Appendix A:

Notice of Preparation (NOP) & Summary of NOP Comments and Public Scoping Meeting

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel.: 510.464.7700
TTY/TDD: 510.464.7769
Fax: 510.464.7848
e-mail: info@mtc.ca.gov
Web site: www.mtc.ca.gov

Notice of Preparation

To: Interested Agencies, Organizations, and Individuals

Subject: **Notice of Preparation of a Draft Environmental Impact Report for the Transportation 2030 Plan**

Lead Agency:
Metropolitan Transportation Commission (MTC)
101 Eighth Street
Oakland, CA 94607-4700

MTC Contact Person:
Ashley Nguyen, Project Manager
Phone: (510) 464-7809
Fax: (510) 464-7848
Email: anguyen@mtc.ca.gov

The Metropolitan Transportation Commission (MTC) is the Lead Agency and will prepare a Draft Environmental Impact Report (DEIR) for the project identified below (see attachment). This Notice of Preparation (NOP) is intended to seek comments with specific detail about the scope and content of the environmental information related to your agency's areas of statutory responsibility to be included in the EIR for the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the program/project.

To ensure a full and comprehensive review, MTC will also hold a scoping meeting. All interested organizations and individuals are welcome to participate. The scoping meeting will be held at the Joseph P. Bort MetroCenter located at 101 Eighth Street in Oakland on Wednesday, March 10, 2004 from 6:00 pm to 8:00 pm. A location map and directions are available at www.mtc.ca.gov.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but ***not later than 30 days*** after receipt of this notice. Please send your response to Ashley Nguyen, Project Manager at the address shown above by March 19, 2004. Remember to include a return address and the name of a contact person in your agency.

The project description, location and the potential environmental effects are contained in the attached materials. An Initial Study is not required and thus not prepared.

Project Title: Environmental Impact Report for the Transportation 2030 Plan

Project Location: San Francisco Bay Area Region, California
(Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties)

Project Description: Transportation 2030 Plan (See Attachment A: Draft Project Description)

Date: February 16, 2004

Steve Heminger
Executive Director

ATTACHMENT A
DRAFT PROJECT DESCRIPTION

INTRODUCTION

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area (which includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties). Created by the State Legislature in 1970, MTC functions as both the regional transportation planning agency (RTPA)—a state designation—and for federal purposes, as the region's metropolitan planning organization (MPO). As such, MTC is responsible for producing a Regional Transportation Plan (RTP), with a minimum 20-year planning horizon, every three years.

The RTP for the Bay Area, last updated in December 2001 and subsequently amended in November 2002, includes regional transportation issues, goals and objectives, as well as projects, programs, and actions necessary to implement the plan. The RTP must be realistic and be within financial constraints. Any transportation project receiving Federal or State transportation funds must be included in the RTP. The RTP covers a 25-year planning and funding horizon.

The Environmental Impact Report for the *2001 Regional Transportation Plan* was certified by MTC in December 2001. MTC is currently preparing the 2005 update to the RTP, which is referred to as the Transportation 2030 Plan, and the program Environmental Impact Report (EIR) for the Transportation 2030 Plan.

This Notice of Preparation and Draft Project Description is being issued to resource agencies and the public to solicit comments that will assist in the preparation of the Draft EIR, and in the preparation of the RTP itself. As a result of NOP comments and staff analysis, the draft project description and alternatives will likely be refined through the course of developing the RTP.

TRANSPORTATION 2030 PLAN

The contents of a Regional Transportation Plan are outlined in Government Code 65080, and are described below. The Transportation 2030 Plan will cover all appropriate issues associated with each element; however, the document may be organized differently.

- *Policy Element*: reflects the mobility goals, policies and objectives of the region.
- *Action Element*: identifies programs and actions to implement the RTP.
- *Financial Element*: summarizes the cost of implementing the projects in the RTP considering a financially constrained environment.

Policy Element

The Policy Element directly reflects the legislative, planning, financial and institutional history that has shaped the Bay Area region's transportation system. It is intended to frame and drive actions that will affect the direction and nature of transportation and its impact on the Bay Area. This can be accomplished in two ways: reinforcing positive opportunities and trends already in place, or stimulating new opportunities to achieve certain outcomes.

The Policy Element consists of distinct RTP goals. As part of the Transportation 2030 planning effort, MTC proposes new goals that MTC believes are more directed, measurable, and outcome-oriented, and therefore, should better guide transportation policy and investment decisions. The goals approved by the Commission in December 2003 for the Draft Transportation 2030 Plan are:

- A Safe and Well Maintained System
- A Reliable Commute
- Lifeline Mobility
- Livable Communities
- Clean Air
- Efficient Freight Travel

In addition, the Commission also approved a five-point transportation-land use platform to be implemented by MTC to further coordinate transportation and land use planning within the Bay Area and with our neighboring regions. The implementation plan for the platform would be developed in collaboration with the Association of Bay Area Governments (ABAG), congestion management agencies (CMAs), local governments, and other key stakeholders. The platform proposes to:

- Develop a specific policy statement
- Supplement MTC's neighborhood-oriented Transportation for Livable Communities and Housing Incentive Programs (TLC/HIP), with planning incentives that support a broader set of land use objectives, such as specific plans for transit oriented and infill development.
- Condition regional discretionary funding for MTC's Resolution 3434 regional transit expansion program to the provision of supportive land uses in those transit corridors and around those stations.
- Support improved transportation/land use development outside of major transit commute corridors, including the development of a complementary open space plan.
- Better coordinate transportation and land use planning with regions that adjoin the Bay Area, and share the challenges of regional job/housing imbalance and growing interregional commuting demands.

Action Element

The Action Element comprises an investment program of short-and long-term activities that address the Bay Area's transportation issues and needs. Transportation modes such as roads and highways, transit systems, railroads, and aviation, maritime, bicycle and pedestrian use, and their respective local project lead agencies, are addressed in the Action Element. The transportation investments defined in the 2001 RTP will serve as the starting point of discussion about renewed commitments and new investments for the Transportation 2030 Plan. Projects and programs may be redefined, added or deleted from the 2001 RTP as the planning process for the RTP evolves.

Aviation and maritime elements are prepared in separate processes and incorporated by reference into the RTP.

Financial Element

The Financial Element is fundamental to the development and implementation of the RTP. It determines how much money is likely to be available to maintain, operate and improve the Bay Area region's transportation system over a 25-year period. As with past RTPs, MTC will develop a financially constrained element of the RTP, but also proposes that this RTP go beyond the financially constrained emphasis and include a larger set of projects and programs assuming likely sources of new revenues. This "big tent" approach, on a policy basis, provides a more cohesive framework for planning for long-term transportation improvements and analyzing the interrelationships between transportation, air quality, land use, the economy and other policy considerations. On financial grounds, this approach would anticipate new revenues beyond the financially constrained element and provide the opportunity to outline priority investments beyond the limits of existing funding sources. The Financial Element will document the financial assumptions that go into the Transportation 2030 Plan and discuss the financial constraints of each funding source and opportunities for funding the investment program contained in the Action Element.

SCOPE OF ENVIRONMENTAL ANALYSIS

The EIR for the Transportation 2030 Plan will be prepared in compliance with the California Environmental Quality Act (CEQA) of 1970, as amended. In general, the purpose of the EIR will be to analyze the potential environmental effects of the adoption of the RTP; inform decision-makers, other responsible agencies, and members of the public as to the range of environmental impacts of the RTP; recommend a set of measures to mitigate any significant adverse regional impacts; and lastly, analyze several alternatives to the proposed RTP.

Specifically, the EIR for the Transportation 2030 Plan will be a program EIR, which is a first-tier CEQA document designed to consider broad, regional impacts of a program of actions. Therefore, the EIR will focus on the entire set of projects and programs contained in the RTP, rather than on individual projects. This EIR will evaluate potentially significant environmental impacts, and cumulative impacts, and will include mitigation measures to offset potentially significant effects. In addition, this EIR will be the basis for subsequent tiered CEQA documents for site-specific environmental reviews that will be conducted by implementation agencies as projects in the RTP are more clearly defined and more detailed studies prepared. Specific analysis of localized impacts in the vicinity of individual projects is not proposed in this program level EIR.

Under CEQA, key impact categories identified for analysis in this EIR include:

- Transportation
- Air Quality
- Energy
- Geology and Seismicity
- Biological Resources
- Water Resources
- Visual Resources
- Noise
- Cultural Resources
- Population, Housing and Social Environment
- Land Use

Impact categories not specifically addressed in this EIR include recreation, utilities and service systems, public services, and hazardous materials. No significant impacts of regional importance are expected to occur in these areas. These impact areas will be addressed in project-specific environmental documents.

PROJECT ALTERNATIVES

It is important to note that these alternatives will continue to be reviewed and refined before a draft EIR is issued. More precise definitions of the alternatives, or new alternatives, will likely emerge as the EIR scoping and planning process for the RTP evolves. For all project alternatives described below, MTC will use the most recent Smart Growth projections of the Association of Bay Area Governments (ABAG) – *Projections 2003* – in the EIR analysis.

As previously described, the Proposed Project is the Transportation 2030 Plan:

Proposed Project – The Transportation 2030 Plan includes transportation projects and programs that would be funded through uncommitted revenues projected to be available over the 25-year horizon of the Plan (referred to as the financially constrained element of the Plan) plus new revenue sources identified by MTC that could be achieved through either legislative action, or voter mandate (described as the financially unconstrained element of the Plan). The new revenue sources include Regional Measure 2 bridge toll, High Speed Rail Bond, County sales taxes, BART property tax, a new regional gas tax, and increases in the basic federal and state fuel taxes.

