs and GPAs are reviewed for consistency with Authority policies.

e. *Local implementation of actions adopted by the Authority and the Regional Committees become conditions of local compliance with the GMP. (See Section 7 for greater detail.) Compliance is tied only to local implementation of action policies, and not to achievement of MTSOs.*

   Local jurisdictions will report on implementation of the set of actions identified in the adopted Action Plan through the biennial GMP checklist. One locality's compliance with the GMP cannot be judged based upon the unwillingness of another locality to participate in the process.

f. *A periodic review will be initiated by the Regional Committee and submitted to the Authority. It will be based on the Authority's MTSO monitoring on Regional Routes.*

   Consistent with the schedule for revision in the updated Action Plan, the Regional Committee and the Authority will periodically review progress in attaining objectives. If satisfactory progress is observed by the Regional Committee and the Authority, implementation of the updated Action Plan will continue. If progress has not been satisfactory, a revision of the Action Plan may be necessary. The revision process will require circulation and submittal of the proposed Action Plan as discussed in Section 3.2.

g. *Revision of updated Action Plans may be required to respond to General Plan Amendment(s) (GPAs) that would allow more development than anticipated by regional projections for population and job growth. This is because such unanticipated development could result in cumulative impacts that would adversely affect efforts to achieve and maintain MTSOs or conflict with implementation of adopted actions.*

   As outlined in Section 4, the Authority has an adopted GPA review process that requires consultation between the responsible agency proposing the GPA and the affected RTPC. This consultation process could result in proposed revisions to the adopted Action Plan. RTPCs should avoid watering down MTSOs during the revision process. Revisions may increase local commitments to actions needed as a result of GPAs or otherwise modify the approach to be taken to meeting objectives. Action Plan revisions that are made in response to a local jurisdiction's GPA should be based upon a consensus reached between the jurisdiction proposing the GPA, and the affected RTPC.

Insert Figure 3 from CCTA flowcharts

APPENDIX D

LEVEL OF SERVICE STANDARDS FOR FREEWAY SEGMENTS AND CMP INTERSECTIONS

The following tables list the level of service standards for freeway segments CMP monitoring intersections established in the Contra Costa CMP. The freeway segments are listed by freeway and include separate standards for both directions. The CMP Monitoring Intersections are listed by CMP route and include a single LOS standard for each intersection as well as LOS standards for the signalized intersections between the CMP Monitoring Intersections.

LEVEL OF SERVICE STANDARDS FOR FREEWAY SEGMENTS

Freeway		*NB*	*SB*	*EB*	*WB*
Interstate 80	Carquinez Bridge to Cummings Skyway	*F*	E		
	Cummings Skyway to State Route 4	*F*	E		
	State Route 4 to San Pablo Dam Road	*F*	*F*		
	San Pablo Dam Road to Cutting Boulevard	*F*	*F*		
	Cutting Boulevard to Alameda County line	*F*	*F*		
Interstate 580	Richmond-San Rafael Bridge to Alameda County line			E	E
Interstate 680	Benicia Bridge to State Route 4	*F*	*F*		
	State Route 4 to State Route 242	E	*F*		
	State Route 242 to El Cerro Boulevard	*F*	*F*		
	El Cerro Boulevard to Bollinger Canyon Road	E	*F*		
	Bollinger Canyon Road to Alameda County	E	E		
State Route 4	Interstate 80 to Cummings Skyway			*F*	*F*
	Cummings Skyway to Interstate 680			E	E
	Interstate 680 to State Route 242			E	E
	State Route 242 to Bailey Road			*F*	*F*
	Bailey Road to Loveridge Road			*F*	*F*
	Loveridge Road to State Route 160			*F*	*F*
State Route 24	Alameda County to Camino Pablo			E	*F*
	Camino Pablo to Oak Hill Road			*F*	*F*
	Oak Hill Road to Interstate 680			*F*	E
State Route 24	Interstate 680 to State Route 4	E	*F*		

LEVEL OF SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS IN WEST CONTRA COSTA COUNTY

For CMP Monitoring Intersections and Intervening Signalized Intersections, refer to Figure 2.5

Intersection	*Location*	*LOS Standard*	*Jurisdiction*
	John Muir Parkway — San Pablo Avenue to I–80		
W1	at San Pablo Avenue	E	Hercules
	San Pablo Avenue to I–80	E	Hercules
	San Pablo Avenue — John Muir Parkway to Alameda County		
W1	at John Muir Parkway	E	Hercules
	LOS between Monitoring Intersections	E	Hercules, Pinole, County
W2	at Pinole Valley Road	E	Pinole
	LOS between Monitoring Intersections	E	Pinole
W3	at Appian Way	E	Pinole
	LOS between Monitoring Intersections	E	Pinole, County, Richmond
W4	at Hilltop Drive	E	Richmond
	LOS between Monitoring Intersections	E	Richmond, San Pablo
W5	at Rumrill Boulevard	*F*	San Pablo
	LOS between Monitoring Intersections	E	San Pablo
W6	at El Portal	E	San Pablo
	LOS between Monitoring Intersections	E	San Pablo
W7	at Road 20	*F*	San Pablo
	LOS between Monitoring Intersections	E	San Pablo
W8	at San Pablo Dam Road	E	San Pablo
	LOS between Monitoring Intersections	E	San Pablo, Richmond
W9	at McBryde Avenue	E	Richmond
	LOS between Monitoring Intersections	E	Richmond
W10	at southbound I–80 off-ramps	E	Richmond
	LOS between Monitoring Intersections	E	Richmond
W11	at northbound I–80 on-ramps	E	Richmond
	LOS between Monitoring Intersections	E	Richmond

LEVEL OF SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS IN WEST CONTRA COSTA COUNTY

For CMP Monitoring Intersections and Intervening Signalized Intersections, refer to Figure 2.5

Intersection	*Location*	*LOS Standard*	*Jurisdiction*
W12	at Barrett Avenue	*F*	Richmond
	LOS between Monitoring Intersections	E	Richmond
W13	at Cutting Boulevard	E	El Cerrito
	LOS between Monitoring Intersections	E	El Cerrito
W14	at Central Avenue	E	El Cerrito
	LOS Central to Alameda County	E	El Cerrito
	San Pablo Dam Road — San Pablo Avenue to Bear Creek Road (WCCTAC and Lamorinda)		
W8	at San Pablo Avenue	E	San Pablo
	LOS between Monitoring Intersections	E	San Pablo
W15	at southbound on-ramps to I–80	*F*	San Pablo
W16	at northbound on-ramps to I–80	*F*	San Pablo
	LOS between Monitoring Intersections	E	Richmond, San Pablo, County
W17	at El Portal Drive	E	Richmond, County
W18	*LOS between Monitoring Intersections*	E	Richmond, County
W18	at Appian Way	E	County
	LOS between Monitoring Intersections	E	Richmond, County
W19	at Castro Ranch Road	E	Richmond, County
	LOS between Monitoring Intersections	E	Richmond, County
W20	at Bear Creek Road	*F*	Orinda, County
	El Portal Drive — San Pablo Avenue to San Pablo Dam Road (WCCTAC)		
W6	at San Pablo Avenue	E	San Pablo
	LOS between Monitoring Intersections	E	San Pablo
W21	at Road 20	E	San Pablo
	LOS between Monitoring Intersections	E	San Pablo
W22	at southbound ramps to I–80	*F*	County
W23	at northbound ramps to I–80	*F*	Richmond, County

LEVEL OF SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS IN WEST CONTRA COSTA COUNTY

For CMP Monitoring Intersections and Intervening Signalized Intersections, refer to Figure 2.5

Intersection	*Location*	*LOS Standard*	*Jurisdiction*
	LOS between Monitoring Intersections	E	Richmond, County
W17	at San Pablo Dam Road	E	Richmond, County
	Cutting Boulevard — Canal Boulevard to San Pablo Avenue (WCCTAC)		
W24	at Canal Boulevard	E	Richmond
	LOS between Monitoring Intersections	E	Richmond
W25	at Harbour Way	E	Richmond
	LOS between Monitoring Intersections	E	Richmond
W26	at Carlson Boulevard	E	Richmond
	LOS between Monitoring Intersections	E	Richmond, El Cerrito
W13	at San Pablo Avenue	E	El Cerrito

LEVEL OF SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS IN CENTRAL CONTRA COSTA COUNTY

For CMP Monitoring Intersections and Intervening Signalized Intersections, see Figure 2.6

Intersection	*Location*	*LOS Standard*	*Jurisdiction*
	Alhambra Avenue — Arch Street to Taylor Boulevard		
	LOS between Arch Street and State Route 4	E	Martinez
C1	at eastbound ramps to State Route 4	E	Martinez
	LOS between Monitoring Intersections	E	Martinez
C2	at Taylor Boulevard	*F*	Pleasant Hill
	Pacheco Boulevard/Contra Costa Boulevard/Main Street — State Route 4 to I–680		
C3	at John Muir Road	E	County
	LOS between Monitoring Intersections	E	County
C4	at southbound ramps to I–680	E	Pleasant Hill
	LOS between Monitoring Intersections	E	Pleasant Hill
C5	at Concord Avenue/Chilpancingo Parkway	E	Pleasant Hill
	LOS between Monitoring Intersections	E	Pleasant Hill
C6	at Willow Pass Road/Taylor Boulevard	E	Pleasant Hill, Concord
	LOS between Monitoring Intersections	E	Pleasant Hill, Concord, County
C7	at Gregory Lane/southbound I–680 ramp	E	Pleasant Hill
	LOS between Monitoring Intersections	E	Pleasant Hill
C8	at Monument Boulevard	*F*	Pleasant Hill
	LOS between Monitoring Intersections	E	Pleasant Hill
C9	at Boyd Road/southbound ramps to I–680	E	Pleasant Hill
	LOS between Monitoring Intersections	E	Pleasant Hill, Walnut Creek
C10	at Sunnyvale Avenue/southbound I–680 ramps	*F*	Walnut Creek

LEVEL OF SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS IN CENTRAL CONTRA COSTA COUNTY

For CMP Monitoring Intersections and Intervening Signalized Intersections, see Figure 2.6

Intersection	*Location*	*LOS Standard*	*Jurisdiction*
	LOS between Monitoring Intersections	*F*	Walnut Creek
C11	at Geary Road	*F*	Walnut Creek
	LOS between Monitoring Intersections	E	Walnut Creek
C12	at I–680 southbound ramps (near San Luis)	E	Walnut Creek
C13	at I–680 northbound ramps (north of Parkside)	E	Walnut Creek
	Willow Pass Road/Taylor Boulevard — I–680 to Pleasant Hill Road		
C6	at Contra Costa Boulevard	E	Pleasant Hill, Concord
	LOS between Monitoring Intersections	E	Pleasant Hill
C2	at Alhambra Avenue	*F*	Pleasant Hill
	LOS between Monitoring Intersections	E	Pleasant Hill
C14	at Withers Avenue	E	Lafayette, County
	LOS to Pleasant Hill Road	E	Lafayette, County
	Geary Road/Pleasant Hill Road — North Main Street to Taylor Boulevard		
C11	at North Main Street	*F*	Walnut Creek
	LOS between Monitoring Intersections	*F* [1]	Walnut Creek, Pleasant Hill
C15	at Geary Road/Pleasant Hill Road intersection	E	Pleasant Hill
	LOS to Taylor Boulevard	E	County, Lafayette
	Treat Boulevard — Clayton Road to North Main Street		
C16	at Clayton Road	E	Concord
	LOS between Monitoring Intersections	E	Concord

1 The City of Walnut Creek has provided data for the Buena Vista Ave/Putnam Blvd. on Geary Rd. intersection that supports a LOS F standard designation.

LEVEL OF SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS IN CENTRAL CONTRA COSTA COUNTY

For CMP Monitoring Intersections and Intervening Signalized Intersections, see Figure 2.6

Intersection	*Location*	*LOS Standard*	*Jurisdiction*
C17	at Cowell Road	E	Concord
	LOS between Monitoring Intersections	E	Concord
C18	at Oak Grove Road	*F*	Concord
	LOS between Monitoring Intersections	*F*	Concord, Walnut Creek
C19	at Bancroft Road	*F*	Walnut Creek
	LOS between Monitoring Intersections	E	Walnut Creek, County
C20	at Oak Road	E	Walnut Creek, Pleasant Hill, County
C21	at Buskirk Avenue/I–680 northbound ramps	E	Walnut Creek, County
C11	at Main Street/Geary Road	*F*	Walnut Creek
	Clayton Road — Treat Boulevard to Ygnacio Valley Road/Kirker Pass Road		
C16	at Treat Boulevard	E	Concord
	LOS between Monitoring Intersections	E	Concord
C22	at Ygnacio Valley Road/Kirker Pass Road	E	Concord
	Ygnacio Valley Road — Kirker Pass Road to I–680		
C22	at Kirker Pass Road/Clayton Road	E	Concord
	LOS between Monitoring Intersections	E	Concord
C23	at Alberta	*F*	Concord
	LOS between Monitoring Intersections	E	Concord
C24	at Ayers Road	E	Concord
	LOS between Monitoring Intersections	E	Concord
C25	at Cowell Road	*F*	Concord
	LOS between Monitoring Intersections	*F*	Concord, Walnut Creek
C26	at Oak Grove Road	*F*	Walnut Creek
	LOS between Monitoring Intersections	*F*	Walnut Creek
C27	at Bancroft Road	*F*	Walnut Creek

LEVEL OF SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS IN CENTRAL CONTRA COSTA COUNTY

For CMP Monitoring Intersections and Intervening Signalized Intersections, see Figure 2.6

Intersection	*Location*	*LOS Standard*	*Jurisdiction*
	LOS between Monitoring Intersections	*F*	Walnut Creek
C28	at Walnut Boulevard	*F*	Walnut Creek
	LOS between Monitoring Intersections	*F* [2]	Walnut Creek
C29	at I–680 northbound ramps	E	Walnut Creek
C30	at I–680 southbound ramps	E	Walnut Creek

LEVEL-OF-SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS IN EAST CONTRA COSTA COUNTY

For CMP Monitoring Intersections and Intervening Signalized Intersections, see Figure 2.7

Intersection	*Location*	*LOS Standard*	*Jurisdiction*
	Railroad Avenue/Kirker Pass Road — State Route 4 to Clayton Rd/Ygnacio Valley Rd		
E1	at westbound State Route 4 ramps	E	Pittsburg
E2	at eastbound State Route 4 ramps	E	Pittsburg
	LOS between Monitoring Intersections	E	Pittsburg
E3	at Buchanan Road	E	Pittsburg
	State Route 4 — State Route 160 to San Joaquin County		
	LOS between Monitoring Intersections	E	County
E4	at Neroly Road	E	County
	LOS between Monitoring Intersections	E	County
E5	at Big Break Road	E	County
	LOS between Monitoring Intersections	E	County
E6	at Oakley Road	E	County
	LOS between Monitoring Intersections	E	County
E7	at Cypress Road	E	County
	LOS between Monitoring Intersections	E	County, Brentwood
E8	at Balfour Road	E	Brentwood
	LOS between Monitoring Intersections	E	County, Brentwood
E9	at Byron Highway	E	County

APPENDIX E

CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program (CIP) contains those roadway, transit and trail projects that are already programmed (and thus have committed funding), those proposed for funding through MTC's RTIP process, TSM projects, TFCA projects and those developer-funded projects where funding through fee programs is imminent. Because costs for some projects have not been identified, the total estimated cost may not reflect the extent of State, federal and local funding needed.

Project Type	Total Cost
Arterial/Roadway	$1,261,869,362
Bicycle/Pedestrian	$266,777,709
Bus	$278,236,754
Expressway	$208,700,000
Ferry	$164,400,000
Freeway	$2,340,679,200
Interchange	$1,001,630,000
Intermodal/Park-and-Ride	$110,030,000
Maintenance	$430,566,515
Operations	$171,940,613
Rail/Rapid Transit	$3,544,527,000
Study	$18,702,537
Transportation for Livable Communities	$81,242,920
Total Cost:	$9,879,302,610

Arterial/Roadway Projects

Antioch

0043 – Wilbur Avenue Bridge, Widen

Widen and add two lanes to Wilbur Avenue Bridge

Limits: Wilbur Avenue within City of Antioch

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Design and ROW

RTP Ref. No.: 94046

Project Cost: $6,500,000 in 2002 dollars

Committed Funding

Amount:	Source:	Type:
$5,200,000	HBRR	State
$130,000	Gas Tax	Local

0197 – Lone Tree Way and Hillcrest Ave: Widen to 6 Lanes

Widening of Lone Tree Way/Hillcrest Ave in Antioch. Six lanes plus turn lanes

Limits: Lone Tree Way/Hillcrest Avenue in Antioch (needs more specific project limits)

Secondary Sponsors: Assessment District contact Steve S

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Design and ROW

RTP Ref. No.:

Project Cost: $500,000 in 2001 dollars

Committed Funding

Amount:	Source:	Type:
$500,000		Fees/Exactions

0301a – Standard Oil Avenue: Construct New Roadway, Buchanan Rd to Delta Fair

New two-lane arterial from Buchanan Road. to Delta Fair Blvd. and widening the Century Blvd. and Delta Fair Blvd. intersection. Construct a connection to Los Medanos College access road. Provide bicycle lanes and sidewalks.

Limits: Buchanan Rd. to Century Blvd. at Highway-4

Secondary Sponsors: City of Pittsburg and Los Medanos C

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $6,000,000 in 2005 dollars

Committed Funding

Amount:	Source:	Type:

0412 – Pittsburg-Antioch Highway Widening

Widen existing 2-lane arterial roadway to 4-lane arterial with turning lanes at appropriate locations.

Limits: From Somersville Rd. to Loveridge Rd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.: 230236

Project Cost: $14,200,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$14,200,000	Local Streets and Roads	Fees/Exactions

0669 – Deer Valley Road Widening

Improve Deer Valley Road from a two lane, non-standard road to an arterial road between Balfour Road, and Sand Creek Road (1.2 miles), with full improvements including traffic signal systems

Limits: Balfour Rd. north to Antioch City Limits

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $8,055,000 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$8,055,000	Facility Fees/Developer Contributions	Fees/Exactions

0765a – Widen Wilbur Avenue over Burlington Northern Santa Fe Railroad from 2 lanes to 4 lanes

Widen Wilbur Avenue from 2 lanes to 4 lanes over Burlington Northern Santa Fe Railroad

Limits: East of BNSF Railroad to SR 160

Secondary Sponsors: Contra Costa County

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.: 21214

Project Cost: $15,700,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$13,900,000	HBRR	Fees/Exactions
$1,800,000	Other Local	Local

0765b – Wilbur Avenue: Widen, A to Cavallo

Widen Wilbur Avenue from two lanes to four lanes, from A Street to Cavallo Road

Limits: A Street to Cavallo Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $3,000,000 in 2003 dollars

Committed Funding

Amount:	Source:	Type:

0767 – Heidorn Ranch Road: Widen, Lone Tree to Sand Creek

Widen Heidorn Ranch Road from 2 to 4 lanes between Lone Tree Way and Sand Creek Road

Limits: Lone Tree Way to Sand Creek Road

Secondary Sponsors: Brentwood

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in 2001 dollars

Committed Funding

Amount:	Source:	Type:
$0		Fees/Exactions

0769 – Buchanan Road: Widen, Somersville to Antioch City Limits

Widen Buchanan Road from 2 to 4 lanes between Somersville Road and the Antioch City Limits

Limits: Somersville Road to Antioch City Limits

Secondary Sponsors: Developers are to construct this ne

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $5,000,000 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$5,000,000		Fees/Exactions

0770c – Widen Deer Valley Road, Sand Creek to Balfour

Widen Deer Valley Road to four lanes.

Limits: Sand Creek Road to Balfour Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $0 in 0 dollars

Committed Funding

Amount:	Source:	Type:

0771 – Hillcrest Avenue: New segment from Prewett Ranch Rd to Sand Creek Rd (Phase 1)

Phase 1: Construct new 4 lane divided arterial from Prewitt Ranch Road south to Sand Creek Road; to be funded by adjoining development.

Limits: Prewett Ranch Road to Sand Creek Road

Secondary Sponsors: City of Brentwood

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Design and ROW

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:
$0		Fees/Exactions

1019 – Buchanan Road, Delta Fair to Contra Loma

Widen Buchanan Road from 4 lanes to divided four-lane arterial, from Delta Fair Boulevard to Contra Loma Boulevard.

Limits: From Delta Fair Boulevard to Contra Loma Boulevard

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1020 – Fitzuren Road Widening & Realignment

Replace the old 2-lane Fitzuren Road with a new 4-lane divided arterial including shoulders/bike lanes, park and ride, and sidewalks. (Widening of SR 4 will remove existing eastbound off-ramp to G Street that nows allows direct connection of Fitzuren and Tregallas Roads.)

Limits: Contra Loma Blvd and Fitzuren to W. Tregallas Road east of G Street

Secondary Sponsors: CCTA and Caltrans

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.: 230253

Project Cost: $9,600,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:
$9,600,000	Local Streets and Roads	Local

1021 – Delta Fair Boulevard Widen Belle Dr. to West of Fairview Dr.

Widen Delta Fair Boulevard from four lanes to a divided four-lane arterial from Belle Drive to west of Fairview Drive

Limits: From Belle Drive to west of Fairview Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $3,400,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

1022 – West Tregallas Road Widening from Lone Tree Way to G Street

Widen West Tregallas Road from two lanes to four lanes from Lone Tree Way to G Street to provide a continuous arterial south of, and paralleling, State Route 4.

Limits: Lone Tree Way to G Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $17,500,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

1024 – Ninth and Tenth Streets One-way Couplet between A St.and L St.

Create a one-way couplet on Ninth and Tenth Streets between A and L Streets

Limits: From A to L Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $4,500,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

1101b – Standard Oil Avenue: Construct New Roadway, James Donlon to Buchanan

Construct new two-lane roadway

Limits: From James Donlon Road to Buchanan Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $0 in 0 dollars

Committed Funding		
Amount:	Source:	Type:

1152 – Slatten Ranch Road, New Arterial

Construct new 4-lane divided arterial. About 1200-feet of the roadway was built by Slatten Ranch Shopping Center.

Limits: Lone Tree Way to Laurel Rd

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Design and ROW

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1153 – Slatten Ranch Road extension

Construct new segment of 4-lane divided arterial

Limits: Laurel Rd to Hillcrest

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1154 – Phillips Lane Extension

New 4-lane divided arterial with railroad grade separation

Limits: Oakley Road to Slatten Ranch Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1155 – Vierra Road, New Collector

Construct new collector street for access to the eBart station and transit oriented development area. May need to go over the UPRR tracks

Limits: E.18th Street to Slatten Ranch Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1156 – Oakley Road, Construct New Arterial

Cosntruct 4-lane divided arterial

Limits: Hillcrest to Phillips

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1157 – Hillcrest Grade separation

[needs description]

Limits: Hillcrest at UPRR tracks

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1158 – A Street Grade Separation

Construct railroad dridge over A Street

Limits: UPRR at A street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1159 – UPRR Grade Separation at Somersville

[needs description]

Limits: UPRR tracks at Somersville

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1160 – 18th Street Extension

Limits: "L" Street to just west of the fairgrounds

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1333 – Slatten Ranch Road to the eBART station

New 4 lane divided street from Hillcrest Ave/Sunset Drive easterly to a new eBart Station

Limits: Hillcrest Ave easterly for 3000 ft to an eBart station

Secondary Sponsors: Bart/CCTA

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $7,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1369 – New Sand Creek Road

Construct 4- to 6-lane divided arterial as extension west from new interchange on State Route 4 Bypass. Project will be funded will developer contributions.

Limits: Deer Valley Road to SR 4 Bypass

Secondary Sponsors: Brentwood

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Underway	Design and ROW

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1370 – Dallas Ranch Road Extension

Extend existing 4-lane divided arterial south and east to Deer Valley, to be funded by developer of adjoining subdivisions.

Limits: Near Mokelumne St to Deer Valley Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1371 – Hillcrest Avenue: Extend from Sand Creek Road to Balfour

Construct new 4 lane divided arterial from Sand Creek Road to south of Balfour Road; to be funded by adjoining development. (Phase 2 of Project 0771.)

Limits:

Secondary Sponsors: Brentwood

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1372 – "L" Street Widening

Widen "L" Street from 2- to 4-lane collector.

Limits: 10th St to 4th St

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Completed	Design and ROW

RTP Ref. No.:

Project Cost: in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

Brentwood

0652 – Anderson Lane Extension to Grant Street

Construct 2-lane residential collector extending Anderson Lane from Lone Tree Way south to Grant Street.

Limits: Lone Tree Way to Grant Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Completed	Under Construction

RTP Ref. No.:

Project Cost: $5,086,754 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$5,086,754	Facility Fees/Developer Contributions	Fees/Exactions

0653 – Anderson Lane Widening

Widen existing Anderson Lane to a 2-lane collector with 16' landscaped median, 8' bike lanes and sidewalk.

Limits: Anderson Lane from Lone Tree Way to Neroly Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Not Begun	Under Construction

RTP Ref. No.:

Project Cost: $1,708,756 in 2006 dollars

Committed Funding		
Amount:	Source:	Type:
$1,708,756	Developer Contributions	Fees/Exactions

0654 – Armstrong Road Extension

Extend Armstrong Way residential collector. Includes bike lane, sidewalk, landscaping each side.

Limits: Carnegio Lane to Mills Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Completed	Under Construction

RTP Ref. No.:

Project Cost: $3,041,929 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:
$3,041,929	Developer contributions	Fees/Exactions

0657 – Balfour Road Improvements - Phase II

Widen existing Balfour Road to 4 lanes. Includes curb, gutter, sidewalk, bike lanes, landscaping, sewer and water lines.

Limits: West of City limits toward Deer Valley Rd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Not Applicable	Design and ROW

RTP Ref. No.:

Project Cost: $13,184,388 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:
$2,104,090		Other
$11,080,298	Facility Fees/Developer Contributions	Fees/Exactions

0661 – Central Boulevard Bridge and Road Widening

Widen existing roadway and bridge at Marsh Creek to four lanes. Includes bike lane, sidewalk and landscaping.

Limits: Dainty Avenue to Griffith Lane

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $3,435,000 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$3,735,156	Facility Fees	Fees/Exactions

0671 – Empire Road Widening

Widen Empire Avenue from 2 to 4 lanes between Lone tree Way and UPRR/Antioch City Limits, consisting of curbs, gutters, sidewalks, bike lanes, landscaping, and median.

Limits: Neroly Road to Lone Tree Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Under Construction

RTP Ref. No.: 230288

Project Cost: $2,100,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$2,100,000	Local Streets and Roads	Local

0688 – Lone Tree Way Widening CIP# 336-3131

Widen existing Lone Tree Way to 4 lanes. Includes median, curb, gutter, sidewalk, landscaping and bike lanes, drainage and utility relocations.

Limits: Lone Tree Way, from 400 feet west of O'Hara Avenue to Brentwood Boulevard

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $22,848,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$186,000	Facility Fees	Fees/Exactions
$8,211,407	Unidentified Local	Local
$1,002,593	Development Contributions	Fees/Exactions

0692 – O'Hara Avenue Widening

Widen O'Hara Avenue to 4-lane arterial, approximately 2,800 lf..

Limits: O'Hara Avenue from Lone Tree Way to Neroly Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Completed	Under Construction

RTP Ref. No.:

Project Cost: $3,976,160 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$3,092,100	Facility Fees/Developer Contributions	Fees/Exactions

0693 – San Jose Avenue Extension II - to Sand Creek

Extend San Jose Avenue 2-lane residental collector. Includes bike lanes, sidewalk, landscaping, sewer and water lines.

Limits: West end of San Jose northwest to Sand Creek Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Completed	Design and ROW

RTP Ref. No.:

Project Cost: $2,314,365 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$2,967,358	Developer Contributions	Fees/Exactions

0695 – Sand Creek Road (To Sellers Avenue)

Extend Sand Creek Road as a 2-lane collector with bike lanes, curb, gutter, sidewalk, landscaping, sewer, potable and non-potable water lines.

Limits: Sand Creek Road from Brentwood Boulevard to Sellers Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Underway	Under Construction

RTP Ref. No.:

Project Cost: $7,104,889 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$4,347,245	Facility Fees	Fees/Exactions
$3,279,501	Developer Contributions	Fees/Exactions

0699 – Sellers Avenue Widening II - to Sunset

Widen existing Sellers Avenue to residential collector.

Limits: Sellers Avenue from Chestnut Street to Sunset Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $4,972,460 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$6,879,000	Facility Fees/Developer Contributions	Fees/Exactions

0703 – Sunset Road Widening

Widen existing south side of Sunset Road to industrial street section with 64' right of way. Includes curb, gutter, sidewalk, street lighting and landscaping.

Limits: Tresch Road to Sellers Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Underway	Under Construction

RTP Ref. No.:

Project Cost: $1,568,390 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$942,006	Developer Contributions	Fees/Exactions
$756,070	Facility Fees	Fees/Exactions

0705 – Sycamore Avenue Improvements-Sellers Avenue

Extend 2-lane Sycamore Avenue to Sellers Avenue from Garin Parkway extension.

Limits: Garin Parkway to Sellers Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Design and ROW

RTP Ref. No.:

Project Cost: $875,880 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$796,180	Developer Fees	Fees/Exactions
$341,220	Facility Fees	Fees/Exactions

0908 – Brentwood Boulevard (SR4) Widening North - Phase II

Widen Brentwood Boulevard from existing 2-lanes to 4-lanes between Marsh Creek and Lone Tree Way

Limits: Marsh Creek to Lone Tree Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.: 230250

Project Cost: $16,100,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$600,000	Local Streets and Roads	Fees/Exactions
$15,500,000	Redevelopment Agency	Other

0911 – Minnesota Avenue Realignment

Realign Minnesota Avenue westerly from the Union Pacific Railroad crossing to create an intersection with future Grant Street extension. Residential collector street with full improvements.

Limits: Minnesota Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $420,000 in 2001 dollars

Committed Funding

Amount:	Source:	Type:
$420,000		Fees/Exactions

0912 – Walnut Boulevard Widening I - Dainty to Central

Widen existing roadway to 4 lanes. Includes curb, gutter, sidewalk and landscaping.

Limits: Dainty to Central

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $753,440 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$163,014	Facility Fees	Fees/Exactions
$652,056	Developer Contributions	Fees/Exactions

0919 – Brentwood Boulevard Widening - South I

Widen Brentwood Boulevard to four lanes with bike lanes, curbs, gutters, medians, sidewalks, street lights and landscaping.

Limits: Brentwood Boulevard from Chestnut Street to Fir Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $3,830,702 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$3,514,080	Redevelopment Agency	Other
$316,622	Facility Fees	Fees/Exactions

0920 – Lone Tree Way - Union Pacific Undercrossing CIP# 336-3134

Construct a grade separation underpass under the Union Pacific Railroad. Underpass consists of a 6-lane crossing and includes utility relocation.

Limits: Lone Tree Way - Union Pacific Undercrossing at Fairview

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Completed	Design and ROW

RTP Ref. No.: 230249

Project Cost: $18,400,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$3,600,000	Local Streets and Roads	Local
$500,000	Developer Contributions	Fees/Exactions

0925 – Shady Willow Lane Extension - Phase I

Extend and widen 2,800 linear feet of Shady Willow Lane to a 4-lane arterial street consisting of curbs, gutters, sidewalks, bike lanes, landscaping

Limits: Shady Willow Lane from Grant Street to Lone Tree Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Under Construction

RTP Ref. No.:

Project Cost: $2,400,000 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$1,254,380	Facility Fees	Fees/Exactions

0931 – Empire Avenue Extension South III

Improve Empire Avenue south as a 4 lane roadway with curb, median, sidewalks, bike lanes and landscaping.

Limits: Empire Avenue from Shady Willow Lane to Jeffrey Way Extension

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Completed	Under Construction

RTP Ref. No.:

Project Cost: $1,406,529 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$1,129,659	Developer Contributions	Fees/Exactions
$276,870	Facility Fees	Fees/Exactions

0933 – Fairview Avenue Extension

Extend Fairview Avenue to Marsh Creek Road consisting of travel lanes, bike lanes, 16' median, traffic signals at Fairview & Concord Avenues, Fairview Avenue & John Muir Parkway, Fairview Avenue & Marsh Creek Road, water & sewer lines and landscaping.

Limits: Fairview Avenue from Concord Avenue to Marsh Creek Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Under Construction

RTP Ref. No.:

Project Cost: $15,978,349 in 2006 dollars

Committed Funding

Amount:	Source:	Type:
$15,978,349	Developer Contributions	Fees/Exactions

0936 – Heidorn Ranch Road - Phase II

Roadway improvements consisting of four lane arterial street section consisting of 12 foot lanes with median, water line bike lane and meandering sidewalk with landscape on both sides of the roadway.

Limits: Heidorn Ranch Road from EBMUD Channel to Old Sand Creek Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $6,520,117 in 2006 dollars

Committed Funding

Amount:	Source:	Type:
$4,172,876	Facility Fees	Fees/Exactions
$1,304,023	Developer contributions	Fees/Exactions

0937 – John Muir Parkway Extension

Extend 4,350 linear feet of John Muir Parkway to a collector street consisting of travel lane, bike lane, sidewalk, median, traffic signal at John Muir Parkway and Concord Avenue, landscape on each side, water, sanitary sewer and non-potable water lines.

Limits: John Muir Parkway from Foothill Drive to Fairview Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Completed	Under Construction

RTP Ref. No.:

Project Cost: $4,152,800 in 2006 dollars

Committed Funding

Amount:	Source:	Type:
$2,076,400	Highway 4 Bypass Authority	Fees/Exactions
$2,076,400	Developer Contributions	Fees/Exactions

0938 – Minnesota Avenue Widening

Widen 950 linear feet of street, install curb, gutter, sidewalk, bike lane and landscape on the west side of Minnesota Avenue.

Limits: Minnesota Avenue from Balfour Road to Woodside Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $652,498 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$739,493	Developer Contributions	Fees/Exactions

1091 – Fairview Avenue Improvements – Phase VIII

Widen 1,605 feet along the west side of existing Fairview Avenue as a residential collector street, with curb, gutter, sidewalk, fiber optic cable, non-potable water and sewer and water services

Limits: Sand Creek Road to Apricot Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:
$1,016,518	Development Contributions	Fees/Exactions
$327,340	Facility Fees	Fees/Exactions

1144 – Lone Tree Widening - UPRR / O'Hara Avenue

Widen Lone Tree Way to 3 lanes each direction for approximately 2,700 lf. Project includes bike lanes, 16' median, 30' wide landscape on both sides and the modification of the traffic signal at O'Hara.

Limits: Union Pacific Roadroad to O'Hara Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:
$1,045,000	Development Contributions	Fees/Exactions

1146 – Sand Creek Road Extension - West of Bypass

Construct (1) 4-lane arterial with 140' right of way, approximately 1,520' from the westerly edge of existing Highway 4 Bypass right of way (2) a 3-lane collector street w/ 96' right of way for approximately 845' within existing Highway 4 Bypass right of way for the future on/off ramp (3) two 12' travel lanes with 8' bike lanes and 30' landscape each side, 16' landscaped median (4) traffic signal at Sand Creek Road and San Jose Avenue and (5) pedestrian bridge over Sand Creek Road along easterly edge of Sand Creek.

Limits: west end of Sand Creek Road northwest to Sand Creek

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $4,960,673 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$2,783,735	Facility Fees	Fees/Exactions
$2,277,600	Developer contributions	Fees/Exactions

1519 – Widen Brentwood Blvd. between Lone Tree Way and the north city limit

Project would widen Lone Tree Way from 2 to 4 lanes for approximately 2400 linear feet. It also includes bike lanes, median islands, curb, gutter, sidewalk street lights and landscaping.

Limits: Lone Tree Way to north City limit

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240167

Project Cost: $8,400,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$7,500,000	Redevelopment	Other

Caltrans

0660 – Brentwood Boulevard (SR4) Overlay/Improvements

Caltrans and City rehabilitation project for SR4 in eastern Contra Costa County to widen and improve various sections.

Limits: North City limits to south City limits.

Secondary Sponsors: City of Brentwood

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Underway	Not Begun

RTP Ref. No.:

Project Cost: $7,867,000 in 2001 dollars

Committed Funding

Amount:	Source:	Type:
$0		Other

CCTA

0082 – Route 239/84 Connector

Construct a connector road from Byron Highway (Route 239) to Vasco Road (Route 84).

Limits: Between Vasco Road and Byron Highway

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $6,500,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:

Clayton

0948 – Marsh Creek Road Upgrade

Development activity between Pine Lane to Russelmann Park Road will trigger the need to improve this segment of Marsh Creek Road in accordance with the Marsh Creek Road Specific Plan (i.e., 2 full-width lanes with bike lanes, shoulders, and walking path). Developer fees will contribute toward this project.

Limits: Marsh Creek Road between Pine Lane and Russelmann Park Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,000,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0949 – Pine Hollow Road Upgrade

Construction of missing segments of sidewalks on Pine Hollow Road. Full and continuous sidewalks will increase safety for students using the sidewalks to access Mt. Diablo Elementary School and Pine Hollow Middle School, one block beyond the eastern and western limits, respectively, of the project. Upgrades of roadway, crosswalks, and signage will enhance the City entryway.

Limits: Pine Hollow Road between El Camino Drive and Panadero Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $300,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

Concord

0303 – Commerce Avenue Bridge at Pine Creek Channel

Extend Commerce Avenue from its current terminus, construct a new vehicular bridge over Pine Creek, and extend the roadway to the west to connect it to Waterworld Parkway. Widen Waterworld Parkway at its northern end, install a multi-use trail & pedestrian bridge south of the new roads. Connect Willow Pass Road to Concord Avenue/Route 242 interchange.

Limits: From the existing terminus of Commerce Avenue at Pine Creek to Waterworld Parkway

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Underway	Design and ROW

RTP Ref. No.: 98194

Project Cost: $8,200,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:
$1,360,000	Transportation Earmark Bill	Federal
$2,400,000	Traffic Impact Fees	Local
$4,400,000	Measure C I-680	Measure C

0327 – Ygnacio Valley Road-Kirker Pass Road: Widen, Cowell to Michigan

Widen Ygnacio Valley Road/Kirker Pass Road from 4 to 6 lanes between Cowell Road and Clayton Road

Limits: Cowell Road to Michigan

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.: 98115

Project Cost: $14,200,000 in 2013 dollars

Committed Funding		
Amount:	Source:	Type:
$14,200,000	Traffic Impact Fees	Local

0870 – Waterworld Parkway Bridge over Walnut Creek

Construct a two-lane bridge over Walnut Creek connecting Waterworld Parkway with Meridian Park Boulevard

Limits: Bridge over Walnut Creek between Waterworld Parkway and Meridian Park Boulevard

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.: 230216

Project Cost: $12,800,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:
$5,400,000	Traffic Impact Fees	Local
$3,500,000	Measure J Major Streets	Measure J

0954 – Pine Hollow Road Widening

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: $600,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$100,000		Fees/Exactions

1135 – Willow Pass Road Safety Improvements

New shoulder along Willow Pass Road between Avilla Road and Kinney Bridge. Rumble strips along shoulder between Avilla Road and Lynwood Drive.