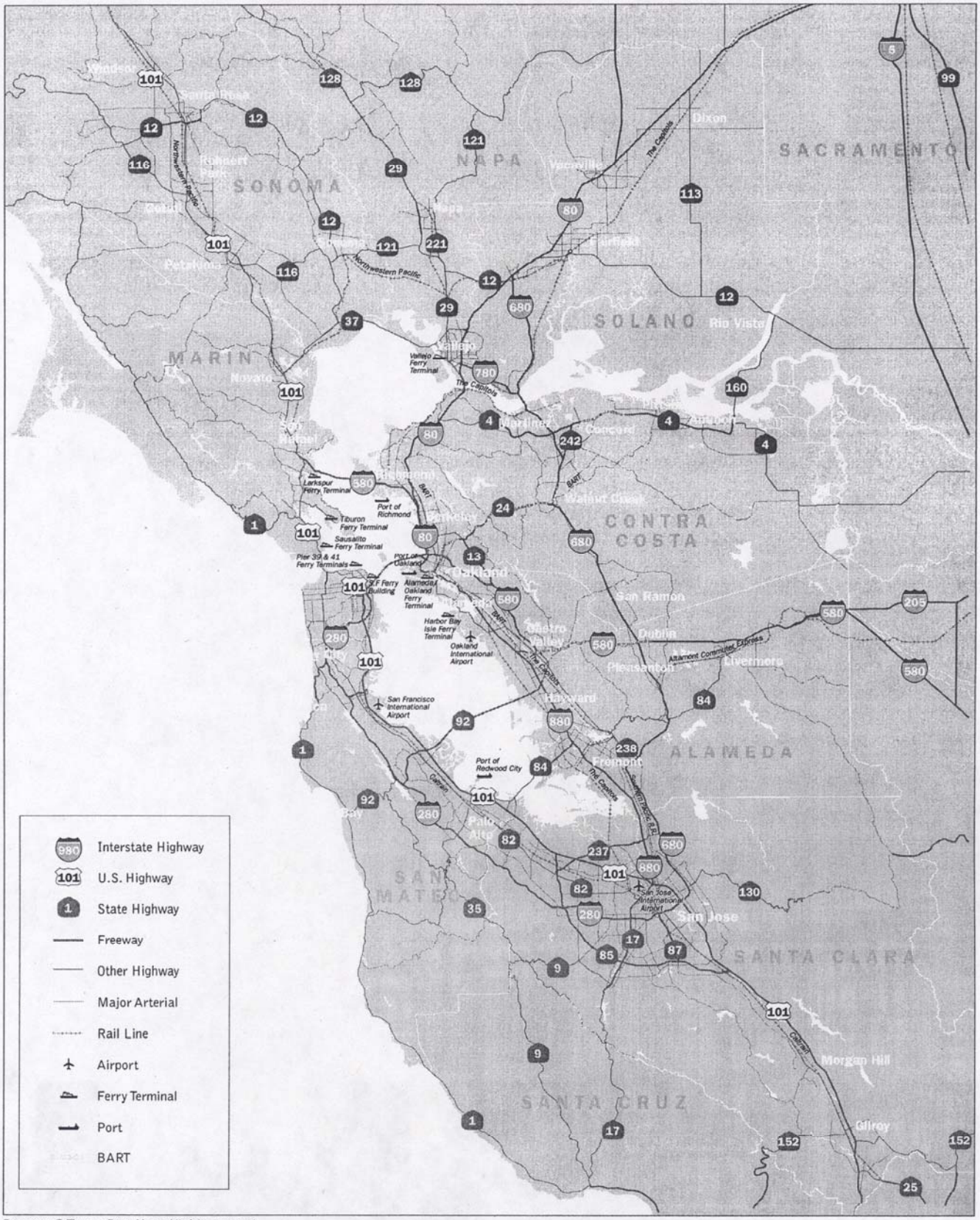
The following preliminary alternatives have been identified for analysis in the EIR:

Alternative 1: *No Project Alternative* – The No Project Alternative, required by CEQA, addresses the effect of not implementing the Transportation 2030 Plan. This includes transportation projects and programs that are in advanced planning stages and slated to go forward since they have full funding commitments. These projects are identified in the federally required Fiscal Year 2005 Transportation Improvement Program (TIP) and include fully funded sales tax projects authorized by voters in five Bay Area counties, including San Francisco, Santa Clara, San Mateo, Alameda, and Contra Costa counties.

Alternative 2: Financially Constrained Project A – This includes only transportation projects and programs that would be funded through uncommitted revenues projected to be available over the 25-year horizon of the RTP (financially constrained element of the Plan), as identified in the Proposed Project. As part of the Phase One Transportation 2030 effort, the Commission approved in December 2003 a set of regional project priorities to be included in the Plan. Under Phase Two, each of the nine county congestion management agencies (CMAs) will solicit public input on local project priorities, and submit the project listings to MTC by late May 2004. Taken together, these projects will make up the financially constrained element of the Plan.

Alternative 3: Financially Constrained Project B – This represents an alternative set of transportation projects and programs that would be funded through uncommitted revenues projected to be available over the 25-year horizon of the RTP (financially constrained element of the Plan). The projects will be determined through public input gathered through the EIR scoping and larger Transportation 2030 Plan effort, including MTC's Transportation 2030 performance evaluation, public meetings, and written comments. The focus of this alternative would be on projects that could further enhance implementation of the Regional Smart Growth Vision (which was adopted by ABAG in March 2002 and later used to inform the development of the policy-based *Projections 2003*). In addition, Caltran's high priority system management components, including extensive ramp metering, as well as enhanced funding levels for key regional operations program, including TransLink®, 511, arterial signal timing, and Freeway Service Patrol/Call Boxes, are assumed under this alternative.

Alternative 4: New Concepts – This alternative involves modifying the set of transportation projects and programs included in the Proposed Project in order to pursue potential new concepts that require new authority for implementation. This alternative plans for a core system of High Occupancy Toll (HOT) lanes. Congestion pricing is assumed on the Bay bridges in terms of $5 bridge tolls in the peak period and $3 bridge tolls in the off peak period. Also, parking charges at work sites are assumed in the travel analysis zones in the immediate vicinity of regional rail stations and major express bus corridors.



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Transportation 2030 Plan EIR
Scoping Meeting and Scoping Meeting Comments Summary
April 16, 2004

Introduction

The Notice of Preparation (NOP) for the Transportation 2030 Plan (T2030) program Environmental Impact Report (EIR) was issued on February 16, 2004, commencing the 30-day comment period required by CEQA. The NOP was mailed to public agencies and members of the public who have expressed interest in the project. Oral comments were accepted at the scoping meeting and written comments on the NOP were accepted until March 19, 2004. This document summarizes both the Scoping Meeting and scoping comments received between February 16, 2004 and March 19, 2004. A total of four oral comments were received during the scoping meeting and 10 written comments were received in response to the NOP.

Scoping Meeting Summary

To ensure a full and comprehensive review, the Metropolitan Transportation Commission (MTC) held a scoping meeting on the EIR. All interested organizations and individuals were welcome to participate. The scoping meeting was held at the Joseph P. Bort MetroCenter located at 101 Eighth Street in Oakland on Wednesday, March 10, 2004 at 6:00 pm.

Ashley Nguyen, MTC EIR Project Manager, called the Scoping Meeting to order at approximately 6:10 p.m. Ms. Nguyen began the meeting by explaining the purpose of the Scoping Meeting and said that it was a forum in which citizens could give their input on the scope and content of the EIR analysis. She said she first wanted to give an overview of the Transportation 2030 Plan, and then walk through the environmental process that MTC is planning to undertake as part of their evaluation. Lastly, she said she wanted to open up the meeting for comments.

Ms. Nguyen gave a brief background of the Transportation 2030 Plan (T-2030) and EIR and the plan update process (second page of handout), which began this past summer with a very heavy public outreach effort. She then described how the Plan includes both a financially constrained component and a financially unconstrained component or "big tent" approach. The Plan has a 25-year horizon, until the year 2030. She explained that T-2030 is the 2005 update of the 2001 Regional Transportation Plan adopted December 2001. The Plan is comprised of three components: a Policy Element – that describes legislative planning; Action Element – in which a set of regional and local projects and programs will be identified to facilitate mobility in the region; and Financial Element – that describes how much money is going to be available over the 25 year planning horizon to fund and operate the kinds of improvements MTC and its transportation partners have planned for the region.

The EIR analysis for the Plan is at the programmatic level and assesses the environmental impacts of the Plan. All of the projects that go into Transportation 2030 will be subject to their own project level CEQA and NEPA analysis. Ms. Nguyen then named the areas of evaluation for the EIR: transportation, air quality, population and housing, land use, energy, geology, noise, and biological, water, visual, and cultural resources. She briefly described the project alternatives, asking the attendees to refer to the handout (back of page 2) for more detail. In addition to the No Project Alternative MTC will look to the Transportation Improvement Program (TIP) to determine which projects that are fully funded within the region will move forward with or without T-2030), alternatives include: Financially Constrained Project Alternative A (consisting of the financially constrained portion of the Proposed Project); Financially Constrained Project Alternative B, which has a different mix of projects than in Alternative A; and the New Concepts Alternative, which aims to focus on different planning concepts.

Ms. Nguyen then turned the meeting over to the EIR Consultant, Vicki Hill, of Dyett & Bhatia.

Ms. Hill first reinforced that the EIR was a program EIR, which would take a broad look at the impacts of the Proposed Project – the regional plan and alternatives. Subsequent site-specific analysis would have to be conducted in order to assess more specific, local impacts. She then went over the EIR Process chart on the last page of the handout. She explained the different milestones in the EIR Process as well as the proposed timeline of events. Next, she referred to the EIR issue areas (on page 3 of the handout) and said the attendees could look at the issue areas and ask her specific questions. There were no questions asked.

The floor was then opened for scoping comments. Comments received during the meeting are summarized in Table 1. Comments were received from the following individuals:

1. Sherman Lewis, Sierra Club
2. David Schonbrunn, TRANSDEF
3. Jeff Knolls, Livermore Resident, City of Pleasanton Employee (but not representing the City)
4. Dave Campbell, East Bay Bicycling Coalition

After the commenting period had concluded, Ms. Nguyen briefly described the next steps in the EIR process. She said the 30-day comment period for the NOP will end March 19 and encouraged audience members to submit written comments. She stated that the comments would be summarized prior to the preparation of the EIR (see Table 1). MTC plans to release the Draft EIR in September and certify the Final EIR in January (2005). The EIR process is in parallel to the actual T2030 process, so T2030 will also be adopted in January. Ms. Nguyen then asked if anyone had any other questions. Mr. David Schonbrunn wanted to know why, if the Plan is required by law to be financially constrained, that the Proposed Project includes both a financially constrained and financially unconstrained component.

Ms. Nguyen answered that even though the adopted Plan would ultimately have to be financially constrained, that didn't prevent the agency from exploring a wider spectrum of funding possibilities. Mr. Sherman Lewis stated that there are three different types of laws governing the Plan: Transportation Law, CEQA and NEPA. Under Transportation Law, the Plan has to be financially constrained, but under CEQA and NEPA, agencies can still explore other options. Mr. Schonbrunn stated that his group was opposed to a project that was not financially constrained. This comment is noted in the comment summary in Table 1.

Ms. Nguyen adjourned the meeting at approximately 7:00 pm.

After the meeting was adjourned, Dave Campbell from the East Bay Bicycling Coalition arrived and asked the following questions: has funding been determined for bicycle programs; will the EIR address how bicycle program funding would be distributed to different jurisdictions; and how will different alternatives affect funding of bicycle programs. Ms. Nguyen said that the Commission has approved $200 million in funding for a regional pedestrian and bicycle programs in T2030 but because the EIR is a program EIR, it would not deal with the specific details of individual pedestrian or bicycle projects that are included in the larger regional program. Mr. Campbell's comments are noted in Table 1. These projects will be subject to their own project-level environmental review as appropriate.

Summary of EIR Scoping Comments

A total of 10 comment letters were received during the public scoping period, which extended from February 16, 2004 to March 19, 2004. Comments were received from the following agencies, organizations, and individuals:

1. Scott Morgan, Senior Planner, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, February 27, 2004 (no comments)
2. Janis Moore, Planner II, City of San Jose, March 5, 2004 (no comments)
3. Jeffrey M. Smith, AICP, Senior Regional Planner, Intergovernmental Review, Southern California Association of Governments, March 15, 2004 (no comments)
4. Cynthia Eliason, AICP, Planning Manager, City of Alameda, March 18, 2004
5. Laurence N. Wright, PE, Deputy Director, Long Range Planning, Dowling and Associates, for: MCOG and LCAPC, March 19, 2004
6. Terrence A. Valen MPH, Research Associate, Communities for a Better Environment (CBE), March 19, 2004
7. Jose Cisneros, Deputy General Manager, Capital Planning and External Affairs, San Francisco Municipal Railway, March 16, 2004
8. Jean Hart, Deputy Director, Alameda County Congestion Management Agency, March 18, 2004
9. Timothy C. Sable, District Branch Chief, Department of Transportation, March 24, 2004

10. Sandy Hesnard, Aviation Environmental Planner, Department of Transportation, March 22, 2004

As noted in the above list, only seven of the ten letters contained comments on the EIR scope. The comments are summarized in Table 1.