Limits: Avilla Road to Lynwood Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $160,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:

1137 – Bates Avenue/Commercial Circle Traffic Signal

Install new traffic signal.

Limits: Commercial Circle

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $405,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:
$405,000	Traffic Fees (OSIP)	Local

Contra Costa County

0018 – Cummings Skyway Truck Climbing Lane Extension

Extend truck climbing lane on eastbound Cummings Skyway to allow faster moving vehicles to safely pass slow moving trucks climbing existing 10% grade.

Limits: From West of Crockett Blvd. past the summit east of Crockett Blvd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,500,000 in dollars

Committed Funding		
Amount:	Source:	Type:

0028 – Pacheco Boulevard, Widen from Blum to Martinez City Limit

Widen Pacheco Boulevard from Blum Road to Morello Avenue, construct railroad overcrossing, and allow for bicycle lanes, sidewalks, median, turn lanes and landscaping, where appropriate.

Limits: Between Blum Road and Martinez City Limit

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Underway	Not Begun

RTP Ref. No.: 98133

Project Cost: $59,500,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$3,600,000	TOSCO/Solano Fund	Other
$3,200,000	Measure C	Measure C
$5,200,000	Measure J	Measure J
$5,200,000	Martinez Area of Benefit	Other

0057a – Camino Tassajara Shoulder Widening: Johnston Road to County Line

This project will widen the pavement to provide four feet wide paved shoulder on each side of the road.

Limits: Johnston Road to County Line

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Completed	Under Construction

RTP Ref. No.:

Project Cost: $784,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$324,000	STIP (TE) Funds	Federal
$460,000	South County Area of Benefit	Fees/Exactions

0057b – Camino Tassajara Road Widening: Windermere to County Line

Widen to 4 lanes including 8-foot paved shoulders and Class II bike lanes in both directions.

Limits: Windermere Parkway to County Line

Secondary Sponsors: San Ramon

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Completed	Not Begun

RTP Ref. No.: 230307

Project Cost: $14,300,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$1,600,000	SCC Sub-Regional JEPA Fee	Fees/Exactions
$3,829,000	SCC Dougherty Valley JEPA Fee	Fees/Exactions
$103,000	Camino Tassajara Area of Benefit Fee	Fees/Exactions

0084 – Kirker Pass Truck Northbound Climbing Lane

This project will add NB truck climbing lane from Clearbrook Drive in the City of Concord to a point 1,000 beyond the crest of Kirker Pass Road. The addition will include a 12-foot dedicated truck climbing lane and a Class II bike lane within an 8-foot paved shoulder.

Limits: From Clearbrook Dr to a point 1,000 feet beyond the crest of Kirker Pass Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 230291

Project Cost: $10,200,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$6,900,000	Local Streets and Roads	Local

0093 – San Pablo Dam Road Access Improvements

Provide circulation and access improvements for local traffic including motorists, bus riders, pedestrians and bicycles subject to a pending General Plan Amendment by Contra Costa County. Specific project components include a new local circulation street parallel to San Pablo Dam Road between Hillcrest and Pitt, parking changes and traffic-calming on San Pablo Dam Road, and a better, safer environment for pedestrian and bicycle travel along and across San Pablo Dam Road in the El Sobrante business district through measures such as bulbouts, wider sidewalks and additional crosswalks. Improvements are to be consistent with the Downtown El Sobrante Transportation and Land Use Plan, and the General Plan Amendment based on that plan. Completion of GPA expected in late 2005 or early 2006.

Limits: El Portal Drive to Appian Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0100 – Valley View Road: Widen, San Pablo Dam Rd. to Appian

Widen to 4 lanes

Limits: San Pablo Dam Rd. to Appian Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0135c – Vasco Road and Camino Diablo Intersection Improvements

Install an exclusive right turn lane on northbound Vasco Road, dual left turn lanes on westbound Camino Diablo, and legthening the 4-lane section on Vasco Road near the intersection to provide more room for merging. Improve safety at intersection of Vasco Road and Camino Diablo Intersection.

Limits: Vasco Road at Camino Diablo

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $2,900,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$965,000	Prop 1B	State
$35,000	Gas tax	Local

0192 – State Route 4 East Widening (non-Freeway): Brentwood to Discovery Bay

Widen to 4 lanes

Limits: From Oak Street in Brentwood to Discovery Bay

Secondary Sponsors: Brentwood, Oakley

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0332 – San Pablo Dam Road in El Sobrante: Improve

Add transit stop access and amenities, sidewalks and other improvements to pedestrian and bicycle facilities, turn lanes.

Limits: Appian Way to Tri Lane

Secondary Sponsors: City of Richmond

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Design and ROW

RTP Ref. No.: 230293

Project Cost: $7,300,000 in 2013 dollars

Committed Funding		
Amount:	Source:	Type:

0371 – Vasco Road Safety Improvements, Phase 1

Phase 1 - Widen and construct a median barrier approx two miles north of Contra Costa/Alameda County line to a point three miles north of the County line (Approx. one mile in the Brushy Creek Area), with necessary striping, signing, left turn pockets and barrier-end treatments. Also construct along this stretch a southbound passing lane with necessary widening of Brushy Creek bridge.

Limits: Between Camino Diablo and County Line

Secondary Sponsors: CCTA

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Under Construction

RTP Ref. No.: 98198

Project Cost: $43,300,000 in 2013 dollars

Committed Funding		
Amount:	Source:	Type:
$10,800,000	Local Streets and Roads	Local

0372 – Vasco Road Safety Improvements, Phase 2

Vasco Road Safety Improvements: realign roadway to improve sight distance and add shoulders

Limits: Two-mile section from one mile south of Contra Costa line

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $5,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

0422 – East Branch Road Extension

Construct 4 lane arterial from Bollinger Canyon Road to Windemere Parkway

Limits: Bollinger Canyon Road to Windemere Parkway

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.: 98136

Project Cost: $14,000,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:
$14,000,000	Developer	Fees/Exactions

0618 – Evora Road Widening from Driftwood Drive to Pomo Street

Widen Evora Road in Bay Point

Limits: Driftwood Drive to Pomo Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $3,575,000 in 2004 dollars

Committed Funding		
Amount:	Source:	Type:
$199,000	Bay Point Area of Benefit	Other

0621 – Pacheco Boulevard Widen: Arthur to Morello

Widen Pacheco Boulevard to four lanes from Arthur Road to Morello Avenue

Limits: Arthur Road to Morello Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $6,363,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:

0807 – New Roadway, North Richmond Shoreline Specific Plan Area

Construct new roadway connection in the North Richmond Shoreline Specific Plan area north from Parr Boulevard, under the Richmond Parkway and connecting to ????.

Limits: North from Parr Blvd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0811 – Camino Tassajara Curve Realignment

Realign S-curve located halfway between Highland Road and the Alameda county line; includes widening to rural road, 55-mph design standard.

Limits: Halfway between Highland and Alameda County

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Design and ROW

RTP Ref. No.:

Project Cost: $2,748,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$1,470,000	South County Area of Benefit Fee	Developer/Fees
$1,278,000	Prop 1B	Federal/State

0956 – North Richmond Truck Route Project

Extend Pittsburg Avenue 0.3 miles eastward, and extend either Seventh Street or Soto Street 0.1 mile northward, to intersect with each other and create a truck route from the North Richmond industrial area to the Richmond Parkway.

Limits: Pittsburg Avenue east of Richmond Parkway, and Seventh or Soto Streets west of UP tracks

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.: 230318

Project Cost: $19,300,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

0957 – Village Center Drive

New 600-foot street parallel to San Pablo Dam Road on its south side, with a 76-foot right-of-way, to provide access to proposed new village center in El Sobrante business district.

Limits: New road between Hillcrest Road and Pitt Way in El Sobrante

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Underway	Not Begun

RTP Ref. No.:

Project Cost: $2,220,000 in 2002 dollars

Committed Funding		
Amount:	Source:	Type:

0958 – Village Center Drive East

New 1,200-foot street running northeast from Village Center Drive at Pitt Way, to connect to San Pablo Dam Road at a point west of the Appian Way/Las Colinas intersection.

Limits: New street connecting Village Center Drive with San Pablo Dam Road, west of Appian Way.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Underway	Not Begun

RTP Ref. No.:

Project Cost: $1,960,000 in 2002 dollars

Committed Funding		
Amount:	Source:	Type:

0959 – Parr Boulevard Widening and Overlay

widen Parr Boulevard to bring it to arterial standard design and overlay, on a one-mile stretch from Richmond Parkway to the Union Pacific tracks.

Limits: Richmond Parkway to Union Pacific railroad tracks

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $2,772,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$1,172,000	North Richmond Area of Benefit	Fees/Exactions
$294,000	Redevelopment	Local

0971 – Arnold Drive Extension

Extend Arnold Drive eastward beneath I-680 to join Imhoff Drive at Blum Road.

Limits: Pacheco Blvd. to Imhoff at Blum

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $15,000,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0980 – Balfour Road Shoulder Widening: Deer Valley Road to Brentwood City Limit

Widen 3 miles of Bafour from two 9'-10' lanes to two 12' lanes with 6' wide paved shoulders and two feet of shoulder backing on both sides.

Limits: Between Sellers Avenue and Bixler Road in the Discovery Bay and unicorporated Brentwood area

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,211,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0981 – Byron Highway Extension to Bethel Island

Extend Byron Highway northward, from its current northern terminus at Delta Road, to the East Cypress Road/Bethel Island Road intersection. Project will include the construction of a bridge over Rock Slough.

Limits: Delta Road to Bethel Island

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $7,200,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$400,000	Local funds	Local

0982 – Byron Highway Widening at Byron Elementary School

Widen the existing pavement to provide a dual left-turn lane along the frontage of the School District office and the Byron Elementary School, creating more storage for Byron Highway motorists waiting to turn left into the school district or school areas.

Limits: North of the intersection of Byron Highway and Byer Road, and about one mile south of State Route 4.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $699,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:
$169,000	Discovery Bay Area of Benefit	Fees/Exactions

0985 – Canal Road Bridge Replacement

Replace the existing Canal Road Bridge over the Contra Costa Canal, because the existing bridge is functionally obsolete.

Limits: Canal Road Bridge over the Contra Costa Canal in Bay Point.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $800,000 in dollars

Committed Funding

Amount:	Source:	Type:
$400,000	HBRR Grant	Federal
$3,000	Gas Tax	Local

0986 – Center Avenue Widening

Widen Center Avenue to four lanes, with a sidewalk on each side of the street.

Limits: Pacheco Boulevard to Marsh Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $416,000 in 2003 dollars

Committed Funding

Amount:	Source:	Type:
$416,000	West Concord (Pacheco) Area of Benefit	Fees/Exactions

0987 – Clyde Extensions

Extend both Essex Street and Middlesex Street one block westward, to reach Port Chicago Highway.

Limits: Essex Street from Norman Avenue to Port Chicago Highway; and Middlesex Street from Norman Avenue to Port Chicago Highway

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $282,000 in dollars

Committed Funding

Amount:	Source:	Type:
$282,000	Local funds	Local

0996 – Eden Plains Road Widening: Sunset Road to Marshall Court

Widen Eden Plains Road to two-lane arterial standard design, with two 12-foot lanes and 4-foot-wide paved shoulders on both sides of the street.

Limits: Sunset Road to Marshall Court

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $325,000 in 1998 dollars

Committed Funding

Amount:	Source:	Type:

0997 – Evora Road Extension

Extend Evora Road westward to the Port Chicago Highway.

Limits: Current western terminus of Evora Road, to Port Chicago Highway

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $9,900,000 in 2004 dollars

Committed Funding

Amount:	Source:	Type:
$6,500,000	Navy Mitigation Fund	Other

1000 – Marsh Creek Road Curve Realignment

Realign Curves along Marsh Creek Road to improve safety and operations

Limits: Aspara Drive and Deer Valley Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 230535

Project Cost: $8,600,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$4,000,000	HR3/HSIP	Federal
$3,100,000	Local Streets and Roads	Local
$15,000,000	Prop. 1B	State

1004 – Orwood Road Bridge Replacement

Replace bridge, which has reached the end of its design life and is not designed for earthquake loading. This project consists of replacing the existing wood bridge over Orwood Slough.

Limits: Orwood Road Bridge over Orwood Slough

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $4,045,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$464,000	Gas Tax	Local
$3,581,000	HBRR	State

1007 – State Route 4 / Byron Highway Intersection Improvements, Phase 2

Widen the pavement to provide two lanes in each direction on Byron Highway at the intersection.

Limits: Intersection of State Route 4 and Byron Highway

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $634,000 in 1992 dollars

Committed Funding

Amount:	Source:	Type:
$214,400	Discovery Bay Area of Benefit	Fees/Exactions

1008 – Stone Valley Road Improvements: High Eagle to Roundhill Road

Widen the roadway on Stone Valley Road to provide two 12-foot travel lanes and asphalt concrete shoulders.

Limits: High Eagle Road to Roundhill Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $127,000 in 1998 dollars

Committed Funding

Amount:	Source:	Type:
$127,000	Alamo Area of Benefit	Fees/Exactions

1009 – Stone Valley Road Improvements: Roundhill Road to Glenwood Court

Widen the roadway to provide two 12-foot travel lanes and two 5-foot Class II bike lanes.

Limits: Roundhill Road to Glenwood Court

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,023,000 in 1998 dollars

Committed Funding

Amount:	Source:	Type:
$1,023,000	Alamo Area of Benefit	Fees/Exactions

1011 – Third Street / Goodrick Avenue Realignment Project

Realign either Goodrick Avenue or Third Street as it approaches Parr Boulevard to create a direct north-south route and only one intersection with Parr Boulevard.

Limits: Third Street approach to Parr Boulevard and Goodrick Avenue approach to Parr Boulevard

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,750,000 in 1994 dollars

Committed Funding

Amount:	Source:	Type:
$1,750,000	North Richmond Area of Benefit	Fees/Exactions

1012 – North Richmond Overlay / Reconstruction

Reconstruct York Street and overlay Goodrick Avenue

Limits: On York Street between Vernon Avenue and Gertrude Avenue. On Goodrick Avenue between Parr Boulevard to North Richmond County Line

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $359,000 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$359,000	Measure C return to source	Measure C

1029 – Evora Road Widening from Willow Pass Road to Driftwood Drive

Widen existing road to a width of 72 feet, for four lanes, from Willow Pass Road to Driftwood Drive

Limits: Willow Pass Road to Driftwood Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $4,573,000 in 2004 dollars

Committed Funding		
Amount:	Source:	Type:
$253,000	Bay Point Area of Benefit	Fees/Exactions

1030 – Willow Pass Road Widening/ Gap Closure

Widen existing road to four lanes, with a median, from Bailey Road to the Pittsburg City limits.

Limits: Bailey Road to the Pittsburg City limits

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $0 in 0 dollars

Committed Funding		
Amount:	Source:	Type:

1033 – Pacifica Avenue East Extension

The project consists of construction an approximately 2,800 ft east extension of Pacifica Avenue, to connect with a proposed north extension of Manor Road or Alves Lane

Limits: Eastern end of Pacifica Avenue to proposed extension of Manor Road or Alves Lane

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Underway	Not Begun

RTP Ref. No.:

Project Cost: $0 in 0 dollars

Committed Funding		
Amount:	Source:	Type:

1034 – Alves Lane Extension

The project consists of construction an approximately 3000 ft north extension of Alves Lane, to connect with a proposed eastern extension of Pacifica Avenue.

Limits: Northern end of Alves Lane to proposed extenion of Pacifica Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Underway	Not Begun

RTP Ref. No.:

Project Cost: $0 in 0 dollars

Committed Funding		
Amount:	Source:	Type:

1041 – State Route 4 - Byron Highway Left Turn Lane on Byron Highway

This project consists of widening Byron Highway at the State Route 4 intersection to provide for a second left turn lane.

Limits: At the intersection of State Route 4 and Byron Highway

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $752,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:
$752,000	Discovery Bay Traffic Mitigation Fee	Fees/Exactions

1042 – Sellers Avenue / Balfour Road Traffic Signal and Turn Lanes

This project consists of installing a traffic control signal and left turn lanes.

Limits: At the intersection of Seller Avenue and Balfour Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,088,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:
$1,088,000	Discovery Bay Traffic Mitigation Fee	Fees/Exactions

1048 – San Pablo Dam Road Middle Turn Lane

Add a middle lane to San Pablo Dam Road

Limits: Appian Way to Castro Ranch Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $5,000,000 in 1991 dollars

Committed Funding

Amount:	Source:	Type:
$3,150,000	Richmond / El Sobrante Middle Turn Lane	Fees/Exactions

1049 – San Pablo Dam Road Improvements

Construct San Pablo Dam Road improvements and widening.

Limits: Richmond City Limit to Appian Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $6,500,000 in 1991 dollars

Committed Funding

Amount:	Source:	Type:
$2,602,000	Richmond / El Sobrante Area of Benefit	Fees/Exactions
$200,000	West County Area of Benefit	Fees/Exactions

1051 – Rudgear Road/San Miguel Drive/Walnut Boulevard/Mountain View Boulevard Safety Improvements

Safety improvements for Rudgear Road, San Miguel Drive, Walnut Boulevard, and Mountain View Boulevard.

Limits: Rudgear Road/San Miguel Drive/Walnut Boulevard/Mountain View Boulevard in the Central County Area of Benefit boundary

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $350,000 in 1995 dollars

Committed Funding

Amount:	Source:	Type:
$350,000	Central County Area of Benefit	Fees/Exactions

1058 – Pacifica Avenue Left Turn Pocket at Rio VIsta School

Construct left turn pocket at Rio Vista Elementary School.

Limits: At Rio Vista Elementary School

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $375,000 in 1998 dollars

Committed Funding

Amount:	Source:	Type:
$75,000	Bay Point Area of Benefit	Fees/Exactions

1059 – Pacheco Boulevard Widening - Martinez City Limit to Arthur Road

Widen Pacheco Boulevard to two lanes with shoulder in each direction as shown on the Precise Alignment Map.

Limits: Martinez City Limit to Arthur Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,757,000 in 2003 dollars

Committed Funding

Amount:	Source:	Type:
$600,000	Martinez Area of Benefit	Fees/Exactions

1060 – Pacheco Micro Surface

Apply Micro Surface treatment to Center Avenue, Pacheco Boulevard, and Muir Road.

Limits: Pacheco Area: Center Avenue (Pacheco Boulevard to east side of bridge deck), Pacheco Boulevard (Second Avenue South to Blum Road and 4355 Pacheco to Potter Street), and Muir Road (Pacheco Boulevard to

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $353,000 in 2004 dollars

Committed Funding

Amount:	Source:	Type:
$353,000		Measure C

1061 – North Richmond Improvements - Pittsburg Avenue Extension

The project consists of extending Pittsburg Avenue from 3rd Street to the proposed 7th Street extension.

Limits: 3rd Street to the proposed 7th Street extension

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,700,000 in 2004 dollars

Committed Funding

Amount:	Source:	Type:
$695,000	North Richmond Area of Benefit	Fees/Exactions
$150,000	Redevelopment Fund	Other

1062 – Miranda Avenue Widening and Curb Project

Construct pavement widening and curbs on each side.

Limits: Stone Valley Road to Stone Valley School

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $392,000 in 1998 dollars

Committed Funding

Amount:	Source:	Type:
$392,000	Alamo Area of Benefit	Fees/Exactions

1063 – Marsh Drive Widening

Widen Marsh Drive to four lanes with sidewalk on each side of the street.

Limits: Center Avenue to Concord City Limit

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $2,471,000 in 1986 dollars

Committed Funding

Amount:	Source:	Type:
$2,471,000	West Concord (Pacheco) Area of Benefit	Fees/Exactions

1064 – El Sobrante Area Micro Surface

Apply Micro Surface treatment to Appian Way, Sobrante Avenue, and Valley View Road.

Limits: Appian Way (San Pablo Dam Road to Pinole County Line), Sobrante Avenue (Appian Way to Valley View Road), and Valley View Road (Appian Way to Richmond County Line)

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $230,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$230,000		Measure C

1065 – El Portal Drive Widening: Richmond City Limit to San Pablo Dam Road

Widen El Portal Drive

Limits: Richmond City Limit to San Pablo Dam Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $450,000 in 2004 dollars

Committed Funding

Amount:	Source:	Type:
$50,000	West County Area of Benefit	Fees/Exactions
$400,000	Richmond / El Sobrante Area of Benefit	Fees/Exactions

1077 – Center Avenue Widening: Pacheco Boulevard to Blackwood Drive

Widen Center Avenue to four lanes with a sidewalk on each side of the street.

Limits: Pacheco Boulevard to Blackwood Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $588,000 in 1986 dollars

Committed Funding

Amount:	Source:	Type:
$588,000	West Concord (Pacheco) Area of Benefit	Fees/Exactions

1078 – Castro Ranch Road Widening

Widen Castro Ranch Road.

Limits: San Pablo Dam Road to Olinda Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,600,000 in 1991 dollars

Committed Funding

Amount:	Source:	Type:
$694,000	Richmond / El Sobrante Area of Benefit	Fees/Exactions

1080 – Brookside Boulevard Widening

Acquire ultimate right of way to widen Brookside Boulevard.

Limits: 3rd Street to Railroad Tracks

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $772,000 in 1994 dollars

Committed Funding

Amount:	Source:	Type:
$232,000	Redevelopment	Other
$150,000	North Richmond Area of Benefit	Other

1081 – Bethel Island Road Widening

Widen to four lane arterial standard.

Limits: Cypress Road to Gateway Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

1084 – Balfour Road Shoulder Widening

Install 4' wide sections of shoulder backing along both sides of Balfour Road

Limits: Bixler Road to Byron Highway

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Completed	Design and ROW

RTP Ref. No.:

Project Cost: $176,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$156,000	HES Grant	Unidentified
$20,000	Gas Tax Funds	Local

1086 – Appian Way Widening at Triangle

Widen portion of Appian Way

Limits: Near Sobrante Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $400,000 in 1995 dollars

Committed Funding

Amount:	Source:	Type:
$400,000	West County Area of Benefit	Fees/Exactions

1087 – Appian Way Ultimate Improvements South

Construct Appian Way ultimate improvements.

Limits: Valley View Road to San Pablo Dam Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $2,100,000 in 1991 dollars

Committed Funding

Amount:	Source:	Type:
$1,281,000	Richmond / El Sobrante Area of Benefit	Fees/Exactions

1088 – Appian Way Ultimate Improvements North

Construct Appian Ultimate Improvements.

Limits: Valley View Road to Pinole City Limit

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $2,200,000 in 1991 dollars

Committed Funding

Amount:	Source:	Type:
$682,000	Richmond / El Sobrante Area of Benefit	Fees/Exactions

1093 – Widen SR 4 from 2 to 4 lanes, Marsh Creek Road to San Joaquin

Widen State Route 4 as a continuous 4-lane arterial from Marsh Creek Road to the San Joaquin County Line

Limits: Marsh Creek Road to San Joaquin County

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 22981

Project Cost: $104,000,000 in 2005 dollars

Committed Funding

Amount:	Source:	Type:

1176 – Byron Highway Shoulder Widening

Byron Hwy Shoulder Widening. Construct 6' wide paved shoulders and 2' of shoulder backing along Byron Highway.

Limits: Byron Hot Springs Road to 500' past Ranking Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Completed	Under Construction

RTP Ref. No.:

Project Cost: $2,176,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$42,000	Gas tax	Local
$2,204,000	Prop 1B	State

1178 – Vasco Road Safety Improvements

Provide roadway with median barrier at selected locations.

Limits: Between Camino Diablo to County Line

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $31,057,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$654,000	ECCRFFA	Fees/Exactions
$496,000	Federal Earmark	Federal
$22,617,000	Unfunded	Unidentified
$7,000,000	Prop 1B	Unidentified
$200,000	Measure C/J	Measure C
$90,000	Gas Tax	Unidentified
$7,000,000	Prop 1B Funds	Other

1180 – Camino Tassajara Shoulder Widening

Provide Standard Paved Shoulders that will serve as a class 2 bike lane along this portion of Camino Tassajara. Widen Camino Tassajara to include 4-foot wide paved shoulders and 2-foot wide shoulder backing shoulders.

Limits: 550' to 3800' south of Highland Rd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Completed	Design and ROW

RTP Ref. No.:

Project Cost: $2,748,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$1,470,000	South County AOB	Developer/Fees
$1,278,000	Prop 1B	Federal/State

1182 – Marsh Creek Road / Morgan Territory Road Intersection Improvements

This project will widen the travel lanes to have 12 feet of pavement, widen the shoulders to a minimum 4 feet of pavement, place a minium 3 feet sholder backing, etc.

Limits: Marsh Creek Road / Morgan Territory Road Intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,000,000 in dollars

Committed Funding

Amount:	Source:	Type:
$1,000,000	Prop 1B	State

1184 – Willow Pass Road Improvements

Look into the potential improvements for the intersection by having two through lanes on the eastbound Willow Pass at Bailey (may need to acquire property to keep right-turn lane) to aide the PM traffic. Look into making northbound Bailey onto eastbound Willow Pass a 'no right turn on red' (without a change to the intersection).

Limits: Willow Pass Road/Bailey Road Intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

1185 – Highland Road Improvements

Deep shoulder, curve alignment, and other safety.

Limits: Camino Tassajara and County Line

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:
$1,000,000	Prop 1B	State

1186 – Deer Valley Road Safety Improvements

Develop shoulder projects, curve alignments, etc. along Deer Valley Road.

Limits: Balfour Rd to Marsh Creek Rd

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Underway	Not Begun

RTP Ref. No.:

Project Cost: $1,400,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$1,330,000	Prop 1B	State
$70,000	Measure C/J Return-to-Source	Measure C

1188 – Marsh Creek Road Intersection Improvements, Round Valley Park to Lydia Lane

The project involves widening the traveled way, shoulders, and shoulder backing and making several roadside improvements along a 2,900 ft segment of Marsh Creek Road from west of Round Valley Park up to Lydia Lane.

Limits: Intersection of West of Round Valley Park to Lydia Lane

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $2,492,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$1,547,000	Prop 1B	State
$900,000	HR3	Federal
$45,000	Gas tax	Local

1189 – Treat Boulevard Reconstruction

Remove and relplace asphalt overlay and bring curb ramps into ADA compliance.
The project will remove and replace the existing rubberized asphalt overlay that covers Treat Boulevard from Buskirk Avenue to the bridge structure at Walnut Creek Channel

Limits: Buskirk Ave to Walnut Creek Channel Bridge

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Underway	Not Begun

RTP Ref. No.:

Project Cost: $2,241,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$2,241,000	Measure C/J Return-to-Source	Measure C

1191 – Alhambra Valley Road Shoulder Widening. East of Castro Ranch

Shoulder widening along Alhambra Valley Road. This project improves a section of Alhambra Valley Road, beginning from approximately 4,700 feet east of Castro Ranch Road, going east 1,650 feet. This project consists of; road widening for shoulders, slope cutting and retaining wall construction on the north side of the road to accommodate the road widening, place guardrail, striping, relocate / remove / add new signage, etc.The proposed shoulder widening will also serve as a Class III bicycle facility.

Limits: 4,700 to 6,350 feet east of Castro Ranch Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $2,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$1,055,000	Prop 1B	State
$900,000	HRS	State
$45,000	Briones AOB	Other

1196 – 2006 Crockett Area Overlay

Rehabilitate existing roads in the Crockett area using asphalt concrete overlays with isolated use of fabric and some full reconstruction.

Limits: Sections of Third Avenue, Del Mar Circle, Seventh Avenue, Lillian Street, Francis Street, Sixth Avenue, and A Street.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Completed	Design and ROW

RTP Ref. No.:

Project Cost: $630,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$630,000		Measure C

1198 – Marsh Creek Detention Facility Bridge

Significant erosion 2005/2006 at the bridge across from the Marsh Creek Detention Facility. Replacement of the structure is necessary

Limits: Bridge across from the Marsh Creek Detention Facility.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,644,000 in 2006 dollars

Committed Funding

Amount:	Source:	Type:
$188,600	HBRRP	State
$427,000	CAO	Federal

1205 – SR4 at Newport Dr. Traffic Signal

Construct a traffic signal at the intersection of Newport Drive and SR4 in Discovery Bay Area. Also, construct two ADA compliant Detail B curb ramps, two stretches of retaining walls, and minor storm drain improvements.

Limits: Intersection of SR4 and Newport Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Completed	Design and ROW

RTP Ref. No.:

Project Cost: $427,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$427,000	DIscovery Bay Project Mitigation Fund	Fees/Exactions

1229 – El Sobrante Village Center Drive East

Eastward extension of Village Center Drive (Project 230), extending 1,200 feet east/northeast from Village Center Drive to connect with San Pablo Dam Road at a point west of the Las Colinas intersection.

Limits: Pitt Way northeastward to intersect with San Pablo Dam Road at a point roughly halfway between Pitt Way and Appian Way.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,960,000 in 2006 dollars

Committed Funding

Amount:	Source:	Type:

1230 – El Sobrante Village Center Drive

A 600-foot new street parallel to San Pablo Dam Road on its south side, with a 76-foot right of way.

Limits: Hillcrest Road to Pitt Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $2,220,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:

1232 – San Pablo Dam Road Sidewalks near May Road

Construct sidewalk to fill gaps in the May Road area (Safe Routes to Schools Project).

Limits: On San Pablo Dam Road between Clark Road and May Road up to Sheldon School

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $651,000 in 2006 dollars

Committed Funding

Amount:	Source:	Type:
$202,638	Safe Routes to School	State
$448,362	Local Funds	Local

1233 – Briones Valley Road Bridge

Remove the existing wood deck and superstructure, and construct new bridge footings, superstructure, and bridge deck

Limits: Approx. 3.5 miles west of Deer Valley Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $150,000 in 2006 dollars

Committed Funding

Amount:	Source:	Type:
$150,000	Local Funds	Local

1235 – Repair Boulevard Way Bridge at Las Trampas Creek

Repair of degraded Creek invert and armor the banks.

Limits: At Boulevard Way Bridge at Las Trampas Creek

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $444,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$361,000	HBRP	State

1373 – Deer Valley Road Shoulder Widening and Bicycle Facility Improvements

Widen sections of Deer Valley Road from two 10' wide lanes to two 12' wide lanes, 6' wide paved shoulders and 2' wide shoulder backing shoulders. The shoulders will be striped as bike lanes

Limits: Marsh Creek Road intersection to 600' north of that intersection and between 2300' and 3200' north of the Marsh Creek Road intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $998,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$47,000	Prop 1B	State
$51,000	Measure C/J	Measure C
$900,000	HR3 Grant	Federal

1376 – Marsh Creek Safety Improvements Project

Provide safety improvements along Marsh Creek Road (to be defined).

Limits: Along Marsh Creek Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Underway	Not Begun

RTP Ref. No.:

Project Cost: $1,400,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$1,367,000	Prop 1B	State
$33,000	Gas tax	Local

1378 – Replace San Pablo Avenue Bridge Over Rodeo Creek

Replace bridge on San Pablo Avenue over Rodeo Creek. Bridge has less than 50 rating

Limits: San Pablo Avenue Bridge over Rodeo Creek

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $3,614,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$3,199,000	HBRR	State
$415,000	Gas tax	Local

1381 – Willow Pass Road Safety Improvements Project

Construct safety improvements along Willow Pass Road

Limits: TBD

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,000,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$1,000,000	Prop 1B	State

1486 – Alhambra Valley Road Improvements - Ferndale Rd to Rancho La Boca Rd

Realignment, widening, pavement reflector markers repair, traffic warning sign and striping on Alhambra Valley Road between Ferndale Road and Rancho La Boca Road.

Limits: Between Ferndale Road to Rancho La Boca Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $890,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$10,000	Briones AOB	Developer/Fees
$880,000	Martinez AOB	Developer/Fees

1487 – Alhambra Valley Road Improvements - Alhambra Creek Road and Quail Lane

Limits: Between Alhambra Creek Road and Quail Lane

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $490,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$490,000	Briones AOB	Developer/Fees

1494 – Driftwood Drive Landscape Improvement Project

repair the existing streetscape along Driftwood Drive between Evora Road and Jill Avenue in the community of Bay Point.

Limits: Evora Road and Jill Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Underway	Under Construction

RTP Ref. No.:

Project Cost: $750,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$750,000	Navy Mitigation Funds	Other

Danville

0334 – Hartz Avenue Improvements

Extend or improve sidewalk, curb, and gutter, replace perpendicular parking with parallel parking, street resurfacing, raised medians, storm drainage, and landscaping from Railroad Avenue to Diablo Road.

Limits: Diablo Road to Railroad Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Completed	Design and ROW

RTP Ref. No.:

Project Cost: $1,082,902 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$1,224,152	CIP General Purpose, Com. Dev Agency, Civic Facilities	Local
$685,208	Facilities	Other

0722 – El Pintado Road Overlay

AC Dig-out repairs, shoulder backing, overlay with reinforcing fabric

Limits: El Cerro Boulevard to I-680

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Design and ROW

RTP Ref. No.:

Project Cost: $624,438 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$80,376	CIP General Purpose	Local
$50,000	Measure C Return to Source	Measure C

0867 – Blackhawk Rd/Hidden Oak Dr/Magee Ranch Rd Traffic Signal

Construction of a traffic signal and loop detectors at the main entrance to the Magee Ranch development.

Limits: Blackhawk Rd/Hidden Oak Dr/Magee Ranch Rd Intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun		Not Begun

RTP Ref. No.:

Project Cost: $244,893 in 2003 dollars

Committed Funding

Amount:	Source:	Type:

1308 – Camino Tassajara/Crow Canyon SAFETEA-LU Improvements

Street repair and resurfacing, signal, drainage, sidewalk, curb and gutter, and bicycle/pedestrian facility improvements.

Limits: Sycamore Valley Road to eastern Town Limit, and Camino Tassajara to southern Town Limit.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Exempt	Design and ROW

RTP Ref. No.:

Project Cost: $5,920,988 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$1,055,328	SCC Danville Mitigation	Fees/Exactions
$4,865,660	SAFETEA-LU Grant	Federal

1309 – Sycamore Valley Road Improvements East of Camino Ramon

Relocate existing northern curb to provide additional westbound travel lane and 5-foot bike lane from the bus bay immediately west of the Sycamore Valley Road/Brookside Drive intersection to the Sycamore Valley/Camino Ramon intersection.

Limits: Camino Ramon to Brookside Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Exempt	Design and ROW

RTP Ref. No.:

Project Cost: $715,311 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$715,311	Measure C	Measure C

1310 – Sycamore Valley Road and I-680 On-Ramp Improvements

Construction of a dedicated eastbound right-turn travel lane between the Sycamore Valley Road/San Ramon Valley Blvd. intersection and the Sycamore Valley Road/Southbound I-680 On-Ramp, benefitting the I-680 southbound movement.

Limits: Intersections of Sycamore Valley Road/San Ramon Valley Blvd. and Sycamore Valley Road/I-680 SB On-Ramp

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Design and ROW

RTP Ref. No.:

Project Cost: $1,095,321 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$699,082	Commercial TIP	Fees/Exactions
$396,239	Measure C Return to Source	Measure C

1311 – Camino Tassajara/Sherburne Hills Eastbound Left Turn Extension

Extend the existing eastbound Camino Tassjara left turn pocket an additional 120 feet to accomodate current and future traffic demand.

Limits: Camino Tassajara/Sherburne Hills Intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Applicable	Design and ROW

RTP Ref. No.:

Project Cost: $110,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$35,000	CIP General Purpose	Local
$75,000	SVAD	Local

1316 – Diablo Road Improvements - Green Valley Rd to Avenida Nueva

Construction of operational, structural, and drainage improvements to include replacement of existing retaining walls, guardrail, and street resurfacing.

Limits: Green Valley Road to Avenida Nueva

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Completed	Not Begun

RTP Ref. No.:

Project Cost: $4,160,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$150,000	NERIAD	Local
$410,000	ARRA	Federal
$4,010,000	Measure J Strategic Plan	Measure J

East Bay Regional Park District

1125 – Atlas Road Bridge

Construct a new bridge on Atlas Road across the Union Pacific railroad right-of-way to provide access to the Point Pinole Regional Shoreline. The bridge will provide both vehicular and a separated pedestrian-bicycle trail connection to the shoreline.

Limits: Atlas Road at Union Pacific ROW

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Underway	Not Begun

RTP Ref. No.:

Project Cost: $1,929,700 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$50,000	Measure AA bond revenues	Local
$1,400,000	City of Richmond	Local
$479,700	Measure C	Measure C

El Cerrito

1318 – Ashbury-Fairmount Intersection Realignment

Realign northbound lanes for better through and turning movements. Replace traffic signal to accommodate new geometry. Eliminate separate right turn lane and pork chop island.

Limits: Intersection of Ashbury Avenue and Fairmount Avenue

Secondary Sponsors: Possibly West Contra Costa Unified S

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Design and ROW

RTP Ref. No.:

Project Cost: $700,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$622,890	HSIP	Federal
$69,210	Redevelopment	Local

1498 – Potrero at S. 55th, I-80 EB Off/Eastshore and S. 56th Safety Improvements

Intersection safety improvements involving traffic signal upgrades and modified channelization, such as protected left-turn and protected/permissive left-turn phasing, extension of left-turn lane, removal of right-turn island, and modified median.

Limits: Potrero Ave between S. 55th St and S. 56th St

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $649,900 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$584,910	HSIP	Federal

Lafayette

1336 – Stanley/Springbrook at Warner Curve Sight Distance Improvement & Speed Reduction

Install new curb and gutter to re-allign the intersection to address sight distance deficiencies and to encourage drive obediene to posted advisory speed.

Limits: Barrott Rd. to east of Warner Ct.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Under Construction

RTP Ref. No.:

Project Cost: $75,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$67,500	HSIP	Federal

1337 – Happy Valley Rd. & Deer Hill Rd. Street Lighting Improvements.

Install 2 light standards at the intersection to illuminate the existing (north-south) and planned (east-west) crosswalks and construct a pedestrian refuge/median on Deer HIll Rd. whicl will contain one of the light standards.