Table 1: Summary of EIR Scoping Comments
Comment
Sierra Club, Sherman Lewis
• The conventional approach to the EIR is to look at physical construction or expenditures without paying attention to two other aspects of the Plan. The project definition can be broken down into 3 components – (1) Project (Physical construction/program expenditure & associated environmental assessment), (2) Pricing, that is associated with the project demand, and (3) Land Use, within which the project takes place. Consumers make choices based on the land use, price, and the project.
• Travel demand models are critical for estimating project impacts. However, travel demand does not only result in the project but also caused by pricing and land use.
• Be careful to avoid conflicts among the goals (e.g., a project that may improve commute could hurt or hinder achievement of livable communities, by removing local businesses in corridor right of way)
• MTC is making good progress in considering land use. The transportation land use platform is a good idea.
• Use pricing to mitigate demand (right now demand is assumed); mitigation measures can include actions that affect demand.
• Transportation model does not factor in some aspects. Can't trust models for everything. The model is excellent in considering route choice and time choices, but is less effective in considering mode choices (e.g., how a highway improvement might encourage traffic away from transit), chain trips (need to look at connected trips rather than individual trips, but this issue is very hard to model), decision not to make a trip (low priority travel), destinations (vehicle fluidity – people choose further destinations when no congestion).
• Housing location decisions are never considered because the analysis is based on adopted land use plans, when in fact agencies change land use plans based on the transportation network.
• If you look at environmental impacts of these projects and programs, you need to be sensitive to all these issues that fall into the general heading of induced demand.
• Projects broadly fall into the area of transit, land use, and pricing. Other projects fall generally into automobile capacity projects and projects that serve dispersed areas. These two broad categories serve vastly different transportation functions and if you mix all these projects and programs together, you will not perceive the difference between these two fundamental kinds of projects.
• Need to look at the increment of change to 2030 – by only looking at 2030, the impacts get lost.
• Parallel impacts – lost if looking at issues separately; need to recognize this issue and aggregate the impacts.

Table 1: Summary of EIR Scoping Comments
Comment
TRANSDEF, David Schonbrunn
Alternatives
• Proposed Project cannot be adopted by the MTC because MTC is required by law to adopt a financially constrained plan.
• The No Build alternative shouldn't include committed projects because they have no funding and cannot be assumed to be implemented. By assuming the committed projects, the increment of change between the proposed Plan and the No Project is negligible. Projects should be included only if they are under construction contracts today.
• Alternatives should be identified by strategies: o "Stapling" together the County Plans; o Smart Growth; o Pricing; o Transportation Control Measures; and o In Alternative Four (parking charges) – wasn't clear whether it was referring to parking charges or parking cash out. Need to segregate into strategies so that we can see effects of the different types of alternatives.
Impacts
• Impacts should be addressed like they were in the 1994 RTP, every other RTP since has done an inadequate job.
• Look at loss of farmland and key wetlands in particular.
• Air Quality – toxic air contaminants are left out of the issues list; toxic air contaminants are highly localized and should be an Environmental Justice issue (e.g., diesel particulates have cancer risks).
• Green Houses gas emissions should be addressed.
• Should look at refinery emissions in adjacent communities as a result of increased VMT and associated increased fuel consumption.
Mitigation
• CEQA requires mitigation to reduce impacts to non-significant levels.
• There should be a Regional Land Use Plan (first proposed/recommended in 1994 RTP, but language wasn't strong enough to implement).

Table 1: Summary of EIR Scoping Comments
Comment
• Look at growth inducement in Land Use section, especially with regards to loss of farmland and wetlands; look to mitigate loss of wetlands and impacts of regional growth.
• Assess 2.5 PM standards from Feds and see if Bay Area is meeting them – related to increase in VMT; there was a previous unwillingness to mitigate. There is a more rigorous state standard that is currently being developed.
• Use TCMs (Transportation Control Measures) to lower VMT; TRANSDEF wants to see an extensive section in the EIR on this issue.
• Implement Regional Transportation Mitigation Impact Fee as condition for funding – would provide infrastructure.
• Use mitigation levers that are available to the MTC.
• Address construction emissions impacts – largest source of PM; require clean equipment to minimize emissions.
• Mitigations should reduce effects of sprawl – better quality of life, greater accessibility.
• The EIR should do some regional planning, since this document comes closest to being a regional land use plan.
Livermore Resident, City of Pleasanton Employee (but not representing the City), Jeff Knolls
• Plan is combination of county plans.
• Projects affect smaller, local communities when regional decisions are made, which local jurisdictions can't control, so it's necessary to have local agencies address the local traffic impacts of the plan.
• Models are incapable of modeling individual areas (i.e., local roads).
• How does Hwy 580 affect Hwy 680 and vice-versa.

• Some of the projects like the northbound I-680 HOV project, in some models, doesn't appear to create any problems because those models are incapable of modeling the internal constraint of areas like Sunol Grade.
  o But once you punch an additional northbound lane through, where does this traffic go?
  o If you are looking corridor by corridor, do you look at combinations of corridors?
  o How does a project on 680 impact the 580 corridor, for example?
  o There is a major bottle-neck at Hwy 84/580; once this is fixed, where will the traffic flows go?

Table 1: Summary of EIR Scoping Comments
Comment
• Need to assess the general migration of traffic from regional arterials to local streets and changes in noise that result (especially in Livermore); need to require this local assessment as mitigation. In Pleasanton, "follow" studies indicate that up to 60% local street traffic is thru or regional traffic. Local streets are being used more for thru traffic and it is no longer just during peak times that this occurs. With an increase in vehicles, safety risks and noise levels increase.
East Bay Bicycling Coalition, Dave Campbell
• Is the EIR going to address how bicycle program funding would be distributed to different jurisdictions? • How will different alternatives affect funding of bicycle programs?
City of Alameda, Cynthia Eliason, AICP, Planning Manager
• On page 2, Financial Element, the "big tent" approach should include policies and strategies for minimizing congestion from vehicular trips for major residential developments within the central urban corridor that provide an enhanced job-housing balance and reduce dependency on commuter trips from outlying areas that contribute to added traffic congestion along an extended segment of the freeway system. • Alternatives 2 and 3 should focus on aggregating individual regional projects on I-880 between I-980 and High Street to evaluate system wide impacts to the neighboring cities from the standpoint of access to/from the freeway for all modes of transportation. The system wide approach would be more efficient in addressing overlapping impacts of individual projects along the I-880 Corridor that have multi-jurisdictional significance. • Alternatives 2 and 3 should include a reference to ensuring lifeline access. • Alternative 4, New Concepts, assumed a $3.00 bridge toll under the congestion pricing for the Bay Bridge. This assumption may need to be revised due to the passage of the Regional Measure 2.
Dowling and Associates, for: MCOG and LCAPC, Laurence N. Wright, PE, Deputy Director, Long Range Planning
• Particularly concerned with jobs-housing imbalance and separation impacts, good movement impacts, and economic development issues.
• The fact that both the Maritime and Aviation Elements are prepared separately from the other elements of the RTP is somewhat puzzling.
• There are also some technical concerns regarding the buffer area used for the travel forecast networks and TAZs.

Table 1: Summary of EIR Scoping Comments
Comment
Communities for a Better Environment (CBE), Terrence A. Valen MPH, Research Associate
• The Environmental Justice Advisory Committee (EJAC) proposed an interim definition of "cumulative impact" to be "the total burden of all emissions and discharges in a geographic area." However, in communications with MTC staff, cumulative impact analysis in this Draft EIR would only include analysis of the "broad, regional impacts of a program of actions" but these impacts from the RTP plan alone do not constitute the "total burden" to bay area communities. • The RTP should therefore include the existing stationary sources in localities and in the region. In fact, recent case law requires this analysis (See, e.g., Communities for Better Environment v. California Resources Agency, 103 Cal.App. 4th (2002) 98, 116-123). • In a region which is currently "out of attainment" with federal ozone standards, and in localities which contain both significant stationary and mobile sources of pollution (Bay View-Hunters Point, Contra Costa and Alameda counties), the possible significance of the cumulative impacts of T2030 and its program of actions should be elevated and would therefore warrant effective mitigation measures. • Additionally, it will be difficult to separate out the "broad, regional impacts of a program of actions" under T2030 from the more local impacts of individual projects in a full and comprehensive cumulative impacts analysis. • It is not clear how a full and comprehensive cumulative impact analysis of the "program of actions" of T2030 can exclude project-specific impacts and, as stated above, the stationary sources of emissions and discharges.
• The NOP "Scope of Environmental Analysis" section concludes, "No significant impacts of regional importance are expected to occur in these areas." This conclusion improperly presupposes the result. For reasons already stated regarding air quality, it seems this conclusion is not consistent with what a full cumulative impact analysis of T2030 might reveal.
• From an Environmental Justice perspective, regulatory agencies have historically ignored the cumulative environmental health burden imposed on low-income communities of color by separating out different source categories and even different operations within a single polluting facility.
San Francisco Municipal Railway, Jose Cisneros, Deputy General Manager, Capital Planning and External Affairs
• In the last RTP, MTC committed to fund 100% of transit capital shortfall. Since that time, there has been significant activity to broaden this commitment to include local roads, and to narrow the commitment to transit projects. The effect of this has been to divert future potential funds away from transit and to roads. • We would like the alternatives in the DEIR to be structured in such as way that we can examine the environmental effects of funding 100% of the transit capital shortfall as originally committed, compared to the current proposal to fund a lesser portion of the transit

Table 1: Summary of EIR Scoping Comments
Comment
capital shortfall, but to include some amount of the local streets and roads shortfall. • We would like there to be an alternative considered in the plan that looks at how the region might produce a different mix of projects for investment if MTC were to institute strict criteria based on transit ridership and density. In this scenario, MTC would develop criteria for expansion and replacement projects that prioritized projects with the highest ridership first, and directed transportation investment to locations with the highest residential and employment densities.
Alameda County Congestion Management Agency, Jean Hart, Deputy Director
• The ACCMA requests that the Tier 1 project recommendations in our Alameda Countywide Transportation Plan (CWTP) be incorporated in the final Transportation 2030 Plan to make the two documents consistent. The CMA is in the process of developing the list of transportation improvements that we would like to be considered in T2030 (approved list will be forwarded May 2004). • Consistent with the (attached) approved set of principles, MTC is requested to consider an option/scenario for the Transportation 2030 Plan that would give priority for these principles and assess the environmental impacts of not including these principles as an option to be analyzed in the DEIR.
Department of Transportation, Timothy C. Sable, District Branch Chief
• The Department should be included in the determination process for allocation of Interregional Transportation Improvement Program funds over the 25-year planning horizon.
Department of Transportation, Sandy Hesnard, Aviation Environmental Planner
• The Bay Area has numerous airports and heliports. Strong and effective local, regional, and state policies minimize adverse impacts arising from the encroachment of incompatible land uses around airports, adverse noise impacts on communities near airports, and congestion and/or delays related to airport ground access.
• According to NOP, an aviation element is prepared in a separate process and incorporated by reference into the RTP. In accordance with CEQA, the DEIR must use the Department's Airport Land Use Planning Handbook (Handbook) in the preparation of environmental planning documents for projects within an airport land use compatibility plan boundaries or if such a plan has not been adopted, within two nautical miles of an airport. The Handbook should be applied to all public use airports. The DEIR should discuss and address regional aviation issues and needs. The DEIR must thoroughly address potential airport-related noise and safety impacts and regional aviation land use planning issues.
• Enclosed is a copy of the Division of Aeronautics' "Aviation Planning Guidelines for RTPs." As discussed in the Division's RTP Guidelines, the best way to preserve and improve airports and their associated economic and quality-of-life benefits is to take timely

Table 1: Summary of EIR Scoping Comments
Comment
proactive measures. In addition, these policies help protect people and property both in the air and on the ground. Incompatible land uses around airports often result in public pressure to restrict operations (curfews, aircraft size limits, etc.), and impose noise, and growth controls. Failure to protect the airport may result in permanent closure, thereby reducing or eliminating its benefits.
• Coordinating the RTP with other agencies and land use compatibility plans should help to relieve future land use conflicts between airports and their neighborhoods.