Limits: Intersection of Deer Hill and Happy Valley Roads

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $82,500 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1339 – Stanley-Springbrook Traffic Calming Improvements

Construct a variety of traffic calming improvements to reduce vehicle speeds and improve safety on neighborhood collector.

Limits: Camino Diablo to City Limits (east)

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Under Construction

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

Martinez

0086b – Alhambra Avenue Improvements: Phases 2 and 3, SR 4 to MacAlvey

Phases II and III: Widen Alhambra Avenue from 2 to 4 lanes, with medians, turn lanes, bicycle lanes, bus turnouts, sidewalks, retaining walls, landscaping and soundwalls; SR-4 to McAlvey Drive

Limits: SR-4 to McAlvey Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Design and ROW

RTP Ref. No.: 98130

Project Cost: $6,000,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:

0342 – Alhambra Avenue Safety Improvements

The project adds a second southbound Alhambra Avenue lane from Walnut Avenue to the south side of Highway 4. Signal modifications are included.

Limits: At eastbound SR 4 on-ramps

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.: 230306

Project Cost: $2,100,000 in 2013 dollars

Committed Funding		
Amount:	Source:	Type:
$400,000	Local Streets and Roads	Local

1393 – Alhambra Avenue Safety Improvements, Walnut Avenue to Franklin Canyon Rd

Construct a second southbound lane on Alhambra Ave from Walnut Ave to Franklin Canyon Rd with other necessary signal, ramp, and median modifications.

Limits: Walnut Avenue to Franklin Canyon Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,750,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$250,000	Local	Local

1550 – Construct Court Street Overcrossing

Construct Court Street Overcrossing over RR tracks in Martinez

Limits: at UPRR

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240663

Project Cost: $10,400,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:

Oakley

0191 – State Route 4 East Widening (non-Freeway): Oakley to Brentwood

Widen to 4 lanes

Limits: From Vintage Parkway in Oakley to 2nd Street in Brentwood

Secondary Sponsors: Brentwood

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0764 – Main Street Downtown Bypass in Oakley

Construct Main Street Bypass in City of Oakley

Limits: Vintage Parkway to 2nd Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.: 230289

Project Cost: $25,900,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:
$12,300,000	Local Fees	Fees/Exactions

0768 – Laurel Road: Extend, SR 4 Bypass to Laurel Rd East

Extend Laurel Road as a four-lane roadway from west of Empire Road over the railroad tracks to the east side of the State Route 4 Bypass right-of-way

Limits: From west of Empire Road to east side of SR 4 Bypass

Secondary Sponsors: State Route 4 Bypass Authority

PSR Status:	NEPA/CEQA Statu	Project Status:
	Underway	Not Begun

RTP Ref. No.: 21216

Project Cost: $9,000,000 in 2002 dollars

Committed Funding		
Amount:	Source:	Type:
$9,000,000	ECCRFFA	Fees/Exactions

1388 – Main Street Widening: State Route 160 to Big Break Road

Widen Main Street in Oakley from 4 to 6 lanes, including widening shoulders, constructing median islands with left turn pockets, and constructing curbs, gutters and sidewalks on both sides of the roadway.

Limits: SR 160 to Big Break Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.: 230274

Project Cost: $12,600,000 in 2013 dollars

Committed Funding		
Amount:	Source:	Type:
$12,600,000	Local Streets and Roads	Local

Orinda

0439 – Santa Maria-Camino Pablo Intersection Improvements

Santa Maria-Camino Pablo intersection improvements

Limits: At Santa Maria

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $304,000 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$304,000	Measure C	Measure C

0821 – Orinda Way Streetscape Improvement Project

Streetscape Master Plan which includes roadway modifications and pedestrian improvements. Roadway modifications include removal of two-way left turn lane, modification of parking from parallel to angled, driveway closures, enhanced intersections, and medians and bulb-outs.

Limits: Orinda Way from Hwy 24 to Camino Pablo, including Santa Maria and Camino

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Design and ROW

RTP Ref. No.:

Project Cost: in 2001 dollars

Committed Funding

Amount:	Source:	Type:
$436,000	TLC	Federal
$370,000	TFCA	Regional

0826 – Hall Drive / Moraga Way Intersection Improvements

Modify the intersection with possible signal installation.

Limits: Intersection at Moraga Way and Hall Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $162,500 in 1998 dollars

Committed Funding

Amount:	Source:	Type:

Pinole

1544 – Multimodal Streetscape Improvements, San Pablo Ave, Pinole Valley Rd., Appian Way

Multimodal Streetscape Improvements, San Pablo Ave, Pinole Valley Rd., Appian Way

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240547

Project Cost: $4,700,000 in 2011 dollars

Committed Funding

Amount:	Source:	Type:

Pittsburg

0012a – James Donlon Blvd. Extension

Construct new two-lane roadway, 2.2 miles in length with a 60 mph design speed, connecting James Donlon Blvd. in Antioch to Kirker Pass Road in unincorporated Contra Costa County.

Limits: Kirker Pass Road to Somersville Road

Secondary Sponsors: TRANSPLAN

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Underway	Not Begun

RTP Ref. No.: 230233

Project Cost: $49,500,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$36,000,000	Local funds	Local

0024 – Loveridge Road / Leland Road Intersection Improvements

Increasing the storage capacity of left- and right-turning lanes, modify existing traffic signal, construction of a protected right-turn lane on the northbound approach (Loveridge Rd.).

Limits: At Loveridge Road: improve all 4 intersection approaches: 500 feet from the intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Design and ROW

RTP Ref. No.:

Project Cost: $94,000 in 1999 dollars

Committed Funding

Amount:	Source:	Type:
$94,000	City's Traffic Mitigation Fee	Fees/Exactions

0025 – Loveridge Road / Pittsburg-Antioch Highway Intersection Improvements

Construction of a protected right-turn lanes on the eastbound and northbound approaches of Pittsburg-Antioch Hwy.

Limits: Loveridge Rd./Pittsburg-Antioch Highway Intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $178,500 in 2006 dollars

Committed Funding

Amount:	Source:	Type:
$33,000	City's Traffic Mitigation Fee	Fees/Exactions

0033 – Willow Pass Road Widening and Bridge Reconstruction

Widen existing 2-lane arterial to 4 lanes, including bicycle lanes and parking. North side of SR 4. Reconstruct roadway grade separation at Willow Pass Rd./North Parkside Dr./Range Rd. interchange.

Limits: Loftus Rd. to Range Rd./N. Parkside Dr.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $4,200,000 in 2006 dollars

Committed Funding

Amount:	Source:	Type:
$2,600,000	City's Traffic Mitigation Fee	Fees/Exactions

0034a – Range Road Overcrossing (no interchange) at State Route 4

Construction of a 2 -lane, Highway 4 overcrossing with no freeway access. Design to include sidewalks and bicycle lanes.

Limits: 500 feet in both directions from State Route 4--West of Railroad

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $22,050,000 in 2006 dollars

Committed Funding

Amount:	Source:	Type:
$5,100,000	City's Traffic Mitigation Fee	Fees/Exactions

0037 – Railroad Avenue / Leland Road Intersection Improvements

Increasing the storage capacity of left- and right-turning lanes, modify existing traffic signal, construction of a protected right-turn lane on the eastbound approach, and construction of an additional left-turn lane on the southbound approach.

Limits: Railroad Ave./Leland Rd.- all 4 intersection approaches: 500 feet from the intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $525,000 in 2006 dollars

Committed Funding

Amount:	Source:	Type:
$146,000	City's Traffic Mitigation Fee	Fees/Exactions

0052 – San Marcos Blvd. Extension

Construction of a two lane arterial roadway to complete a gap between San Marco subdivision and Bailey Estates subdivision.

Limits: San Marco Blvd.(Bay Point interchange) to Bailey Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $7,240,000 in 1999 dollars

Committed Funding

Amount:	Source:	Type:
$5,500,000	City's Traffic Mitigation Fee	Fees/Exactions

0054a – West Leland Road Extension - new roadway

Construction of a 4-lane arterial roadway (SR 4 frontage road) connecting existing terminous of West Leland Rd. at San Marco Boulevard to Avila Rd. Developer responsible for constructing 2-lanes.

Limits: From San Marco Blvd. to Avila Rd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Underway	Design and ROW

RTP Ref. No.: 230237

Project Cost: $12,200,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$5,000,000	Developer	Fees/Exactions
$4,100,000	City's Traffic Mitigation Fee	Fees/Exactions

0054b – West Leland Rd. Extension - Avila Rd. Widening

Widen and improve existing roadway (2-lanes to 4-lanes w/median). Improve Willow Pass Rd./Avila Rd. intersection by adding 2 left-turn and one right-turn lane, and add S/B left turn lane.

Limits: From Avila Rd. terminus to Willow Pass Rd. in Concord terminus

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.: 230237

Project Cost: $4,000,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$4,164,000	Pittsburg Traffic Mitigation Fee.	Fees/Exactions

0914 – Bailey/Leland Intersection Improvements

Widen intersection to provide: 1.) westbound right-turn lane, and raised median, 2.) southbound right-turn lane, eastbound left-turn lane(s) and raised median. Also widen Bailey Road to accomodate Class 2 bike lanes, south of W. Leland Rd.

Limits: Bailey Rd./W. Leland Rd. intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Not Applicable	Not Begun

RTP Ref. No.:

Project Cost: $1,050,000 in 2006 dollars

Committed Funding		
Amount:	Source:	Type:

0960 – Pttsburg-Antioch Highway Widening

Widen roadway from 2-lanes to 4-lanes. Traffic Signal Modifications at Pittsburg-Antioch Hwy./Loveridge Rd.

Limits: Loveridge Rd. to East city limits

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $11,550,000 in 2006 dollars

Committed Funding		
Amount:	Source:	Type:

1214 – E. Leland Rd./Los Medanos College Intersection Improvements

Realign the eastern Los Medanos College driveway to the west in order to lengthen the eastbound left-turn lane on East Leland Rd. onto Century Blvd.

Limits: Century Blvd. to 1000' west of Century Blvd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $420,000 in 2006 dollars

Committed Funding		
Amount:	Source:	Type:

1358 – Railroad Ave./Buchanan Rd. Intersection Improvements

widen northbound approach to accomodate an additional right-turn lane and eastbound departure to accomodate an additional departure (through) lane.

Limits: northbound approach and eastbound departure lanes of intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1360 – Bailey Road Median Modification

Modify the raised median on Bailey Road (under the freeway) in order to lengthen the left-turn lane for the westbound State Route 4 on-ramp.

Limits: Bailey Road, from SR 4 westbound on-ramp to SR 4 eastbound on-ramp

Secondary Sponsors: Caltrans, Contra Costa County, Bay P

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1361 – Railroad Ave/Eastbound SR 4 Ramps Intersection Improvements

Widen Railroad Ave/Eastbound SR 4 ramps intersection to accomodate a free-right turn lane from northbound Railtroad Avenue onto SR 4 eastbound on-ramp.

Limits: Railroad Ave/Eastbound SR 4 ramps intersection

Secondary Sponsors: Caltrans, developer

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1362 – Buchanan Road/Loveridge Road Intersection Improvements

Widen Loveridge Road and Buchanan Road to accomodate an additional southbound left-turn lane (Loveridge Road) and eastbound receiving lane (Buchanan Road).

Limits: Buchanan Road/Loveridge Road Intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1405 – Install Traffic Signal W. 10th St / Herb White Wy

Installation of traffic signal at the intersection of West 10th Street and Herb Whilte Way.

Limits: Intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status: Not Begun

RTP Ref. No.:

Project Cost: $210,000 in dollars

Committed Funding		
Amount:	Source:	Type:

1406 – Willow Pass Rd / Balclutha Wy - Traffic Signal

Installation of traffic signals on Willow Pass Rd & Balclutha Wy intersection.

Limits: Intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status: Not Begun

RTP Ref. No.:

Project Cost: $210,000 in dollars

Committed Funding		
Amount:	Source:	Type:

1407 – Loveridge / California Ave (East) - Traffic Signal

Install traffic signals at intersection of Loveridge Road and California Avenue.

Limits: Intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status: Not Begun

RTP Ref. No.:

Project Cost: $210,000 in dollars

Committed Funding		
Amount:	Source:	Type:

1421 – San Marco Blvd / W. Leland Rd Intersection Improvements

Widen N/B approach for right turn lane

Limits: Intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status: Not Begun

RTP Ref. No.:

Project Cost: $136,330 in dollars

Committed Funding		
Amount:	Source:	Type:

1424 – California Ave / SR4 Westbound Offramp (Harbor Exit) Improvements

Add a/b thru lane and right turn overlap phase

Limits: Intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status: Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1426 – Buchanan Rd / Ventura Dr Intersection Improvements

Lengthen northbound left-turn lane on Ventura for a total of 250 linear feet of storage

Limits: Intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1427 – Buchanan Rd / Meadows Ave Intersection Improvements

Lengthen westbound left-turn lane on Buchanan for a total of 250 linear feet of storage

Limits: Buchanan Road at Meadows Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1430 – Somersville Rd / Buchanan Rd Intersection Improvements

Widen northbound approach for second left-turn lane onto Buchanan Rd.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1431 – Railroad Ave / Atlantic Ave Intersection Improvements

Add left turn lane for southbound left turn from Railroad Avenue onto Atlantic Avenue.

Limits: Railroad Avenue at Atlantic

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1434 – California Ave / SR4 westbound ramps (Loveridge Exit) Improvements

Widen California Ave (ramps to Loveridge Rd)

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1436 – Widen Loveridge Road at Eastbound SR4 Ramp

Widen Loveridge Road for northbound right-turn lane onto eastbound SR4 ramps

Limits: At eastbound SR on-ramps

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1437 – Widen Range Road at W. Leland Road

Widen Range Road at W. Leland Road for additional southbound left-turn lane.

Limits: Range Road at W. Leland Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1438 – Improve Intersection of Civic Ave at Davi Ave

Add northbound free right-turn on Davi Avenue with eastbound receiving lane on Civic Avenue.

Limits: Civic Avenue at Davi Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1441 – Traffic Calming on Ventura Drive

Install traffic calming measures on Ventura Drive (south of Buchanan) for speed & volume control

Limits: Rangewood Dr to Meadows Ave

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1442 – Add Neighborhood Traffic Diverter to Ventura Drive

Construct Neighborhood Traffic Diverter on Ventura Drive (south of Buchanan) to discourage through traffic

Limits: South of Buchanan

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1443 – Construct Neighborhood Traffic Diverter on Ventura Drive (north of Buchanan)

Construct Neighborhood Traffic Diverter on Ventura Drive (north of Buchanan) to discourage through traffic

Limits: North of Buchanan

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1444 – Buchanan Road Widening, Ventura to Meadows

Widen Buchanan Road to add two eastbound lanes, from east of Ventura Drive to west of Meadows Avenue

Limits: East of Ventura Dr to west of Meadows Ave

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1445 – Buchanan Road Widening at Harbor Street

Widen Buchanan Road to four (approach and departure) lanes through the intersection with Harbor Street

Limits: Intersection of Buchanan Rd with Harbor St

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1446 – Widen Buchanan Road, Loveridge to Ventura

Widen Buchanan Road to four lanes from Loveridge Road to Ventura Drive

Limits: Loveridge to Ventura

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1450 – Widen Willow Pass Road

Widen Willow Pass Road and reconstruct bridge [project needs additional details]

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $4,200,000 in dollars

Committed Funding		
Amount:	Source:	Type:

1452 – Widen California Ave, Loveridge to Harbor, Phase I

Widening of the north side of California Avenue from Loveridge Road to Harbor Street.

Limits: Loveridge Road to Harbor Street.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 230238

Project Cost: $12,900,000 in 2013 dollars

Committed Funding		
Amount:	Source:	Type:
$12,900,000	Local Streets and Roads	Fees/Exactions

1453 – Widen California Ave, Loveridge to Harbor, Phase II

Widen the south side of California Avenue from Loveridge Road to Harbor Avenue.

Limits: California Avenue (south side) from Loveridge Rd to Harbor St.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 230238

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1454 – Widen California Ave., Harbor to Railroad, Phase III

Widen California Avenue from Harbor Street to Railroad Avenue

Limits: Harbor St to Railroad Ave.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 230238

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1467 – Linscheid Drive Traffic Calming Improvements

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $100,000 in dollars

Committed Funding		
Amount:	Source:	Type:

1489 – Bailey Road Pedestrian & Bicycle Improvements - State Route 4 Interchange Zone

Improve sidewalks and bike lanes in the area

Limits: State Route 4 Interchange Zone

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $11,500,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$6,000,000	Unidentified	Unidentified
$5,500,000	Mitigation Navy Funds	Local

Pleasant Hill

0177 – Contra Costa Blvd. Improvement Project

The project scope consists of constructing corridor enhancement improvements (e.g. intersection geometry modifications, new traffic signals, bike lane, sidewalks, bus shelters, and landscaping) along Contra Costa Boulevard (between Boyd Road and 2nd Avenue) to better facilitate current traffic circulation and multi-modal access.

Limits: 2nd Avenue (Pacheco) to Monument Blvd. (Pleasant Hill)

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 230240

Project Cost: $13,500,000 in 2013 dollars

Committed Funding		
Amount:	Source:	Type:
$480,000	Local	Local
$650,000	STP	Federal
$1,140,000	Measure J	Measure J

0468 – Monument Boulevard Soundwall

Monument Blvd. soundwall: Replace 250 LF of 6' precast soundwall with 8' to 10' high precast or masonry wall for enhanced sound mitigation and security.

Limits: 250 feet fronting Monument Blve. near Ramona Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $180,000 in dollars

Committed Funding		
Amount:	Source:	Type:

0888 – Hookston Avenue Improvements

Overlay and widen Hookston Road to three lanes (two thru lanes and left turn pockets). Also includes the addition of sidewalk, curb and gutter.

Limits: City Limit to Elmira

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $225,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0890 – Pleasant Hill Road Improvement Project - Phases III, IV, V

Project includes gateway improvements, pedestrian bridge replacement, bicycle improvements, parking and roadway repairs

Limits: Boyd Road to Gregory, Diablo View Rd. to Lucinda Lane

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,800,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0891 – Paso Nogal Improvements

Widen travel lanes to 14 feet in order to provide additional shoulder

Limits: Alhambra Avenue to Morello Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $200,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0892 – Contra Costa Boulevard Widening at Gregory Gardens

Widen roadway to provide a third southbound lane

Limits: Doris Drive to Doary Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $425,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0893 – Taylor Slide Repair

Repair of existing pavement due to land slide, and installation/reconstruction of retaining wall

Limits: Taylor Boulevard at Pleasant Hill Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $300,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0894 – Cleaveland Road widening and sidewalk improvements

widen roadway and provide for new sidewalk, curb and gutter

Limits: Astrid Drive to Babette Court

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $325,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0895 – Grayson Road Improvements

Install sidewalks, curb, gutter and left turn pockets

Limits: Buttner Road to Pleasant Hill Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $225,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0896 – Grayson Road/Gregory Lane Bike Route

add bike lanes

Limits: Reliez Valley Road and Contra Costa Canal Trail

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $375,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0899 – Gregory lane right turn lane at I-680 off-ramp

add a fourth lane at the off-ramp to provide for 1 left, 2 thru and 1 right

Limits: Gregory Lane at I-680

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $275,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0902 – Taylor Boulevard/ Pleasant Hill Road intersection - Phase II

remove free right turn lane and replace with convential right turn lane

Limits: Taylor Blvd. at P.H. Rd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,320,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0903b – Buskirk Avenue Widening (phase 2)

The project scope consists of the widening of Buskirk Avenue (between Monument Boulevard and Hookston Road) to provide two through lanes in each direction. The project will also evaluate the realignment of Buskirk Avenue between Elmira Lane and Hookston Road, as well as the installation of a new traffic signal at the Buskirk Avenue/Hookston Road intersection. New pedestrian sidewalk, bicycle facility, and landscaping will be constructed with the project.

Limits: From about 100 yards south of Monument Blvd. to Hookston Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Design and ROW

RTP Ref. No.: 230239

Project Cost: $11,000,000 in 2013 dollars

Committed Funding		
Amount:	Source:	Type:
$11,000,000	Measure J	Measure J

0904 – Contra Costa Boulevard at Concord Avenue - Urban diamond

study intersection to evaluate possibility of the installation of an urban diamond

Limits: Contra Costa Boulevard at Concord Ave/Chilpancingo Parkway

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $22,000,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0905 – Oak Park Boulevard at Monticello Avenue left turn pocket

addition of protected left turn pocket

Limits: Oak Park Blvd. at Monticello

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $145,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

1259 – Taylor Boulevard Landscape Medians

Replace existing deteriorated landscaping at medians along Taylor Boulevard between Grayson Road and south city limits. The project will replace existing concrete in median strip with ornamental concrete, replace landscape in wider median sections, and widen median areas to provide traffic calming along Taylor Boulevard.

Limits: Taylor Boulevard (between Grayson Road and south city limits)

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $499,000 in 2006 dollars

Committed Funding		
Amount:	Source:	Type:

1260 – Monument Boulevard Landscape Project

Install landscape improvements between the sidewalk and soundwall along Monument Boulevard (north side) between Ramona Drive and the eastern city limit. Project will install new irrigation system and water meter, shrubs, and vines along the face of the soundwall.

Limits: Monument Boulevard (between Ramona Drive to east city limits)

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $281,000 in 2006 dollars

Committed Funding		
Amount:	Source:	Type:

1261 – Pleasant Hill Road Improvements (Phase 2)

Project will install traffic calming improvements and potential intersection modifications at Boyd Road and Pleasant Hill Road. Other improvements include the enhancing of the bridge crossing north of Fawn Creek Court. The project will provide a continuous bike route along the corridor.

Limits: Cumberland Drive to Boyd Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $750,000 in dollars

Committed Funding		
Amount:	Source:	Type:

1262 – Mayhew Way Widening

Widen Mayhew Way to accomodate a right turn lane onto Buskirk Avenue. Scope consists of roadway widening, sidewalk replacement, and right of way acquisition.

Limits: Mayhew Way (at Buskirk Avenue intersection)

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $562,000 in dollars

Committed Funding		
Amount:	Source:	Type:

1264 – Mayhew Way Frontage Improvements

Widen the roadway and install new sidewalk, curb and gutter on Mayhew Way along the SP. right of way.

Limits: Mayhew Way at the SP R.O.W.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $88,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1265 – Monument Boulevard Widening

Project will include roadway widening to provide additional turn lanes and through lanes with the city limit.

Limits: Buskirk Avenue to eastern city limit

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $12,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1314 – Contra Costa Boulevard Improvement Project

Roadway widening, intersection geometry modification, and signal upgrade at every intersection along Contra Costa Boulevard within the project limit. Redo landscaping along corridor, as well as install pedestrian improvements to make corridor ADA compliant.

Limits: Contra Costa Boulevard (between northern city limit and Taylor Boulevard)

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $5,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

Richmond

0187 – Carlson Boulevard-Cutting Boulevard Railroad Crossing Improvements

Improve signal and intersection configuration and add safety features at railroad crossing.

Limits: At SP tracks

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Design and ROW

RTP Ref. No.:

Project Cost: $250,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

0402 – Cutting Blvd: Widen, 23rd to 9th

Roadway improvements

Limits: From 23rd St. to 9th Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,400,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

0740 – Carlson Boulevard Improvements

Reduce superelevation and add features to improve liveability of adjoining neighborhood. (Could include bicycle lanes, median with

Limits: El Dorado to I-80

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Design and ROW

RTP Ref. No.:

Project Cost: $4,000,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

0741 – May Road: Improvements

Street improvement: rebuild roadway, improve configuration which may include bicyle lanes and new curbs and sidewalks

Limits: Painted Pony Road to San Pablo Dam Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,500,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

1390 – Richmond Waterfront Access, Phase 1

STIP request is to fund Environmental Clearance phase. Project is to construct a railroad grade separation in the Marina Bay District in Richmond.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $36,280,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1545 – Cutting/Carlson grade crossing improvements at UPRR grade crossing

Cutting/Carlson grade crossing improvements at UPRR grade crossing

Limits: At Carlson/UPRR

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240648

Project Cost: $19,800,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:

Richmond Redevelopment Agency

1397 – Richmond Waterfront Access Project: Marina Bay Parkway Grade Separation

Replace the existing at-grade crossing with an over- or undercrossing of the Union Pacific and Burlington Northern rail lines for Marina Bay Parkway to improve access to the Marina Bay neighborhood and lessen safety concerns. Increased activity at the Port of Oakland has resulted in long trains traversing Richmond grade crossings, each of which in turn cause 20- to 30-minute traffic blockages at all of the closely-spaced at-grade crossings with the north-south accesses into and out of the South Richmond Shoreline area. The project would reduce train-related congestion, improve emergency vehicle access to the area, as well as improve access to the proposed WETA ferry terminal.

Limits: Regatta Boulevard to Meeker Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Completed	Under Construction

RTP Ref. No.: 230084

Project Cost: $37,500,000 in 2012 dollars

Committed Funding		
Amount:	Source:	Type:
$4,200,000	Local Streets and Roads	Local
$3,000,000	Railroad Match	Other
$11,800,000	Measure J	Measure J
$19,000,000	Prop. 1B	State

San Pablo

0730 – San Pablo Dam Road-Ventura Avenue Intersection Reconfiguration

Redesign and reconfigure existing intersection to eliminate safety hazard and enhance flow of traffic on San Pablo Dam Road entering onto I-80 westbound

Limits: Intersection with Ventura Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Completed	Design and ROW

RTP Ref. No.:

Project Cost: $53,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:
$6,000	City of San Pablo	Local
$47,000	CMAQ	Federal

1014 – El Portal Gateway

Utility undergrounding, construct roadway safety improvements, streetscape and bicycle/pedestrian path.

Limits: Church Lane to I-80

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Design and ROW

RTP Ref. No.:

Project Cost: $3,935,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$3,757,000	City of San Pablo	Local
$178,000	Measure C	Local

1015 – San Pablo Dam Road Medians and Landscaping

Contruct median islands with landscaping.

Limits: I-80 to El Portal Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $300,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

1131 – Reconfigure El Portal/Road 20 Intersection

Redesign and reconfigure intersection

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $400,000 in dollars

Committed Funding		
Amount:	Source:	Type:

1280 – Rumrill Bridge Replacement

Replacement of bridge over San Pablo Creek and associated improvements at the Rumrill/Brookside intersection immediately adjoining the bridge

Limits: Rumrill Boulevard at San Pablo Creek (north of Brookside Drive)

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Completed	Under Construction

RTP Ref. No.:

Project Cost: $4,000,000 in 2006 dollars

Committed Funding		
Amount:	Source:	Type:
$1,200,000	HBRR	State
$400,000	City of San Pablo	Local

1282 – Giant Road Improvements

Improvements to enhance safety including: medians, turn pockets, repaving, striping, new traffic signal with interconnect to railroad crossing, landscaping.

Limits: Brookside Drive to Miner Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,500,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1283 – Rumrill Gateway

Improvements to improve safety including: paving, striping, medians, turn pockets, traffic signal updgrades, streetscape/landscaping.

Limits: Costa Avenue to Brookside Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $2,500,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1284 – 23rd Street Revitalization Phase 3

Improvements to enhance safety for all modes of transportation in a busy pedestrian district, including: new medians, wider sidewalks, reconfiguration of parking, restriping, new traffic signal, and streetscape improvements.

Limits: San Pablo Avenue to Costa Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $4,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1285 – Broadway Improvements and Traffic Calming

Paving, striping, tree grate replacement, new traffic signal and lighted pedestrian crossings.

Limits: El Portal Drive to 11th Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,500,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1286 – Old Town Traffic Calming

curb extensions, raised crosswalks, traffic circles, striping and signage

Limits: approximately one half square mile area of local streets bounded by Rumrill Boulevard, Wildcat Creek, 23rd Street, Costa Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $1,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1291 – Citywide Street Light Retrofit

retrofit and upgrade street lights to improve pedestrian, bicycle and traffic safety

Limits: various locations citywide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1548 – Church Lane Bridge Widening at San Pablo Creek

Widen bridge at Church Lane over San Pablo Creek

Limits: at San Pablo Creek

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240656

Project Cost: $600,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:

San Ramon

0089a – San Ramon Valley Blvd.: Widen 2 to 4 Lanes, Sycamore to Crow Canyon

Widen 2 to 4 lanes

Limits: Sycamore Valley Rd. to Crow Canyon

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0089b – San Ramon Valley Blvd.: Widen, Montevideo to Alcosta

Widen San Ramon Valley Blvd. 2 to 4 lanes

Limits: From Montevideo to Alcosta

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0090a – Bollinger Canyon Road: Widen, I-680 to Camino Ramon

Widen from 6 to 8 lanes

Limits: I-680 to Camino Ramon

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Design and ROW

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0273 – Crow Canyon Intersection

Improve geometrics of intersection southbound off-ramp

Limits: I-680 at Crow Canyon Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0291 – Deerwood Place Widening

Widen from 2 to 4 lane arterial

Limits: Fostoria Way Overcrossing to Crow Canyon Rd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0292 – Old Ranch Road: Widen

Widen from 2 to 4 lanes

Limits: From Dougherty Rd. to Alcosta Blvd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0478 – San Ramon Valley Boulevard: Reconstruct and Widen

San Ramon Valley Blvd.: reconstruction and widening from 2 to 4 lanes from 3,000 feet north of Alcosta and to 1,300 feet south of Montevideo

Limits: From 3,000 feet north of Alcosta and to 1,300 feet south of Montevideo

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: $8,104,000 in dollars

Committed Funding

Amount:	Source:	Type:
$8,104,000	Measure C	Measure C

0479 – San Ramon Valley Boulevard: Widen, Alcosta to Montevideo

San Ramon Valley Blvd.: widening from 2 to 4 lanes from 3,000 feet north of Alcosta to 1,300 feet south of Montevideo

Limits: From 3,000 feet north of Alcosta to 1,300 feet south of Montevideo

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: $6,420,000 in dollars

Committed Funding

Amount:	Source:	Type:

0995 – Crow Canyon Road/Dougherty Road Intersection Improvements

Reconfigure the eastbound approach on Crow Canyon Road to three through lanes and one right-turn lane, and reconfigure southbound Dougherty Road south of the intersection for an acceleration lane for vehicles that have made right-turns from eastbound Crow Canyon Road.

Limits: Intersection of Crow Canyon Road and Dougherty Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: $310,000 in dollars

Committed Funding

Amount:	Source:	Type:
$310,000	SCC Dougherty Valley Area of Benefit	Fees/Exactions

1534 – Bollinger Canyon Road Widening from Alcosta to San Ramon Valley Boulevard

Bollinger Canyon Road Widening from Alcosta to San Ramon Valley Boulevard

Limits: Alcosta to San Ramon Valley Blvd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240629

Project Cost: $10,300,000 in 2011 dollars

Committed Funding

Amount:	Source:	Type:
$7,300,000	Local	Local

Walnut Creek

0088 – North Main Street: Widen/restripe, Sunnyvale to Treat/Geary

Widen southbound roadway for 2 left turn lanes between Sunnyvale and Treat/Geary.

Limits: From I-680 off on-ramp/Sunnyvale Rd. to Treat/Geary

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,900,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:

0357 – Geary Road Widening Phase 3

Geary Road Widening Phase 3: Widen to one through lanes in each direction with a two way left turn lane, bike lanes, parking and/or landscaping, and sidewalks

Limits: Pleasant Hill Road to Buena Vista Ave/Putnam Blvd

Secondary Sponsors: Pleasant Hill

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $7,950,000 in 2003 dollars

Committed Funding

Amount:	Source:	Type:
$6,540,000	Measure J	Measure J
$300,000	City of Walnut Creek	Local

0961a – Ygnacio Valley Road Pavement Reconstruction

Reconstruct pavement section with some median, curb, and sidewalk work. (The section from California Blvd. to Civic Dr. is included in Project 0961b.)

Limits: I-680 to Oak Grove Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $24,500,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:

0962 – California Boulevard Pavement Reconstruction

Reconstruct pavement section with some median, curb, and sidewalk work

Limits: N. Main Street to Ygnacio Valley Road and Mt. Diablo Blvd to Newell

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,500,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:

0963 – Mt Diablo Boulevard Pavement Reconstruction

Reconstruct pavement section with some curb and sidewalk work

Limits: Bonanza to Main Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $800,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:

1216 – Ygnacio Valley Road @ Walnut Blvd. Left Turn Extension

Lengthen westbound left turn lane at Walnut Blvd from 150 ft storage to 300 ft.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $400,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1217 – Ygnacio Valley Road @ Homestead Ave. Left Turn Extension

Lengthen westbound left lane at Homestead Ave from the current 150 ft storage lane to 300 ft.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $350,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1219 – Ygnacio Valley Road @ Marchbanks/Tampico Left Turn Extension

Extend existing 150 ft left turn lane pocket to 340 ft

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $300,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1220 – Ygnacio Valley Road @ San Carlos Left Turn Extension

Extend westbound left turn from 200 ft to 270 ft and eastbound left turn lane from 200 feet to 320 feet

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $500,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1221 – Bancroft/Ygnacio Valley Road New Eastbound Right Turn Lane

Add a dedicated right turn lane on Ygnacio Valley Road onto Walnut Ave.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $4,500,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1222 – Ygnacio Valley Road @ Oak Grove Road Southbound Left Turn Lane

Add a second left turn lane for southbound Oak Grove Road

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $2,500,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1224 – Parkside/Buena Vista Ave Intersection Improvements

Widen for bus movements, add sidewalk, improve drainage.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $1,150,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$420,000	Safe Routes to Schools	State
$210,000	City of Walnut Creek	Local

1225 – Speed Display Signs on Ygnacio Valley Road

Install speed display signs at various locations along Ygnacio Valley Road

Limits: Oakland Blvd to Oak Grove Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $130,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1226 – Incident Detection Video at Various Locations

Install cameras at various locations

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $250,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$350,000	City of Walnut Creek	Local

WestCAT

1269 – Enhanced Service Throughout the Service Area

This proposal looks into increasing services on selected routes throughout the network. The Transbay Lynx service will be run throughout the day to supplement the current peak schedule. The JPX will be enhanced to operate with an additional loop through the central Hercules corridor, thus providing more riders with one seat rides between Del Norte BART and the local neighborhoods within the system This service will supplement local routes and allow direct access to BART for many riders.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $5,750,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$5,000,000	capital bus purchases	Unidentified
$750,000	operating costs	Other

Bicycle/Pedestrian Projects

Antioch

0537 – EBMUD Bicycle Pathway/Mokelumne Coast-to-Crest Trail: Construct

EBMUD Bicycle pathway from Hillcrest Road to Heidorn Ranch Road

Limits: Hillcrest Road to Heidorn Ranch Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Design and ROW

RTP Ref. No.:

Project Cost: $450,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

0539 – Somersville Road Walkway: Construct Under SR 4

Somersville Rd. Walkway: construct a walkway and bike lane under SR 4

Limits: Under SR 4

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $200,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

1025 – Hillcrest Ave. Bike Lanes, E 18th to UPRR

Construct a new southbound bicycle lane on Hillcrest Ave. from E 18th Street to the Union Pacific Railroad right-of-way. Reconstruct the existing northbound bike lane.

Limits: E 18th Street to UPRR ROW

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Design and ROW

RTP Ref. No.:

Project Cost: $124,000 in dollars

Committed Funding		
Amount:	Source:	Type:

1124 – Mokelumne Trail Access and Grading Improvements

Improve bicycle and pedestrian access at intersections of the Mokelumne Trail with Contra Loma Blvd., Putnam St., Rio Grande Dr. and Mission Dr.; and flatten excessive grades and eliminate conflicts with open water storm water flows.

Limits: Between Buchanan Road and Contra Loma Blvd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $470,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:

BART

0838 – Richmond, Walnut Creek & Pleasant Hill BART Station Bicycle Pavilions

Develop a program design for a Bicycle Pavilion (a designated area for bike storage in lockers, racks and a bicycle station with amenities such as seating, lighting and landscaping) and complete construction of the format at the Walnut Creek BART station. The program design will be used as the basis for initiating Bicycle Pavilions at the Pleasant Hill and Richmond BART stations.

Limits: At BART stations

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Design and ROW

RTP Ref. No.:

Project Cost: $600,000 in 2000 dollars

Committed Funding		
Amount:	Source:	Type:
$300,000	Measure J	Unidentified

1506 – BART Station Community Wayfinding Project

Provide street-level information kiosks at BART stations within West and East County. The kiosks will be strategically positioned both on station property and in the community to orient the user with pertinent information about local transportation options, connections to bicycle paths and pedestrian facilities, and to neighboring destinations within the community. This project is part of a larger set of actions to provide wayfinding and travel information at BART stations in Contra Costa.

Limits: At and adjoining BART stations

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Exempt	Not Begun

RTP Ref. No.:

Project Cost: in 2009 dollars

Committed Funding		
Amount:	Source:	Type:

Brentwood

1148 – Sellers Avenue Detention Basin Improvements

Construct 10' wide landscaped trail for approximately 2,350 lf

Limits: west side of Sellers Avenue between Chestnut Street and Balfour Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $262,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:
$275,000	Developer contribution	Fees/Exactions

Clayton

0950 – Concord-Clayton Bikeway

Construction of missing segments of on-and off-street bikelanes along the Concord-Clayton Bikeway. Missing segments include Mitchell Canyon Road and Pine Hollow Road in Clayton. The full bikelanes will increase safety for students using the bikelanes to access Mt. Diablo Elementary School, one block off the bike route.

Limits: Clayton Town Center to Treat Boulevard in Concord

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $362,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

Concord

1136 – Housing Incentive Program Grant Improvements

Improve sidewalks and crosswalks linking housing to nearby communtiy facilitties (school, park) and/or streetscape imrovements that support increased pedestrian, bicycle, and transit activities and safety.

Limits: Area bounded by Concord Avenue on the north, Pt. Chicago Highway on the east, Clayton Roadand Cowell Road on the south, and I-680 on the west.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $2,236,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:

1364 – Monument Blvd & Meadow Lane Pedestrian Improvements

Construct pedestrian improvements at intersections along Monument Blvd. at Victory Lane, Reganti Drive, Mi Casa Court and Meadow Lane/Oak Grove intersections. The project will add roadway with pedestrian-level lighting along Monument Blvd. between Victory Lane and Oak Grove Road; redesign or enhance transportation stops, add or enhance landscaping in sidewalk areas. Meadow Lane north of Monument Blvd. will have expanded sidewalks and related amenities. Class II Bike Lanes will be installed on Meadow Lane. A traffic signal and pedestrian bulb-out will be constructed at Meadow Lane/Robin Lane.