Appendix B:

Written Comments in Response to Notice of Preparation (NOP)

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Jan Boel
Acting Deputy Director

Notice of Preparation

February 27, 2004

To: Reviewing Agencies

Re: Transportation 2030 Plan
SCH# 2004022131

Attached for your review and comment is the Notice of Preparation (NOP) for the Transportation 2030 Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Ashley Nguyen
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
(916)445-0613 FAX(916)323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2004022131
Project Title Transportation 2030 Plan
Lead Agency Metropolitan Transportation Commission

Type NOP Notice of Preparation

Description The Transportation 2030 Plan includes transportation projects and programs that would be funded through uncommitted revenues projected to be available over the 25-year horizon of the Plan (referred to as the financially constrained element of the Plan) plus new revenue sources identified by MTC that could be achieved through either legislative action, or voter mandate (described as the financially unconstrained element of the Plan).

Lead Agency Contact

Name Ashley Nguyen
Agency Metropolitan Transportation Commission
Phone 510-464-7809 **Fax**
email
Address 101 Eighth Street
City Oakland **State** CA **Zip** 94607

Project Location

County Alameda, Contra Costa, Marin, Napa, Solano, Sonoma, ...
City
Region
Cross Streets
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse

---

Reviewing Agencies Resources Agency; California Coastal Commission; Office of Historic Preservation; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Fish and Game, Region 3; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Aeronautics; Caltrans, Division of Transportation Planning; California Highway Patrol; Caltrans, District 4; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2

Date Received 02/25/2004 **Start of Review** 02/25/2004 **End of Review** 03/25/2004

Note: Blanks in data fields result from insufficient information provided by lead agency.

Resources Agency

- [x] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Suzi Betzler
- [x] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Colorado River Board**
  Gerald R. Zimmerman
- [ ] **Dept. of Conservation**
  Roseanne Taylor
- [ ] **California Energy Commission**
  Environmental Office
- [ ] **Dept. of Forestry & Fire Protection**
  Allen Robertson
- [x] **Office of Historic Preservation**
  Hans Kreutzberg
- [x] **Dept of Parks & Recreation**
  B. Noah Tilghman
  Environmental Stewardship Section
- [ ] **Reclamation Board**
  Lori Buford
- [ ] **Santa Monica Mountains Conservancy**
  Paul Edelman
- [x] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [ ] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Fish and Game

- [ ] **Dept. of Fish & Game**
  Scott Flint
  Environmental Services Division
- [ ] **Dept. of Fish & Game 1**
  Donald Koch
  Region 1
- [ ] **Dept. of Fish & Game 2**
  Banky Curtis
  Region 2
- [x] **Dept. of Fish & Game 3**
  Robert Floerke
  Region 3
- [ ] **Dept. of Fish & Game 4**
  William Laudermilk
  Region 4
- [ ] **Dept. of Fish & Game 5**
  Don Chadwick
  Region 5, Habitat Conservation Program
- [ ] **Dept. of Fish & Game 6**
  Gabrina Gatchel
  Region 6, Habitat Conservation Program
- [ ] **Dept. of Fish & Game 6 I/M**
  Tammy Allen
  Region 6, Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Game M**
  George Isaac
  Marine Region

Other Departments

- [ ] **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture
- [ ] **Dept. of General Services**
  Robert Sleppy
  Environmental Services Section
- [ ] **Dept. of Health Services**
  Wayne Hubbard
  Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Debby Eddy
- [ ] **Office of Emergency Services**
  John Rowden, Manager
- [ ] **Governor's Office of Planning & Research**
  State Clearinghouse

- [x] **Native American Heritage Comm.**
  Debbie Treadway
- [x] **Public Utilities Commission**
  Ken Lewis
- [ ] **State Lands Commission**
  Jean Sarino
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Business, Trans & Housing

- [x] **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- [x] **Caltrans - Planning**
  Ron Helgeson
- [x] **California Highway Patrol**
  John Olejnik
  Office of Special Projects
- [ ] **Housing & Community Development**
  Cathy Creswell
  Housing Policy Division

Dept. of Transportation

- [ ] **Dept. of Transportation 1**
  Mike Eagan
  District 1
- [ ] **Dept. of Transportation 2**
  Don Anderson
  District 2
- [ ] **Dept. of Transportation 3**
  Jeff Pulverman
  District 3
- [x] **Dept. of Transportation 4**
  Tim Sable
  District 4
- [ ] **Dept. of Transportation 5**
  David Murray
  District 5
- [ ] **Dept. of Transportation 6**
  Marc Birnbaum
  District 6
- [ ] **Dept. of Transportation 7**
  Stephen J. Buswell
  District 7
- [ ] **Dept. of Transportation 8**
  Linda Grimes,
  District 8
- [ ] **Dept. of Transportation 9**
  Gayle Rosander
  District 9
- [ ] **Dept. of Transportation 10**
  Tom Dumas
  District 10
- [ ] **Dept. of Transportation 11**
  Bill Figge
  District 11
- [ ] **Dept. of Transportation 12**
  Bob Joseph
  District 12

Cal EPA

Air Resources Board

- [ ] Airport Projects
  Jim Lerner
- [x] Transportation Projects
  Kurt Karperos
- [ ] Industrial Projects
  Mike Tollstrup

- [ ] **California Integrated Waste Management Board**
  Sue O'Leary
- [ ] **State Water Resources Control Board**
  Jim Hockenberry
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Steven Herrera
  Division of Water Rights
- [ ] **Dept. of Toxic Substances Control**
  CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [x] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [ ] **RWQCB 4**
  Jonathan Bishop
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

- [ ] **Other** _____

Last Updated on 01/12/04

CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement
STEPHEN M. HAASE, AICP, DIRECTOR

March 5, 2004

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for the Transportation 2030 Plan (File No. OA04-02-004)

Dear Ms. Nguyen:

The City of San Jose (CSJ) appreciates the opportunity to review and comment on the Metropolitan Transportation Commission's Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the Transportation 2030 Plan covering the nine-county San Francisco Bay Area. The CSJ considers this to be a very important project for Bay Area residents and workers, which is expected to improve traffic conditions in the region.

While we have no specific comments at this time, we look forward to reviewing the Draft EIR when it becomes available for review. Please provide CSJ with two copies of the complete Draft EIR, including all technical reports, traffic analysis, etc. that may be contained in one or more volumes of the document. Please send the Draft EIR directly to my attention, as I will be coordinating with other CSJ departments in the review of the Draft EIR.

Thank you again for the opportunity to review and comment on the NOP for this important project. If you need to contact me, you may reach me at (408) 277-4576.

Sincerely,

Janis Moore
Planner II

OA04-02-004 NOP MTC Transp 2030 Plan Ltr.doc/JAM

801 N. First St. Rm. 400, San José, CA 95110 **tel** (408) 277-4576 **fax** (408) 277-3250 www.ci.san-jose.ca.us

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

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Riverside County: Marion Ashley, Riverside County • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgnon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Ovitt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

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March 15, 2004

Ms. Ashley Nguyen
Project Manager
Metropolitan Transportation Commission (MTC)
101 Eighth Street
Oakland, CA 94607-4700

RE: **Comments on the Notice of Preparation for a Draft Environmental Impact Report for the Transportation 2030 Plan – SCAG No. I 20040088**

Dear Ms. Nguyen.

Thank you for submitting the **Notice of Preparation for a Draft Environmental Impact Report for the Transportation 2030 Plan** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Notice of Preparation** and have no comments at this time. However, SCAG would like to receive a copy of the Draft EIR and the Draft Plan for the Transportation 2030 Plan to review and provide comments when the document is completed and available for public review.

Please provide a minimum of 45 days for SCAG to review the Draft EIR when this document is available. If you should have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

City of Alameda • California

March 18, 2004

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

RE: **Notice of Preparation of a Draft Environmental Impact Report (EIR) for the Transportation 2030 Plan**

Dear Ms. Nguyen:

Thank you for the opportunity to comment on the scope of the proposed Transportation 2030 Plan EIR. The City of Alameda requests that the Draft EIR include the following information and analysis:

1. On Page 2, Financial Element, the "big tent" approach should include policies and strategies for minimizing congestion from vehicular trips for major residential developments within the central urban corridor that provide an enhanced job-housing balance and reduce dependency on commuter trips from outlying areas that contribute to added traffic congestion along an extended segment of the freeway system.

2. Alternatives 2 and 3 should focus on aggregating individual regional projects on I-880 between I-980 and High Street to evaluate system wide impacts to the neighboring cities from the standpoint of access to/from the freeway for all modes of transportation. The system wide approach would be more efficient in addressing overlapping impacts of individual projects along the I-880 Corridor that have multi-jurisdictional significance.

3. Alternatives 2 and 3 should include a reference to ensuring lifeline access.

4. Alternative 4, New Concepts, assumed a $3.00 bridge toll under the congestion pricing for the Bay Bridge. This assumption may need to be revised due to the passage of the Regional Measure 2.

Thank you again for the opportunity to provide comments. Feel free to call me at 510-747-6880 if I can be of any assistance or if you have any questions.