Limits: Victory Lane to Oak Grove on Monument and north of Monument on Meadow Lane

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Design and ROW

RTP Ref. No.:

Project Cost: $2,940,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$740,000	Local match	Local
$1,000,000	TE	Federal
$1,200,000	CMAQ	Federal

1505 – Monument Corridor Pedestrian and Bikeway Network Improvements

Construct a 1.1-mile long Class I shared-use trail and sign 3 miles of Class III bike route with "sharrow" markings within the Monument Corridor and surrounding community. The Class I bikeway will consist of a 12-foot wide asphalt concrete path with 2-foot decomposed granite shoulders. This bikeway will start at the Monument Boulevard/Mohr Lane intersection and continues to Victory Lane at Linden Drive. The trail continues across Victory Lane until it ends at Mayette Avenue. The project also includes "sharrows" along a network of streets (Linden Drive, Sunshine Drive, Meadow Lane, Detroit Avenue, and Walters Way).

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Design and ROW

RTP Ref. No.:

Project Cost: $1,270,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$330,000	Local funds	Local
$944,000	Transportation Enhancement	Federal

Contra Costa County

0190 – Pleasant Hill BART Station Bicycle and Pedestrian Access

Improve access for pedestrian and bicyclists

Limits: Vicinity of Pleasant Hill BART station

Secondary Sponsors: BART

PSR Status:	NEPA/CEQA Statu	Project Status:
		Design and ROW

RTP Ref. No.:

Project Cost: $2,444,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:

0208 – San Pablo Dam Road: Pedestrian and Bicycle Improvements

Add pedestrian and bicycle improvements consist with plans including the Downtown El Sobrante General Plan Amendment being conducted by Contra Costa County (completion expected late 2005 or early 2006), the San Pablo Dam Road/Camino Pablo Action Plan, and West County Action Plan. Goals of project are better and safer access for local walking and bicycling along and across San Pablo Dam Road, including both the downtown portion and the areas east of downtown from Appian Way east to Tri Lane.

Limits: No specific limits identified, where appropriate.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Exempt	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0553 – SR 24 Bikeway

SR 24 Bikeway: Unincorporated portions of bikeway from Camino Pablo to Walnut Creek: Install destination, warning and traffic control signage; new bike lanes on Olympic Blvd.

Limits: Fish Ranch Road to Walnut Creek

Secondary Sponsors: Lafayette

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed		

RTP Ref. No.:

Project Cost: $128,000 in dollars

Committed Funding		
Amount:	Source:	Type:

0557 – Delta Road: Add Bicycle Lane

Delta Road: add class 2 bike lane.

Limits: Eden Plains Rd./Sellers Avenue to Bethel Island Road, and SR 4 to Marsh Creek/Sellers Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $530,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

0564 – Delta-De Anza Trail, Evora Road to Port Chicago Hwy

Delta-De Anza Trail: construct Class I bikeway from Evora Road to Port Chicago Hwy

Limits: Evora Road to Port Chicago Highway

Secondary Sponsors: East Bay Regional Park District

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $500,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

0565 – Delta-De Anza Trail, Port Chicago Hwy to Iron Horse Trail

Delta-De Anza Trail: construct Class I bikeway from Port Chicago Hwy to Iron Horse Trail

Limits: Port Chicago Hwy to Iron Horse Trail

Secondary Sponsors: East Bay Regional Park District

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,500,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

0568 – Franklin Canyon Undercrossing, Sobrante Ridge to Carquinez Strait Trail

Sobrante Ridge to Carquinez Strait Trail: construct Franklin Canyon undercrossing for regional trail access

Limits: Sobrante Ridge to Carquinez Strait Trail

Secondary Sponsors: East Bay Regional Park District

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $300,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

0569 – SR 4 West Bikeway: Construct

SR 4 West Bikeway: Construct bikeway parallel to SR 4 west

Limits: I-80 (or San Pablo Avenue) to Martinez

Secondary Sponsors: East Bay Regional Park District, Mart

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $200,000 in dollars

Committed Funding		
Amount:	Source:	Type:

0571 – Bay Trail: Complete Gaps on Carquinez Scenic Trail section

Bay Trail: repair three landslides and construct a 14-foot wide bicycle, pedestrian and equestrian path along the Carquinez Scenic Trail between Port Costa and Ozol.

Limits: Crockett to Martinez

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,759,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:
$201,757	Local	Local

0713 – Olinda Road Sidewalk Gap Closures

Fill in sidewalk gaps along Olinda Road including the installation of pedestrian bridge over a creek.

Limits: Beginning at Valley View Road and extending southernly about 850 feet

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $522,000 in 2004 dollars

Committed Funding		
Amount:	Source:	Type:
$19,000	Gas Tax Funds	Local

0744 – Stone Valley West Sidewalks at Iron Horse Trail

Extend bike and pedestrian trail including other improvements and amenities.

Limits: Intersection of Stone Valley Road West and the Iron Horse Trail

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.: 21202

Project Cost: $35,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:
$35,000	STIP	Federal

0999 – Bailey Road Bike Lane

Create a Class 2 bike lane on Bailey Road through the unincorporated area, from the Concord City Limit on the west to the Pittsbrug City Limit on the east.

Limits: Concord City Limit to Pittsburg City Limit

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1035 – Alves Lane Gap Closure

Create a Class 3 bike route on Alves Lane from Willow Pass Road to Winterbrook Drive, to fill a gap in bike routes along Alves Lane.

Limits: Willow Pass Road to Winterbrook Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1036 – Pleasant Hill BART Station Non-motorized Access Improvements-West

Non-motorized access improvements along Treat Blvd. facilitating movement across the 680 overcrossing, Buskirk Ave and other areas.

Limits: Treat Blvd. corridor, west from the PH BART station into Walnut Creek

Secondary Sponsors: Walnut Creek

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1046 – San Pablo Dam Road Pedestrian Improvements

Install curb and sidewalk, and widen the road in the areas where the frontage improvements have not been installed.

Limits: Tri Lane to Appian Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $2,809,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$18,000	Gas Tax Funds	Local

1057 – Pacifica Avenue Phase II: Improvements

Widen both sides of roadway between Driftwood Drive and Rio Vista Elementary School and install bike lane striping, driveway conforms, concrete curbs, and minor drainage. Construct sidewalk both sides and drainage facilities.

Limits: Driftwood Drive to Rio Vista Elementary School

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Completed	Design and ROW

RTP Ref. No.:

Project Cost: $675,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$192,000	SR2S	Unidentified
$253,000	TDA	Unidentified
$42,000	Gas Tax Funds	Local
$188,000	BTA	Unidentified

1120 – Third Street Pedestrian Project, Phase 2

Widen sidewalks, calm traffic and add streetlights and street trees to Third Street between Grove Avenue and Wildcat Creek in North Richmond.

Limits: Between Grove Avenue and Wildcat Creek in North Richmond

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $2,300,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:

1194 – Pleasant Hill BART Shortcut Pedestrian Path

Plan, Design, and Construct a shortcut path at the Pleasant Hill BART Station.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $2,800,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$100,000	Contra Costa Redevelopment Funds	Local
$500,000	Contra Costa Redevelopment Funds	Local
$25,000	TLC Planning Grant	Federal
$300,000	Safe Routes to Transit	Regional

1201 – Crockett Downtown Upgrade Project

Upgrade the pedestrian facilities along Pomona Avenue between 2nd Avenue and 1st Avenue in the downtown Crockett Area.

Limits: Pomona Avenue between 2nd Avenue and 1st Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Completed	Design and ROW

RTP Ref. No.:

Project Cost: $351,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$289,000	UnoCal/Tosoco Return to Source Fund	Other
$62,000	Gas Tax	Unidentified

1206 – San Pablo Ave/Parker Ave Sidewalk Project

The purpose of this project is to provide pedestrian facilities along the north side of San Pablo Avenue from Victoria Crescent to Parker Avenue and continued along the west side of Parker Avenue to 7th Street.

Limits: 7th Street to Victoria Crescent

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:
$363,400	SR2S	State

1207 – Castro Ranch Road AC Path

Build Sidewalk on Castro Ranch Road from San Pablo Dam Road to Hillside Drive (east side)

Limits: Castro Ranch Road from San Pablo Dam Road to Hillside Drive (east side)

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Completed	Not Begun

RTP Ref. No.:

Project Cost: $242,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1208 – Knightsen Pedestrian Project

The purpose of this project is to replace the sidewalk on Knightsen Avenue from the intersection with A Street to approximately 200' south-east along Knightsen Avenue. This project will construct approximately 220 linear feet of 8' wide sidewalk on Knightsen Avenue and A Street.

Limits: Intersection with A Street to approximately 200' south-east along Knightsen Avenue.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $570,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$480,000	SR2S	State

1211 – Pacheco Blvd. Sidewalk Gap Closure

Close the gap in the sidewalk between Camino Del Sol and WIndhover Way on Pacheco Boulevard to improve the safety of pedestrians and encourage walking as well as biking. This project will construct PCC sidewalk between Camino del Sol and Windhover Way, widen the AC pavement between the Sidewalk and the existing edge of pavement and install a bike lane.

Limits: Camino de Sol to Windover Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $361,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$311,000	SR2S	State

1212 – Carquinez Scenic Trail

Design and construct Class I trail along closed Carquniez Scenic Drive between Port Costa and Martin

Limits: Carquniez Scenic Drive between Port Costa and Martin

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $3,800,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$1,000,000	SAFETEA-LU	Federal

1213 – North Richmond Bikeway Project

Construct a class 2 bicycle lane on 3rd Street between Grove Ave and a class 1 on Wildcat Trail and a class 3 bicycle route on Market Ave. between 3rd St and the County limits.

Limits: 3rd Street between Wildcat Creek Trial and Grove Avenue; Market Avenue between 3rd Street and County limit lines to the east

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $73,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$65,000	TFCA	Regional
$8,000		Local

1218 – Port Costa - Martinez Bike/Ped Trail

Repair and recontstruct trail into a Class I multi-use bicycle/pedestrian trail.

Limits: On Carquinez Scenic Dr from Port Costa to Martinez

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,179,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$236,000	Local Funds	Local
$943,000	Earmark	Federal

1227 – Improve Terminus of Delta DeAnza Trail at Willow Pass Road

Improve the terminus of the Delta DeAnza trail near the intersection of Willow Pass Road on the Concord side. The trail currently ends at a gravel path just before it reaches Willow Pass Road near its intersection with Evora Road. The project will improve connection between the trail and Willow Pass Road and address signage and potential conflicts with auto traffic at the Evora-Willow Pass intersection.

Limits: At intersection of Delta DeAnza Trail with Willow Pass Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Underway	Not Begun

RTP Ref. No.:

Project Cost: $107,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1228 – San Pablo Creek Pedestrian/Bicycle Bridge

Bridge for pedestrians and bicycles over San Pablo Creek, from Via Verde into downtown El Sobrante. Will connect to walkway along San Pablo Creek

Limits: Via Verde (in Richmond) across San Pablo Creek into unincorporated downtown area

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $350,000 in 2006 dollars

Committed Funding		
Amount:	Source:	Type:

1234 – Camino Tassajara Bikeway Shoulders

San Ramon: On Tassajara from Blackhawk Drive to County line; Construct paved shoulders for bicycle commuting.

Limits: San Ramon: On Tassajara from Blackhawk Drive to County line

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,733,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$1,409,000	Local	Local
$324,000	RIP-TE	Federal

1236 – San Pablo Avenue / Parker Avenue Sidewalk

Connecting a gap in the sidewalk. Project in conjunction with City of Hercules.

Limits: San Pablo Avenue / Parker Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $397,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1237 – Delta Road Sidewalk and Bike Lanes

Construct sidewalk and bike lanes on Delta Road

Limits: Knightsen Avenue to Knightsen Elementary School.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Completed	Not Begun

RTP Ref. No.:

Project Cost: $580,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1273 – Bailey Road Transit Access Improvement

Pedestrian crossing improvements to BART station including sidewalk widening and security lighting.

Limits: In Pittsburg on Bailey Road/BART/Mayland Road area

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $2,197,506 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$1,208,506		Local
$989,000	TE	Federal

1374 – Iron Horse Trial Flashers

Install in-pavement flashers

Limits: Iron Horse Trail at Stone Valley Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $40,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$40,000	Gas Tax	Local

1382 – Delta DeAnza Trail Gap Closure - Bay Point

Install a 12-foot wide asphalt concrete bike trail along the east side of Willow Pass Road at the location statd above. Stripe a bike lane on the west side of the road opposite the AC path. Install bike lane signage and a pedestrian barricade.

Limits: Willow Pass Road from the intersection of Evora Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Exempt	Under Construction

RTP Ref. No.:

Project Cost: $100,973 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$93,000	TDA	State
$7,000	Navy Mitigation Funds	Fees/Exactions

1485 – Montalvin Manor Sidewalk and Transit Access Improvements

Install 3,000 ft of sidewalk, drainage, installation/improvements, installatikon of two new bus shelters, and installation of ADA accessible curb ramps along San Pablo Avenue and Kay Road.

Limits: along San Pablo Avenue and Kay Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $1,810,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$1,435,000	Redevelopment	Other
$365,000	STIP	Federal/State

1488 – Bailey Rd Pedestrian & Bicycle Improvements - Canal Rd to Willow Pass Rd

Improve sidewalks and bike lanes in the segment of Bailey Rd between Canal Road and Willow Pass Rd.

Limits: From Canal Road to Willow Pass Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $12,000,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$5,500,000	Navy Mitigation Funds	Other
$6,500,000	Unidentified	Unidentified

1491 – Chesley Ave Railroad Pedestrian Crossing

Railroad crossing pedestrain facilities, 5 foot wide sidewalk, curb gutter, railroad warning devices.

Limits: Union Pacific Railroad Crossing to City of Richmond limit

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $140,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$140,000	CPUC	Other

1492 – Clyde Pedestrian Trail

2700 foot pedestrian trail to Clyde Park on Sussex St.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,134,700 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$25,000	Prop 1B	Local
$1,109,700	Navy Mitigation Funds	Other

1493 – Driftwood Drive Bike Lanes

Install 4,300-foot long 5-foot bike lanes in each direction of traffic, and improve drainage inlet grates.

Limits: Evora Road to Pacifica Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Exempt	Design and ROW

RTP Ref. No.:

Project Cost: $50,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:

1495 – Market Avenue Railroad Pedestrian Crossing

Improves the pedestrian facilities along the north side of Market Avenue between 7th Street and Soto Street, west of the Union Pacific Railroad crossing

Limits: 7th and Soto St.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $227,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$227,000	CPUC	Other

1496 – Market Avenue Sidewalk Improvements

Improve the pedestrian facilities along the north side of Market Avenue by constructing 6.5-foot wide concrete sidewalk, curb, gutter, and curb ramps between 7th Street and Soto Street, west of the Union Pacific Railroad crossing.

Limits: 7th Street and Soto Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $280,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$150,000	TDA	Federal/State
$130,000	Redevelopment	Local

1497 – Viera Avenue Bike Lanes Project

Widen Viera Avenue between East Eighteenth Street and Wilbur Avenue to a 32 foot road width. This will provide 12 foot travel lanes and 4 foot shoulders for Class II bike lanes.

Limits: East Eighteenth Street and Wilbur Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $746,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$155,167	Prop 1B	Local
$80,000	TDA	Federal/State
$511,000	BTA	Federal/State

Danville

0719 – Diablo Road Improvements - Green Valley Road to Diablo Scenic

Phase II - Construct a bike/walkway path from Green Valley Rd to Diablo Scenic. Project deferred until ROW can be dedicated.

Limits: Green Valley Road to Mt. Diablo Scenic Boulevard

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $1,404,204 in 2001 dollars

Committed Funding

Amount:	Source:	Type:
$1,404,204	NERIAD	Fees/Exactions

1535 – Iron Horse Trail Pedestrian Overcrossing at Sycamore Valley Road

The project would construct a pedestrian overcrossing for the Iron Horse Trail over Sycamore Valley Road

Limits: At Sycamore Valley Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240630

Project Cost: $7,500,000 in 2011 dollars

Committed Funding

Amount:	Source:	Type:

East Bay Regional Park District

0204 – Delta-de Anza Bikeway Project

Complete the Delta-De Anza Regional Trail bikeway gap from Ridgeline Dr. in Antioch to Neroly Rd., Oakley.

Limits: Ridgeline Drive to Neroly Road

Secondary Sponsors: Antioch and Oakley

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

0295 – Extend Iron Horse Trail to Benicia-Martinez Bridge along Walnut Creek Channel

Construct approx. 6 mile extension of Iron Horse Regional Trail (Class 1 bike facility) along the Walnut Creek Channel from Marsh Drive in Concord to Benicia-Martinez Bridge

Limits: Marsh Drive, Concord to Benicia Bridge

Secondary Sponsors: TRANSPAC

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: $2,800,000 in 2000 dollars

Committed Funding

Amount:	Source:	Type:
$1,000,000	Tesoro (formerly Tosco) mitigation	Fees/Exactions

0599 – Bay Trail Connection, Bayfront Park to Sunnyview Drive

Bay Trail connection across railroad ROW

Limits: Bayfront Park west to Sunnyview Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $4,000,000 in 2001 dollars

Committed Funding

Amount:	Source:	Type:
$600,000	EBRPD	Local
$500,000	railroad	Other
$600,000	Redevelopment Agency	Local

0711 – Delta-De Anza Trail Gap Closure

Build Class 1 path on Bailey Road between EBMUD Aqueduct and SR4 WB on-ramp, install pedestrian lights along trail leading to Ambrose Park This project also consists of pavement restriping to accomodate 5-foot bike lanes, constructing a new 12-foot sidewalk section, and constructing a new pedestrian actuated traffic signal at the northern trail crossing.

Limits: On Bailey Road between EBMUD Aqueduct and SR4 WB on-ramp

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Under Construction

RTP Ref. No.: 21202

Project Cost: $372,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$61,000	Gas Tax	Local
$311,000	STIP	Federal

0804 – Big Break Shoreline Trail

Develop extension of Class I Trail from current terminus west to Antioch-Oakley Shoreline Bridge.

Limits: Jordan Lane west to Antioch-Oakley Shoreline Bridge

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $1,500,000 in 2001 dollars

Committed Funding

Amount:	Source:	Type:

0818 – Delta De Anza Trail - Walnut Creek Channel to Bay Point

This multi-use trail will start at the terminus of the Iron Horse Trail on Marsh Dr. in Concord and pass through Hillcrest Community Park, under Highway 4 along the EBMUD ROW north, continue east and connect with the Delta De Anza Trailhead on Willow Pass Rd. in Concord.

Limits: Grant St., Concord to Willow Pass Rd. @ Hwy 4 in Contra Costa County

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

0836 – Wildcat Creek Regional Trail: Construct Bridge over Railroads

Construct a bridge for the Wildcat Creek Regional Trail across the South Pacific and Atchison Topeka and Santa Fe railroad tracks.

Limits: at SPRR and AT&SF Railroads

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:
$631,500	Measure AA	Local
$556,900	Measure C	Measure C
$1,326,000		Federal
$250,000		Federal

1111 – Pinole Waterfront Bay Trail Gap Closure

Complete gap in San Francisco Bay Trail within Pinole. The project includes eastward extension of the trail from its current terminus near Woy Drive for 1,300 feet and then construction of a bridge over the Union Pacific railroad right-of-way and continuing eastward to the existing trail at Tennent Avenue.

Limits: From existing terminus near Woy Drive to Tennent Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: $3,300,000 in 2004 dollars

Committed Funding

Amount:	Source:	Type:
$3,300,000	Pinole Redevelopment Funds	Local

1323 – SF Bay Trail - Richmond Parkway to Pt. Pinole Regional Shoreline

SF Bay Trail segments from Goodrick Ave. to southern boundary of former Bruener property and from northern boundary of former Bruener property to Bay View Trail at Pt. Pinole Regional Shoreline.

Limits: Goodrick Ave., Richmond Parkway to Pt. Pinole Regional Shoreline

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $2,500,000 in dollars

Committed Funding

Amount:	Source:	Type:

1324 – SF Bay Trail, Pt. Pinole to Pt. Wilson

Extend the Bay Trail from the Pt. Pinole Regional Park to Pt. Wilson in the San Pablo Bay Regional Park. EBRPD completed a feasibility and preliminary engineering study on SF Trail between Pt. Pinole Shoreline and Pt. Wilson adjacent to the Railroad tracks in 2005.

Limits: Pt. Pinole Regional Shoreline to Pt. Wilson

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $2,500,000 in 2005 dollars

Committed Funding

Amount:	Source:	Type:

1325 – Wildcat Creek Trail Crossing of Richmond Parkway

Project will entail a safe multi-use crossing of Wildcat Creek Trail at Richmond Parkway

Limits: Wildcat Creek Trail on east side of RIchmond Parkway to Wildcat Creek Trail and Staging

Secondary Sponsors: Contra Costa County Flood Control a

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

El Cerrito

0873 – Cerrito Creek Bay Trail Connector Master Plan / Cerrito Creek Greenway Project

Construct a bicycle and pedestrian facility to connect the Ohlone Greenway to the San Francisco Bay Trail. The project would start at the Ohlone Greenway at El Cerrito Creek and continue west along El Cerrito Creek as a Class III bike trail (pedestrians would use sidewalks and crosswalks) through El Cerrito Plaza. The trail would continue north along San Pablo Avenue as a shared bike/ped pathway and would cross San Pablo at Carlson. Pedestrians would continue on Carlson and go south on Adams to connect to the trail in Creekside Park; bicyclists would use Class II bike lanes on Carlson and a marked Class III bike route on Lassen and Belmont to connect to the Class I trail in Creekside Park. That trail would connect to Pierce via a new Class I trail at the edge of the Pacific Plaza mall. The Greenway would continue south along Pierce in Albany and west under I-80 through the future Pierce Street Park to connect to the Bay Trail.

Limits: Ohlone Greenway to SF Bay Trail

Secondary Sponsors: Richmond and Albany

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Design and ROW

RTP Ref. No.:

Project Cost: $2,700,000 in 2003 dollars

Committed Funding

Amount:	Source:	Type:
$84,561	City of El Cerrito	Local
$220,062	ABAG - Bay Trails	Other

1319 – Ohlone - Richmond Greenway Gap Closure

Construction final segment of Greenway System crossing San Pablo Avenue, Baxter Creek, I-80, and BART.

Limits: Greenway from San Pablo Avenue to approximately So. 45th Street

Secondary Sponsors: Richmond

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $1,000,000 in 2008 dollars

Committed Funding

Amount:	Source:	Type:

1320 – El Cerrito Citywide On-street Bikeways

Install class 2 and 3 bikeways on various city streets as shown in adopted El Cerrito Circulation Plan for Bicycles and Pedestrians. Streets include San Pablo Avenue, Richmond, Ashbury, Carlson, Key, Hill, Central, anf Fairmount. Work will include pavement striping, wayfinding signage, detection loops for bicycles.

Limits: citywide in El Cerrito

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,250,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$17,000	BTA	State
$10,000	Street Improvement	Local

1321 – Ohlone Greenway Improvements

Construct major upgrades, realignments, intersections, lighting, surveillance, amenities, and landscaping along Ohlone Greenway in wake of BART seismic retrofit project.

Limits: North city limits to South city limits

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $5,000,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$603,292	BART	Other
$4,000,000	SR2T (RM-2)	Regional
$250,000	Developers - Park-in-lieu Fund	Local

1368 – San Pablo Avenue Streetscape

Develop pedestrian, transit stop, and streetscape improvements. The project includes 1)Pedestrian access improvements, including: new landscaped medians, pedestrian countdown signals, pedestrian refuge islands, bulb outs, in pavement flashing crosswalks and pedestrian scale furnishings; 2) Improved Rapid bus stops, including special crosswalks, pedestrian lighting and improved regular bus stops; 3) Improved overall aesthetics along the Avenue, including landscaping and site furnishings.

Limits: From the southern to northern City limit

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Exempt	Under Construction

RTP Ref. No.:

Project Cost: $4,506,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$2,306,000	CMAQ	Federal
$2,200,000	Local funds	Local

1499 – Ohlone Greenway Arterial Crossing Safety Improvements

Installation of in-pavement flashing lights with automatic detection on Ohlone Greenway and next to BART Stations on several arterials plus purchase of citywide collision analysis software. Nine (9) uncontrolled marked crosswalks on the Ohlone Greenway, a pedestrian-bicycle path underneath the BART tracks, and next to BART Stations on seven arterial streets as follows: Fairmount Ave, Central Ave, Stockton Ave, Moeser Ln, Potrero Ave, Hill St, and Cutting Blvd.

Limits: Fairmount Avenue to Cutting Boulevard

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $588,100 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$529,290	HSIP	Federal
$58,810	Measure C Measure C	Measure C

1501 – El Cerrito Del Norte TOD Transportation Improvements

Improvements for bicycle, pedestrian and transit access and safety including signing, lighting, pedestrian crossings, bikeways on San Pablo Ave, Knott Ave, Cutting Blvd, Eastshore Blvd, Hill St, Key Blvd and Ohlone Greenway.

Limits: Del Norte BART Area

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $5,000,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:

1511 – Pedestrian and Bicycle Corridor Improvements, Ashbury and Moeser in El Cerrito

Construct pedestrian, bicycle and traffic calming improvements on Moeser Lane and Ashbury Avenue in El Cerrito. The project will include a new four-foot wide sidewalk on the west side of Ashbury between Waldo and Moeser and a new five-foot wide sidewalk on both sides of Moeser from just west of Seaview Drive to Arlington Boulevard. Bicycle lanes will be added on Moeser between San Pablo Avenue and Navellier Street and on Ashbury from Fairmount south to the Albany city limits; the portion of Ashbury north of Fairmount will be signed as a Class III bike route. A variety of pedestrian safety and traffic calming improvements will be made on Ashbury including 1) curb bulbouts and raised crosswalks at C Street and Lynn Avenue, 2) a new raised crosswalk on the south leg of the intersection at Lincoln Street, 3) a new crosswalk, reconstructed median and reduced curb radius at Eureka Avenue, 4) new traffic circles at Eureka and Hotchkiss Avenues, 5) install crosswalk markings and curb ramps at Stockton Avenue, 6) add a raised crosswalk at Waldo, and 7) adding a pedstrian refuge and raised crosswalk at Moeser.

Limits: Moeser Lane from San Pablo to Arlington and Ashbury from Moeser to Albany

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,105,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$128,000	City of El Cerrito	Local
$977,000	Transportation Enhancement Program	Federal

Hercules

0251 – SR 4 Expressway: Construct Bikeway

Bikeway

Limits: Along SR 4 Expressway

Secondary Sponsors: Caltrans

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

1512 – Hercules Creekside Trail and Boardwalk

Construct two bicycle and pedestrian facilities within the Hercules Waterfront District. The Creekside Trail will construct a Class I bike path from the San Francisco Bay Trail along the east side of Refugio Creek to the current terminus of the John Muir Parkway. The trail project will include the construction of an additional 100 linear feet of the Parkway including a 56-foot wide roadway section with 12-foot wide sidewalks on both sides. The Boardwalk will add a new 10-foot wide pedestrian facility on the west side of San Pablo Avenue connecting existing sidewalks on John Muir Parkway and Sycamore Avenue.

Limits: Creekside Trail from Bay Trail to John Muir Pkwy and San Pablo Avenue from John Muir to Sycamore

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,370,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:

Lafayette

0414 – Mt. Diablo East End Corridor Improvements

Non-motorized, transit and vehicle safety

Limits: Pleasant Hill Road to Carol Lane

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $2,000,000 in 2003 dollars

Committed Funding

Amount:	Source:	Type:

0418 – Regional bicycle-pedestrian trail on EBMUD aqueduct/Caltrans ROW

Construct regional Class I bicycle-pedestrian trail on EBMUD aqueduct: Walter Costa Trail to Brown Avenue. May require two grade separations (First Street and Oak Hill Road). Construct regional Class 1 trail on Aqueduct and Caltrans ROW from Brown Avenue to Briones Regional Trail in Walnut Creek.

Limits: Walter Costa Trail to Brown Avenue to Pleasant Hill Road to Briones Regional Trail

Secondary Sponsors: EBMUD

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $2,700,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0419 – Lafayette-Moraga trail safety improvements

Various pedestrian crossing protection improvements at crossings: Bicycle-pedestrian protection at crossings (such as raised crosswalks and intersection realignments)

Limits: Along Lafayette Moraga trail in cities of Lafayette and Moraga

Secondary Sponsors: Moraga

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0579 – Mt. Diablo Blvd. Pedestrian Path gap closure, Mt. View Dr. to Lafayette Reservoir

Mt. Diablo Blvd. Pedestrian Path gap closure: South side of Mt. Diablo Blvd. from Mt. View Dr. to Lafayette Reservoir

Limits: Mt. View Dr. to Lafayette Reservoir

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $186,000 in dollars

Committed Funding		
Amount:	Source:	Type:

0583 – Burton Ridge Regional Trail, Olympic Blvd. to Michael Lane

Burton Ridge Regional Trail: Olympic Blvd. to Michael Lane

Limits: Olympic Blvd. to Michael Lane

Secondary Sponsors: East Bay Regional Park District

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Design and ROW

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0584 – Old Tunnel Road Pedestrian Path, Pleasant Hill Rd. to El Curtola Blvd.

Old Tunnel Road pedestrian path: Pleasant Hill Rd. to El Curtola Blvd.

Limits: Pleasant Hill Road to El Curtola Boulevard

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $200,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0814 – Moraga Road Safety Improvements

A series of small projects which will focus on specific safety improvments on Moraga Road in Lafayette, including safety lights, crosswalk warning system, designation of new bike routes, and a "safe route to school" plan.

Limits: St. Mary's Rd to Mt. Diablo Blvd

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Completed	Under Construction

RTP Ref. No.:

Project Cost: $11,500 in 2001 dollars

Committed Funding

Amount:	Source:	Type:
$11,500		Measure C

0845 – Pleasant Hill Road South End Pedestrian and Bicycle Improvement Project, Phases 3 and 4

Modify Pleasant Hill Road to provide 2 10-foot wide multi-purpose pathways; tree-lined landscaping strips; 2 6-foot bike lanes; narrowed travel lanes (from 2 12-foot to 2 10-foot lanes) and intersection improvements to increase multi-modal mobility and safety. The project also includes intersection improvements at Old Tunnel road and Mt. Diablo Blvd. and installing a traffic signal at Condit Road. Phases 3 and 4 include completion of facilities on the east side of Pleasant Hill Road between Condit Road and Olympic Boulevard and on the west side from Reliez Station Road to Olympic Boulevard.

Limits: Condit Road to Olympic Blvd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $1,464,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$206,000	City of Lafayette	Local
$1,258,000	Transportation Enhancement	Federal

0861 – Deer Hill Road Walkway, Brown to Pleasant Hill Road

New pedestrian walkway to connect the Class I facility on the EBMUD aqueduct (project 418) to Pleasant Hill Road.

Limits: Brown Avenue to Pleasant Hill Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

1161 – Downtown Walkways

Install walkways on downtown streets consistent with the City of Lafayette's Master Walkways Plan.

Limits: Downtown streets as designated in Lafayette's Master Walkway Plan

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

1162 – Stanley Blvd. Walkways Near Acalanes High School

Install walkways on both sides of the street near Acalanes High School.

Limits: Pleasant Hill Rd. to Camino Diablo

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

1163 – Springhill Rd. Walkway

Provide walkway on the south side to Spring Hill School.

Limits: Pleasant Hill Rd. to Goyak Dr.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $297,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$297,000	State Safe Routes to School Program	Federal

1164 – Crosswalk Safety Enhancements

Install crosswalk safety enhancements at various pedestrian crossing locations to improve pedestrian safety and mobility.

Limits: citywide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

1165 – Withers Ave. Walkway

Install walkway on the south side to connect Reliez Valley Walkway to Brookwood Park.

Limits: Taylor Blvd. to Reliez Valley Rd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

1167 – Mt. Diablo Blvd. Walkway

Install walkway on the north side, where missing, to connect Veterans Hall and Lafayette Reservoir with BART.

Limits: Risa Rd. to Dolores Dr.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

1168 – Carol Lane Walkways

Install walkway on both sides of Carol Lane from Mt. Diablo Blvd. to Marlene Dr. Install on one side from Marlene Dr. to Moraga Blvd.

Limits: Mt. Diablo Blvd. to Moraga Blvd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

1169 – Deer Hill Rd. Walkway Gap Closure

Construct walkway on the north side.

Limits: Sierra Vista Way to Brown Ave.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

1170 – Camino Diablo Walkways

Construct walkway on both sides of the street from Stanley Blvd. to Camino Ct. Construct walkway on the south side from Camino Ct. to city limits.

Limits: Stanley Blvd. to City limits

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1279 – Happy Valley Road Walkway Access to BART

Install a continuous walkway on the west side of Happy Valley Road and pedestrian crossing improvements at Deer Hill Road and the southern BART parking lot driveway.

Limits: West side of Happy Valley Road between Mt. Diablo Blvd. and Deer Hill Rd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: $367,700 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1338 – Stanley-Springbrook Walkway

Construct a sidewalk to improve pedestrian safety and facilitate safe access to school.

Limits: Camino Diablo to Bacon Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Under Construction

RTP Ref. No.:

Project Cost: $680,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1340 – Citywide Striping, Stenciling & Designation & Directional Signing of Planned High Priority Bikeways

Designate by signing, striping and stenciling, the high priority bikeways identified in the City of Lafayette Bikeways Master Plan.

Limits: Citywide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $2,053,000 in 2006 dollars

Committed Funding		
Amount:	Source:	Type:
$3,000	City General Fund	Local
$46,000	TDA Article 3	State

1342 – Bicycle Boulevard Improvements along Mt. Diablo Bypass Route

Study the feasiblity of establishing the following streets as Bicycle Boulevards: Mountain View Dr. from Mt. Diablo Blvd. to Bickerstaff Road; along Bickerstaff Road to Dewing Ave.; along Dewing Ave. to Brook St.; along Brook St. to Moraga Rd. Also consider the entire lengths of Lafayette Circle, Hough Ave., Golden Gateway and School Street.

Limits: Mt. Diablo at Mountain View Dr. to Mt. Diablo at First St.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: $538,000 in 2006 dollars

Committed Funding		
Amount:	Source:	Type:

1343 – Stanley-Springbrook Bicycle Boulevard Improvements

To improve access to Acalanes High School, Springhill Elementary School and Stanley Middle School

Limits: Pleasant Hill Rd. to eastern City Limits

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Design and ROW

RTP Ref. No.:

Project Cost: $165,000 in 2006 dollars

Committed Funding		
Amount:	Source:	Type:

1347 – Brook Street Walkway

Construct wakway on both sides of the street and complete missing links.

Limits: Moraga Rd. to Dewing Ave.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1348 – Dewing Avenue Walkway

Constuct missing links of walkway on west side.

Limits: Mt. Diablo Blvd. to Brook St.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1349 – Lafayette Circle Walkway

Construct missing links of walkway on both sides of the street.

Limits: Mt. Diablo Blvd. to Mt. Diablo Blvd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1350 – Monroe Avenue Walkway

Construct walkway on west side and reconstruct walkway on east side.

Limits: Moraga Blvd. to First St.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1351 – Mt. Diablo Blvd. (north side) Walkway Village Center to El Nido Linkage

Install walkway on the north side of Mt. Diablo Blvd. from Village Center to El Nido Ranch Rd.

Limits: Village Center to El Nido Rd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1352 – Mtn. View Drive Walkway

Construct walkway on the west side from Mt. Diablo Blvd. to the creek and complete missing link on east side near the creek.

Limits: Mt. Diablo Blvd. to Brook St.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1353 – Bickerstaff Road Walkway

Construct walkway on both sides of the street where missing.

Limits: Dewing Ave. to Crescent Dr.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1354 – First St. Walkway

Construct walkway on the west side between Mt. Diablo Blvd. and Golden Gate Way. Construct missing link of walkway on west side of First St. south of Golden Gate Way.

Limits: Mt. Diablo Blvd. to Moraga Blvd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1355 – Second Street Walkway

Construct walkway on both sides where missing.

Limits: Moraga Blvd. to Orchard Hill (north of Mt. Diablo Blvd.)

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1520 – Downtown Multipurpose Pathway - Bike/Ped path along EBMUD and Caltrans ROW between Risa Rd and Brown

Construct a multi-purpose pathway along the EBMUD Aqueduct and Caltrans right of way from Village Center to Brown Ave.

Limits: Village Center to Brown Ave

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240168

Project Cost: $6,600,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:

Martinez

0233a – Bay Trail in Martinez: Close gaps, Phase 1

Close gaps on the Bay Trail in the City of Martinez: construct trail from existing staging area east along the south edge of the Martinez Regional Shoreline to existing Shoreline Trail near Ferry Street. Relocate and repave parking lot.

Limits: In City of Martinez

Secondary Sponsors: East Bay Regional Park District

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Completed	Under Construction

RTP Ref. No.:

Project Cost: $460,000 in 2004 dollars

Committed Funding

Amount:	Source:	Type:
$325,000	Coastal Conservancy	State
$50,000,000	Local contributions	Other

0233b – Bay Trail in Martinez: Close gaps, Phase 2

Close gaps on the Bay Trail in the City of Martinez: Construct trail from Nejedly staging area on the Carquinez Scenic Drive to Berrellesa Street along south side of UPRR ROW and improve existing trail along Berrellesa Street to Granger's Wharf parking lot and existing section of Bay Trail.

Limits: Nejedly Staging Area to UPRR ROW

Secondary Sponsors: East Bay Regional Park District

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Under Construction

RTP Ref. No.:

Project Cost: $712,500 in 2004 dollars

Committed Funding

Amount:	Source:	Type:
$300,000	Measure C AB 3090 advance	Measure C
$325,000	Coastal Conservancy	State
$87,500	TFCA Program Managers	TFCA

0233c – Bay Trail in Martinez: Close gap, Phase 3

Construct new bicycle and pedestrian bridge over the UPRR tracks at North Court Street from the existing trail in the Martinez Regional Shoreline Park to the Escobar-Court Street intersection in downtown Martinez

Limits:

Secondary Sponsors: East Bay Regional Park District

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Not Begun	Not Begun

RTP Ref. No.: 21202

Project Cost: $3,000,000 in 2001 dollars

Committed Funding

Amount:	Source:	Type:

0234 – Contra Costa Canal Trail: Extend, Muir Rd. to Martinez Reservoir

Extension of Contra Costa Canal Trail: extend the existing trail from Concord, Willow Pass Road near 6th Street to Evora Road

Limits: Muir Road south of SR 4 to Martinez Reservoir

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: $500,000 in 1999 dollars

Committed Funding

Amount:	Source:	Type:

0235 – Marina Vista Bike Lanes: Extend

Extend bicycle lanes eastward from current terminus at SB I-680 off- and on-ramps under I-680 along Waterfront Road to Point Edith Wildlife Area.