Sincerely,

Cynthia Eliason

Cynthia Eliason, AICP
Planning Manager

xc: Supervising Civil Engineer, Land Development & Transportation

G:\PLANNING\ENVIRREV\CORRES\2030 Plan NOP.doc

Planning and Building Department

2263 Santa Clara Avenue, Room 190
Alameda, CA 94501
510 748.4530 • Fax 510 748.4593 • TDD 510 522.7538

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Ashley Nguyen - Comments re: NOP for 2030 RTP

From: "Laurence N Wright" <lnwright@saber.net>
To: <anguyen@mtc.ca.gov>
Date: 3/19/2004 1:28 PM
Subject: Comments re: NOP for 2030 RTP

Ashley,

I have been unable to develop a full set of comments, but will do so at a later date. We have been fully occupied with the completion of the Wine Country Inter-Regional Partnership work program and making constant adjustments to our RTIP. As a represntative of both the Mendocino Council of Governments (MCOG) and the Lake County Area Planning Council (LCAPC), we are very interested in pursuing the "consultation process" idenitified in the revised Federal guidelines for MPO plannig activities. We do not anticipate that our comments would require any changes or additional work for this RTP up-date effort. We do have several suggestions for the next up-date cycle and the monitoring activities associated with this RTP. We will particularly be concerned with jobs-housing imbalance and separation impacts, good movement impacts, and economic development issues. the fact that that both the Maritime and Aviation Elements are prepared separately from the other elements of the RTP is somewhat puzzling. There are also some technical concerns regarding the buffer area used for the travel forecast networks and TAZs. I am aware that today is the deadline for comments on the NOP, but will be able to fully develop these areas until sometime after April first. I hope that this will provide a "foot in the door" for responding a little later.

Sincerely,

Laurence N. Wright, PE
Deputy Director, Long Range Planning
DOW and Associates, for:
MCOG and LCAPC

COMMUNITIES FOR A
BETTER
ENVIRONMENT

March 19, 2004

To: Ashley Nguyen, Project Manager
Metropolitan Transportation Commission (MTC)
101 Eighth Street
Oakland, CA 94607-4700

Re: Comments on the Draft Environmental Impact Report (EIR) for the Transportation 2030 Plan (T2030)

In the "Notice of Preparation" of the Draft EIR for the T2030 Plan, the "Scope of Environmental Analysis" states, "This EIR will evaluate potentially significant environmental impacts, and cumulative impacts, and will include mitigation measures to offset potentially significant effects." These comments on the Draft EIR for T2030 focus on the definition and implementation of a "cumulative impact analysis" proposed by MTC staff and their environmental consultants

In a set of recommendations recently approved by the Environmental Justice Advisory Committee (EJAC) to the Secretary of the California EPA, the EJAC proposed an interim definition of "cumulative impact" to be "the total burden of all emissions and discharges in a geographic area." However, in communications with MTC staff, cumulative impact analysis in this Draft EIR would only include analysis of the "broad, regional impacts of a program of actions" included in T2030, as was done in the 2001 EIR on the last RTP. MTC's past cumulative impact analysis looked at multiple impact categories (transportation, air quality, energy, land use, etc.), but these impacts from the RTP plan alone do not constitute the "total burden" to bay area communities.

While it is good to look at the "broad" impacts of the plan's program of actions, it is also necessary to put these impacts within the context of the historical and "total burden of all emissions and discharges." It would therefore include the existing stationary sources in localities and in the region. In fact, recent caselaw requires this analysis. (*See, e.g., Communities for Better Environment v. California Resources Agency*, 103 Cal.App.4th (2002) 98, 116-123).

This would add a cumulative and possibly synergistic impact to the potential transportation, air quality, energy and other impacts of T2030. In a region which is currently "out of attainment" with federal ozone standards, and in localities which contain both significant stationary and mobile sources of pollution (Bay View-Hunters Point, Contra Costa and Alameda counties), the possible significance of the cumulative impacts of T2030 and its program of actions should be elevated and would therefore warrant effective mitigation measures.

Additionally, it will be difficult to separate out the "broad, regional impacts of a program of actions" under T2030 from the more local impacts of individual projects in a full and comprehensive cumulative impacts analysis. The "Scope of Environmental Analysis" clearly states, "Specific analysis of localized impacts in the vicinity of individual projects is not proposed in this program level EIR." This Draft "program" EIR is described as a "first-tier CEQA document" which "will be the basis for subsequent tiered CEQA documents for site-specific environmental reviews...", however, it is not clear how a full and comprehensive cumulative impact analysis of the "program of actions" of T2030 can exclude project-specific impacts and, as stated above, the stationary sources of emissions and discharges.

After listing the different impact categories that will be addressed by the EIR, the "Scope of Environmental Analysis" section concludes, "No significant impacts of regional importance are expected to occur in these areas." This conclusion improperly presupposes the result. The draft EIR should not be prepared to reach a certain result. With mobile source emissions as a large source category for air pollution in the bay area and with the significant stationary sources of air pollution together putting the bay area out of attainment with federal ozone standards, it seems

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that this conclusion is not consistent with what a full cumulative impact analysis of T2030 might reveal.

From an Environmental Justice perspective, regulatory agencies have historically ignored the cumulative environmental health burden imposed on low-income communities of color by separating out different source categories and even different operations within a single polluting facility. While it is encouraging that the MTC will look at cumulative impacts in its EIR on the program of actions under T2030, it is necessary to consider the "the total burden of all emissions and discharges" in specific localities and in the entire bay area.

I look forward to your response to these comments.

Sincerely,

Terrence Valen

Terrence A. Valen MPH
Research Associate
Communities for a Better Environment (CBE)

1611 Telegraph Avenue, Suite 450 • Oakland, CA 94612 • T (510) 302-0430 • F (510) 302-0437

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1145 MARKET STREET, 3RD FLOOR, SAN FRANCISCO, CA 94103-1547
(415) 934-3954 FAX (415) 934-3930

March 16, 2004

Doug Kimsey, Manager of Planning
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Mr. Kimsey:

Thank you for the opportunity to provide comments on the Notice of Preparation for the Draft Environmental Impact Report for the Transportation 2030 Plan.

We have two issues that we would like to see addressed in the DEIR:

1) In the last RTP, MTC committed to fund 100% of the transit capital shortfall. Since that time, there has been significant activity to broaden this commitment to include local streets and roads, and to narrow the commitment to transit projects. The effect of this has been to divert future potential funds away from transit and to streets and roads. We would like the alternatives in the DEIR to be structured in such a way that we can examine the environmental effects of funding 100 % of the transit capital shortfall as originally committed, compared to the current proposal to fund a lesser portion of the transit capital shortfall, but to include some amount of the local streets and roads shortfall.

2) We would like there to be an alternative considered in the plan that looks at how the region might produce a different mix of projects for investment if MTC were to institute strict criteria based on transit ridership and density. In this scenario, MTC would develop criteria for expansion and replacement projects that prioritized projects with the highest ridership first, and directed transportation investment to locations with the highest residential and employment densities.

Please call Duncan Watry at (415) 934-3937 if you have any questions.

Sincerely,

José Cisneros
Deputy General Manager
Capital Planning and External Affairs

cc: Michael T. Burns
Duncan Watry
Margurite Fuller
Ashley Nguyen, MTC
Bob Bates, MTC

ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

March 18, 2004

Ms. Ashley Nguyen
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4756

SUBJECT: Comments on Notice of Preparation of a Draft Environmental Impact Report for the Transportation 2030 Plan

Dear Ms. Nguyen:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) on the Transportation 2030 Plan (T2030). The Alameda County CMA (ACCMA) looks forward to reviewing and commenting on the Transportation 2030 Plan as well as the DEIR once the documents are formally released.

The ACCMA respectfully submits the following comments:

- The ACCMA requests that the Tier 1 project recommendations in our Alameda Countywide Transportation Plan (CWTP) be incorporated in the final Transportation 2030 Plan. The inclusion of our Tier 1 projects in the Transportation 2030 Plan will make the two planning documents consistent. The CMA is in the process of developing the list of transportation improvements that we would like to be considered in T2030. The approved list will be forwarded to you in May 2004.

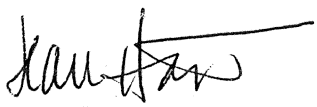
- The ACCMA Board, the Bay Area CMA Association & the Bay Area Partnership adopted the attached set of principles relating to adoption of a programming policy as a crisis management proposal in view of the fiscal crisis currently faced by the State of California. The key goal of the above proposal is to provide flexibility and balance in the upcoming programming cycles during this time of fiscal crisis.

  Consistent with the approved set of principles, MTC is requested to consider an option/scenario for the Transportation 2030 Plan that would give priority for

these principles. ACCMA requests that the environmental impacts of not including these principles as an option be analyzed in the DEIR.

Again, thank you for the opportunity to comment on the NOP. Please do not hesitate to contact me at 510/836-2560 if you require additional information.

Regards,



Jean Hart
Deputy Director

cc: Saravana Suthanthira, Associate Transportation Planner
file: CMP/Environmental Review Opinions - Responses - 2004

Proposed Principles for Allocation of STP/CMAQ Funds
A Crisis Management Proposal – "Sharing the Pain"
Bay Area Partnership
Adopted January 26, 2004

Preamble

The fiscal crisis currently facing the State of California has had disastrous consequences for the delivery of transportation projects and services. The state backlog of projects awaiting CTC approval but lacking funding reached $600 million at the end of 2003, and is projected to increase to $1.6 billion by June 2004. These amounts are part of a total of approximately $2.5 billion in projects that were delayed or deferred by the California Transportation Commission in Spring 2003 due to a lack of projected funding.

At the same time, the promise of the TCRP Program for $5 billion in new capital investment, and of Proposition 42 for an on-going investment of approximately $1.25 billion annually in transportation – for local streets and roads, transit, and through the State Transportation Improvement Program (STIP) – is not being fulfilled, nor is it likely to be any time soon.

In this crisis mode, every transportation agency, including the MTC, needs to take a careful look at its priorities, particularly with respect to how new and uncommitted funding is used. Specifically, we suggest that the programming of federal surface transportation program (STP) and congestion mitigation/air quality program (CMAQ) funds that would flow to the region from an extension or renewal of TEA21 need to be considered in the context of the current fiscal crisis. This fiscal disaster is likely to last for at least the next two to three years, and will wreak havoc with planned improvements without positive action.

The key goals of this proposal are to stimulate the economy and to provide flexibility and balance in the upcoming programming cycles during this time of fiscal crisis.

Proposed Process and Principles for Allocation of STP/CMAQ Funds in the Next Few Years

Process. Prior to initiating a call for projects for any program funded by STP or CMAQ, MTC and its regional partners would assess the impacts of the State budget on transportation and adjust programming policies accordingly. No call for projects would be issued until the full impacts of the annual State budget are assessed and reported to the Commission and until programming policy has been adopted by the Commission, after input from the regional partners. Programming policy would be consistent with the principles outlined below.

Principles. These principles are proposed for allocation of STP/CMAQ funds within the region in the next two to three years. The following three categories would take priority over making new commitments, and the balance among these priorities would be agreed upon among the affected partners and MTC as part of developing programming policies:

- **Protection of the Existing System.** Preserving and protecting the existing system, within the policy levels established by MTC of Score 16 for transit and MTS systems investment for local streets and roads.
- **Transportation Control Measures.** TCMs contained in the Clean Air Plan.
- **Funds for Critical Committed Projects and Programs.** Funds for critical committed capital projects in the STIP and possibly the TCRP that will otherwise be delayed for several years and for ongoing programs with existing commitments to projects or under contract. Equity across the region, and balance among the projects chosen in this category would be necessary.

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5513
TTY (800) 735-2929

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March 24, 2004

ALAGEN199
SCH 2004022131

Ms. Ashley Nguyen
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Ms. Nguyen:

TRANSPORTATION 2030 PLAN – NOTICE OF PREPARATION

Thank you for including the California Department of Transportation (Department) in the early stages of the environmental review process for the proposed Transportation 2030 Plan. The following comment is based on the Notice of Preparation:

Since the Department and the California Transportation Commission are responsible for programming Interregional Transportation Improvement Program funds over the 25-year planning horizon, the Department should be included in the determination process for allocating these funds. Please coordinate with Erik Alm, Chief of the Partnership Transportation Studies Branch, at your earliest convenience; he can be reached at (510) 286-6053.

Please feel free to call or email Patricia Maurice of my staff at (510) 622-1644 or patricia_maurice@dot.ca.gov with any questions regarding this letter.

Sincerely,

TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: Scott Morgan, State Clearinghouse

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY (916) 651-6827

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March 22, 2004

Ms. Ashley Nguyen
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Ms. Nguyen:

Re: *Metropolitan Transportation Commission's (MTC) Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Transportation 2030 Plan; SCH# 2004022131*

The California Department of Transportation, Division of Aeronautics (Department), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The following comments are offered for your consideration.

1. The proposal is to update to the Bay Area Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC), functioning as both a regional transportation planning agency (RTPA) and a metropolitan planning organization (MPO), is responsible for producing the RTP, with a minimum 20-year planning horizon, every three years. The RTP for the Bay Area, last update in December 2001 and subsequently amended in November 2002, includes regional transportation issues, goals and objectives, as well as projects, programs, and actions necessary to implement the plan.

2. Within the nine-county MTC region, which consists of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties, are numerous airports and heliports. Aviation plays a significant role in California's transportation system. Strong and effective local, regional, and state policies minimize adverse impacts arising from the encroachment of incompatible land uses around airports, adverse noise impacts on communities near airports, and congestion and/or delays related to airport ground access.

3. According to the NOP, an aviation element is prepared in a separate process and incorporated by reference into the RTP. With respect to the DEIR, in accordance with CEQA, Public Resources Code 21096, the Department's Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within an airport land use compatibility plan boundaries or if such a plan has not been adopted, within two nautical miles of an airport. The Handbook is a resource that should be applied to all public use airports. The Handbook is published on-line at http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php. The DEIR should discuss and address regional aviation issues and needs. The DEIR must thoroughly address potential airport-related noise and safety impacts and regional aviation land use planning issues.

4. Enclosed is a copy of the Division of Aeronautics' "Aviation Planning Guidelines for Regional Transportation Plans (RTP)." For questions concerning these guidelines, please contact the Division's liaison for MTC, Ms. Leslie Snow at (916) 654-4380. We also ask that you provide us with a copy of the draft "Aviation Element" when available.

5. As discussed in the Division's RTP Guidelines, the best way to preserve and improve airports and their associated economic and quality-of-life benefits is to take timely proactive measures. In addition, these policies help protect people and property both in the air and on the ground. Incompatible land uses around airports often result in public pressure to restrict operations (curfews, aircraft size limits, etc.), and impose noise, and growth controls. Failure to protect the airport may result in permanent closure, thereby reducing or eliminating its benefits.

6. We strongly feel that the protection of airports from incompatible land use encroachment is vital to California's economic future. Airports are an economic asset that must be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports in California is both a local and a state issue, it is also a regional issue. Airport staff, Airport Land Use Commissions (ALUC) and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Coordinating the RTP with these other agencies should help to relieve future conflicts between airports and their neighbors. Achieve foster

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our district office in Oakland concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

Sandy Hesnard

SANDY HESNARD
Aviation Environmental Planner

c: State Clearinghouse

Aviation Planning Guidance for Regional Transportation Plans (RTP)

Prepared by: California Department of Transportation
Division of Aeronautics
December 2003

Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our state's network of over 250 airports. Aviation contributes nearly 9% of both total state employment (1.7 million jobs) and total state output ($110.7 billion) annually. These benefits were identified in a recent study, "Aviation in California: Benefits to Our Economy and Way of Life," prepared for the Division of Aeronautics which is available at http://www.dot.ca.gov/aeronautics. Among other things, aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services, annually transports air cargo valued at over $170 billion and generates over $14 billion in tourist dollars, which in turn improves our economy and quality-of-life.

Aviation should be addressed in RTPs not only because of the above roles, but it is also required under state and federal law. According to CA Government Code 65080(a), "Each transportation planning agency...shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including...***aviation facilities and services***." Title 23 Part 450, Section 316 of the U.S. Code of Federal Regulations, requires inclusion of access to airports is a factor that "shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products." The California Transportation Commission's (CTC) 1999 RTP Guidelines prescribe the aviation mode however the extent that aviation is addressed in a RTP varies depending on each regional RTPA/MPO's interpretation. The Division of Aeronautics created the following guidelines to help transportation planners address aviation more comprehensively in the upcoming cycle of regional transportation plans and to increase understanding of aviation planning in general.

Prior to developing the aviation portion of the RTP, obtain some aviation background and ideas about transportation problems, needs and issues, by **reviewing pertinent plans.** The following plans should be reviewed for consistency, planned developments, and land use and noise compatibility:

- *Airport Master Plans*--the long-term airport planning document to support modernization of existing airports and creation of new airports, regardless of size, complexity, or role.
- *Aviation System Plans*--a composite of plans including: 1) California Aviation System Plan Elements (Policies, Inventory/Forecasts, System Requirements, and Capital Improvement Plan); 2) the aviation element of Regional Transportation Plans (RTPs); 3) Interregional Aviation System Plans; and 4) other aviation-related studies and reports.
- *Airport Land Use Compatibility Plans*--plans that "provide for the orderly growth of each public airport and area surrounding the airport within the jurisdiction of the commission" and "safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general."
- *Local, regional and state plans* (including General Plans)
- *Regional Transportation Plans* of adjoining regions for aviation-related issues, possible conflicts and potential mutual solutions.

Early public involvement is crucial to any good transportation plan. Contact airport managers and Airport Land Use Commissioners (if applicable) and invite these key representatives to participate in RTP planning meetings.

The best way to preserve and improve airports and their associated economic and quality-of-life benefits is to take timely proactive measures. Strong and effective local, regional, and state policies minimize adverse impacts arising from the encroachment of incompatible land uses around airports, adverse noise impacts on communities near airports, and congestion and/or delays related to airport ground access. In addition, these policies help protect people and property both in the air and on the ground. Incompatible land uses around airports often result in public pressure to restrict operations (curfews, aircraft size limits,

etc.), and impose noise, and growth controls. Failure to protect the airport may result in permanent closure, thereby reducing or eliminating its benefits. With this in mind, the **RTP Policy Element** should:

- Discuss applicable policies, goals and objectives in place to enhance the regional aviation system by strengthening support for airports and providing protection from encroachment, noise mitigation issues, ground access, etc. (these can be specific or general regarding land use, ground access, interconnectivity, multi-modalism, etc. that could be applied to the aviation mode). Policies should reflect support for possible growth through anticipated or planned infrastructure improvements. Policies regarding housing and circulation elements of local General Plans, congestion management programs, long range transit plans, significant redevelopment of large areas of the community, development agreements for large projects, airport master plans, Airport Land Use Compatibility Plans, and regional aviation system plans, etc. should all be consistent.
- Discuss and address regional aviation issues and needs.
- Identify and quantify regional needs and objectives in a short (ten-year) and long (twenty-year) term framework.

The **Action Element** identifies programs and actions to implement the RTP:

- Discuss **ground access**, and if the region includes a primary air-carrier airport with annual enplanements over 10,000, an Airport Ground Access Improvement Program per Government Code 65081.1 is required (see Attachment A for a list of current qualifying airports). This program shall address the development and extension of mass transit systems, including passenger rail service, major arterial and highway widening and extension projects and any other ground access improvement projects the planning agency deems appropriate.
- Include discussion of the regional airport system and provide a list of current facility information by airport such as based aircraft, enplanements, operations and cargo as well as future airport system capacity. To assist in determining future growth of airports, Caltrans Division of Aeronautics staff can provide the latest available information on file regarding airport based aircraft, enplanements, operations and cargo as well as future airport system capacity.
- From a local and regional perspective, identify and address issues, needs, and proposed actions for maintaining and/or improving the aviation system. Determine what infrastructure projects will be needed to satisfy future capacity demand at and around the airport. Include a discussion on multimodal needs (like rail and bus connections).
- If applicable, include a discussion on Goods Movement with regard to airports and other gateways as well as the interface issues between highway, air travel, maritime and rail. This discussion should include air cargo growth, forecasts, and expansion of cargo facilities and new technology deployment. (For example: address on and off airport intelligent transportation solutions to access, security, and signage problems, if applicable).

The **Financial Element** summarizes the cost of implementing the RTP based on realistic financial assumptions:

- Match action element projects with funding sources for inclusion in the Aviation Capital Improvement (financial) Plan and other programs.
- Include a short and long-range capital improvement plan, resolving aviation needs and linking projects to objectives.

The Division of Aeronautics has divided staff planning responsibilities by regions as reflected on the attached map (Attachment B). Please feel free to contact the Planner associated with your region for airport information and questions regarding aviation in general or these guidelines.

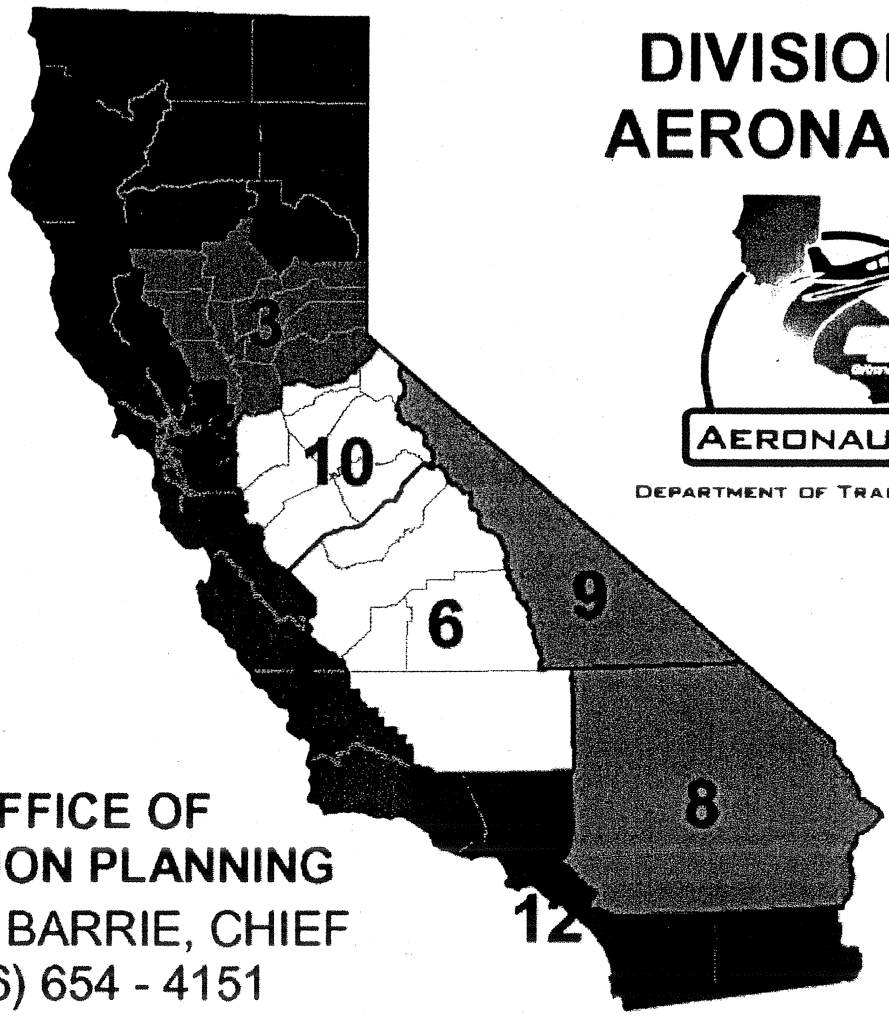
ATTACHMENT A

PRIMARY COMMERCIAL SERVICE AIRPORTS
With GREATER THAN 10K REPORTED ENPLANEMENTS (2002)