Limits: West of I-680 to Point Edith Wildlife Area

Secondary Sponsors: EBRPD

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: $500,000 in 1999 dollars

Committed Funding

Amount:	Source:	Type:

0589 – Pacheco Blvd. Bike Lanes, Arnold Dr. to Muir Rd.

Pacheco Blvd. Bike Lanes between Arnold Dr. and Muir Rd.

Limits: Arnold Dr. to Muir Rd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $75,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$250,000		Local
$1,930,000		Federal

0591 – North Court Street Bicycle Lanes

North Court Street bicycle lanes: connect the Martinez Intermodal Facility to the Martinez Shoreline Park and future ferry terminal

Limits: Bay Trail to Martinez Shoreline Park

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: $195,000 in dollars

Committed Funding		
Amount:	Source:	Type:

0592 – Howe Street Bicycle Lanes

Howe Street bicycle lanes: Add bicycle lanes and pavement overlay

Limits: Pacheco to Pine Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0843 – Vine Hill Way Walkway, Morello Ave. to Alhambra Ave.

Provide a separated 5-foot wide asphalt concrete path approximately 2,200 feet in length along the north side of Vine Hill Way, connecting a path being built east from Alhambra Avenue and an existing path ended to the west of Morello. The existing roadway will be widened by 6 feet to provide a total of 28- to 30-feet of pavement to provide 2 11-12-foot travel lanes and a 6-foot shoulder. A 6-inch asphalt concrete berm will be placed between the shoulder and adjoining travel lane.

Limits: Morello Ave. to Alhambra Ave.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $322,000 in 2000 dollars

Committed Funding		
Amount:	Source:	Type:
$122,500	City of Martinez	Local

0865 – Vine Hill Walkway

Construct a separated pedestrian/bicycle path on a street currently without pedestrian or bicycle improvements, improving safety and providing better access to schools, parks, and other destinations on connecting streets. The project will provide a separated 5' wide asphalt concrete path approximately 2200' in length along the north side of Vine Hill Way. The path will connect to a 600' section of path being built by a developer extending east from Alhambra Avenue and an existing 600' section of path extending west from Morello Avenue.

Limits: Morello Avenue to Alhambra Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $385,000 in 2002 dollars

Committed Funding		
Amount:	Source:	Type:

1367 – Martinez - Marina Vista Streetscape

On Marina Vista Ave; Add bicycle lane, pedestrian crossings, bulbouts, brick sidewalks, pedestrian scale streetlights and street trees

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $3,259,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$275,000	TE	Federal
$1,384,000	Local funds	Local
$1,600,000	CMAQ	Federal

Moraga

0846 – Moraga Road-Rheem Boulevard Signalized Pedestrian Crossing

Install pedestrian sidewalk along east side of Moraga Road at the signalized intersection with Rheem Boulevard and install pedestrian ramps at the south leg of the intersection. Upgrade signal operation and signal equipment, including audible pedestrian signals.

Limits: At intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Underway	Not Begun

RTP Ref. No.:

Project Cost: $350,000 in 2000 dollars

Committed Funding

Amount:	Source:	Type:

Orinda

0822 – San Pablo Creek Pedestrian Way

Provide improved pedestrian access to the section of San Pablo Creek running parallel to Camino Pablo from Orinda Way to Camino Sobrante. Will include paths and trails along the creek.

Limits: Orinda Way westerly to San Pablo Creek

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Design and ROW

RTP Ref. No.:

Project Cost: $739,000 in 2002 dollars

Committed Funding

Amount:	Source:	Type:

0823 – Pedestrian Gap Closure, Orinda Village to Orinda Crossroads

Pedestrian linkage from Orinda Village to Orinda Crossroads.

Limits: Orinda Way at Hwy 24 south past BART to Moraga Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in 2001 dollars

Committed Funding

Amount:	Source:	Type:

0824 – Orinda Way Pedestrian Bridge

Upgrade pedestrian bridge over San Pablo Creek on Orinda Way at Camino Pablo.

Limits: Bridge traversing San Pablo Creek at the north terminus of Orinda Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in 2001 dollars

Committed Funding

Amount:	Source:	Type:

0827 – Miner Road Pathway

Construct pathway along Miner Road from the Sleepy Hollow Gate to Camino Pablo.

Limits: Miner Road from Camino Pablo east to Sleepy Hollow Gate

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Design and ROW

RTP Ref. No.:

Project Cost: $811,000 in 2002 dollars

Committed Funding		
Amount:	Source:	Type:

0828 – Crossroads Area Streetscape Improvements

Streetscape improvements which may include roadway modifications, enhanced pedestrian improvements, and soundwall.

Limits: Crossroads area south of Hwy 24

Secondary Sponsors: LPMC

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $175,000 in 1998 dollars

Committed Funding		
Amount:	Source:	Type:

0829 – Miner Road Pedestrian Bridge

Provide pedestrian bridge over San Pablo Creek on Miner Road at Camino Pablo.

Limits: Pedestrian Bridge at Miner Road and Camino Pablo to link Miner Road Path

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Design and ROW

RTP Ref. No.:

Project Cost: in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

Pinole

1322 – San Pablo Avenue Pedestrian Gap Closure

This project would close a bicycle / pedestrian gap in San Pablo Avuenue over the Santa Fe Railroad right of way, by modifying the existing bridge or by constructing a new free standing bridge.

Limits: San Pablo Avenue at the Santa Fe Railroad Crossing

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 230542

Project Cost: $900,000 in 2013 dollars

Committed Funding		
Amount:	Source:	Type:
$900,000	Local	Local

Pittsburg

0203 – Pittsburg/Bay Point BART Station Development

Develop the Pittsburg/Bay Point BART station and surrounding area, including development of housing, retail and office.

Limits: At the Pittsburg Bay Point Station

Secondary Sponsors: BART

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1116 – Herb White Way Class II Bicycle Facility

Widen a 550-foot long section of Herb White Way from West Tenth Street to West Eighth Street to a 46-foot paved width plus 5-foot wide sidewalks. (The roadway currently has a 30-foot paved width and 4-foot sidewalks.) The project will add Class II bike lanes and on-street parking.

Limits: From West Tenth Street to West Eighth Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $353,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:
$40,500	Local match	Local

1117 – North Parkside Drive Class III Bicycle Facility

Widen N. Parkside Dr. to provide a Class III bicycle facility Railroad Ave. to Range Rd./Willow Pass Rd.. The widening will include constructing 8-foot shoulders in both east- and westbound directions, striping a right-edge line, and posting "Bicycle Route" signs.

Limits: From Railroad Avenue to Range Rd./Willow Pass Rd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $500,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:

1118 – Willow Pass Road Class III Bicycle Facility and Pedestrian Gap Closure

Widen Willow Pass Road to provide 8-foot paved shoulders on the north and sides and close the gap in pedestrian access on the south side of Willow Pass Rd. from the Harbor Lights subdivision to West Tenth St.

Limits: From West Tenth Street to the UPRR crossing in Pittsburg

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $915,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:

1440 – Bicycle Improvements on Bailey Road

Widen Bailey Road for bike lanes, sidewalk, and improvements, from Leland Rd to SR 4

Limits: Leland Rd to SR 4

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 230538

Project Cost: $5,700,000 in 2013 dollars

Committed Funding		
Amount:	Source:	Type:
$5,700,000	Local Streets and Roads	Local

1458 – Railroad Avenue Bicycle Facilities (Class II & III)

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $50,000 in dollars

Committed Funding		
Amount:	Source:	Type:

1459 – Central Avenue Bicycle Facilities (Class II & III)

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1460 – Century Blvd Class III Bicycle Facility

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $60,000 in dollars

Committed Funding		
Amount:	Source:	Type:

1463 – School Area Pedestrian Countdown Signals

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $100,000 in dollars

Committed Funding		
Amount:	Source:	Type:

1464 – Power Avenue Pedestrian Improvements

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $71,200 in dollars

Committed Funding		
Amount:	Source:	Type:

1465 – Stoneman Avenue In-ground Crosswalk Lights

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $55,880 in dollars

Committed Funding		
Amount:	Source:	Type:

1466 – Heights Elementary School Pedestrian / Bike Improvements

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $215,000 in dollars

Committed Funding		
Amount:	Source:	Type:

1513 – North Parkside Drive/Willow Pass Road Pedestrian-Bicycle Project

Construct 1.7 miles of Class II bike lanes, including two small segments of Class III bike routes, and a closing of a gap in the six-foot wide sidewalk on North Parkside Drive. A half-mile of Class II bike lanes would be constructed on Willow Pass Road from Range Road to Season Drive. North Parkside Drive will require widening in some locations to accommodate the Class II facility and the six-foot wide sidewalk. On North Parkside, a Class III facility would be constructed over the Range Road overcrossing and through a short segment of North Parkside in front of the PG&E parcel.

Limits: Loftus Road to Railroad Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,060,500 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:

Pleasant Hill

0224 – Pleasant Hill Road Pedestrian Improvements

Resurface roadway, repair pedestrian bridges, add bike lanes and sidewalks

Limits: Boyd Road to Geary Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,100,000 in dollars

Committed Funding		
Amount:	Source:	Type:

0605 – Pleasant Hill Road Pedestrian Bridge

Pleasant Hill Road Pedestrian Bridge

Limits: Diablo View Road to Barnett Terrace

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $200,000 in dollars

Committed Funding		
Amount:	Source:	Type:

0608 – Morello Avenue Bike Lanes

Morello Avenue Bike Lanes

Limits: Taylor Boulevard to Paso Nogal/Netherby

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $102,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$93,000		Local

0609 – Taylor/Morello Pedestrian Improvements

Taylor/Morello Pedestrian Improvements

Limits: At Taylor Boulevard

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: $18,000 in dollars

Committed Funding		
Amount:	Source:	Type:

0897 – Contra Costa Canal Trail realignment at Taylor Blvd.

Gap closure of trail at Taylor Blvd. (between Morello and trail)

Limits: Contra Costa Canal Trail to Morello Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $105,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1119 – City of Pleasant Hill Sidewalk Installation Program

Install sidewalks in three locations adjacent to schools where gaps in existing sidewalks require students to walk in the street. These locations are: 1) Rose Lane from Gladys Drive to Maureen Lane to serve the Strandwood Elementary School; 2) Lucille Lane from Kathleen Drive to Maureen Lane to serve Valley View Middle School, College Park High School, and Diablo Valley College; and 3) Pleasant Valley Drive from Oak Park Blvd. to Astrid Dr. to serve Pleasant Hill Middle School. All sidewalks would be 4.5-feet in width with necessary ADA-compatible features.

Limits: Various locations within Pleasant Hill

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $913,215 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:

1274 – Contra Costa Canal Trail Crossing Safety Enhancement

Install pedestrian beacon or in-pavement flasher system at major trail crossings at the various city collectors and arterials.

Limits: Along Contra Costa Canal Trail, at every collector or arterial trail crossing

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $200,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1275 – Boyd Road Bicycle and Pedestrian Improvement Project

Widen roadway to accomodate 5-foot bike lane and 5 foot concrete sidewalk along both sides of Boyd Road.

Limits: Boyd Road (between Pleasant Hill Road and Cleveland Road)

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $500,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1276 – Lisa Lane Sidewalk Project

Install 5-foot wide concrete sidewalk along both sides of Lisa Lane, as well as striping 5-foot wide bicycle lane along both sides of Lisa Lane. Project also include the necessary drainage system to facilitate proper drainage for the sidewalk.

Limits: Marcia Drive to Fair Oaks Elementary School

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $600,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1307 – Contra Costa Canal Trail Gap Closure - Golf Club Road

Install 8-foot wide concrete sidewalk along the north side of Golf Club Road, between the Contra Costa Canal Trail head and the STOP sign at the western most DVC driveway. New pedestrian barricades and trail signs will be installed.

Limits: Contra Costa Canal Trail crossing at Golf Club Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $110,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1509 – Contra Costa Boulevard Improvement Project, Taylor to Beth

Installation of a four-foot wide concrete sidewalk along the west side of Contra Costa Boulevard between Ellinwood and Beth Drives and ADA curb ramps, construction of bike lanes, and modifications to the intersection at Ellinwood Drive to accommodate new bike lanes as well as traffic signal relocation, streetlight modification, pavement repair, and landscape enhancement.

Limits: Taylor Boulevard to Beth Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Underway	Not Begun

RTP Ref. No.:

Project Cost: $1,492,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$483,000	Pleasant Hill	Local
$1,009,000	2010 STIP Transportation Enhancement	Federal

Richmond

0296 – Richmond Bike Trail

Construction of a 1 mile Class 1 bikeway

Limits: In Richmond at Miller-Knox Regional Park

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Design and ROW

RTP Ref. No.:

Project Cost: $1,355,000 in 2000 dollars

Committed Funding		
Amount:	Source:	Type:

0369 – Richmond Transit Village Access Improvements

Richmond Transit Village: Nevin Walkway and Plaza: construct new pedestrian plaza including reconstruction of walkway entering station on west side of Richmond BART and Amtrak station.

Limits: At Richmond BART Station

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Under Construction

RTP Ref. No.: 21208

Project Cost: $836,000 in dollars

Committed Funding

Amount:	Source:	Type:
$86,000		Local
$750,000		Federal

0400 – Harbour Way: Widen to Add Class 1 Bikeway

Reconstruct roadway to include Class 1 Bikeway

Limits: From Cutting Blvd. to Hall Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Design and ROW

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

0403 – Richmond Greenway Project

Link Ohlone Greenway and Bay Trail in the City of Richmond. Constructs a trail and greenway on 2.5 miles of abandoned Santa Fe Railroad right-of-way.

Limits: Garrard Blvd. to I-80 (City of Richmond)

Secondary Sponsors: Rails-to-Trails Conservancy, Commu

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Design and ROW

RTP Ref. No.: 21011

Project Cost: $1,900,000 in 2001 dollars

Committed Funding

Amount:	Source:	Type:
$1,900,000	TLC	Federal

0404 – Richmond Parkway Bike Lanes

Add bike lanes

Limits: Along Richmond Parkway

Secondary Sponsors: WCCTAC

PSR Status:	NEPA/CEQA Statu	Project Status:
		Design and ROW

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

0847 – Richmond Parkway Bicycle Lanes Gap Closure

Completion of a half-mile gap from Pennsylvania Ave to Castro Street.

Limits: Pennsylvania Avenue to Gertrude Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Design and ROW

RTP Ref. No.: 94049

Project Cost: $387,000 in 2002 dollars

Committed Funding

Amount:	Source:	Type:

1112 – Central Richmond Greenway East Segment

Construct a Class I bicycle-pedestrian trail from Carlson Blvd. to I-80 along abandoned railroad right-of-way. With completion of west segment, Richmond Greenway will provide a path from I-80 to the Bay Trail and improved access to the Richmond and El Cerrito del Norte BART stations.

Limits: Carlson Blvd. to I-80

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $2,260,000 in 2004 dollars

Committed Funding

Amount:	Source:	Type:

1366 – Richmond Downtown Bike & Ped Improvements

Construct pedestrian count-down signals at four locations, sidewalk improvements, bike lanes on Nevin Avenue, a mid-block lighted crossing on Barrett Avenue, street trees, and landscaping at the Richmond Downtown area nearby transit services and the Richmond Transit Village neighborhood. Three streets are focus of project: Barrett, Nevin and Marina Way.

Limits: Near Richmond BART Station

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $2,805,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$1,685,000	Local match	Local
$1,100,000	CMAQ	Federal

1537 – 23rd Street streetscape - Richmond

Provide street enhancements and streetscape to encourage bicycle and pedetrian use

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240637

Project Cost: $12,500,000 in 2011 dollars

Committed Funding

Amount:	Source:	Type:

1538 – McDonald Ave Streetscape - Richmond

Provide street enhancements and streetscape to encourage bicycle and pedetrian use

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240639

Project Cost: $16,700,000 in 2011 dollars

Committed Funding

Amount:	Source:	Type:

1542 – Richmond Bicycle and Pedestrian Projects

Richmond Bicycle and Pedestrian Projects throughout the City of Richmond.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240645

Project Cost: $16,700,000 in 2011 dollars

Committed Funding

Amount:	Source:	Type:

San Pablo

0729 – San Pablo Dam Road Sidewalk-Pedestrian Path, Amador Street to Morrow Drive

Pedestrian path on south side of San Pablo Dam Road, to close the gap between existing sidewalks. Project includes new street light to provide lighting for the path.

Limits: Amador Street to Morrow Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Completed	Not Begun

RTP Ref. No.: 21202

Project Cost: $665,000 in 2001 dollars

Committed Funding

Amount:	Source:	Type:
$10,000	City of San Pablo	Local
$35,000	Measure C	Local

0840 – Wildcat Creek Trail, Davis Park to 23rd Street

Construct a paved trail along Wildcat Creek for pedestrians and bicyclists. This segment will complete the trail connection between Rumrill Boulevard and 23rd Street in the city of San Pablo. The Wildcat Creek Trail will connect the Bay and Ridge Trails in the future.

Limits: Davis Park to 23rd Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $515,000 in 2004 dollars

Committed Funding

Amount:	Source:	Type:
$137,000	Bay Trail Grant	Local
$34,400	Habitat Conservation Fund	Other
$71,300	City of San Pablo	Local
$10,000	City in-kind services	Local

1016 – Church Lane Bridge: Widening at San Pablo Creek

Widen bridge to allow for sidewalk and bike lane.

Limits: At San Pablo Creek south of El Portal Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $500,000 in 2003 dollars

Committed Funding

Amount:	Source:	Type:

1017 – San Pablo Avenue Sidewalk Construction

Complete gaps in sidewalks on San Pablo Avenue between Rivers Street and Lancaster Street

Limits: Rivers Street to Lancaster Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $195,000 in 2003 dollars

Committed Funding

Amount:	Source:	Type:

1018 – Wildcat Creek Trail: 23rd Street to Eastern San Pablo City Limit

Construct segment of Wildcat Creek Trail, to help the Bay Trail and Ridge Trail, between 23rd Street and the eastern limit of the City of San Pablo.

Limits: From 23rd Street to eastern San Pablo city limit

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

1132 – Elevate sidewalk at San Pablo Ave Bridge at San Pablo Creek

Elevate walkway (on west side) to roadway level for safety and improved access

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $400,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:

1133 – Amador-San Pablo Dam Road gap closure

Construct sidewalk, curb and gutter to connect to existing walkways

Limits: Alpine Rd. to San Pablo Dam Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $75,000 in 2004 dollars

Committed Funding		
Amount:	Source:	Type:
$33,000	TDA Grant	State

1287 – School Zone Traffic Safety Improvements

Traffic calming measures, sidewalk repairs, curb ramp installations, crosswalk lights, enhanced signage, etc.

Limits: various locations surrounding the seven K-12 schools in the City of San Pablo

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $700,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1293 – ADA Traffic Signal and Crosswalk Modifications

traffic signal upgrades, crosswalk modifications and curb ramps to enhance mobility

Limits: citywide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Under Construction

RTP Ref. No.:

Project Cost: $300,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$15,000	City of San Pablo / Measure C	Measure C

1294 – Citywide Sidewalk Repair Project

repairs to eliminate tripping hazards

Limits: citywide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Under Construction

RTP Ref. No.:

Project Cost: $3,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$25,000	Redevelopment Bond Proceeds	Local
$295,000	City of San Pablo Measure C	Measure C

1543 – Wildcat Creek Trail Construction

Wildcat Creek Trail Construction

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240546

Project Cost: $3,100,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:

San Ramon

0238 – Iron Horse Trail Overcrossing at Bollinger Canyon Rd.

Overcrossing at Bollinger Canyon Rd.

Limits: Iron Horse Trail at Bollinger Canyon Rd.

Secondary Sponsors: Multi-Agency partnership including

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Design and ROW

RTP Ref. No.:

Project Cost: $2,500,000 in 1999 dollars

Committed Funding		
Amount:	Source:	Type:

0614 – Cross Valley Bicycle Trail

Cross Valley Bicycle Trail

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $35,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$35,000		Federal

0616 – Old Ranch Road Bicycle Trail

Construct bicycle trail from Old Ranch Park to Stage Coach Road

Limits: Old Ranch Park to Stage Coach Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.: 21202

Project Cost: $683,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:
$60,000		Federal

1533 – Iron Horse Trail Pedestrian Overcrossing at Bollinger Canyon Road

The project would construct a pedestrian crossing over Bollinger Canyon Road on the Iron Horse Trail

Limits: At Bollinger Canyon

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240626

Project Cost: $9,500,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:

1536 – Iron Horse Trail Pedestrian Overcrossing at Crow Canyon Road

The project would construct a pedestrian overcrossing for the Iron Horse Trail over Crow Canyon Road

Limits: At Crow Canyon Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240634

Project Cost: $6,000,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:

State Route 4 Bypass Authority

1122 – Mokelumne Coast-to-Coast Trail Overcrossing at SR 4 Bypass

Construct bicycle-pedestrian overcrossing of the ultimate SR 4 Bypass right-of-way (8 lanes with room from transit in the median).

Limits: Mokelumne Trail at SR 4 Bypass

Secondary Sponsors: Brentwood

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Completed	Not Begun

RTP Ref. No.:

Project Cost: $5,000,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:

1529 – Mokelumne Overcrossing Project

Construct bicycle/pedestrian overcrossing for the State Route 4 Bypass.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240459

Project Cost: $5,900,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:

SWAT

0551 – Stone Valley Road Bicycle Lanes

Stone Valley Road Bicycle Lanes

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: $13,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$13,000		Federal

0560 – Danville: Bus Shelter and Bicycle Rack Project

Bus Shelter and Bicycle Rack Project

Limits: Town-wide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $23,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$23,000		Federal

0586 – St. Mary's College Bicycle Improvement Project

St. Mary's College Bicycle Improvement Project

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $12,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$12,000		Federal

TRANSPAC

0837 – Olympic Boulevard Pedestrian Improvements

Construct pedestrian improvements along Olympic Boulevard, including lighting, to provide link between Bridgefield Rd. and Boulevard Way.

Limits: Bridgefield Rd. to Boulevard Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

Walnut Creek

0756 – Parkside Drive Sidewalk Gap Closure

The project will complete the sidewalks along Parkside Drive

Limits: Hillside to San Juan

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $200,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

1240 – Ped/Bike Overcrossing of Ygnacio Valley Road at Walnut Creek BART

The overcrossing would link the Walnut Creek BART station and its transit-oriented development to the office/ housing south of Ygnacio Valley Road

Limits: I-680 NB off ramp to California Boulevard

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $10,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1249 – Pedestrian Traffic Signal on S. Broadway at Broadway Plaza Entrance

Install pedestrian actuated traffic signal at this midblock crossing. Includes neckdown on Broadway.

Limits: At intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $500,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1250 – Mt. Diablo/Iron Horse Trail Crossing

Narrow street to improve visiblity for pedestrians and bikes.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $250,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1251 – Rudgear/Palmer Pedstrian Improvements

Create a neckdown on Rudgear Rd. at Palmer to create a shorter pedestrian crossing.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $300,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1252 – Buena Vista/First St. Pedestrian/Bike Improvements

Relocate trail crossing towards intersection. Improve intersection to reduce speeds on Buena Vista. Widen Sidewalks to accomodate pedestrian and bike traffic.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $800,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1253 – Walnut Blvd./Pedestrian Pathway

Enclose drainage ditches and add pedestrian pathway to provide safe route to schools.

Limits: Sierra Dr. to Homestead Ave

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $7,200,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1254 – Civic/Carlback Neckdown

Install neckdown at intersection of Civic Dr. and Carlback.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $325,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1256 – Newell Ave Crosswalk

Install neckdown at midblock crosswalk.

Limits: Between Main and California

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $250,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1257 – ADA Upgrades

Install ADA upgrades at various high pedestrian locations

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $5,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1508 – Ygnacio Valley Road Sidelwak Gap Closure and Bicycle Improvements

Construct bicycle and pedestrian improvements along Ygnacio Valley Road/Hillside Avenue including: 1) a new or improved sidewalk on the southern side of Hillside/Ygnacio Valley, 2) a new pedestrian path connecting Barkley Avenue to Hillside, 3) adding new pedestrian phases and pedestrian push buttons and new ADA ramps at the I-680 on-ramp, 4) installing new "Share the Road" signs on Hillside and Parkside, and 5) improving the signage and striping at the SR 24 on-ramp.

Limits: Parkside Drive to Oakland Blvd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $984,731 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:

WCCTAC

0612 – Richmond Pkwy Transit Center: Bike Lockers/Racks

Bike Lockers/Racks at Richmond Pkwy Transit Center

Limits: At Richmond Parkway Transit Center

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $62,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$36,000		Federal

Bus Projects

AC Transit

0488 – AC Transit Information System

Information System: includes ADA hardware and software and upgrade and replacement of data processing equipment

Limits: District-wide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $13,735,000 in 2010 dollars

Committed Funding		
Amount:	Source:	Type:

0648 – AC Transit I-80 Express Bus Program

The purpose of this project is to provide new or expanded express bus service to address congestion along the I-80 corridor as identified in the Bay Area Blueprint adopted by MTC in March 2000. Near term Express Bus Studies for Contra Costa and Alameda Counties are likely to modify project and identify funding for implementation. Both studies should be completed by Spring 2010.

Limits: Express Buses that would be dispatched from West Contra Costa County locations

Secondary Sponsors: WCCTAC

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $15,000,000 in 2010 dollars

Committed Funding		
Amount:	Source:	Type:
$0		Federal

0650a – AC Transit San Pablo Ave. Corridor Buses & Bus Stop Improvement Program

Implements new improvements from the County line to Hilltop Mall, expanding AC Transit 72 Rapid. Includes: signal priority, bus stop improvements, buses for the extension of service to Hilltop, real-time passenger information and street geometrics to improve bus operations.

Limits: West Contra Costa County Portion of San Pablo Ave. to Hilltop

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Design and ROW

RTP Ref. No.: 98157

Project Cost: $12,900,000 in 2013 dollars

Committed Funding		
Amount:	Source:	Type:
$12,900,000	Local	Local

1277 – Speed Protection and Passenger Amenities

Street and rider improvements within Contra Costa County to protect buses from degrading speeds on arterials while providing passenger amenities to encourage increased ridership. Can include items such as signal timing, signal priority and queue jump lanes; more frequent service levels; passenger loading stations or amenities; real-time passenger information; street and sidewalk geometric changes to assist bus operations (bus bulbs if appropriate). These are envisioned to be segment-level or spot improvements at selected intersections.

Limits: Western Contra Costa County

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $5,000,000 in 2010 dollars

Committed Funding		
Amount:	Source:	Type:

1278 – Bus Corridor Improvements on San Pablo Dam Road

Street and rider improvements on San Pablo Dam Road to improve bus operations and passenger safety, and encourage increased ridership on Route 74. This would include signal timing and signal priority, queue jump lanes where possible; passenger loading stations or amenities at stops; real-time passenger information; and street and sidewalk geometric changes to assist bus operations (bus bulbs if appropriate).

Limits: Between San Pablo Avenue and Orinda BART

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $12,900,000 in 2010 dollars

Committed Funding		
Amount:	Source:	Type:

1290 – Greening Buildings-Environmental Sustainability

In keeping with the Board's desire to participate in ensuring the District's operations do their part to address the growing impact of greenhouse gases on the envirоinment, this project would implement measures that reduce the energy currently used to heat and cool our faciltiies. The intent would be to install state-of-the-art equipment that would better control our energy use. One project currently in the plannig stage involves the use of solar panels to reduce the lighting costs for our faciltiies. The benefits of these projects would be two-fold: (1) Reduce the use of fossil fueled energy sources; and (2) Reduce the operating costs for the agency.

To address environmental issues currently facing the agency, the project would include programs to enhance our wastewater treatment programs to better manage our industrial wastewater systems. Included in the program would be upgrades and/or replacement of our underground fuel tanks and the related clean-up of historical contamination. Furthermore, continued efforst will be made in the folllowing Best Management Practices in preventing contaminants from entering storm water drains. Where ever possible, canopies or like structures will be used to prevent direct contract of rainwater with possible contaminant sources at our operating facilities.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Under Construction

RTP Ref. No.:

Project Cost: $50,000,000 in 2010 dollars

Committed Funding		
Amount:	Source:	Type:

1391 – AC Transit Purchase of Expansion Buses

Purchase 12 buses, 8 to be used to improve Express Bus service on I-80 and RAPID service on San Pablo Ave. and 4 for feeder service.

Limits: Within Contra Costa portion of AC Transit service area

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $10,000,000 in 2010 dollars

Committed Funding

Amount:	Source:	Type:

Bus Transit Coordinating Council

1109 – Park-and-Ride Lots to Support Regional Express Bus Service

RTP project: Various park-and-ride lots in Contra Costa to support expanded express bus service.

Limits: Countywide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.: 22371

Project Cost: $17,200,000 in 0 dollars

Committed Funding

Amount:	Source:	Type:

County Connection

0507 – CCCTA: Replace Buses

Replacement buses: replace buses, flexvans and paratransit vehicles

Limits: District-wide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: $27,752,000 in dollars

Committed Funding

Amount:	Source:	Type:
$27,752,000		Federal

0508 – CCCTA: Replace Bus Wash Equipment

Bus Wash Equipment Replacement: This project would replace the existing bus wash facility for fixed route. The existing bus wash is 13 years old.

Limits: District-wide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $150,000 in 2003 dollars

Committed Funding

Amount:	Source:	Type:
$133,000		Federal
$17,000		Local

0509 – CCCTA: Mobil Electric Vehicle Lift Replacement

Mobil Electric Vehicle Lift Replacement: Replace 4 vehicle lifts. This project is for the routine replacement of 4 lifts in the maintenance facility. This equipment is necessary to perform routine maintenance on the fleet of 112 buses.

Limits: District-wide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $60,000 in 2003 dollars

Committed Funding

Amount:	Source:	Type:
$6,000		Local
$44,000		Federal

0715 – CCCTA: Replace Bus Wash Water Reclamation System

This project is replacement of the exisitng bus wash water reclamation system.

Limits: Central Contra Costa County - 10 Cities & Unicorporated Area

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $125,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:
$15,000	CCCTA TDA Apportionment	Local
$110,000		Federal

0716 – CCCTA: Dynamometer Replacement

This project is a replacement of the dynamometer used in maintenance efforts of the County Connection bus fleet. The existing equipment has reached the end of its useful life.

Limits: Central Contra Costa County - 10 Cities & Unicorporated Area

Secondary Sponsors: CCCTA - local match

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $280,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:
$32,000	CCCTA TDA Apportionment	Local
$248,000		Federal

0717 – CCCTA: Paratransit Van Wash Facility

This project is design and construction of a paratransit van wash facility.

Limits: Central Contra Costa County - 10 Cities & Unicorporated Area

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Design and ROW

RTP Ref. No.:

Project Cost: $175,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:
$20,000	CCCTA TDA Apportionment	Local
$155,000		Federal

1246 – Restoration and Expansion of Fixed-route Bus Service

Restore service levels to pre-2004 levels, reduce headways, expand evening and weekend bus service in the 10 city CCCTA service area

Limits: Concord, Clayton, Danville, Lafayette, Orinda, Moraga, Martinez, San Ramon, Walnut Creek, Pleasant Hill, Pacheco, Alamo

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $8,000,000 in 2008 dollars

Committed Funding		
Amount:	Source:	Type:

1247 – CCCTA Facility Expansion

Expansion of CCCTA Administrative building and employee Parking area

Limits: Concord

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $5,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1521 – Electric Trolley Replacement

Replace existing diesel trolley fleet with electric trolleys and necessary infrastructure

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240333

Project Cost: $400,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:

Lamorinda Program Management Co

0781 – Satellite BART Parking and Shuttle Service, Lamorinda

Construct satellite parking lots for BART commuters and institute shuttle bus service from them to the Lafayette and Orinda BART stations.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,000,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

MTC

0739 – I-80: New Express Buses (Capital Costs)

Purchase new buses (capital costs only) to provide increased express bus service within the I-80 corridor. Contra Costa portion only.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.: 94045

Project Cost: $17,500,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:
$17,500,000	Track 1 Investment Program	Other

Tri Delta Transit

0201 – Express Bus Service

Express bus network feeding existing Pittsburg/Bay Point, Concord, Dublin & Walnut Creek BART stations as well as Lawrence Livermore Lab.

Limits: From East County to employment centers elsewhere.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $50,000,000 in 2008 dollars

Committed Funding		
Amount:	Source:	Type:

0752 – Tri Delta Transit: Repave existing bus parking & maint shop access plus

Repave existing parking lot at existing facility with concrete as well as other misc major facility improvements

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $1,000,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$1,025,000	TDA	Local

1301 – ADA & PM Operating Assistance

Federal ADA and Preventative Maintenance operating assitance along with local funds match

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Under Construction

RTP Ref. No.:

Project Cost: $2,743,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$642,000	FTA 5307 Operating	Federal
$764,000	FTA 5307 Operating	Federal
$353,000	TDA Article 4 Operating	State

1303 – Bus Catalysts

Acquire & Install 62 Bus Catalyst Devices to meet CARB Fleet Bus rules.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Under Construction

RTP Ref. No.:

Project Cost: $1,613,000 in 2006 dollars

Committed Funding

Amount:	Source:	Type:
$663,000	TDA & AB664	State
$512,000	FTA 5307 STP	Federal
$438,000	FTA 5307 CMAQ	Federal

1305 – Replace Non-revenue Vehicles

Replace shop forklifts and driver relief cars

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $175,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$65,000	Measure C bus	Measure C
$110,000	TDA Art 4 Capital	State

1306 – Street Amenities

Capitalized repair and replacements of on street, bus stop facilities for FY08

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $35,000 in 2008 dollars

Committed Funding

Amount:	Source:	Type:

WestCAT

0970 – Implementation of Weekend and Late Evening Service on Selected Routes

This proposal addresses the transit needs of low-income communites in the WCCTA service area and identifies what would be needed to close the existing transit gap. The proposal represents a major overhaul of the WCCTA system by adding almost non-existing weekend and late evening service on most of the local routes and 30Z.

Limits: WCCTA Service Area

Secondary Sponsors: Western Contra Costa Transit Autho

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $2,000,000 in 2003 dollars

Committed Funding

Amount:	Source:	Type:

0973 – Enhanced Express Bus Service on I-80 and Highway 4.

This project continues the operation of Enhanced Express Service on I-80 and Highway 4 beyond 2009. The service provides improved accessibility and more frequent connections at the Richmond Parway Transit Center, El Cerrito del Norte BART Station, and Martinez.

Limits: From El Cerrito del Norte BART Station to the Amtrak Station in Martinez

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $12,307,478 in 2002 dollars

Committed Funding		
Amount:	Source:	Type:

0975 – Restoring WestCAT Transit Service to 2007 Levels

This proposal restores WestCAT's bus service to the 2007 levels. In FY 2007-08, due to a considerable shortfall in revenue, including the elimination of state STA funding for at least 5 years, WestCAT proposed a series of service cuts to take effect in FY 07-08 and 08-09. These service cuts impacted all routes, local routes had there frequency reduced to around 40 minutes, and there finish time was made earlier. One route was eliminated M-F and changes were made to Express bus services.

Limits: Different routes within the WestCAT Service Area

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1266 – Implementation of Weekend Service on Selected Routes

This proposal addresses the transit needs of low-income communities in the WCCTA service area and identifies what service improvements are needed to close the existing transit gap. The proposal represents a major overhaul of the WCCTA system by expanding service on the J Express service between Hercules and Del Norte BART to a 20-minute headway, operating routes 11 and 19 at increased frequencies to achieve a doubling of existing headways and implement service of the LYNX Transbay service on weekends.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $350,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$350,000	Operating costs	Other

1267 – Implement New Routes Throughout the WCCTA Service Area

This proposal looks at extending service to previously underserved areas of the WCCTA service area. Identifying potentially new routes and modifying existing routes to better reflect demand within the system. Hercules Waterfront will be served with an extension of the JX, to create an additional loop between the Hercules Transit Center and the Waterfront area. This connection will serve two valuable functions, it will allow those in the wider community to access the Waterfront area and the retail development at Sycamore Downtown and also allow residents of the Waterfront a direct one seat ride to Del Norte BART or to transfer to the transit network at Hercules Transit Center. An off peak circulator service will also be operated between the North Shore Business Park and the Sycamore Downtown to allow workers in the Park to access retail during the work day.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $2,100,966 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$1,648,966	capital costs	Unidentified
$452,000	Operating costs	Other

1268 – Increased Evening Service on Selected Routes

This proposal addresses the transit needs of low-income communities in the WCCTA service area and identifies service improvements are needed to close the existing transit gap. The proposal represents a major overhaul of the WCCTA system by expanding service on the local routes until 10pm (with a 1-hour headway) this will allow people who use the express service to access local neighborhoods using transit from the Hercules Transit Center.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $300,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:

1270 – Install street furniture at key locations in WestCAT service area (Hercules and Pinole)

This proposal addresses the lack of street furniture throughout the WCCTA network. Installation will address safety concerns and comfort issues in waiting at bus stops. Twenty key locations will have bus shelters and benches installed to aid comfort, shelter and security.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,700,000 in dollars

Committed Funding

Amount:	Source:	Type:

1271 – WestCAT Facility Improvements Facility Expansion

Purchase additional land adjacent to current facility location and increase available storage for vehicles. Increase security at location.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: $1,000,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:

1299 – C3 Expansion Vehicle

This route operates between Rodeo and Contra Costa College. It currently only operates during college, however as it links with the Ac Transit 72 Rapid running the service out of college hours would benefit riders in the Rodeo, Hercules and Pinole areas. Current service operates at a one-hour headway. In order to increase frequency a new vehicle would be needed to operate on the route.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $735,310 in dollars

Committed Funding		
Amount:	Source:	Type:
$312,325	Operating funds	Other

1300 – Purchase additional vehicles to increase service throughout the service area

This proposal identifies need within the WestCAT service area to expand service on a number of routes to allow the community greater access to mass transit. In order to increase frequency of service on local and express routes additional vehicles will be needed.