County	Airport	Enplanements
Alameda	***Metropolitan Oakland International***	6,377,132
Butte	***Chico Municipal***	18,667
Del Norte	***Jack McNamara Field***	10,066
Fresno	***Fresno-Yosemite International***	507,578
Humboldt	***Arcata***	89,261
Imperial	***Imperial County***	13,377
Kern	***Bakersfield Municipal***	96,411
Kern	***Inyokern***	11,284
Los Angeles	***Burbank-Glendale-Pasadena***	2,307,463
Los Angeles	***Long Beach (Daugherty)***	731,279
Los Angeles	***Los Angeles International***	28,056,607
Monterey	***Monterey Peninsula***	187,656
Orange	***John Wayne Airport, Orange County***	3,957,565
Riverside	***Palm Springs International***	555,381
Sacramento	***Sacramento International***	4,245,913
San Bernardino	***Ontario International***	3,260,289
San Clara	***San Jose International, Norman Y. Mineta***	5,565,034
San Diego	***McClellan-Palomar***	58,613
San Diego	***San Diego International***	7,471,644
San Joaquin	***Stockton Metropolitan***	24,092
San Luis Obispo	***San Luis Obispo County***	153,150
San Mateo	***San Francisco International***	15,417,578
Santa Barbara	***Santa Barbara Municipal***	369,405
Santa Barbara	***Santa Maria Public***	35,153
Shasta	***Redding Municipal***	53,671
Stanislaus	***Modesto City-County***	17,896
Ventura	***Oxnard***	22,829

ATTACHMENT B

CALIFORNIA DEPARTMENT OF TRANSPORTATION



DIVISION OF AERONAUTICS

AERONAUTICS
DEPARTMENT OF TRANSPORTATION

OFFICE OF AVIATION PLANNING

TERRY BARRIE, CHIEF
(916) 654 - 4151

June 2003

PLANNING STAFF AREAS OF RESPONSIBILITY

DISTRICTS 1 & 2	KEVIN RYAN kevin_ryan@dot.ca.gov	(916) 653-3012
DISTRICT 3	COLETTE ARMAO colette_armao@dot.ca.gov	(916) 654-5346
DISTRICTS 4 & 5	LESLIE SNOW leslie_snow@dot.ca.gov	(916) 654-4380
DISTRICTS 6 & 10	DEBBIE NOZUKA debbie_nozuka@dot.ca.gov	(916) 654-4389
DISTRICTS 8 & 9	PHILIP CRIMMINS philip_crimmins@dot.ca.gov	(916) 654-6223
DISTRICTS 7, 11 & 12	GLEN RICKELTON glen_rickelton@dot.ca.gov	(916) 654-4232

Steve / Therese / Doug / Chuck 5/17

From — Ashley

Mendocino Council of Governments

367 North State Street ~ Suite 206 ~ Ukiah, CA 95482
Phone (707) 463-1859 ~ Fax (707) 463-2212
www.mendocinocog.org

RECEIVED
1 4 2004

April 22, 2004 ?

Mr. Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

ATTN: Ashley Nguyen, Project Manager
RTP Environmental Impact Report

SUBJECT: Notice of Preparation Announcement

Introduction

The purpose of these comments is to focus attention on the need for inter-regional coordination, comment in general on the 2030 RTP approach, and provide some thoughts on the long-range impacts of planning assumptions underlying the plan. It is not our intent to add any additional work to this already too complex task.

Our perspective is that of a "have not" region addressing a "have more than enough" region. You have lots of congestion, complex public transit systems, extensive roadway systems, major aviation and maritime facilities, and myriad funding demands. The Bay area also has an enormous economic engine that is resilient and robust. Although Mendocino County experiences little congestion, it has a limited roadway system, limited transit service, no scheduled air passenger service, no rail service, few maritime facilities, and a huge backlog of deferred maintenance projects. Mendocino County also has major unemployment, a limited economic base and severely restricted opportunities for economic growth. The reason for the "have – have not" distinction will become clear in the discussion of the following points regarding the long-range impacts of the MTC transportation plan.

The information base for our comments on the DEIR scope for the MTC Regional Transportation Plan is the technical work completed for the Wine Country Inter-Regional Partnership (IRP) and review of the State-Wide Traffic Forecast Model traffic assignments for the four-county IRP study area. We are also aware of the new FHWA rule for consultation between major MPOs and rural transportation planning organizations, thus there is a real foundation for cooperation between MTC and both Lake County Area Planning Council (APC) and the Mendocino Council of Governments (MCOG). For both of these one-county regions access improvements linked to economic development are of paramount importance. The Wine Country Inter-Regional Partnership (IRP) has finally achieved a firm organizational foundation with the adoption of a Memorandum of Understanding (MOU) between MCOG, Lake County APC and the Association of Bay Area Governments (ABAG) to continue the process of addressing

jobs-housing imbalance impacts across regional boundaries. As the majority of these impacts will be on the connecting circulation system, MTC will be an essential partner in finding mitigation measures for these impacts. The last bulleted item of the MTC transportation-land use platform is of particular relevance to the comments which follow this section.

Specific Comments

The following specific comments are not meant to be exhaustive, nor add unnecessary work to the environmental review process. Never-the-less some minor task revisions may be required.

1. At the technical level there are several areas of concern in reviewing the basis for the transportation improvement definitions. It may be that we are simply ignorant of the work elements that have gone into the development of system performance information. Our concerns are related to the following elements:

    - The MTC traffic models that have been reviewed for input into the Wine Country IRP forecast year (2020) projections include networks that do not cover all of Sonoma County. This leaves a gap between the northern edge of the MTC network and the south end of the Mendocino County QRS II transportation model network. It also meant that because the MTC model buffer area is well within the Santa Rosa Metropolitan Area, the traffic assignment numbers are subject to distortion and questionable reliability at the cordon station approaches. This is particularly problematic as Route US-101 is the primary connection link between Sonoma and Mendocino Counties. The buffer area for the MTC model should be extended north into Mendocino County. The Statewide traffic model network can provide some guidance for determining the network limits.

    - One of the features of the MTC modeling program is that it focuses on the directional peak hour assignment for the AM peak period. The directional 24-hour traffic volumes are factored from the AM peak hour assignment. The assignment process is tuned to the Production → Attraction direction and thus avoids the need to balance productions to attractions prior to converting to origins and destinations. However, this still leaves many issues regarding the relationship of trip generation by category to the balance of total trips to be assigned. A cursory review of assignment paths on a link by link basis revealed some assignment anomalies that could not be easily understood. Again, it may be the nature of the trip assignment methodology, but does raise issues when trying to find common ground with other traffic model (assignment) results. I am sure that just attempting to model a complex area like the nine-county MTC region is a major achievement, however by using more typical main-stream approaches, comparison to other model results could be enhanced.

2. On page 2, under the heading "Action Element" a single line paragraph states "Aviation and maritime elements are prepared in separate processes and incorporated by reference into the RTP." I am not quite sure what this means, in terms of a

comprehensive and integrated RTP. From the broad planing perspective, both the aviation and maritime elements have direct impacts on the highway and rail elements of the plan. The impact on both of these elements by increased container flow from the port of Oakland is significant. Over the past three years the Port of Oakland has replaced and added container cranes that cover the entire width of a container ship. The importance of this is that the smaller cranes required that a container ship be switched in direction at its berth in order for containers on both sides to be reached. This typically required an entire working day. Now, the entire ship can be off-loaded without a delay, thus increasing the number of container trucks leaving the port on any given day. This has also increased the demand for container trains. In fact, the demand for trains has reached the point of overload, so much so that railroads are arranging for container shipments via eighteen-wheel trucks and paying the additional costs for transportation. The impact on the connecting highways to the Port of Oakland will be substantial. The same situation will be true of the two major airports within MTC's jurisdiction. Although in the near-term the impacts from air travel will be smaller than maritime / container traffic. As air travel once again builds to congestion levels (both passenger and air freight), the impact on the highway system will once again trigger significant congestion. It is critical that improvements programmed for Port and Airports be coordinated with highway and railroad capacity improvements.

3. The issues of economic growth, creation of quality sustainable wage jobs, and diversification of employment sectors are central to infrastructure investment for both Lake and Mendocino Counties. The relationship that currently exists between the MTC greater bay area and our geographic areas (in terms of cross impacts) is still a weak one. The differences, as mentioned in the opening remarks, are striking. The role of transportation and access has been a major element in building the economic base in the Bay Area. The North Bay and rural counties on the north edge of the Bay Area have limited opportunities for the kind of dynamic economic growth associated with the East Bay and Silicon Valley. We have one railroad track that has not seen a train in several years and one major highway route (US-101) to serve enhanced economic activity. While MTC has no direct role in the operating and investment decisions of railroad operators, port districts or major airports, the agency does have a direct role in guiding investment in the supporting infrastructure that makes these modes feasible and successful. We look forward to coordinating with your agency regarding future opportunities for transportation investments that will strengthen the economic base in each affected region.

4. The previously mentioned platform statement in Attachment A of the NOP and the newly promulgated rules for consultation by MPOs are the threads that tie MCOG and the Lake County APC to MTC's planning process. The last bulleted platform statement is *"Better coordinate transportation and land use planning with regions that adjoin the Bay Area, and share the challenges of regional job/housing imbalance and growing inter-regional commuting demands."* We believe that our recently completed background and projection studies for the Wine Country Inter-Regional Partnership (IRP) provide the foundation for implementing this platform statement. The Wine Country IRP is composed of four counties: Sonoma, Mendocino, Napa and

Lake. ABAG is the representative for Sonoma and Napa counties, MCOG and Lake County APC are one-county regions. Our studies indicate that there is potential for significant shifts of work force housing from Sonoma County to both Lake and Mendocino Counties. All of the historical elements involved in market driven jobs – housing imbalance (and geographical separation) are present in the Wine Country jurisdictions. While the Bay Area has transportation problems associated with massive congestion in dealing with work trip demand, our area has roadways that are essentially rural two-lane highways with limited capacity for increased long-distance work trip commuting. There is a real need for coordination regarding programming of roadway improvements. For example SR-29 connects Sonoma County to Lake County through Napa County. This is roadway that is shown to have potential for significant peak period traffic increases, but remains off the "radar screen" for safety and capital improvements. Again, we look forward to discussing these concerns within a cooperative and collaborative process for evaluating project priorities.