Limits: WestCAT service area

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Under Construction

RTP Ref. No.:

Project Cost: $5,000,000 in dollars

Committed Funding		
Amount:	Source:	Type:

1401 – Express bus service from Pinole to SF

Limits: Pinole - San Francisco

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1404 – Expand Lynx Transbay Service

Offer additional service during non comute hours on Transbay service between Hercules and San Francisco. Also offer service to San Francisco via Pinole

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

Expressway Projects

Caltrans

0250b – SR 239 Connection: Construct, Brentwood to Tracy

Construct expressway to connect State Route 4 south of Brentwood to I-205 and I-580 west of Tracy

Limits: State Route 4 to I-205 and I-580

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.: 22400

Project Cost: $208,700,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

Ferry Projects

Martinez

0174 – Martinez Intermodal Project: Ferry Service

Ferry service from Martinez to San Francisco.

Limits: Martinez to San Francisco

Secondary Sponsors: Water Transit Authority, 2003

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $70,400,000 in dollars

Committed Funding		
Amount:	Source:	Type:

0518 – Martinez Intermodal Facility: Purchase Ferry Vessels

Martinez Intermodal Facility: Purchase ferry vessels for Martinez-to-San Francisco service. WTA estimates 2 vessels required @$11M each

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: $22,000,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:
$2,000,000		Federal

Richmond

1539 – Ferry Service - Landside Improvements (parking expansion)

Construct landside improvements for Richmond ferry service, including expanded parking.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240640

Project Cost: $20,000,000 in 2011 dollars

Committed Funding

Amount:	Source:	Type:

Water Transport Authority

1392 – Ferry Capital Improvements in West County

Capital improvements needed to provide ferry service within West County.

Limits: Within West County

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Design and ROW

RTP Ref. No.: 230613

Project Cost: $52,000,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:

Freeway Projects

Caltrans

0039a – State Route 24: Construct Auxiliary Lane, Gateway to Camino Pablo

Provide an auxiliary lane between the Gateway Boulevard and Camino Pablo interchanges, primarily through restriping of existing lanes and shoulders; and relocate bike path to south of SR 24, ending on Brookwood.

Limits: Gateway Boulevard IC to Camino Pablo IC

Secondary Sponsors: City of Orinda

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Not Begun	Under Construction

RTP Ref. No.: 98196

Project Cost: $7,300,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$1,500,000	Measure C	Measure C
$4,500,000	Track 1 Investment Program	Other

0069b – I-80: Westbound HOV Lanes, Crockett I/C to Willow Ave.

Construct westbound HOV lanes on I-80 from south of the Cummings Skyway interchange south to Willow Ave. Project will connect exist westbound HOV lane from south of Willow Ave. interchange with HOV lane to be constructed as part of new Carquinez Bridge

Limits: Cummings Skyway to State Route 4

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Not Begun

RTP Ref. No.: 94047

Project Cost: $30,000,000 in 2001 dollars

Committed Funding

Amount:	Source:	Type:
$25,000,000	ITIP	Federal
$5,000,000	Track 1 Investment Program	Unidentified

0073 – Benicia/Martinez Bridge: Construct New Bridge with HOV and Class I Bike Path

Construct second span with 4 lane facility plus truck climbing lane plus HOV, for a 10-lane bridge (8 mixed flow plus 2 HOV). Move northbound toll plaza to south of bridge.

Limits: Marina Vista Interchange to I-680/I-780 split.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Under Construction

RTP Ref. No.: 94541

Project Cost: $585,900,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:
$245,000,000	Regional Measure 1	Local

0738 – Caldecott Tunnel Fourth Bore

Construct a fourth (westbound) bore for the Caldecott Tunnel complex

Limits: At Caldecott Tunnel Complex

Secondary Sponsors: CCTA

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Underway	Under Construction

RTP Ref. No.: 21206

Project Cost: $420,000,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$92,500,000	ITIP	Federal
$92,500,000	Undetermined local funding	Local

1540 – I-80 eastbound HOV lane extension from Cummings Skwy to the Carquinez Bridge

Closes the eastbound HOV lane gap the Carquinez Bridge and Cummings Skyway, will provide a continuous eastbound HOV lane from the San Francisco-Oakland Bay Bridge to the Carquinez Bridge.

Limits: Cummings Skwy to Carquinez Bridge

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240641

Project Cost: $36,700,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:

CCTA

0001 – SR 4 / I-680 HOV Connection + ramps

Construct HOV connection between SR 4 HOV and I-680 HOV lanes. West bound SR 4 to SB I-680 and NB I-680 to EB SR 4. Project inlcudes ramps to/from SR 4 to I-680.

Limits: State Route 4 to I-680

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Underway	Not Begun

RTP Ref. No.:

Project Cost: $123,000,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0003b – I-680: Construct Auxiliary Lanes, Sycamore to Crow Canyon

Construct auxiliary lanes on I-680 (northbound and southbound) from Sycamore Valley Rd in Danville to Crow Canyon Rd in San Ramon. This project is Segment 2 of a three-segment project to add auxiliary lanes between interchanges on I-680 from Diablo Road south to Bollinger Canyon Road.

Limits: Sycamore to Crow Canyon

Secondary Sponsors: CCTA

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Design and ROW

RTP Ref. No.: 22602

Project Cost: $34,259,600 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$3,245,000	Federal (IM)	Federal
$19,450,000	STIP	State
$3,461,000	TVTD	Fees/Exactions
$1,000,000	State Local Partnership	Other
$7,130,600	Measure C	Measure C

0042b – State Route 4 West: Phase 2 (Full Freeway)

Construct full freeway

Limits: I-80 to Cummings Skyway

Secondary Sponsors: Caltrans

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Not Begun

RTP Ref. No.: 94050

Project Cost: $78,300,000 in 2000 dollars

Committed Funding

Amount:	Source:	Type:

0044c – State Route 4: Widen, Loveridge to Somersville

Widen from 4 to 8 lanes (6 mixed-flow lanes and 2 HOV lanes), with median to accommodate future extension of BART; reconstruct Loveridge Road interchange and realign local roads, including construction of new interchange at Contra Loma.

Limits: West of Loveridge to west of Somersville

Secondary Sponsors: Caltrans

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Under Construction

RTP Ref. No.: 98142

Project Cost: $139,700,000 in 2006 dollars

Committed Funding

Amount:	Source:	Type:
$29,000,000	Demo	Federal
$15,000,000	BART (RM2)	Other
$3,000,000	ITIP	Federal
$38,665,000	Measure C	Measure C
$14,000,000	TCRP	State
$40,035,000	STIP	Federal

0044d – Widen Route 4 from Somersville Road to Route 160 including improvements to interchanges

Widens Route 4 from 4 to 8 lanes (3 mixed flow lanes + HOV in each direction) including auxiliary lanes and a wide median for mass transit from Somersville Road to Hillcrest Avenue and from 4 lanes to 6 lanes (3 mixed flow in each direction) from Hillcrest to SR160.

Limits: West of Somersville interchange to SR160

Secondary Sponsors: Caltrans

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Under Construction

RTP Ref. No.: 98999

Project Cost: $415,000,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$110,000,000	Measure J	Local
$1,600,000	Demo	Federal
$26,000,000	BART	Other
$45,000,000	STIP	Federal
$85,000,000	Prop 1B - CMIA	State
$12,400,000	Measure C	Measure C
$30,000,000	ECCRFA	Fees/Exactions
$90,000,000	RM 2	Regional

0964 – I-680/Sycamore Valley Rd HOV Ramps

Includes reconstruction of overcrossing, widening of median, construction of new HOV-only on- and off-ramps in both the northbound and southbound directions, and modifications to the local street network. The ramps would be HOV only for the same hours of operation as the HOV lanes.

Limits: At the interchange of I-680/Sycamore Valley Rd in Danville.

Secondary Sponsors: Town of Danville

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.: 22612

Project Cost: $66,200,000 in 2005 dollars

Committed Funding

Amount:	Source:	Type:

0965 – I-680 NB HOV Gap Closure Between Livorna and N. Main

This project provides an HOV lane in the northbound direction between Livorna and N. Main through the I-680/SR24 Interchange via a flyover. This project will close an HOV gap on I-680 in Contra Costa County.

Limits: Northbound - between Livorna and N. Main in Walnut Creek

Secondary Sponsors: City of Walnut Creek

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $115,600,000 in 2003 dollars

Committed Funding

Amount:	Source:	Type:

0967 – I-680 NB HOV Gap Closure between N. Main and SR242

Provide an HOV lane in the northbound direction between N. Main and SR242, which will significantly shorten a gap in the HOV network which currently exists between Livorna and SR242.

Limits: Northbound - between N. Main and SR242

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Not Begun	Not Begun

RTP Ref. No.: 22351

Project Cost: $45,000,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$4,000,000	Measure J	Measure J

0968 – I-680/Norris Canyon Rd HOV Ramps

Includes reconstruction of overcrossing, widening of median, construction of new HOV-only on- and off-ramps in both the northbound and southbound directions, and modifications to the local street network. The ramps would be HOV only for the same hours of operation as the HOV lanes.

Limits: at the interchange of I-680 and Norris Canyon in San Ramon

Secondary Sponsors: San Ramon

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Underway	Not Begun

RTP Ref. No.: 22352

Project Cost: $101,600,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$10,200,000	Measure J	Local

1297 – Landscaping for I-680 Auxiliary Lane Projects (segment 1 and 3)

Landscaping for I-680 Aux. lane projects (segment 1 and 3) between Diablo to Sycamore (segment 1) and between Crow Canyon to Bollinger Canyon (segment 3).

Limits: I-680 between Diablo to Sycamore and between Crow Canyon to Bollinger Canyon

Secondary Sponsors: Caltrans, Danville and San Ramon

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Under Construction

RTP Ref. No.:

Project Cost: $2,500,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$2,500,000	Local	Fees/Exactions

1523 – SR4 Eastbound Mixed-flow lane

Add a mixed-flow lane on eastbound SR4 from the lane drop 1,500 feet west of Port Chicago Highway on-ramp to Willow Pass Road (West) on-ramp.

Limits: From lane drop 1,500 feet west of Port Chicago Hwy to Willow Pass Road (West) onramp

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240355

Project Cost: $29,800,000 in 2011 dollars

Committed Funding

Amount:	Source:	Type:

1530 – SR4 Westbound Mixed-flow lane

SR4: Add a westbound mixed-flow lane from east of Willow Pass Road (West) to the lane-add west of Willow Pass Road (West).

Limits: From east of Willow Pass (West) to lane-add west of Willow Pass (West)

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240584

Project Cost: $23,400,000 in 2011 dollars

Committed Funding

Amount:	Source:	Type:

Hercules

1327 – Re-engineer I-80/SR-4 Ramps and Provide Express Bus Ramps

Relocate transition and on/off ramps from current alignment to new alignment at Willow OC. Determine feasibility of providing dedicated express bus slip ramp to proposed parking structures.

Limits: I80/SR4 Interchange and Local Access Ramps to Willow OC

Secondary Sponsors: CalTrans

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $7,719,600 in 2005 dollars

Committed Funding

Amount:	Source:	Type:

State Route 4 Bypass Authority

0046e – State Route 4 Bypass: Segment 2 - 4 Lanes from Sand Creek Road to Balfour

Convert 2-lane expressway to 4-lane freeway from Sand Creek Road to Balfour Road.

Limits: Sand Creek Road to Balfour Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Completed	Design and ROW

RTP Ref. No.: 230205

Project Cost: $20,400,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$20,400,000	ECCRFA	Fees/Exactions

0046g – State Route 4 Bypass: Segment 1 - Widen to 6 Lanes

Widen State Route 4 Bypass to six lanes from SR 4/SR 160 to Lone Tree Way.

Limits: SR 160 to Lone Tree Way

Secondary Sponsors: ECCRFFA

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Underway	Not Begun

RTP Ref. No.: 96022

Project Cost: $9,000,000 in 2002 dollars

Committed Funding

Amount:	Source:	Type:

0046h – State Route Bypass: Segment 2, Phase 2 - 4-Lanes Laurel Rd to Sand Creek Road

Convert a 2-lane expressway to a 4-lane freeway from Laurel Road to Sand Creek Road. Project includes second bridge over Lone Tree Way.

Limits: At Lone Tree Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Completed	Design and ROW

RTP Ref. No.: 230202

Project Cost: $18,000,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$18,000,000	ECCRFFA	Fees/Exactions

WCCTAC

1549 – I-80 CSMP Improvements

Construct improvements listed in the I-80 CSMP

Limits: SFOBB to Carquinez Bridge

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Design and ROW

RTP Ref. No.: 240658

Project Cost: $31,300,000 in 2011 dollars

Committed Funding

Amount:	Source:	Type:

Interchange Projects

Antioch

0736a – Hillcrest Interchange Improvements: Phase 1

Construct 1500-foot auxiliary lane along eastbound State Route 4 and widen eastbound off-ramp from one to two lanes. Reduce congestion at signal by adding a second left-turn lane. Construct park n ride lot

Limits: Hillcrest Avenue at State Route 4

Secondary Sponsors: Caltrans

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Not Begun	Not Begun

RTP Ref. No.: 21212

Project Cost: $4,400,000 in 2006 dollars

Committed Funding

Amount:	Source:	Type:
$4,400,000	STIP	Federal

0736b – Hillcrest Interchange Improvements: Phase 2

Construct new westbound two-lane loop on-ramp at Hillcrest interchange. Replace the old southbound bridge over the freeway. Construct new two-lane westbound off-ramp (hook ramp connecting to frontage road). Construct new park-and-ride lot in northeast quadrant of interchange.

Limits: Hillcrest Avenue at State Route 4

Secondary Sponsors: Caltrans

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $10,000,000 in 2003 dollars

Committed Funding

Amount:	Source:	Type:
$3,000,000	ECCRFFA	Fees/Exactions

1394 – State Route 4/Phillips Lane Interchange

Construct new interchange at connecting extension of Phillips Lane southward from existing terminus to and across State Route 4. The interchange would serve new development at and around, and access to, the proposed new Hillcrest Station for the eBART extension.

Limits: At proposed new Phillips Lane/SR 4 Interchange

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Not Begun	Not Begun

RTP Ref. No.: 230232

Project Cost: $46,900,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$30,500,000	Local	Fees/Exactions

Caltrans

0022a – I-80/SR 4 Interchange: WB to EB Direct Connectors

Construct direct connectors between westbound Interstate 80 and eastbound State Route 4

Limits: I-80/State Route 4 Interchange

Secondary Sponsors: WCCTAC

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.: 22358

Project Cost: $5,900,000 in 2001 dollars

Committed Funding

Amount:	Source:	Type:

0022b – I-80/SR 4 Interchange: Remaining Components

Construct remaining grade-separated freeway-to-freeway connectors (WB I-80 to EB SR 4 is described in ID022b)

Limits: At interchange with SR 4 in Hercules

Secondary Sponsors: Caltrans, CCTA

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Applicable	Not Begun

RTP Ref. No.: 22358

Project Cost: $5,900,000 in 1998 dollars

Committed Funding

Amount:	Source:	Type:

0127 – SR 4/East 18th St.: Modify Interchange

Interchange modification

Limits: State Route 4 at E. 18th St.

Secondary Sponsors: Antioch

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0188 – I-680/Marina Vista Interchange

Partial reconstruction-- western half of Marina Vista/I-680 interchange.

Limits: I-680 at Marina Vista

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.: 22354

Project Cost: $6,800,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$1,300,000		Measure J
$300,000		Fees/Exactions

0246 – I-80/San Pablo Dam Road Interchange: Reconstruct

Upgrade and improve interchange. Includes provisions for bicyclists on I-80 bikeway and pedestrians on San Pablo Dam Road

Limits: I-80 at San Pablo Dam Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Completed	Design and ROW

RTP Ref. No.: 22360

Project Cost: $111,500,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$7,100,000	STMP	Fees/Exactions
$7,000,000	Measure J	Measure J
$15,000,000	STIP	State
$3,000,000	Local	Local

0247 – Cummings Skyway/I-80 interchange: Upgrade

Improve and modify interchange

Limits: I-80 at Cummings Skyway

Secondary Sponsors: Contra Costa County

PSR Status:	NEPA/CEQA Statu	Project Status:
		Under Construction

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0969 – I-80/Central Avenue Interchange Modification

Construction of interchange modifications at the I-80/Central Avenue interchange consisting of the addition of a loop-on-ramp for westbound Central Avenue traffic to westbound I-80 traffic and associated realignments of the westbound I-80 off-ramp and the adjacent San Joaquin Street.

Limits: At the I-80/Central Avenue Interchange

Secondary Sponsors: WCCTAC, City of El Cerrito

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.: 22355

Project Cost: $23,900,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$10,300,000	Measure J	Measure J
$2,600,000	Demo funds	Federal
$7,000,000	STMP	Fees/Exactions

CCTA

0002a – I-680 / State Route 4 Interchange Improvements: Phase 1

Construct northbound I-680 to westbound State Route 4 connector

Limits: I-680 at State Route 4

Secondary Sponsors: CCTA

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Underway	Not Begun

RTP Ref. No.: 21205

Project Cost: $71,500,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$11,450,800	Measure C	Measure C
$6,900,000	Measure J	Measure J
$1,300,000	STIP	Federal

0002b – I-680 / State Route 4 Interchange Improvements: Phase 2

Construct eastbound State Route 4 to southbound I-680 connector and improvements to the State Route 4 interchange at Pacheco Boulevard

Limits: I-680 at State Route 4

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Underway	Not Begun

RTP Ref. No.: 21205

Project Cost: $40,100,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:

0002c – I-680 / State Route 4 Interchange Improvements: Phase 3

Widen State Route 4 between Morello Avenue in Martinez and State Route 242 in Concord

Limits: Morello Avenue to State Route 242

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Underway	Not Begun

RTP Ref. No.: 21205

Project Cost: $47,330,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:

0002d – I-680 / State Route 4 Interchange Improvements: Phase 4

Construct southbound I-680 to eastbound State Route 4 connector

Limits: At I-680 / State Route 4 interchange

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Underway	Not Begun

RTP Ref. No.: 22350

Project Cost: $99,000,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:

0002e – I-680 / State Route 4 Interchange Improvements: Phase 5

Construct westbound State Route 4 to northbound I-680 connector

Limits: At I-680 / State Route 4 interchange

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Underway	Not Begun

RTP Ref. No.: 22350

Project Cost: $99,000,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:

1298 – SR4 Landscaping Between Railroad to Loveridge

Landsaping SR4 between Railroad to Loveridge

Limits: Railroad to west of Loveridge Rd

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Not Begun

RTP Ref. No.:

Project Cost: $1,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$1,000,000	Measure C	Measure C

Concord

0071 – Construct Route 242/Clayton Road on and off-ramp

Construct new northbound on-ramp and associated accelerating/weaving lanes, and new southbound off-ramp at SR 242/Clayton Road interchange.

Limits: At Clayton Road Interchange

Secondary Sponsors: CCTA

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.: 22388

Project Cost: $31,200,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:
$1,200,000	Local Streets and Roads	Local
$4,600,000	Measure J	Measure J

0871 – Clayton Road/SR 242 Interchange: New SB Off-Ramp

Construct a new SB Offramp at the Clayton Road/SR 242 interchange

Limits: Clayton Road/SR 242 Interchange: SB Off-Ramp

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $19,000,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:
$1,000,000		Local

0872 – Reconstruct Route 4/Willow Pass Road ramps in Concord

Reconstruct the Willow Pass Road (Concord)/SR 4 interchange to accommodate new trips generated by a Smart Growth project located on land now occupied by the Concord Naval Weapons Station

Limits: Willow Pass Road(Concord)/SR 4

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.: 22390

Project Cost: $32,800,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:
$3,000,000	Measure J	Measure J
$24,900,000	Traffic Impact Fees	Local

1396 – SR4/Port Chicago Highway Interchange Improvements

Reconstruct the SR4/Port Chicago Higway ramps and intersections in Concord to facilitate smart growth development projects on the Concord Naval Weapons Station.

Limits: SR4/Port Chicago Highway Interchange

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 230217

Project Cost: $36,600,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

Contra Costa County

0646 – Widen Cummings Skyway Interchange at I-80

Widen Cummings Skyway overcrossing to provide turn and bicycle lanes

Limits: I-80/Cummings Skyway Interchange

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $10,000,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

Martinez

0947 – Reconstruction of the SB Marina Vista Off Ramp

Reconstruction of the southbound I-680 Marina Vista Off Ramp

Limits: Southbound I-680 to Marina Vista

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $10,000,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

El Cerrito

1315 – New Connector Ramps from I-80 to Del Norte BART Station

Project would construct direct-connecting freeway ramps from I-80 to the Del Norte BART station for use by busses and car pools. Ramps would be for traffic traveling from and to the northerly direction.

Limits: I-80\Cutting Interchange

Secondary Sponsors: BART

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

State Route 4 Bypass Authority

0046d – State Route 4 Bypass: Segment 1, Phase 1 & 2 - Laurel Road IC

Construct full interchange at Laurel Road with include initial contruction of a four-lane bridge over Laurel Road and four ramps (diamond configuration) and later construction of a southbould loop off-ramp to eastbound Laurel Road.

Limits: At Laurel Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Design and ROW

RTP Ref. No.: 96022

Project Cost: $12,000,000 in 2002 dollars

Committed Funding		
Amount:	Source:	Type:
$12,000,000	ECCRFA	Fees/Exactions

0046f – State Route 4 Bypass: Segment 1, Phase 2 (SR 160 IC) WB SR4 Bypass to NB SR160

Provides freeway-to-freeway direct connectors from westbound Route 4 Bypass to northbound Route 160, and from southbound Route 160 to eastbound Route 4 Bypass.

Limits: At interchange with SR 160

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Design and ROW

RTP Ref. No.: 98222

Project Cost: $50,000,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$50,000,000	RM 2	Regional

0046i – State Route 4 Bypass: Segment 2 - Sand Creek Road IC (Phase 1)

Convert 2-lane expressway to a 4-lane freeway and construct an interchange at Sand Creek Road. With respect to the interchange, State Route 4 Bypass will cross over Sand Creek Road with loop for westbound Sand Creek Road to eastbound State Route 4 Bypass and diamond ramps on east side and northeast quadrant.

Limits: At Sand Creek Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Completed	Design and ROW

RTP Ref. No.: 230203

Project Cost: $32,000,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$32,000,000	ECCRFFA	Fees/Exactions

0046j – State Route 4 Bypass: Segment 3 - Balfour Road IC, Phase 1

State Route 4 Bypass will cross over Balfour Road with a loop for eastbound Balfour Road to westbound State Route 4 Bypass, and diamond ramps in all 4 quadrants.

Limits: At Balfour Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Completed	Design and ROW

RTP Ref. No.: 230206

Project Cost: $45,000,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$45,000,000	ECCRFFA	Fees/Exactions

0046k – State Route 4 Bypass: Segment 3 - Marsh Creek IC

Construct a new interchange on the State Route 4 Bypass at Marsh Creek Road

Limits: At Marsh Creek Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Completed	Not Begun

RTP Ref. No.: 22605

Project Cost: $74,900,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:

0046l – State Route 4 Bypass: Segment 3 - Vasco Road IC

Contruct a full interchange at Vasco Road/Walnut Blvd. Interchange would only include one bridge. A second bridge would be required when 4-lanes are constructed to the south.

Limits: At Vasco Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Completed	Not Begun

RTP Ref. No.: 22605

Project Cost: $74,900,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:

Intermodal/Park-and-Ride Pro

AC Transit

0746 – Richmond Parkway Transit Center Parking and Access Improvements

Project includes signal reconfiguration or timing; improved bus access; 700- to 800-space parking facility; and security improvements at Hilltop Drive park-and-ride lot

Limits: At Blume Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Underway	Design and ROW

RTP Ref. No.: 21208

Project Cost: $28,700,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$16,000,000	Regional Measure 2	Local

Antioch

0502 – Leland-Delta Fair Park-and-Ride Lot

Develop park-and-ride lot at Leland-Delta Fair

Limits: Undetermined

Secondary Sponsors: Pittsburg

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $500,000 in 2001 dollars

Committed Funding

Amount:	Source:	Type:

BART

0213a – Pittsburg/Bay Point Parking Expansion 2

Expand parking facility to add 200 parking slots. Includes canopy and lighting improvements

Limits: At Pittsburg/Bay Point BART

Secondary Sponsors: Pittsburg

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Design and ROW

RTP Ref. No.: 21213

Project Cost: $4,200,000 in 1999 dollars

Committed Funding

Amount:	Source:	Type:

0213b – Pittsburg/Bay Point Parking

Centralize parking by constructing a garage with possible expansion. The surface area given up will be used for a transit village development.

Limits: At Pittsburg/Bay Point BART

Secondary Sponsors: Pittsburg

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.: 21213

Project Cost: $20,000,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:

County Connection

0304 – North Concord BART parking shuttle

Purchase 2 buses/vans to shuttle persons between parking lots and station

Limits: At the North Concord BART station

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

1242 – Pacheco Transit Hub

Construct six bay transit hub, 110 park and ride spaces, landscaping, lighting and passenger amenities on Blum Rd. at the I-680/SR4 interchange.

Limits: Blum Road at I-680/SR-4 Interchange

Secondary Sponsors: TRANSPAC, Contra Costa County, Ca

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Underway	Design and ROW

RTP Ref. No.: 230596

Project Cost: $3,800,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$1,050,000	RM 2	Regional
$100,000	TFCA	TFCA
$800,000	Prop. 1B	State
$900,000	Measure C	Measure C
$900,000	Local	Local

1245 – DVC Transit Center

Construct 8+ bay transit center at Diablo Valley College, including information/ticket office, loading bays, lighting, and passenger amenities

Limits: Diablo Valley College Pleasant Hill

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Design and ROW

RTP Ref. No.:

Project Cost: $4,150,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:

Hercules

1330 – Construct Transit Parking for Capitol Corridor and Water Transit Authority

Construct transit parking at Hercules Waterfront to serve Capitol Corridor and Water Transit Authority

Limits: Hercules Waterfront District

Secondary Sponsors: Capitol Corridor JPB

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $16,000,000 in dollars

Committed Funding

Amount:	Source:	Type:

Lafayette

0726 – Lafayette Shuttle to BART

Shuttle service that circulates around satallite parking lots and neighborhoods to bring passengers to and from the Lafayette BART station.

Limits: Satellite Parking Lots within Lafayette

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in 2001 dollars

Committed Funding

Amount:	Source:	Type:
$0		Other

Orinda

0168 – Orinda Carpool Lots and Bus Centers

Orinda carpool lots and bus centers

Limits: In city of Orinda

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

Pittsburg

1363 – Railroad Avenue Transit Oriented Development Specific Plan

Multimodal bicycle/pedestrian/transit oriented development plan with a possible e-BART station at this interchange and increase in bus routes with shorter headways.

Limits: approximately 1/4 mile from Railroad Avenue/State Route 4 Interchange

Secondary Sponsors: Transplan

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1457 – Construct Park & Ride Lot - San Marco Blvd at SR4

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

Walnut Creek

0227 – Rudgear Road Park and Ride Lot

Add approximately 60 spaces

Limits: At Rudgear road in Walnut Creek

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $480,000 in 1999 dollars

Committed Funding		
Amount:	Source:	Type:

1528 – Walnut Creek BART TOD Multimodal Improvements

Construct improvements at the Walnut Creek BART TOD such as additional parking, station acess, capacity, safety and operational improvements.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240457

Project Cost: $32,200,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:
$2,640,000	Local	Fees/Exactions

Maintenance Projects

AC Transit

0649 – AC Transit Facility/Equipment Replacement/Upgrade Program

Planned maintenance and upgrade of District's facilities and equipment to ensure that District's facilities are properly maintained to avoid deterioration and that the District's fixed equipment is upgraded or replaced to ensure optimum performance.

Limits: Richmond Division Facilities & Equipment

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $25,000,000 in 2010 dollars

Committed Funding

Amount:	Source:	Type:
$0		Federal

Caltrans

0294 – Richmond-San Rafael Bridge: Seismic Retrofit (Contra Costa Co. portion)

Strengthen existing structure

Limits: Marin County to Contra Costa County shorelines

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Under Construction

RTP Ref. No.:

Project Cost: $290,000,000 in 2000 dollars

Committed Funding

Amount:	Source:	Type:

Concord

0330 – Treat Blvd. Pavement Rehabilitation, San Miguel to San Simeon

1) grind off of 0.35' of A.C. surfacing and replacemnt.of 0.35' w/pvemnt.fabric b/t Clayton Rd.&Turtle Cr.& 2) grind off of 0.25' of A.C. surfacing and replacmnt.of 0.25' w/crack sealing&fabric b/t San Miguel & San Simeon.

Limits: San Miguel & San Simeon.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $786,000 in dollars

Committed Funding

Amount:	Source:	Type:
$186,000		Local
$600,000		Federal

0331 – Treat Blvd. Pavement Rehabilitation, San Simeon to Oak Grove

Grind off of 0.25' of A.C. surfacing and replacemnt.of 0.25' w/ pavement fabric

Limits: San Simeon to Oak Grove

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $600,000 in dollars

Committed Funding

Amount:	Source:	Type:
$69,000		Local
$531,000	STP	Federal

0390c – Grant Street Pavement Rehabilitation

Rehabilitate pavement from SR 242 to High School Street

Limits: SR 242 to High School St.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $230,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$26,450		Local
$203,550		Federal

0874 – Concord Blvd Pavement Rehabilitation: Ayers Rd to Kirker Pass Rd

Pavement Rehabilitation

Limits: Ayers Rd to Kirker Pass Rd

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $600,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:
$69,000		Local
$531,000		Federal

0875 – Concord Blvd Pavement Rehabilitation: Bailey Rd to Sixth St

Pavement Rehabilitation

Limits: Bailey Road to Sixth St

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $800,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$600,000		Federal
$200,000		Local

1139 – Clayton Road Pavement/ Willcrest to Ayers

Pavement Rehabilitation

Limits: Willcrest Drive to Ayers Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $622,792 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:
$322,792	Measure J local	Measure C
$300,000	Gas Tax	Local

1141 – Clayton Road Pavement / Ayers to Garcez

Pavement Rehabilitation

Limits: Ayers Road to Garcez Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $514,664 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:
$214,664	Gas Tax	Local
$300,000	Measure J local	Local

1142 – Clayton Road Pavement / Garcez to Ygnacio Valley

Pavement Rehabilitation

Limits: Garcez Drive to Ygnacio Valley Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $503,568 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:
$300,000	Measure J local	Local
$203,568	Gas Tax	Local

1143 – Concord Boulevard Pavement / 6th to Landana

Pavement Rehabilitation

Limits: 6th Street to Landana Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,268,664 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:
$600,000	Measure J local	Local
$668,664	Gas Tax	Local

Contra Costa County

0009 – Bethel Island Bridge Replacement at Dutch Slough

Replaces existing bridge with a four lane bridge and improved geometrics.

Limits: At Dutch Slough

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Completed	Under Construction

RTP Ref. No.:

Project Cost: $24,000,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$5,000,000	Gas Tax Funds	Local
$17,000,000	HBRR	Unidentified
$2,000,000	Bethel Island Area of Benefit	Other

0629 – Byron Highway Widening and Overlay

Overlay and widen Byron Highway to provide shoulders on both sides from Byron Hot Springs Road to County line.

Limits: Byron Hot Springs Road to County line

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Underway	Design and ROW

RTP Ref. No.:

Project Cost: $2,012,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$1,599,000	STP/CMAQ Funds	Federal
$250,000	Gas Tax Funds	Local
$10,000		Measure C

0989 – Countywide Surface Treatment Projects

Perform road overlay or reconstruction on designarted roads through the unincorporated areas of the County.

Limits: Countywide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Under Construction

RTP Ref. No.:

Project Cost: $7,040,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$7,040,000	Measure C return to source	Measure C

0990 – Countywide Pavement Management Project

Perform repairs and treatment on roads throughout the unincorporated areas of the County.

Limits: Countywide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Under Construction

RTP Ref. No.:

Project Cost: $35,000,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:
$35,000,000	Gas Tax Funds	Local

1038 – Treat Boulevard Nova Chip

Apply Nova Chip surface treatment to Treat Boulevard.

Limits: Buskirk Avenue to Walnut Creek Channel Bridge

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $208,000 in 2004 dollars

Committed Funding

Amount:	Source:	Type:
$900,000		Measure C

1043 – Saranap Area Micro Surface

Apply Micro Surface treatment to Olympic Boulevard and Tice Valley Boulevard.

Limits: Olympic Boulevard (Lafayette County Line to Tice Valley Boulevard) and Tice Valley Boulevard (1620 Tice Valley Boulevard to Walnut Creek County Line)

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $92,000 in 2004 dollars

Committed Funding

Amount:	Source:	Type:
$92,000		Measure C

1044 – San Pablo Dam Road Type III Slurry Seal

Apply Type III Slurry Seal surface treatment to San Pablo Dam Road.

Limits: Wildcat Canyon Road to San Pablo Resevoir Spillway

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $223,000 in 2004 dollars

Committed Funding

Amount:	Source:	Type:
$223,000		Measure C

1045 – San Pablo Dam Road Rehabilitation

Rehabilitation to San Pablo Dam Road.

Limits: El Portal Drive to Tri Lane

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Completed	Not Begun

RTP Ref. No.:

Project Cost: $2,112,000 in 2008 dollars

Committed Funding

Amount:	Source:	Type:
$817,000	Measure C	Measure C
$1,500,000	1B Funds	Other
$182,000	Prop 42	State
$540,000	STP Grant	Federal

1047 – San Pablo Dam Road Nova Chip

Apply Nova Chip surface treatment to San Pablo Dam Road.

Limits: El Portal Drive to Appian Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $159,000 in 2004 dollars

Committed Funding

Amount:	Source:	Type:

1052 – Reliez Valley Road Micro Surface

Apply Micro Surface treatment to Reliez Valley Road.

Limits: Alhambra Valley Road to Martinez City Limit and 2319 Reliez Valley Road to Withers Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $126,000 in 2004 dollars

Committed Funding

Amount:	Source:	Type:
$126,000		Measure C

1055 – Pleasant Hill BART Area Type II Micro Surface

Apply Type II Micro Surface treatment to Buskirk Avenue, Coggins Drive, Jones Road, and Oak Road.

Limits: Pleasant Hill Bart Area: Buskirk Avenue (Treat Boulevard to I-680 northbound on-ramp), Coggins Drive (Pleasant Hill County Line to Las Juntas Way), Jones Road (Treat Boulevard to Oak Road), Coggins Dr

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $162,000 in 2004 dollars

Committed Funding

Amount:	Source:	Type:
$162,000		Measure C

1069 – Crockett Boulevard and Cummings Skyway Type III Slurry Seal

Apply Type III Slurry Seal surface treatment to Crockett Boulevard and Cummings Skyway

Limits: Crockett Boulevard (Cummings Skyway to Pomona Street) and Cummings Skyway (San Pablo Avenue to Barry Hill Road)

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $295,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$295,000		Measure C

1070 – Crockett Area Phase III Overlay / Reconstruction

Reconstruct Kendall Avenue, Carquinez Way, Virginia Street, and Columbus Avenue. Dig out and overlay Merchant Street and Johnson Street.

Limits: Crockett Area: Kendall Avenue (Merchant Street to 87 Kendall Avenue), Carquinez Way (Kendall Avenue to Vista Del Rio), Merchant Street (Kendall Avenue to Vista Del Rio), Johnson Street (Kendall Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Design and ROW

RTP Ref. No.:

Project Cost: $379,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$379,000		Measure C

1071 – Crockett Overlay

Overlay Third Avenue, Del Mar Circle, Seventh Avenue, Lillian Street, Francis Street, Sixth Avenue, and A Street.

Limits: Crockett Area: Third Avenue (Wanda Street to north end), Del Mar Circle, Seventh Avenue (913 Seventh Avenue to Lillian Street), Lillian Street west leg (Sixth Avenue to Seventh Avenue), Francis Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Design and ROW

RTP Ref. No.:

Project Cost: $633,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$633,000		Measure C

1177 – San Pablo Dam Road Surface Treatment & Curb Ramps

Maintenance, new pavement and striping to make the road safer, and some other safety features.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: $2,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$1,000,000	Prop 1B funds	State
$540,000	Federal STP	Federal

1375 – Jersey Island Road Rehabilitation

Apply double chip seal. This project will improve roadway pavement conditions.

Limits: From Slough to the end

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $166,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$116,000	Prop 42	State

1377 – Asphalt Rubber Chip Seal: Mountain View Area of Martinez

Chip seal Projects will refurbish the existin roadway, extend the life of the road, and reduce the long-term maintenance costs. Apply asphalt rubber chip surface treatments to various roadways in the Mountain View area of Martinez.

Limits: Various roadways in Mountain View Area of Martinez

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Underway	Not Begun

RTP Ref. No.:

Project Cost: $295,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$295,000	Prop 42	State

1483 – Vasco Road Overlay

Overlay Vasco Road between Alameda County Line and the Frisk Creek Bridge

Limits: Between Alameda County Line and Frisk Creek Bridge

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Applicable	Under Construction

RTP Ref. No.:

Project Cost: $1,996,155 in dollars

Committed Funding		
Amount:	Source:	Type:

County Connection

0760 – CCCTA: Expand Support Facilities

Expand support facilities

Limits: District-wide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: $5,000,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

Danville

0723 – Green Valley Road Street Repair East

Street pavement repair and overlay between Diablo Road and Stone Valley Road. Currently unfunded.

Limits: Diablo Road to Stone Valley Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Design and ROW

RTP Ref. No.:

Project Cost: $424,172 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$410,000	ARRA	Federal

1313 – El Pinto Road Repair (FEMA)

Embankment slope and road repair as a result of 2005 storm damage.

Limits: 250 feet north of El Pintado Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Completed	Design and ROW

RTP Ref. No.:

Project Cost: $265,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$29,400	CIP Gen Purpose	Local
$169,813	FEMA	Federal

1504 – El Cerro Road Rehabilitation

Repair/repave El Cerro Boulevard, including curb ramp upgrades, sidewalk, curb/gutter repairs, and traffic signal modifications

Limits: Danville Boulevard to Diablo Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,500,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$300,000	CIP General Purpose	Local

East Bay Regional Park District

0806 – Regional Trail Maintenance

Repave and overlay pavement on Contra Costa Canal, Lafayette-Moraga, Iron Horse, Delta-de Anza, and Marsh Creek Trails

Limits: Contra Costa

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $6,000,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

Hercules

0123 – San Pablo Avenue Reconstruction

Reconstruct San Pablo Avenue and extend bicycle lanes

Limits: In City of Hercules

Secondary Sponsors: Caltrans, Contra Costa County

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0637 – Willow Avenue Pavement Rehabilitation Project

Willow Avenue Pavement Rehabilitation Project: Resurfacing and base failure repairs between I-80 off ramp and Willow Avenue overcrossing, south of Hwy-4.

Limits: I-80 off ramp and Willow Avenue overcrossing

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $579,000 in dollars

Committed Funding		
Amount:	Source:	Type:

Martinez

0435 – Alhambra Avenue Overlay

Alhambra Avenue pavement overlay: Virginia Hills to Benham Drive

Limits: Virginia Hills to Benham Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Under Construction

RTP Ref. No.:

Project Cost: $800,000 in dollars

Committed Funding		
Amount:	Source:	Type:

Moraga

0436 – Rheem Boulevard Overlay #1

Rheem Blvd. #1: 50mm A.C. overlay, pavement repair and restriping from Scofield Drive to Moraga Road

Limits: Scofield Drive to Moraga Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: $647,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$74,000		Local
$573,000		Federal

0437 – Saint Mary's Road Overlay

Saint Mary's Road: 50mm A.C. overlay, pavement repair and restriping of Saint Mary's Road from Moraga to Rheem Blvd.

Limits: Moraga Road to Rheem Boulevard

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: $669,000 in dollars

Committed Funding		
Amount:	Source:	Type:

0438 – Rheem Boulevard Overlay #2

Rheem Blvd. #2: 50mm A.C. overlay, pavement repair and restriping of Rheem Boulevard from Wily Town limit at Orinda to Scofield Drive.

Limits: Orinda City Limits to Scofield Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: $647,000 in dollars

Committed Funding		
Amount:	Source:	Type:

Orinda

0443 – El Toyonal Road Reconstruction

El Toyonal Road Reconstruction: Repair failing ditches and culverts; install new ditches, curb and gutter to direct drainage and keep it out of the subgrade; replace failed pavement; grind raodway; & place an overlay. Street would be widened etc.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: $840,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$600,000		Federal
$145,000		Local

0444 – Rheem Boulevard Reconstruction

Rheem Blvd. Reconstruction: Placement of failing culverts, installation of new drainage improvements to help stabilize the roadway, installation of a retaining wall to stabilize one intersection, replacement of failed pavement, grinding of the street & pl

Limits: Glorietta Blvd. to Moraga/Orinda City Limits

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: $503,000 in dollars

Committed Funding		
Amount:	Source:	Type:

0445 – Charles Hill Road Reconstruction

Charles Hill Road Reconstruction: Repair of failing ditches and culverts, installation of new ditches, and other improvements to direct drainage & keep it out of the subgrade, replacement of failed pavement, grinding of the roadway and placing an overlay.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: $488,000 in dollars

Committed Funding		
Amount:	Source:	Type:

0830 – Orinda Way / Camino Pablo Bridge Rehabilitation

Rehabilitate the historic bridge over San Pablo Creek at Orinda Way and Camino Pablo.

Limits: Orinda Way at Camino Pablo

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

0831 – Orinda Pavement Rehabilitation / Road Reconstruction

Rehabilitate the structural sectiona dn extend the useful life of collectors and arterials while improving traffic flow and safety.

Limits: Orinda

Secondary Sponsors: LPMC

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

Pinole

0791 – Fitzgerald Drive Improvements

Repair damaged roadway, subgrade, curb, gutter and sidewalk and resurface roadway.

Limits: Appian Way to Richmond Parkway/I-80 Intersections

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $1,000,000 in 2005 dollars

Committed Funding		
Amount:	Source:	Type:
$1,000,000	Measure C/Gas Tax/RDA	Measure C

Pleasant Hill

0464 – Golf Club Road Bridge Replacement Project

Golf Club Road Bridge Replacement Project

Limits: At creek crossing

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $2,904,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$0		Local

San Pablo

0354 – San Pablo Dam Road: Reconstruct and Upgrade, I-80 to Morrow Drive

Reconstruct and upgrade San Pablo Dam Road between I-80 and Morrow Drive

Limits: I-80 to Morrow

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $1,659,000 in dollars

Committed Funding		
Amount:	Source:	Type:

0475 – 23rd Street Rehabilitation

23rd Street Rehabilitation: localized section replacements and overlay, plus sidewalk and handicap ramp upgrades; Dover Avenue to southern city limits

Limits: Dover Avenue to southern city limits

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Completed	Design and ROW

RTP Ref. No.:

Project Cost: $544,500 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:

0476 – San Pablo Avenue Overlay

San Pablo Avenue Overlay: overlay between San Pablo Dam Road and 23rd Street, including sidewalk repairs, curb and gutter replacement, median island upgrades and street tree replacement

Limits: San Pablo Dam Road to 23rd Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $3,250,000 in 2003 dollars

Committed Funding		
Amount:	Source:	Type:
$2,647,000	Redevelopment Bond Proceeds	Local
$328,000	STIP	Federal
$275,000	Measure C	Local

1288 – Traffic Sign Upgrades

Upgrades to traffic signs as required by MUTCD

Limits: citywide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Applicable	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

1289 – Annual Pavement Maintenance Project

annual pavement maintenance treatments consisting primarily of base failure repairs, crack sealing and slurry seal, and restriping

Limits: citywide, streets identified per Pavement Management System

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:
$1,000,000	Local funds	Local

San Ramon

0480 – Crow Canyon Road Landslide Repair

Crow Canyon Road: landslide repair

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: $100,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$100,000		Federal

0481 – San Ramon Valley Boulevard Overlay

San Ramon Valley Blvd.: Place asphalt concrete overlay on the existing pvemnt on San Ramon Valley Blvd. from Fostoria to the north City limit. Project will provide pvemnt maintenance for an approx.dist.of 2500' of rdwy,incl. asphalt overlay,pavement fabri

Limits: Fostoria Way to Danville Town Limit

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: $503,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$58,000		Local
$446,000	STP	Federal

0482 – Crow Canyon Road Overlay, Fostoria to Danville Town Limit

Crow Canyon Overlay: Overlay the existing pavement of Crow Canyon Rd b/t Bollinger Canyon Rd and the CCC/Alameda County line. Project will provide pvemnt maintenance for an approx.dist. of 3100' of rdwy, including asphalt overlay, glass grid reinforcing m

Limits: Bollinger Canyon Road to Alameda County Line

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: $548,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$485,000		Federal
$298,000		Local

0483 – Crow Canyon Road Overlay, St. George St to Reesland Circle

Crow Canyon Overlay-St. George to Reedland Circle: Place asphalt concrete overlay on the existing pavement on Crow Canyon Rd fr.St. George Rd to Reesland Circle. The proj. will provide pvemnt. maintenance for an approx. dist. of 7770' of rdwy, including a

Limits: Saint George Street to Reesland Circle

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: $898,000 in dollars

Committed Funding		
Amount:	Source:	Type:

Tri Delta Transit

1304 – Repave Shop Apron

Capitalized Facility Repairs

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Under Construction

RTP Ref. No.:

Project Cost: $125,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$100,000	FTA 5307	Federal

Walnut Creek

0961b – Ygnacio Valley Road Pavement Reconstruction (Phase 1)

Overlay Ygnacio Valley Road from California Blvd to Civic Drive, including ADA upgrades.

Limits: California Boulevard to Civic Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $2,849,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:
$400,000	Local	Local

Operations Projects

511 Contra Costa

0036b – Countywide TDM Program (future programs)

1) Carpool/Vanpool program 2) County cost of regionwide rideshare program (RIDES) 3) Residential and school programs 4) Traveler trip planning programs 5) Transit incentives and fare coordination programs 6) expand guaranteed ride home program

Limits: Countywide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $26,600,000 in 2000 dollars

Committed Funding

Amount:	Source:	Type:

Alameda CMA

1389a – I-80 Integrated Corridor Mobility Project, Phase 1

Install new and upgrade existing corridor management elements from Carquinez Bridge to SF Bay Bridge to allow sharing of real-time traveler information among public agencies and the public. These elements include closed-circuit television (CCTV) cameras, changeable message signs (CMS), ramp metering stations, ramp metering HOV bypass lanes for transit access, advisory variable speed signs, and communication networks links in this congested corridor. The project is integrated with the Alameda County Smart Corridors Program and Caltrans Traffic Management Center (TMC)..

Limits: Carquinez Bridge to SF Bay Bridge

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Design and ROW

RTP Ref. No.: 230402

Project Cost: $67,400,000 in 2012 dollars

Committed Funding

Amount:	Source:	Type:
$3,346,000	2008 STIP	Federal
$954,000	STIP Augmentation-RIP	Federal
$55,300,000	CMIA	State
$2,500,000	Alameda CMA	Regional
$1,300,000	RSTP	State

Antioch

0378 – SR 4 East Corridor Traffic Signal Interconnect and Master Control Project

Interconnect 50 signals on Delta Fair Blvd, Eighteenth Street, Hillcrest Ave, Lone Tree Way, Deer Valley Road, Somersville Road and at freeway interchanges. Install CCTV monitors at 4 interchanges on Route 4; Install Qicnet-4 server and software; and install traffic signal coordination plans.

Limits: Century Blvd. to Highway 160

Secondary Sponsors: Caltrans and Contra Costa County

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Under Construction

RTP Ref. No.:

Project Cost: $670,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$55,000	CMAQ Match	Local
$500,000	STP/CMAQ	Federal

0793 – SR4 East Corridor Traffic Signal Management

Connect Interchange signals to Caltrans and City Hall, Install video cameras, install hardware and software as required.

Limits: From Baily Road to Neroly

Secondary Sponsors: Caltrans, Pittsburg

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Under Construction

RTP Ref. No.:

Project Cost: $670,000 in 2001 dollars

Committed Funding

Amount:	Source:	Type:
$600,000	CMAQ	Federal
$70,000	Local	Local

Caltrans

0116 – I-80: Install Ramp Metering Hardware

Install ramp metering hardware at all on-ramp locations and electronic spped

Limits: Bay Bridge to Carquinez Bridge

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

0164 – State Route 24 Traffic Operations System

Changeable message signs, video, loop detectors

Limits: I-680 to Caldecott

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Unknown

RTP Ref. No.:

Project Cost: $3,000,000 in 1998 dollars

Committed Funding

Amount:	Source:	Type:
$3,000,000	STP/CMAQ	Federal

0172a – I-680 Traffic Operations System, SR 24 to Benicia Bridge

Traffic Operations System including changeable message signs, loop detectors, video

Limits: State Route 24 to Benicia Bridge

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Unknown

RTP Ref. No.:

Project Cost: $965,000 in 1999 dollars

Committed Funding

Amount:	Source:	Type:
$965,000		Federal

0172b – I-680: Traffic Operations System, Alameda County to SR 24

Traffic Operations System including changeable message signs, loop detectors, video

Limits: Alameda County to State Route 24

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Unknown

RTP Ref. No.:

Project Cost: $1,157,000 in 1999 dollars

Committed Funding		
Amount:	Source:	Type:
$1,157,000		Federal

CCTA

1389b – I-80 Integrated Corridor Mobility Project, Phase 2

Implement management systems for arterials parallel to I-80 to be developed in conjunction with Phase 1 of the project.

Limits: Carquinez Bridge to Alameda County

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Design and ROW

RTP Ref. No.: 230597

Project Cost: $26,500,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1531 – I-80 ICM Project Operations and Management

I-80 Integrated Corridor Mobility (ICM) Project Operations and Management - Local Portion - Maintenance in Contra Costa; This project will implement Adaptive Ramp Metering (ARM) and Active Traffice Management (ATM) strategies will be employed to reduction congestion and provide incident management capibilities.

Limits: SFOBB to Carquinez Bridge

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240624

Project Cost: $3,000,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:

1541 – ITS and Ramp Metering Feasability Study

Feasibility analysis of ITS and ramp metering operations.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240642

Project Cost: $3,000,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:

Concord

1395 – Clayton Rd./Treat Blvd. Intersection Capacity Improvements

Upgrade the traffic signal at the Clayton Road/Treat Blvd. intersection to an 8-phase design and construct related geometric improvements to improve the handling capacity and maximize the operational efficiency of the intersection during the peak periods.

Limits: Clayton Rd./Treat Blvd. Intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 230212

Project Cost: $2,600,000 in 2012 dollars

Committed Funding

Amount:	Source:	Type:
$2,000,000	Measure J	Measure J
$600,000	Other local funding	Local

Contra Costa County

0397 – Camino Diablo Railroad Crossing Protection Devices

Railroad crossing protection devices: install at Camino Diablo

Limits: At railroad crossing

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

0623 – Byron Highway-Camino Diablo Intersection Improvements

Byron Highway: widen roadway to provide shoulders along Byron Highway for about 1,500 feet on either side of Camino Diablo

Limits: At Camino Diablo

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $656,000 in dollars

Committed Funding

Amount:	Source:	Type:
$556,000		Federal
$100,000		Local

0977 – Alhambra Valley Road Safety Project at Pig Farm Curve

Construct new three-way stop controlled "T" intersection at Alhambra Valley Road and Rancho La Boca Road, to improve greater sight distance for travelers approaching the intersection.

Limits: Intersection at Rancho La Boca Road.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Underway	Not Begun

RTP Ref. No.:

Project Cost: $335,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$10,000	Martinez Area of Benefit	Fees/Exactions

0991 – Countywide Traffic Program

This program provides for safety and efficient movement of vehicular and pedestrian traffic while preserving neighborhood character and minimizing disruption to the residents. This includes Safety Investigation, Traffic Operation, Traffic Data & Records, and Traffic Signal & Traffic Management.

Limits: Countywide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Under Construction

RTP Ref. No.:

Project Cost: $4,200,000 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$3,500,000	Gas Tax Funds	Local
$700,000		Measure C

0992 – Countywide Traffic Betterment: New Sign Program

This program provides the resources to install traffic signs as the need arises.

Limits: Countywide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Under Construction

RTP Ref. No.:

Project Cost: $700,000 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$700,000	Gas Tax Funds	Local

0993 – Countywide Traffic Betterment: New Striping Program

This program provides the resources to install the necessary traffic striping projects as needed during the year.

Limits: Countywide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Under Construction

RTP Ref. No.:

Project Cost: $490,000 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$490,000	Gas Tax Funds	Local

1013 – Alhambra Valley Road Improvements

Provide safety and capacity improvements.

Limits: Between Martinez City Limits to Ferndale Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 230308

Project Cost: $10,600,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$2,500,000	Prop. 1B	State
$1,200,000	Local Streets and Roads	Local
$2,600,000	HR3/HSIP	Federal

1028 – Evora Road/Willow Pass Road Intersection Improvements

Improve the intersections of Evora Road and Willow Pass Road (West-Concord Side) and Willow Pass Road with ramps to State Route 4 (West-Concord Side) with additional approach lanes and traffic signalization.

Limits: Intersection of Evora Road and Willow Pass Road

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $800,000 in 2003 dollars

Committed Funding

Amount:	Source:	Type:

1040 – State Route 4 / Newport Drive Traffic Signal

Install a traffic signal at the intersection of State Route 4 and Newport Drive.

Limits: At the intersection of State Route 4 and Newport Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Completed	Not Begun

RTP Ref. No.:

Project Cost: $427,000 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$427,000	Discovery Bay Traffic Mitigation Fee	Fees/Exactions

1050 – San Pablo Dam Road and Greenridge Drive Signal

Construct signal at San Pablo Dam Road and Greenridge Drive

Limits: At the intersection of San Pablo Dam Road and Greenridge Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $175,000 in 1991 dollars

Committed Funding

Amount:	Source:	Type:
$110,000	Richmond / El Sobrante Area of Benefit	Fees/Exactions

1054 – Point of Timber - Byron Highway Traffic Signal

This project consists of installing a traffic signal at the intersection.

Limits: At the intersection of Point of Timber and Byron Highway

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,771,000 in dollars

Committed Funding

Amount:	Source:	Type:
$1,771,000	Discovery Bay Traffic Mitigation Fee	Fees/Exactions

1066 – El Portal Drive and Barranca Street Signal

Construct signals at El Portal Drive and Barranca Street.

Limits: At the intersection of El Portal Drive and Barranca Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $125,000 in 1991 dollars

Committed Funding

Amount:	Source:	Type:
$74,000	Richmond / El Sobrante Area of Benefit	Fees/Exactions

1079 – Byron Highway - Camino Diablo Traffic Signal and Left Turn Lanes

This project consists of installing a traffic signal and adding left turn lanes on Byron Highway

Limits: At the intersection of Byron Highway and Camino Diablo

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,500,000 in 2003 dollars

Committed Funding

Amount:	Source:	Type:
$1,500,000	Discovery Bay Traffic Mitigation Fee	Fees/Exactions

1082 – Bethel Island Road / Sandmound Boulevard Intersection Signal

Install traffic signals at this intersection.

Limits: At the intersection of Bethel Island Road and Sandmound Boulevard

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status: Not Begun

RTP Ref. No.:

Project Cost: $100,000 in 1993 dollars

Committed Funding

Amount:	Source:	Type:
$10,000	Bethel Island Area of Benefit	Fees/Exactions

1083 – Balfour Road - Byron Highway Traffic Signal

This project consists of installing traffic signals at the intersections.

Limits: At the intersection of Balfour Road and Byron Highway

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status: Not Begun

RTP Ref. No.:

Project Cost: $1,057,000 in 2003 dollars

Committed Funding

Amount:	Source:	Type:
$1,057,000	Discovery Bay Traffic Mitigation Fee	Fees/Exactions

1085 – Arlington Boulevard Intersection Improvements

Install signals and improve intersections.

Limits: On Arlington Boulevard at the intersection of Amherst Avenue and Sunset Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status: Not Begun

RTP Ref. No.:

Project Cost: $50,000 in 1991 dollars

Committed Funding

Amount:	Source:	Type:
$50,000	West County Area of Benefit	Other

1090 – Appian Way and Pebble Drive Signal

Install signal at Appian Way and Pebble Drive.

Limits: At the intersection of Appian Way and Pebble Drive

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status: Not Begun

RTP Ref. No.:

Project Cost: $175,000 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$107,000	Richmond / El Sobrante Area of Benefit	Fees/Exactions

Martinez

0221 – Pacheco Boulevard traffic signal interconnect, Arnold to Second

Traffic control system interconnect, Arnold Drive to Second Avenue, including new signals at Arnold and Second Avenue in cooperation with Contra Costa County and Pleasant Hill

Limits: Arnold Drive to Second Avenue

Secondary Sponsors: City of Martinez

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: $350,000 in 1999 dollars

Committed Funding

Amount:	Source:	Type:
$350,000		Federal

0430 – Pacheco Boulevard Operational Improvements and Traffic Coordination Project

Interconnect and coordinate five existing signals with two new signals; add protected turn lanes and arrow signals

Limits: Bush Street and Arreba Street on Pacheco Blvd.

Secondary Sponsors: Contra Costa County, Pleasant Hill

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: $555,000 in dollars

Committed Funding

Amount:	Source:	Type:

0519 – Martinez Pathfinder System: Install Signage

Martinez Pathfinder System: install signage on I-680, SR 4 and major arterials (Alhambra, Pacheco Blvd., Marina Vista)

Limits: City of Martinez

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: $50,000 in dollars

Committed Funding		
Amount:	Source:	Type:

Oakley

0193 – State Route 4: Install Traffic Signal, O'Hara and Norcross

Install traffic signal in downtown Oakley at O'Hara and Norcross intersections

Limits: In Downtown Oakley at O'Hara and Norcross intersections

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

Orinda

0441 – Rheem Boulevard and Glorietta Way: Construct New Signal

New signal at Rheem and Glorietta Way

Limits: At Glorietta Way

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: $116,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$116,000		Local

0442 – Moraga Way Safety Improvements

Moraga Way safety improvements

Limits: Glorietta Blvd. to Ivy Dr.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: $74,100 in dollars

Committed Funding		
Amount:	Source:	Type:
$74,100		Local

Pinole

1400 – San Pablo Avenue/ Appian Way Traffic Signal Replacement

As part of the Integrated Corridor Management Project, replace traffic signals at the intersection of San Pablo Avenue and Appian Way

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $350,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:

Pittsburg

0013 – Buchanan Road Traffic Signal Interconnect, East City Limits to Railroad

Interconnect/synchronize traffic signals along Buchanan Road and upgrade controller communications software. Includes developing coordinated signal timing plans.

Limits: East City Limits to Railroad Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Underway	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $250,000 in 1999 dollars

Committed Funding

Amount:	Source:	Type:
$150,000	City's Traffic Mitigation Fee	Fees/Exactions

0055 – W. Leland Road: Traffic Signal Interconnect

Install hard-wire SIC in roadway and upgrade controller communications software. Includes developing coordinated signal timing plans.

Limits: Bailey Rd. to Crestview Dr.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Applicable	Not Begun

RTP Ref. No.:

Project Cost: $350,000 in 1999 dollars

Committed Funding

Amount:	Source:	Type:
$350,000	City's Traffic Mitigation Fee	Fees/Exactions

0955 – Control Point Metering in East County

Implement Control Point Metering in East County (Pittsburg and unincorporated County)during the eastbound a.m. commute. Signal modifications at Buchanan/Meadows and a new traffic signal system at Kirker Pass/Nortonville.

Limits: Buchanan Rd./Meadows Ave. to Kirker Pass Rd./Nortonville Rd.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: in dollars

Committed Funding

Amount:	Source:	Type:

1408 – W. Leland Rd / Oak Hills Dr - Traffic Signal

Installation of traffic signals at the intersection of W. Lenad Rd and Oak Hills Dr.

Limits: Intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $210,000 in dollars

Committed Funding

Amount:	Source:	Type:

1409 – Bailey Rd / Myrtle Dr - Traffic Signals and add approach lanes.

Installation of traffic signals at Bailey Rd & Myrtle Dr intersection and improvement of approaching lanes.

Limits: Intersectiona and approaching lanes.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,126,778 in dollars

Committed Funding

Amount:	Source:	Type:

1411 – Railroad Ave / E. Third St - Traffic Signal

Installation of traffic signals at intersectio of Railroad Ave and E. Third St.

Limits: Intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $210,000 in dollars

Committed Funding		
Amount:	Source:	Type:

1412 – Harbor St / Central Ave - Traffic Signal

Limits: Intersection

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $210,000 in dollars

Committed Funding		
Amount:	Source:	Type:

Pleasant Hill

0462 – Taylor Boulevard and Civic Avenue: Install Signal

Taylor Boulevard/Civic Avenue traffic signal: Install traffic signal with preemption (safety project requested by Police Dept.)

Limits: At Civic Avenue

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $175,000 in dollars

Committed Funding		
Amount:	Source:	Type:

0463 – Oak Park/Putnam/Patterson Intersection Improvements

Oak Park/Putnam/Patterson Intersection Improvements including left turn pockets on Patterson and on Putnam as well as a new traffic signal.

Limits: At Putnam/Patterson

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Design and ROW

RTP Ref. No.:

Project Cost: $500,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$500,000		Local

Richmond

0471 – Barrett Avenue: Upgrade Signal Hardware

On Barrett Avenue between Garrard Blvd. and 22nd St. Replace 5 traffic controllers and interconnect.

Limits: Garrard Boulevard to 22nd Street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $157,000 in dollars

Committed Funding		
Amount:	Source:	Type:
$157,000		Federal

0742 – Richmond: Improve Signals at 8 Intersections

Upgrade traffic controllers at eight intersections in Richmond: Barrett at 6th; Barrett at 13th; Barrett at 19th; Barrett at 27th; Barrett at 36th; MacDonald at 8th; MacDonald at 13th; and MacDonald at 27th.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $2,080,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

TRANSPAC

0172c – I-680 Smart Corridor

Enhancements to TOS system to implement a smart system of message signs, metering, AVL and BART parking status

Limits: State Rt. 24 to Benicia Bridge

Secondary Sponsors: Caltrans

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Not Begun

RTP Ref. No.:

Project Cost: $275,000 in 1999 dollars

Committed Funding		
Amount:	Source:	Type:

0219 – Central Contra Costa TMC

Replace existing traffic signal computers with a NTCIP compatible system, replace signal controllers, install fiber optics interconnect

Limits: Central County

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $1,500,000 in 1999 dollars

Committed Funding		
Amount:	Source:	Type:

0525 – Market TDM incentive Programs

Market TDM incentive programs: Expand market for established TDM incentive programs

Limits: Countywide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0731 – I-680 Operational Improvements

A series of operational improvements to I-680 incl. extension of HOV lanes, aux. lanes, etc.

Limits: I-680 Benicia Bridge to I-580/I-680 I/C

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $0 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

0945 – Community/School Improvements

Including but not limited to: school/community bicycle-pedestrian circulation improvements and facilities, school carpool and transit incentives, local bus facilities. To be administered by TRANSPAC and its Commute Alternatives Program. Funds may be combined with local arterial, 511 Contra Costa and Bicycle and Pedestrian funds.

Limits: Various locations in TRANSPAC area

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

Tri Delta Transit

0526 – Tri Delta Transit: ITS Project

ITS System to include: GPS, APC, communication hardware, signal priority & intelligent fare boxes.

Limits: District-wide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Design and ROW

RTP Ref. No.:

Project Cost: $1,333,735 in 2007 dollars

Committed Funding

Amount:	Source:	Type:
$122,000	TDA - app pending	Local
$44,735	FTA - 5307	Federal
$1,000,000	FTA - 5307	Federal
$167,000	TDA - Art 4 Cap	Local

WCCTAC

0038 – San Pablo Avenue Smart Corridor Project

Covers Contra Costa portion. Multi-phase project includes: operational improvements, signage, metering, incident management. Phase II of San Pablo Avenue "Smart Corriodr" project

Limits: Broadway (downtown Oakland) to SR 4 (Hercules)

Secondary Sponsors: Alameda County CMA, Oakland, Eme

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Exempt	Under Construction

RTP Ref. No.:

Project Cost: $3,345,000 in 1999 dollars

Committed Funding

Amount:	Source:	Type:

Rail/Rapid Transit Projects

BART

0045b – BART Equipment: Fare Collection Equipment Upgrade and Expansion

Upgrade and expand faregates and ticket equipment. Phase II goes through 2015. Phase III goes through 2030.

Limits: BART in Contra Costa Co.

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $20,000,000 in 2007 dollars

Committed Funding

Amount:	Source:	Type:

0200a – East County Rail Extension (eBART), Phase 1

Construction of rail extension eastward from the Pittsburg-Bay Point BART station with Phase 1 terminus at Hillcrest Avenue in Antioch. Alignment will occupy the median of State Route 4. Service will be provided with diesel multiple-unit trains. Project includes mainline capacity improvements to BART to allow transfers from eBART.

Limits: East from Pittsburg-Bay Point BART station to Hillcrest Avenue, 10 miles

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Design and ROW

RTP Ref. No.: 21211

Project Cost: $463,300,000 in 2012 dollars

Committed Funding

Amount:	Source:	Type:
$130,000,000	STIP	State
$6,000,000	Fees	Fees/Exactions
$135,000,000	Measure J	Measure C
$96,000,000	RM 2	Regional
$115,000,000	AB1171	State
$5,250,000	TCRP	State
$3,000,000	STA	State
$52,000,000	RM 1	Regional
$1,000,000	Other	Local
$37,000,000	Prop. 1B	State

0200b – East County Rail Extension (eBART), Phase 2

Extend BART using DMU technology from Hillcrest Ave to Byron.

Limits: Hillcrest Avenue to Byron

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $500,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

0282a – BART Station Access Improvements

Construct projects that facilitate access to BART stations, including new or expanded intermodal facilities, bicycle facilities, pedestrian facilities, accessibility/ADA facilities, wayfinding signage, and the expansion of parking.

Limits: Countywide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $400,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

0790 – Transit-Oriented Development at BART Stations

Development of TODs at Contra Costa County BART stations. Project could include replacement parking, placemaking, access and station improvements and other customer amenities.

Limits: Countywide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $400,000,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:

0876 – Richmond Crossover

Construct a crossover between the Richmond BART Station and the Richmond yard to reduce turn time for trains which will reduce the need for more cars while offering equal or better capacity

Limits: Between Richmond Station and Richmond Yard

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: $25,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

0885 – BART Renovation Program

Limits: BART system in CC Co

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0886 – Earthquake Safety Program-Contra Costa County Share

Construction of seismic reinforcements to BART's C-Line and R-Line North aerial (elevated) structures; Concord, Lafayette, Orinda, Walnut Creek, Pleasant Hill, El Cerrito del Norte and El Cerrito Plaza stations; Concord, Pleasant Hill, Walnut Creek and El Cerrito del Norte parking structures; and Concord and Richmond yards.

Limits: BART system w/in CC County

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Completed	Under Construction

RTP Ref. No.:

Project Cost: $197,000,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:

1272 – Station Capacity Projects

Station capacity projects can include the addition of new escalators, elevators, stairs, emergency exits, platform expansion, vertical circulation, faregate installation and/or other architectural enhancements or platform amenities. Each individual station has specific requirements and the total project cost for this request is the cumulative total throughout the county. It can be segmented by Station or Planning Area.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $500,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1317 – System Capacity Projects

System capacity projects include traction power systems, train control and communication systems, and ventilation systems. The total project cost for this request is the Contra Costa County share of the cost of the capacity increases to the three systems combined. It can be segmented by project type.

Limits: BART system (Contra Costa portion)

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $50,000,000 in 2007 dollars

Committed Funding		
Amount:	Source:	Type:

1514 – BART rail expansion vehicles

Purchase 225 vehicles to accommodate increased growth in BART ridership.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240030

Project Cost: $323,800,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:

1516 – BART System Capacity Improvements

Improvements to the BART system including projects such as train control modifications and integrated control system; traction power upgrades, negative return capacity in yards and traction power substations; ventilation in underground stations; crossovers to reduce fleet demand, etc.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240070

Project Cost: $54,500,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:

1517 – BART Station Access

Combines smart growth/TOD, transit connectivity, bicycle, pedestrian, signage, parking (except at Lafayette and Orinda BART), and other access modes to meet growing ridership demand

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240071

Project Cost: $239,200,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:

1518 – BART Station Capacity Improvements

Provides station capacity improvements such as additional vertical circulation and faregates, platform widening, trainscreens and doors, and paid area expansion.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240074

Project Cost: $128,100,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:

Capitol Corridor JPA

0307 – Intercity rail

Add rolling stock for service expansion and complete passenger convenience projects, Richmond/ Martinez station projects and track projects that improve safety, reliability and speed

Limits: In Contra Costa Co. along I-80 corridor

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0506 – Capitol Corridor: Market Service

Market Capitol Corridor service: Marketing of service from Martinez and Richmond Stations

Limits: Regional

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0732b – Amtrak Capitol Corridor: Expand Service (beyond committed)

Further expand service on the Capitol Corridor consistent with Capitol Corridor Joint Powers Board Business Plan.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.: 22516

Project Cost: $73,100,000 in 2001 dollars

Committed Funding		
Amount:	Source:	Type:

County Connection

0510 – ACE Commuter Shuttle: Market

Market ACE Commuter Shuttle: direct mailing, and newspaper and cable television advertisements to promote new service

Limits: Regional

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Unknown

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

Hercules

0245 – Capitol Corridor Train Station in Hercules

Includes modification of existing rail track, construction of two platforms (center and inland), installation of train amenities (landscaping, bus shelters, lighting, information kiosk). Phase 1 - trail, retaining walls, utilities

Limits: In City of Hercules

Secondary Sponsors: CCJPA

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Underway	Design and ROW

RTP Ref. No.: 21210

Project Cost: $18,100,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$3,200,000	Measure J	Measure C
$8,000,000	STIP	Federal
$2,300,000	TIGER II	Federal
$2,700,000	STIP-TE	Federal
$1,900,000	City redevelopment funds	Local

1546 – Hercules Rail Station Parking Structrure

Add 450 space parking structure to serve the Hercules Rail Station and the Ferry Terminal

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240649

Project Cost: $30,000,000 in 2011 dollars

Committed Funding

Amount:	Source:	Type:

Martinez

0173c – Martinez Intermodal Project: Phase 3 (final segments)

Acquire any remaining site area, construct ped. bridge over railroad tracks and vehicle bridge over creek, construct remaining parking spaces (440 spaces total) and complete connections along Bay Trail.

Limits: Downtown Martinez

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Not Begun

RTP Ref. No.: 22614

Project Cost: $14,200,000 in 2013 dollars

Committed Funding

Amount:	Source:	Type:
$2,800,000	Measure J	Measure J

Pittsburg

1532 – Railroad Avenue eBART Station

Construct eBART station in the SR4 Median at Railroad Avenue.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240625

Project Cost: $15,700,000 in 2011 dollars

Committed Funding

Amount:	Source:	Type:
$3,700,000	Local Fees	Fees/Exactions

Richmond

0523a – Richmond BART/Amtrak Station Parking Garage

Richmond BART/Amtrak station: construct 5-story parking garage with 680 spaces

Limits: Richmond BART Station

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required		Under Construction

RTP Ref. No.: 22603

Project Cost: $13,000,000 in dollars

Committed Funding

Amount:	Source:	Type:

1127 – Richmond Transit Village BART Parking Structure

Expand parking supply at the Richmond BART station. The first phase will consist of a 680-space, five-level parking structure that will replace existing surface parking at the station, freeing up space for residential development at the Richmond Transit Village and add about 50 additional spaces. The second phase will add another two levels and 120 spaces to the parking structure.

Limits: At the Richmond BART station

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Completed	Design and ROW

RTP Ref. No.:

Project Cost: $18,057,000 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$2,000,000	STIP	Federal
$680,000	TCRP	State
$4,320,000	STP/CMAQ backfill	Federal
$4,100,000	STIP-AB3090 replacement	Federal
$4,000,000	Measure C (new spaces)	Measure C
$1,957,000	Measure C (replacement spaces)	Measure C

1547 – Richmond Cyber Train

Construct Richmond Cyber Train

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240655

Project Cost: $42,900,000 in 2011 dollars

Committed Funding

Amount:	Source:	Type:

TRANSPAC

0758 – North Concord BART Station Safety and Access Improvements

Improve lighting, canopies and access to and from station

Limits: At North Concord BART Station

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Begun	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $5,000,000 in 2001 dollars

Committed Funding

Amount:	Source:	Type:

WCCTAC

0214 – Richmond Intermodal Transit Village

Improvements (new station building) to enhance transfers between BART, bus, and Amtrak. Multi-year, multi-phase project.

Limits: BART at Richmond station

Secondary Sponsors: BART, Richmond

PSR Status:	NEPA/CEQA Statu	Project Status:
Completed	Exempt	Under Construction

RTP Ref. No.: 98197

Project Cost: $13,570,000 in 2000 dollars

Committed Funding

Amount:	Source:	Type:
$4,500,000	????	Federal
$5,140,000	Local	Local
$190,000	Measure C	Measure C
$15,000,000	Developer Impact Fees	Fees/Exactions
$3,740,000	Track 1 Investment Program	Unidentified

Study Projects

Contra Costa County

1053 – Pomona Street / Winslow Avenue / Carquinez Scenic Drive Safety Alignment Study

Alignment Studies for Pomona Street, Winslow Avenue, and Carquinez Scenic Drive.

Limits: In the Hercules/Rodeo/Crockett Area of Benefit boundary

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: $50,000 in 1993 dollars

Committed Funding

Amount:	Source:	Type:
$50,000	Hercules/Rodeo/Crockett Area of Benefit	Fees/Exactions

1215 – SR 239 Study

Study alignment and design of new state route from East Contra Costa to San Joaquin County. Using the Route 239 Federal Earmark, a reconiassance study and a project study report will be prepared. Completing these documents will require coordination of several agencies including Caltrans, San Joaquin County, Alameda County, Contra Costa County, City of Brentwood, City of Oakley, etc.

Limits: Between SR 4 in Brentwood and I-205 in Tracy

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $15,537 in 2009 dollars

Committed Funding

Amount:	Source:	Type:
$2,184	Local	Local
$13,353	Earmark	Federal/State

1490 – Byron Vasco Connector Project

Study feasibility of alternatives for connectors between Byron and Vasco Road as part of CDD General Plan Amendment

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $14,052,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:
$14,000,000		Federal/State
$52,000		Local

County Connection

1248 – CCCTA Comprehensive Operational Analysis

Complete operational analysis to determine efficincy and effectiveness of the County Connection, including stop by stop boarding counts, routing analysis, identification of key trip generators, schedule analysis, and onboard surveys, with a summary of recommendations including estimated costs for implementation

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Applicable	Not Begun

RTP Ref. No.:

Project Cost: $250,000 in 2008 dollars

Committed Funding		
Amount:	Source:	Type:

Hercules

1326 – Evaluate Concept for wBART

Conduct continued preliminary economic and engineering feasibility studies for connection to regional mass transit from Hercules Transit Facility through western Contra Costa County to BART, including alternative alignments, modes, funding and environmental.

Limits: Hercules Transit Facility to Richmond BART Station

Secondary Sponsors: BART

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.: 230227

Project Cost: $3,200,000 in 2006 dollars

Committed Funding		
Amount:	Source:	Type:

Lafayette

1341 – EBMUD Aqueduct ROW Multi-Purpose Path Feasibility Study

Study the feasibility (opportunities and constrains) of constructin a Class 1 multi-purpose path along the EBMUD Aqueduct between the Walter Costa Trail (near Lafayette Reservoir) and Brown Ave. This study may identify particular section which may be more benficial and practical to implement. The study should also identify opportunities and constraints to providing connections to the facility from adjoining developments and nearby streets as well as needed improvements to trail crossings at streets.

Limits: Walter Costa Trail to Brown Ave.

Secondary Sponsors: EBMUD

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.:

Project Cost: $135,000 in 2009 dollars

Committed Funding		
Amount:	Source:	Type:

1346 – Downtown Parking Study

Evaluate parking needs of employees and customers.

Limits: Downtown

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

Pittsburg

1357 – Railroad Avenue Specific Plan

A specific plan for transit oriented development centered around the Railroad Avenue State Route 4 interchange. Includes possible e-BART station, Tri Delta Bus intermodal station/hub, along with bicycle and pedestrian freindly facilities.

Limits: within a 1/4 mile radius from the Railroad Ave./SR 4 interchange

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

San Pablo

1292 – San Pablo Bicycle Plan

Develop a Bicycle Plan and implement the various elements

Limits: citywide

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

TRANSPAC

0953 – I-680 Freeway Operataional Studies

Study operational issues e.g. North Main on/Treat off ramp; I-680 SR 242/Monument merge, etc.

Limits: Benicia Bridge to Livorna

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Applicable	Not Begun

RTP Ref. No.:

Project Cost: $1,000,000 in dollars

Committed Funding		
Amount:	Source:	Type:

WCCTAC

0310 – Ferry upgrade study

Study new services ferry services originating out of Rodeo and/or Hercules

Limits: West County

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0408 – San Pablo Dam Road/Camino Pablo Corridor: HOV Facility Study

Conduct engineering study to investigate the need, feasibility, and cost of installing additional park-and-ride lots and HOV bypass lanes on the Camino Pablo/San Pablo Dam Road corridor.

Limits: I-80 to SR 24

Secondary Sponsors: LPMC

PSR Status:	NEPA/CEQA Statu	Project Status:
		Unknown

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

0409 – San Pablo Dam Road Transit Access Study

Determine transit access and amenity needs as identified by the transit agencies

Limits: San Pablo Dam Road and Camino Pablo Corridor

Secondary Sponsors: Transit operators, County, local citie

PSR Status:	NEPA/CEQA Statu	Project Status:

RTP Ref. No.:

Project Cost: in dollars

Committed Funding		
Amount:	Source:	Type:

TLC Projects

CCTA

1525 – TLC/Streetscape projects in Contra Costa

Program is intended to support local efforts to achieve more compact, mixed-use development, and development that is pedestrian-friendly or linked into the overall transit system.

Limits:

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
		Not Begun

RTP Ref. No.: 240365

Project Cost: $73,200,000 in 2011 dollars

Committed Funding		
Amount:	Source:	Type:

Contra Costa County Redevelopment

1115 – Willow Pass Beautification Project

Install street trees along both sides of Willow Pass Road and within a landscaped median, and add special pedestrian-scale lighting.

Limits: Within Pittsburg/Bay Point Specific Plan

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Not Begun	Not Begun

RTP Ref. No.:

Project Cost: $2,400,000 in 2004 dollars

Committed Funding		
Amount:	Source:	Type:

Martinez

1110 – Downtown Martinez Streetscape Project

Install brick sidewalks, historic streetlights, and landscaping including streets and underground utilities. Streetscape improvements are planned for Marina Vista corridor from the Escobar Y to Berrellesa, including several small stub streets off of Marina Vista.

Limits: Phases 1 and 2: Marina Vista/Escobar Y to Berrellesa street

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $3,259,170 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$1,383,750	PG&E Rule 20A	Other
$1,875,420	MTC TLC 2005/06 Contingency List	Federal

1241 – Marina Vista Streetescape Project -Phase 1

Install brick sidewalks, historic streetlights and landscaping as well as underground utilities.

Limits: Ferry to Berrellesa

Secondary Sponsors:

PSR Status:	NEPA/CEQA Statu	Project Status:
Not Required	Exempt	Not Begun

RTP Ref. No.:

Project Cost: $2,383,750 in 2005 dollars

Committed Funding

Amount:	Source:	Type:
$1,000,000	CCTA (County)TLC	Federal
$1,383,750	PG&E Rule 20A	Other

APPENDIX F

RELATIONSHIP BETWEEN THE CMP, OTHER AUTHORITY ACTIVITIES, AND FEDERAL AND STATE TRANSPORTATION CONTROL MEASURES (TCMS)

Background

As part of its statutory responsibility to evaluate consistency between the CMP and the Regional Transportation Plan (RTP), the Metropolitan Transportation Commission (MTC) requires that CMPs comply with the Transportation Control Measures (TCMs) contained in the following documents:

- Federal Ozone Attainment Plan for the 1-Hour National Ozone Standard, adopted Oct. 24, 2001
- 2004 Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for Ten Federal Planning Areas, approved January 30, 2006
- Bay Area 2010 Clean Air Plan

The first two of these plans establish so-called federal TCMs, that is, TCMs that are designed to maintain air quality in the Bay Area within the standards established in federal law. The third of these two plans establishes TCMs that are designed to maintain air quality in the Bay Area within the standards established in California law.

The CMP CIP is required to conform to "transportation-related vehicle emissions air quality mitigation measures" as well as to the RTP. This means that the CMP CIP should promote implementation of the State and federal TCMs that are a part of Bay Area air quality plans and the RTP. The CIP must not conflict with or preclude implementation of these TCMs. Other CMP components corresponding to TCMs are included in the Land Use-Transportation Evaluation Program (Section 5) and the Travel Demand Element (Section 6). In addition, TCMs are being implemented through a number of the Authority's activities not directly related to the CMP.

Table F-1 lists and describes Federal TCMs, and identified CMP components and related CCTA activities for implementation of the TCMs. Table F-2 provides the same information for the State TCMs. Both tables include a partial listing of TCMs, based on MTC's evaluation of which TCMs are relevant to CMP implementation (MTC Resolution 3000, June 2005).

Several TCMs will require detailed study before they can be implemented or even included in the CMP. Examples include TCMs that call for improving arterial traffic management and increasing allowable densities near transit stations. Such TCMs have been investigated as part of the Action Plans prepared in all sub-areas of Contra Costa. The policies that result are reflected in the CMP in several ways. The Action Plan policies affect which projects are included in the CIP and will be the primary source of TCMs included in Deficiency Plans. In addition, the lessons learned from preparing the Action Plans may influence the CMP in terms of revising policy or developing a new approach to understanding the land use and transportation relationship.

Table F-1 **Federal TCMs Relevant For CMP Implementation**

TCM Description (from MTC)	CMP Components and Related Authority Activities
FTCM 24 Expand Signal Timing to New Cities	
Establish signal timing programs in cities that do not currently have such programs	The CMP includes, and has included, a number of signal interconnect and arterial management projects throughout the county.
FTCM 25 Maintain Existing Signal Timing Programs for Local Streets	
For cities which currently have programs, secure funds to maintain traffic flow benefits	Cities may choose to use local Street Maintenance and Improvement Funds (Measure C revenues), gas tax subventions, regional fees, or other revenues, to continue signal timing programs.
FTCM 28 Local Transportation Systems Management (TSM) Initiatives	
Accounts for the effects of continuing implementation of TSM programs.	The CCTA Growth Management Program requires local adoption and implementation of TSM ordinances. Changes in State legislation made since the adoption of CMP legislation have required the Authority to modify its model TSM ordinance to eliminate mandatory employer-based TSM programs. The ordinance now calls for proactive and multi-jurisdictional efforts to encourage alternatives to the single-occupant vehicle and reduce trip-making. In addition, Measure J includes a Commute Alternatives program that funds transportation demand management activities.
FTCM A Regional Express Bus Program	
Program includes purchase of about 90 low-emission buses to operate new or enhanced express bus service. MTC will approve $40 million in funding to various transit operators for bus acquisition.	The Authority funded the Contra Costa Express Bus Study, which identified improvements and expansions to the system of express bus services within Contra Costa, and is considering methods for funding such service as part of the 2004 CTP Update and potential extension of Measure C. In addition, 4.3 percent of the revenues of Measure J are set aside for express bus service and Bus Rapid Transit service for Contra Costa.
FTCM B Bicycle/Pedestrian Program	
Fund $15 million in high-priority projects in countywide plans consistent with TDA funding availability.	The Authority adopted the first Countywide Bicycle and Pedestrian Plan in 2003 and adopted its first update in October, 2009. MTC and Caltrans have both found that the 2003 CBPP complied with State requirements for a bicycle plan, including the identification of high-priority bicycle and pedestrian projects. The projects recommended in the plan have been incorporated into the CTPL and CMP CIP. In addition, Measure J sets aside 1.54 percent of expected revenues for bicycle and pedestrian programs as well as encouraging local jurisdictions to accommodate bicyclists and pedestrians within most transportation projects.

Table F-1 **Federal TCMs Relevant For CMP Implementation**

TCM Description (from MTC)	CMP Components and Related Authority Activities
FTCM C Transportation for Livable Communities (TLC)/ Housing Incentive Program	
Provide $27 million in planning grants, technical assistance and capital grants to help cities and nonprofit agencies link transportation projects with community plans.	As the CMA for Contra Costa, the Authority will be responsible for allocating a portion of TLC funds under the policies of the 2009 RTP. In addition, Measure J sets aside 5.4 percent of expected revenues for a Contra Costa TLC program, which is similar, though not identical, to MTC's program.

Table F-2 **State TCMS Relevant for CMP Implementation**

TCM Description (from MTC)	CMP Components and Related Authority Activities
TCM C-1 Voluntary Employer-Based Trip Reduction Program	
Support voluntary efforts by Bay Area employers to encourage their employees to use alternative commute modes, such as transit, ride-sharing, bicycling, walking, telecommuting, etc.	The Authority's Growth Management Program requires local adoption and implementation of TSM ordinances. The Authority's previous model TSM ordinance included requirements for employer-based programs. As described in the CMP's travel demand element in Section 6, the revised model TSM ordinance (included in Appendix G) requires local jurisdictions to adopt a TSM ordinance that outlines "proactive efforts" to encourage the use of alternatives to the single-occupant vehicle and other actions to reduce trip making. The Authority is considering looking again at the model TSM ordinance to see whether it can be strengthened and improved. In addition, Measure J sets aside one percent of expected revenues for support of commute alternatives, including working with employers to encourage the use of transit, carpooling and other alternatives to the single-occupant vehicle.
TCM A-1 Local and Area-wide Bus Service Improvements **TCM A-2 Local and Regional Rail Service Improvements**	
Includes improving bus and rail service by sustaining and expanding existing services, and providing funds for replacement of older transit vehcicles, rail cars, and stations.	During the 25-year period 2009–2026, the Authority is estimated that it will allocate an estimated $197 million and $96 million of sales tax revenues on transit and paratransit, respectively. Transit funds are to support coordinated service proposals submitted by the transit agencies, focusing on major commute corridors and include support for new or expanded express bus services. Transit services to be funded are to strengthen the linkages between transit service areas and linkages to rail stations in the county. In addition, Measure J will help fund the East Contra Costa Rail Extension project, Capitol Corridor service, and BART parking, access and other improvements.

Table F-2 **State TCMS Relevant for CMP Implementation**

TCM Description (from MTC)	CMP Components and Related Authority Activities
TCM B-3 Bay Area Express Bus Lane Network	
Seeks to price travel demand on Bay Area highways and impelementing a seamless, regionally-managed Express Lane Network throughout the Bay Area and improving regional transit service. This system will offer free-flowing conditions for carpolls, buses and toll payers by adjusting tolls based upon the level of congestion.	The CMP CIP (Chapter 4 and Appendix E) includes additional HOV lanes on I-80, I-680, and State Route 4. These projects are consistent with MTC's HOV Lane Master Plan. Measure J will help fund HOV and express bus lanes on I-80, I-680 and State Route 4. MTC has recently obtained legislative approval to study the conversion of HOV lanes to tolled Express Lanes on I-680 and I-80 in Contra Costa.
TCM D-1 Bicycle Access and Facilities Improvement **TCM D-2 Pedestrian Access and Facilities Improvements**	
Bicycle and pedestrian access improvements are currently funded by TDA Article 3 funds totaling about $3.5 million per year for the Bay Area and through TFCA funds allocated through the BAAQMD.	Over 25 years, 1.54 percent of Measure J funds, or about $24 million, in sales tax revenues will go to improve or expand regional bicycle and pedestrian trails. The CMP CIP includes a significant number of bicycle and pedestrian projects that will be funded through this and a variety of other sources. The new Contra Costa TLC program, which will get 5.4 percent of Measure J revenues, will also fund pedestrian and bicycle facilities that support transit- and pedestrian-oriented design and affordable housing. The Authority has also adopted a Countywide Bicycle and Pedestrian Plan that outlines additional projects and programs for increasing walking and bicycling in Contra Costa.
TCM C-2 Safe Routes to Schools and Safe Routes to Transit	
This TCM is an attempt to reduce air pollution and facilitate safe routes to schools and transit by funding youth discount transit tickets; seeking new funding for school bus services; and encouraging carpooling for high school students with cars, as well as implementation of new bicycle and pedestrian facilities and improving current	To comply with the requirements of the CMP Trip Reduction program, each local jurisdiction may work with local school districts to design trip reduction programs. The Authority is helping fund school buses programs in the Lamorinda area and San Ramon Valley. New Measure J funding will allow expanded services, as well as a new "safe transportation for children" program within Central County and the low-income student bus pass program in West County. Safe Routes to Transit is currently funding the installation of electronic bicycle lockers at various BART stations in Contra Costa.

Table F-2 **State TCMS Relevant for CMP Implementation**

TCM Description (from MTC)	CMP Components and Related Authority Activities
TCM B-1 Freeway and Arterial Operations Strategies	
Signal timing programs, signal preemption, relocation of bus stops, SMART streets, and other strategies will be utilized in an effort to reduce vehicle delay and improve arterials and freeways for bus operation.	The CMP CIP includes a number of signal interconnect and arterial management projects on a number of roadways, including the East County Traffic Management System, and San Pablo Avenue Smart Corridor. Arterial traffic management programs will also be implemented as part of the Gateway/Lamorinda Traffic Program. Additional arterial traffic management strategies addressed during Action Plan preparation will be included in the CMP updates. The I-80 Integrated Corridor Mobility project will use operational improvements to more efficiently manage recurring congestion and non-recurring incidents along I-80 and parallel/crossing arterials.
TCM B-2 Transit Efficiency & Use Strategies	
Incentives to encourage greater use of transit include improved coordination between transit operators on routes, schedules, transfers and fares; expanded marketing of transit tickets and passes; and full implementation of the Clipper fare payment system.	The CMP establishes standards for coordinating transit routing, schedules and fares. In addition, the Authority encourages local jurisdictions to support transit services within the county. The Authority also funds a portion of the 511 Contra Costa Program, which, among other things, markets and provides incentives for vanpool formation and sustainability, and carpool incentives. Measure J sets aside one percent of expected revenues to continue this support for encouraging commute alternatives.
TCM C-3 Rideshare Services and Incentives	
Enhance ridesharing marketing services and provide incentives to vanpool and carpool through the 511 Regional Rideshare Program, as well as local rideshare programs implemented by CMAs.	The Authority funds 511 Contra Costa, which, among other things, markets and provides incentives for increased transit use. Measure J sets aside one percent of expected revenues to continue this support for encouraging commute alternatives.
TCM C-4 Conduct Public Outreach & Education	
Encourage public to reduce motor vehicle use on days of predicted ozone exceedances through "Spare the Air Program". Continue public education program to inform Bay Area residents about status of regional air quality, health effects of air pollution, sources of pollution, and measures that individuals and communities can take to improve air quality.	The Authority supports 511 Contra Costa which, besides marketing transit and other alternative modes of travel, publicizes the "Spare the Air" campaign and other similar efforts in Contra Costa.

Table F-2 **State TCMS Relevant for CMP Implementation**

TCM Description (from MTC)	CMP Components and Related Authority Activities
TCM D-3 Local Land Use Strategies	
Planning for higher densities, cluster development with mixed uses, and transit-oriented design along mass transit lines should be pursued to go along with the Bay Area's regional rail extension program and to support the approved land use strategy developed as part of the SCS under SB375.	The CMP encourages local jurisdictions to consider a variety of land use and site design strategies including increasing densities and encouraging a greater mix of uses at transit stations. This builds on the requirement in the Measure J GMP for local jurisdictions to adopt transit-, bicycle- and pedestrian-supportive standards and guidelines as part of their development review process.

Table F-2 **State TCMS Relevant for CMP Implementation**

TCM Description (from MTC)	CMP Components and Related Authority Activities
TCM C-5 Smart Driving	
Pollutant emission rates vary by vehicle speed, with rates generally lowest in the 30-45 mph range. This measure will reduce emissions of the key ozone precursors, ROG and NOx by reducing high speed driving.	The Authority will support BAAQMD and MTC in their efforts to encouraging smart driving as part of the outreach component of the Transportation Climate Action Campaign.
TCM B-4 Goods Movement Improvements and Emission Reduction Strategies	
By investing in the Bay Area's trade corridors and continuing to offer incentives for diesel engine owners to reduce emissions will address exiting air quality issues as well as help the region to prepare for continued growth in this important sector of the Bay Area's economy.	The Authority will continue to support BAAQMD in their implementation of grant programs that fund diesel emission reduction programs, and with MTC to implement TCIF projects, including as the Martinez Subdivision Rail Corridor Improvement in Contra Costa.
TCM E-1 Value Pricing Strategies	
Reduce emissions of the key ozone precursors by managing travel demand during congested conditions and improving regional bus service through value pricing on the Bay bridges and in San Francisco.	The Authority will look for opportunities to partner with MTC to implement value pricing, where applicable.
TCM E-2 Promote Parking Pricing to Reduce Motor Vehicle Travel	
Improve air quality by implementing parking policies that support in-fill and transit-oriented development, and reduce VMT, and vehicle emissions through increased transit use, walking and bicycling.	

APPENDIX G

MODEL TRANSPORTATION DEMAND MANAGEMENT ORDINANCE

The model ordinance contained in this appendix was adopted by the Contra Costa Transportation Authority in 1997 to provide local jurisdictions with an example of how both the Authority's Policy Requirements for Transportation Demand Management and recent changes in State legislation could be incorporated into local ordinance.

Since preparation of the previous model ordinance, the State legislature, through AB 437, modified CMP requirements to remove the "adoption and implementation of a trip reduction and travel demand ordinance" from the list of items a CMA must monitor for local compliance and to eliminate the TDM requirements established by BAAQMD in their Regulation 13, Rule 1.

The Authority has revised the model ordinance contained in the 1995 CMP so that it reflects the State legislature's elimination of any mandatory employer-based trip reduction requirements by emphasizing the promotion of greater efficiency on the existing transportation system and expanding TSM efforts "beyond employer-based trip reduction programs."

REVISED MODEL TSM ORDINANCE

for the Measure C Growth Management Program

[CITY/TOWN/COUNTY OF _____]

ORDINANCE NO. _____ AMENDING ORDINANCE NO. _____, AS AMENDED BY ORDINANCE NO. ___, REQUIRING TRANSPORTATION SYSTEMS MANAGEMENT

AN ORDINANCE TO REPEAL TRANSPORTATION DEMAND MANAGEMENT REQUIREMENTS WITH RESPECT TO MANDATORY EMPLOYER BASED TRIP REDUCTION PROGRAMS AND TO ADOPT NEW POLICIES, PURPOSES, GOALS AND OBJECTIVES FOR TRANSPORTATION SYSTEMS MANAGEMENT

WHEREAS, pursuant to the requirements of Contra Costa Measure C on the 1988 General Ballot, each jurisdiction within Contra Costa County was required, as a condition of receiving Measure C Local Street Maintenance and Improvement funds from the one half cent sales tax imposed by Measure C, to adopt a Transportation Systems Management ("TSM") Ordinance or other mitigations to promote carpools, vanpools, and park and ride lots; and

WHEREAS, pursuant to the Measure C Ordinance, the Contra Costa Transportation Authority (the "Authority") drafted and adopted a model TSM Ordinance for use by local jurisdictions in developing local ordinances for adoption and implementation; and

WHEREAS, the model TSM Ordinance drafted by the Authority was [modified and] adopted [with amendments] by (City/Town/County of _____) as Ordinance No. ____ on _____, 199_ (the "TSM Ordinance"); and

WHEREAS, in 1989 the California Legislature enacted amendments to the California Government Code imposing separate requirements under the state congestion management programs for local jurisdictions to adopt trip reduction and travel demand ordinances; and

WHEREAS, pursuant to such requirements, the Authority revised its model TSM Ordinance to incorporate trip reduction and travel demand ("TDM") requirements; and

WHEREAS, the Authority's revised model TSM ordinance was [modified and] adopted [with amendments] by (City/Town/County of _____) as Ordinance No. _____ on _____, 199_; and

WHEREAS, the California Legislature in 1995 amended congestion management requirements to prohibit local jurisdictions from enforcing mandatory employer trip reduction programs; and

WHEREAS, in order to implement the mandate of the 1995 Legislation, it is necessary and advisable to repeal the TSM Ordinance to eliminate requirements for mandatory employer based trip reduction plans and to approve and adopt new purposes, goals and objectives for transportation systems management;

NOW, THEREFORE, BE IT ORDAINED AS FOLLOWS:

SECTION 1. Findings.

A. Transportation Systems Management has the potential to reduce vehicle trips and vehicle emissions more efficiently and cost effectively than major roadway improvements;

B. For many years prior to the passage of Measure C, local jurisdictions developed and implemented a variety of TSM projects and programs, e.g., operation of transit systems, construction of bicycle facilities, land use policy coordination and related improvements.

C. Since 1992, the Authority has committed both Measure C and Transportation Fund for Clean Air ("TFCA") funds to four subarea programs for the implementation of Measure C and Clean Air Plan goals;

D. In compliance with the requirements of the TSM Ordinance, large employers are required to develop and implement trip reduction programs at work sites; pursuant to that requirement, implementation of the TSM Ordinance was delegated to _____;

E. The Countywide Comprehensive Transportation Plan incorporates each Regional Committee's Action Plan for Routes of Regional Significance, which support specific TSM/TDM goals and objectives;

F. Over the past four years, the subarea TSM programs have been successful in reducing vehicle trips and emissions at the employment sites specified in the TSM Ordinance, as well as in school and residential areas where programs have been implemented;

G. Since the adoption of the TSM Ordinance, TSM efforts have been expanded to include aspects of the transportation system other than employer programs, e.g., enhancement

of transit and bicycle facilities, incorporation of new technologies into the system, land use policy coordination and related enhancements;

H. In adopting this Ordinance No. _____, cooperation and coordination with other local jurisdictions and regions in TSM are acknowledged as having the potential to enhance the efficiency and cost-effectiveness of its efforts; accordingly the Board/Council directs staff to take steps to implement TSM in accordance with the policies, goals and objectives set forth herein.

Section 2. Repeal of TSM Ordinance.

The TSM Ordinance (No. _____) is hereby repealed.

Section 3. Adoption of a new TSM Ordinance.

Section __ is added to read in full as follows:

A. In light of elimination of mandatory employer-based trip reduction requirements, the following purposes, goals and objectives are adopted in order to assist staff in continuing the implementation of the TSM Ordinance and programs:

1. To promote maximum efficiency in the existing transportation system and to further the transportation goals of the Measure C Growth Management Program, Contra Costa's Congestion Management Program and the Bay Area Clean Air Plan by:

(a) Promoting and encouraging the use of transit, ridesharing, bicycling, walking, flexible work hours and telecommuting as alternatives to solo driving;

(b) Incorporating these goals and objectives into the land use review and planning process;

(c) Developing proactive programs and/or projects either alone or in conjunction with other jurisdictions, or with the [local jurisdiction's regional transportation planning committee] aimed at achieving these goals;

(d) Considering the incorporation of appropriate technology designed to facilitate traffic flow, provide transit and highway information, provide trip generation alternatives, and related technology into the transportation system;

(e) Cooperating with other jurisdictions, the private sector, and transit operators in planning and implementing transportation programs.

2. To reflect an ongoing commitment to expand TSM efforts beyond employer-based trip reduction programs, in order to achieve traffic congestion management and air quality goals.

3. To comply with applicable state and federal laws as well as with Measure C Growth Management Program requirements pertaining to TSM.

B. The goal of the TSM Ordinance as amended is to ensure the continuation of a proactive TSM program effort aimed at reducing vehicle trips, vehicle emissions and traffic congestion in the most efficient and cost effective manner.

C. The objective of this section is to establish the following policies:

1. To participate, in conjunction with other jurisdictions and [its regional transportation planning committee], in a proactive effort to support and develop projects which will achieve the Measure C TSM/TDM goals as described in the [Regional Transportation Planning Committee's] Action Plan, the Countywide Comprehensive Transportation Plan, the Measure C Strategic Plan, the Congestion Management Plan and/or the Bay Area Clean Air Plan. Such participation may include, but need not be limited to:

(a) Promotion and encouragement of the use of transit, ridesharing, bicycling, walking, flexible work hours, telecommuting or other alternatives to solo driving;

(b) Projects incorporating appropriate technology designed to facilitate traffic flow, provide transit and highway information and related technology.

2. To incorporate these goals into its land use review and planning process.

THIS ORDINANCE SHALL BE ADOPTED BY APPROVAL OF [A MAJORITY OF THE MEMBERS OF] THE BOARD/COUNCIL AT A DULY AND LAWFULLY NOTICED MEETING OF SUCH BODY AND SHALL BECOME EFFECTIVE IN ACCORDANCE WITH APPLICABLE REQUIREMENTS OF LAW AS TO ITS ENACTMENT.

APPENDIX H

TRAVEL DEMAND FORECASTING MODEL DEVELOPMENT IN CONTRA COSTA COUNTY

The Congestion Management Program (CMP) legislation requires that each designated CMP agency develop a computerized travel demand model that is consistent with the analytical methodology and relevant data bases employed by the regional planning agency. The Authority is the designated CMA for Contra Costa County. This appendix documents the Contra Costa County travel demand modeling system and application. The Metropolitan Transportation Commission (MTC) has found this modeling system and application consistent with MTC's approach and procedures and has approved its use in the development of the Contra Costa County CMP and future deficiency plans.

The modeling approach and the relationship of previous travel demand forecasting efforts in the County are described in the following sections. However, the primary focus of this discussion is on modeling methodology embodied in the Contra Costa County model and its relationship and consistency with the regional model.

Decennial Model Update

The decennial model update was last performed in 2001 and included the following:

- Changing the modeling software from EMME/2 to TransCAD®;

- Consolidating the subarea models into one countywide model;
- Updating the validation from 1990 to 2000.

Using the MTC zone system and the subarea zones, the combined structure results in a 2,656-zone model. Since 2001, the Authority has updated the land use and transportation network in the Countywide Model in order to remain consistent with ABAG's latest projections. The most recent update was performed in 2007 and involved incorporating a locally-reviewed version of Projections 2005. Additionally, the model has been brought up to MTC's 1454-zone system outside of Contra Costa. The Authority has recently begun its 2010 Decennial Model Update which will update the model with P-2009 land use data as well as incorporating the latest MTC Baycast model changes used in the T-2035 analysis.

Model Background

In 1985, Contra Costa County began development of a countywide travel demand forecasting model using the EMME/2 software. This model was developed to assist in the evaluation of the County's General Plan Update. The final model included 517 traffic analysis zones.

The 517-zone County model was modified for use in two subsequent studies. A model for the Oakley Area in East Contra Costa County was developed for use in specific planning efforts. This model used the 517-zone model as a basis but added additional detail in the Oakley Area. Zones in West Contra Costa County and the Tri-Valley Area were aggregated in the Oakley model. The Oakley model was further enhanced as part of the analysis of the Delta Expressway. The enhancements included expansion of the internal network to include portions of Alameda County east of the I-680/580 interchange. External trips from San Joaquin County were also addressed in the Delta Expressway model.

In the early 1990s, the Authority funded the development of separate travel demand forecasting models in each of four subareas of the County: West County, East County, Central County including the Lamorinda area, and Tri-Valley. The Tri-Valley model was funded jointly by the Authority, Alameda County and the cities of Dublin, Pleasanton and Livermore. The Authority further refined the Central County model to provide sufficient detail throughout the County to permit county-wide model applications and serve as the "County CMP" model.

These models have now been phased out, and the new Countywide Model will be used for major transportation studies, analysis of general plans and, in Contra Costa, analysis required as part of its Growth Management Program. The Countywide Model will also be used in the development of any Deficiency Plans as required under the Congestion Management Program.

The new countywide model uses the same network descriptions and mode split and trip assignment algorithms as MTC's. The model replicates the person trip tables projected by MTC using the BAYCAST regional model. Since MTC used forecasts based on the land use and socioeconomic inputs in ABAG *Projections 2007*, the new Contra Costa model also reflects those inputs.

Model Components

The countywide travel demand model has been designed specifically to be multimodal in form and mathematically consistent with the state-of-the-art in travel demand forecasting. Consistency with the MTC regional model is presented within the framework of the five basic model components as utilized by MTC: Auto Ownership, Trip Generation, Trip Distribution, Mode Choice, and Traffic Assignment.

AUTO OWNERSHIP

The countywide model uses MTC's auto ownership model (i.e., the proportion of households without cars) and replicates MTC's regional model forecasts. Use of this component of the model provides the ability to reflect the dynamic influence of changing auto ownership patterns on mode choice.

TRIP GENERATION

Trip production and attraction models were constructed using MTC's model. County-to-county trip tables were compared with MTC's 1998 "Observed" trip tables based upon available data. The models produce daily average weekday person trip estimates by individual trip purpose.

TRIP DISTRIBUTION

Trip Distribution models, of the gravity form, were developed using MTC's model. The Home-Based Work trip distribution models were calibrated to the 1998 "Observed" trip matrix as constructed by MTC.

With the exception of the Home-Based Work trip purpose, trip attractions from the trip generation model are normalized to productions prior to the trip distribution step. Home-Based Work productions are normalized to attractions, however, in view of the importance of responding to, and understanding clearly, the implications of the regional employment projections as they relate to the estimation of workers to serve those jobs. This analytical method requires the models to represent explicitly the in-commuting of workers from outside the nine-county Bay Area.

MODE CHOICE

Each of MTC's regionally estimated mode choice models were directly implemented as part of the Contra Costa model system. Home-Based Elementary/Secondary (School) person trips were included with the Home-Based Shop/Other trips for mode choice purposes, while the Home-Based University trips were included with the Home-Based Work trips.

TRAFFIC ASSIGNMENT

Vehicle trip tables are created directly from the modal choice model output for the following individual time periods; AM Peak Hour, PM Peak Hour, AM Peak Period, PM Peak Period, and Off-Peak Period. Vehicle occupancies used to calculate vehicle trips by purpose are based directly upon MTC defined occupancies. The conversion of daily vehicle trips to each individual time period are initially based upon actual MTC's 2000 diurnal distribution factors, and subsequently modified based upon comparisons of actual and estimated traffic volumes by link. These factors are modified only in cases where a systematic pattern exists (i.e., peak spreading evident on the Bay Bridge) or where an obvious variation from the time period of analysis exists (i.e., the attraction of trip ends in the A.M. peak hour for major regional shopping centers).

Vehicle trip assignments are made for each time period using the equilibrium assignment algorithm available within the TransCAD software. Following these assignments, a daily traffic volume is calculated by expanding each peak hour volume to a peak period value and adding the off-peak volume. Output transit trips, by purpose, are also assigned to the transit network by time period (i.e., peak and base).

LAND USE DATA BASE

The Countywide model developed for the 2009 CMP uses trip tables taken directly from the MTC T-2035 model, which were generated using Projections 2007 land use inputs. These inputs were not subject to a local review process as is done with the Decennial Model updates. The land use meets the one percent tolerance requirements countywide for households and jobs.

APPENDIX I

GLOSSARY OF TERMS AND ABBREVIATIONS

AB Assembly Bill.

Action Plan A document prepared by a Regional Transportation Planning Committee that includes: (1) a specific program for each designated Route of Regional Significance, consisting of traffic service objectives and actions and implementing responsibilities; (2) regional actions for reducing congestion such as land use policy changes and demand management strategies; and (3) a process for monitoring and review of activities that might affect performance of the regional transportation system. (Detailed information about Action Plan requirements is included in the Authority's Growth Management Program Implementation Documents.)

APCC, Action Plan Coordinating Committee Refers to the staff persons from each RTPC and the Authority's staff. Group meets quarterly to go over issues affecting Action Plan issues and updates.

APS, Alternative Planning Strategy A strategy to achieve the GHG emissions reduction targets established by CARB if the Sustainable Communities Strategy (SCS) required by SB 375 is unable to reach the targets. The APS may include a mix of development patterns,

infrastructure improvements, or additional transportation measures or policies beyond those included in the SCS.

Authority The Contra Costa Transportation Authority.

BAAQMD Bay Area Air Quality Management District. BAAQMD refers to the agency charged with implementation of the Clean Air Act including the establishment and implementation of Transportation Control Measures (TCMs) to which each CMP's CIP must conform.

CAC Citizen's Advisory Committee. CAC is a citizens' advisory committee comprised of 25 members, including one appointee from each of the 19 Contra Costa jurisdictions (including the County) and six at-large members.

CBD Central Business District.

CEQA California Environmental Quality Act. While adoption of a CMP is no longer subject to CEQA review, the approval of many projects in the CIP will require it. In addition, the process established by the Authority for the multijurisdictional review of General Plan amendments was built on the CEQA process.

CIP Capital improvement program.

CMA Congestion Management Agency. The agency designated for a given geographic area, usually a county, to develop and manage the Congestion Management Program. In Contra Costa County, the Contra Costa Transportation Authority is the designated CMA.

CMP Congestion Management Program prepared consistent with §65088 et seq. of the California Government Code.

CTC California Transportation Commission.

DEIR Draft Environmental Impact Report prepared in accordance with the California Environmental Quality Act.

GME Growth Management Element. An element of local General Plans required under the Measure C Growth Management Program. The element must contain traffic LOS standards for Non-Regional Routes and performance standards for police, fire, water, parks, sanitary facilities and flood control.

Goal Statement describing in general terms a condition or quality desired by the jurisdiction. Goals may be used as the policy basis for standards and objectives.

GHG, Greenhouse Gas Gases that absorb and emit radiation within the thermal infrared range and are the fundamental cause of the "greenhouse effect," otherwise known as global warming. The six greenhouse gases regulated in California law are carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

HCM The "Highway Capacity Manual" Special Report 209, prepared by the Transportation Research Board.

HOV Lane High occupancy vehicle lane, reserved for buses, vanpools and carpools.

Headway The scheduled length of time between buses or trains on a transit route.

ISTEA Intermodal Surface Transportation Efficiency Act of 1991. Also known as "federal reauthorization", a seminal piece of legislation passed by Congress in December of 1991 that provides for major restructuring of the highway program. Key components of this Act include greatly increased flexibility in the programming of projects, a "level playing field" between highway and transit projects with a consistent 80/20 matching ratio, ties to the Federal Clean Air Act and Americans with Disabilities Act, major earmarks for the Bay Area's New Rail Starts Program, with an emphasis on maintenance of the existing system and operation improvements (MTC 1/23/92 Handouts from ISTEA Conference).

Interregional Travel As defined in California Government Code Section 65088.1(g), "any trip that originates outside the boundary of the agency," i.e. trips to or going through Contra Costa County from another county.

JPA, Joint Powers Authority An entity permitted under California law, whereby two or more public authorities can operate collectively.

LOS Traffic Level of Service. Level of service standards, comparing traffic volumes with intersection or road segment capacity, are the primary measure of effectiveness used in the Growth Management Program for Nonregional Routes. Level of service are often given by letter, with LOS A representing essentially "free-flow" and LOS F representing congested conditions. The Congestion Management Program required LOS standards to be applied to a designated network of State highways and principal arterials.

MTC, The Metropolitan Transportation Commission The metropolitan planning organization charged with preparing the Regional Transportation Plan and the RTIP.

MTS The Metropolitan Transportation System: a system of regionally important streets and roadways that serves a major employment destination or activity center, provides important intra-regional and/or inter-regional connections, serves local trips parallel to a freeway, provides important connections in the MTS street and highway system, serves as a major crosstown arterial for relieving congestion, provides access to regional passenger and freight transfer facilities, or provides access within or through the major CBDs of the region. This system includes freeways, arterials and other streets throughout the Bay Area.

MTSO, Multimodal Transportation Service Objective A flexible, but quantifiable, measure of transportation performance, such as delay index or level of service, established under Measure J. MTSOs replaced TSOs as required Action Plan elements under the Measure C extension.

Non-Regional Routes All local roads not designated as Routes of Regional Significance. Measure C level-of-service standards, which are tied to adjoining land uses, apply to all signalized intersections on Non-Regional Routes.

Objective Statement representing a level or quality of performance that the jurisdiction seeks to attain through its programs and policies.

PC Planning Committee. A standing committee of the Authority dealing with growth management and other planning issues.

Plan Holding Capacity Maximum possible development within a stated planning period given existing regulations and policies in the local General Plan and implementing ordinances.

Planning Area Land area identified within a jurisdiction's General Plan for which the jurisdiction has designated land uses.

Probable Plan Buildout Amount of development that can be reasonably expected in a stated time period given General Plan land use policies. In some cities, Probable Plan Buildout will be less than Plan Holding Capacity.

Route of Regional Significance Road designated by the Contra Costa Transportation Authority, consistent with procedures described in the Implementation Guide: Traffic Level of Service Standards and Programs for Routes of Regional Significance. These roads are subject to objectives and programs in adopted Action Plans. Also referred to as "Regional Routes."

RTIP Regional Transportation Improvement Program. In the Bay Area, the preparation of the RTIP is the responsibility of MTC.

RTPC Regional Transportation Planning Committee. Also referred to as "Regional Committees." The four Regional Transportation Planning Committees in Contra Costa County are:

- TRANSPAC (Central County)
- TRANSPLAN (East County)
- WCCTAC (West County)
- SWAT (Southwest County)

SB Senate Bill.

SCS, Sustainable Communities Strategy An integrated strategy of transportation improvements, land use changes, and other actions designed to reduce GHG emissions. SB 375 requires MPOs to prepare the SCS and incorporate it into their RTPs. If the SCS cannot achieve GHG reduction targets established by CARB, the MPO must prepare an alternative planning strategy (APS).

Sphere of Influence The probable ultimate physical boundaries and service area of a local agency or government as determined by the Local Agency Formation Commission (LAFCo).

Standard Statement representing a commitment by a public agency to attain a specified level or quality of performance through its programs and policies.

STIP State Transportation Improvement Program.

TCC Technical Coordinating Committee of the Contra Costa Transportation Authority. The TCC is comprised of members of the city and county engineers, city and transportation planners, CalTrans and MTC. TRANSPAC designates members of its TAC (one city planner, one city engineer and one transportation planner) to attend TCC meetings.

TSM/TDM Transportation Systems Management, Transportation Demand Management. Programs to increase the efficiency of the transportation system, reduce demand for road

capacity during the peak hour and otherwise affect travel behavior to minimize the need for capacity-increasing capital projects.

TSO Traffic Service Objective. A flexible, quantifiable measure of transportation facility performance, such as vehicle occupancy or delay. Used in the Action Plans to establish objectives for achievement.

Traffic Analysis Zone (TAZs) Geographic area delineated for the purpose of organizing land use or travel data to be used in computer modeling of traffic patterns.

Trip assignment Prediction of travel routes. Traffic between specified origins and destinations is assigned to a specific travel route.

Trip distribution Projection of destinations for trips originating in a TAZ.

Trip generation The number of trips associated with a specific type and density of land use, usually estimated based on number of dwelling units, gross square feet of commercial space, or other appropriate independent variable.

Trip tables A matrix generated by travel demand models showing the number of trips forecast to go from each traffic analysis zone to every other traffic zone.

Volume-to-capacity (v/c) ratio The ratio of the observed or forecast volume of vehicles at a roadway intersection or on a roadway segment compared to the capacity of the intersections or segment. A lower number represents better conditions for traffic movement; a ratio of 1.0 indicates that volumes have used all of the intersection or roadway capacity.