5. The wine Country IRP provides a unique vehicle for coordination between MTC, ABAG, Lake County APC, and MCOG on regional transportation planning issues. The fact of inter-regional jobs-housing impacts has been established in the IRP base studies. Opportunities to address coordinated transit service between the four counties and the greater bay area, the potential for extension of SMART service to Mendocino County and the identification of future locations for TOD in-fill development can be acted upon in future RTP up-dates.

Summary

Clearly, we are using the comment process on your 2030 RTP as the avenue to create lines of communication for future coordination. At this point in our funding and implementation process, creating new initiatives is non-existent. However, this is the ideal time to put in place the mechanisms and procedures to ensure that all future transportation needs are addressed. We also realize that these comments have been prepared, and will reach you, well after the March 19, 2004 deadline identified in the NOP. Hopefully, the substance of these comments has been constructive and will prove to be useful for the current, as well as future RTP up-dates. We look forward to discussing future steps in the consultative process.

Sincerely,

Phillip J. Dow
Executive Director,
Mendocino Council of Governments

Laurence N. Wright
Wine Country IRP
Program Manager

cc: Bill Kranz, LC/CAPC

Appendix C:

Project Listings for the Transportation 2030 Plan and Alternatives

Appendix C: Project Listing (sorted by County, then by Project ID order)

Project ID	Corridor	Investment Type	Project Description	Transportation 2030 Plan (Proposed Project)	Alternatives FC=Financially Constrained: No Project	FC	FC +HOT	FC +Sales Tax	TRANSDEF Smart Growth
Alameda									
21085	Tri-Valley	New Commitment	I-580 Transportation Operations System (TOS) and ramp metering from the San Joaquin county line to the city of Dublin	☑	☐	☑	☑	☑	☑
21093	Eastshore-South	Vision Element	Route 92/Clawiter Road/Whitesell Street interchange improvements	☑	☐	☐	☐	☐	☐
21100	Tri-Valley	Committed	I-580/Vasco Road interchange improvements	☑	☑	☑	☑	☑	☐
21101	Eastshore-South	New Commitment	Extend Tinker Avenue from Webster Street to 5th Avenue (includes Transit Center at College of Alameda)	☑	☐	☑	☑	☑	☑
21103	Eastshore-South	New Commitment	Central Avenue railroad overpass	☑	☐	☑	☑	☑	☑
21105	Tri-Valley	New Commitment	I-580/Isabel interchange improvements (Phases 1 and 2)	☑	☐	☑	☑	☑	☐
21107	Eastshore-South	New Commitment	I-880/High Street interchange improvements	☑	☐	☑	☑	☑	☑
21112	Sunol Gateway	New Commitment	Crow Canyon Road safety improvements (Stage 1)	☑	☐	☑	☑	☑	☑
21114	Fremont-South Bay	Committed	Washington/Paseo Padre Parkway Grade Separation	☑	☑	☑	☑	☑	☐
21123	Fremont-South Bay	New Commitment	Union City Intermodal Station infrastructure improvements (Phase 2)	☑	☐	☑	☑	☑	☐
21125	Fremont-South Bay	Committed	Route 84 westbound HOV lane extension from Newark Boulevard to I-880.	☑	☑	☑	☑	☑	☐
21126	Fremont-South Bay	Committed	Route 84 westbound HOV on-ramp from Newark Boulevard	☑	☑	☑	☑	☑	☐
21131	Eastshore-South	New Commitment	BART-Oakland International Airport connector	☑	☐	☑	☑	☑	☐

Project ID	Corridor	Investment Type	Project Description	Transportation 2030 Plan (Proposed Project)	Alternatives FC=Financially Constrained: No Project	FC	FC +HOT	FC +Sales Tax	TRANSDEF Smart Growth
21132	Fremont-South Bay	New Commitment	BART extension to Warm Springs	☑	☐	☑	☑	☑	☐
21133	Tri-Valley	Committed	New West Dublin/Pleasanton BART Station	☑	☑	☑	☑	☑	☑
21134	Eastshore-North	New Commitment	Rapid Bus Transit (RBT) in the San Pablo Corridor	☑	☐	☑	☑	☑	☑
21138	Eastshore-South	New Commitment	San Leandro BART Station transit village (Phase 1); includes parking structure, kiss-and-ride and bus circulation improvements	☑	☐	☑	☑	☑	☑
21139	Tri-Valley	New Commitment	Vasco Road safety improvements	☑	☐	☑	☑	☑	☑
21144	Eastshore-North	New Commitment	I-80/Gilman Avenue interchange improvements (includes roundabouts)	☑	☐	☑	☑	☑	☐
21145	Alameda County-wide	New Commitment	Corridor Management Program: signal interconnect, transit priority, SMART corridors and other improvements	☑	☐	☑	☑	☑	☑
21149	Transbay San Mateo-Hayward and Dumbarton Bridges	New Commitment	Upgrade express bus services in Dumbarton corridor	☑	☐	☑	☑	☑	☐
21151	Tri-Valley	New Commitment	LAVTA maintenance/operations facility	☑	☐	☑	☑	☑	☑
21153	Eastshore-North	Vision Element	AC Transit bus corridor improvements in Oakland, Berkeley and San Leandro (Stage 2, Bus Rapid Transit)	☑	☐	☐	☐	☐	☐
21154	Alameda County-wide	Vision Element	AC Transit bus acquisition for transbay, express, subscription or local services	☑	☐	☐	☐	☐	☐
21157	Eastshore-South	New Commitment	I-80/Ashby Avenue/Shellmound Street interchange modification	☑	☐	☑	☑	☑	☑
21159	Alameda County-wide	New Commitment	AC Transit facilities expansion in northern Alameda County	☑	☐	☑	☑	☑	☑

Project ID	Corridor	Investment Type	Project Description	Transportation 2030 Plan (Proposed Project)	Alternatives FC=Financially Constrained: No Project	FC	FC +HOT	FC +Sales Tax	TRANSDEF Smart Growth
21160	Eastshore-North	Vision Element	AC Transit major corridor enhancements: Macarthur Avenue/West Grand Avenue; College Avenue/University Avenue; Shattuck Avenue/The Alameda; Foothill Boulevard; Sacra.mento Street/Market Street; Mission Boulevard/outer East 14th Street; Hesperian Boulevard.	☑	☐	☐	☐	☐	☐
21185	Eastshore-South	New Commitment	Extend Eden Road from Doolittle Drive to city of San Leandro water pollution control plant	☑	☐	☑	☑	☑	☑
21196	Fremont-South Bay	Vision Element	Union City Intermodal Station (Phase 3), includes BART parking structure to support transit village	☑	☐	☐	☐	☐	☐
21417	Transbay San Mateo-Hayward and Dumbarton Bridges	Committed	Dumbarton Express park-and-ride: 90 spaces on Decoto Road near I-880 by the Dumbarton Bridge (includes right-of-way acquisition)	☑	☑	☑	☑	☑	☐
21451	Eastshore-South	Committed	East 14th Street/Hesperian Boulevard/150th Street channelization improvements	☑	☑	☑	☑	☑	☑
21455	Tri-Valley	Committed	Widen I-238 between I-580 and I-880 from 4 lanes to 6 lanes, includes auxiliary lanes on I-880 south of I-238	☑	☑	☑	☑	☑	☑
21456	Tri-Valley	Committed	I-580 auxiliary lanes between Santa Rita Road/Tassajara Road and Airway Boulevard interchanges	☑	☑	☑	☑	☑	☑
21460	Tri-Valley	Committed	Iron Horse bicycle, pedestrian and transit route	☑	☑	☑	☑	☑	☑
21464	Alameda County-wide	Committed	Paratransit for AC Transit, BART, non-mandated city programs, service gap coordination	☑	☑	☑	☑	☑	☑
21465	Alameda County-wide	Committed	Transit enhancements funded by transit center development funds	☑	☑	☑	☑	☑	☑
21466	Eastshore-South	Committed	Washington Avenue/Beatrice Street interchange improvements	☑	☑	☑	☑	☑	☑
21467	Eastshore-South	Committed	Extend Westgate Parkway along eastern edge of Westgate Shopping Center between Williams Street and Davis Street	☑	☑	☑	☑	☑	☑

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21468	Alameda County-wide	Committed	Transit operations - AC Transit, Welfare to Work, Alameda ferries, Altamont Commuter Express (ACE), Union City Transit, Livermore Amador Valley Transit Authority (LAVTA), and countywide express bus	☑	☑	☑	☑	☑	☑
21470	Sunol Gateway	Committed	I-680/Sunol Boulevard ramp improvements (includes signal improvements and widening under existing structure)	☑	☑	☑	☑	☑	☑
21472	Sunol Gateway	Committed	I-680/Bernal Avenue interchange improvements	☑	☑	☑	☑	☑	☐
21473	Tri-Valley	Committed	Construct a 4-lane major arterial connecting Dublin Boulevard and North Canyons Parkway	☑	☑	☑	☑	☑	☐
21475	Tri-Valley	Committed	I-580/First Street interchange improvements	☑	☑	☑	☑	☑	☐
21477	Tri-Valley	Committed	I-580/Greenville Road interchange improvements	☑	☑	☑	☑	☑	☐
21480	Fremont-South Bay	Committed	Route 84/Ardenwood Boulevard westbound offramp intersection improvements	☑	☑	☑	☑	☑	☑
21482	Fremont-South Bay	Committed	Exend Fremont Boulevard to connect to I-880/Dixon Landing Road	☑	☑	☑	☑	☑	☑
21483	Fremont-South Bay	Committed	Widen Stevenson Boulevard from I-880 to Blacow Road from 4 lanes to 6 lanes	☑	☑	☑	☑	☑	☑
21484	Fremont-South Bay	Committed	Widen Kato Road from Warren Avenue to Milmont Drive	☑	☑	☑	☑	☑	☑
21486	Fremont-South Bay	Committed	Paseo Padre Parkway/Peralta Boulevard (Route 84) intersectior improvements	☑	☑	☑	☑	☑	☑
21487	Fremont-South Bay	Committed	Widen Mowry Avenue from Mission Boulevard to Peralta Boulevard	☑	☑	☑	☑	☑	☑
21488	Fremont-South Bay	Committed	Warren Avenue/Warm Springs Boulevard intersection improvements	☑	☑	☑	☑	☑	☑

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21489	Tri-Valley	Committed	I-580/San Ramon Road/Foothill Road interchange improvement	☑	☑	☑	☑	☑	☐
21492	Tri-Valley	Committed	Extend Scarlett Drive from Dublin Boulevard to Dougherty Road	☑	☑	☑	☑	☑	☐
21493	Tri-Valley	Committed	I-580/I-680 Transportation Operations System (TOS)	☑	☑	☑	☑	☑	☑
21863	Alameda County-wide	Committed	Local bridge maintenance	☑	☑	☑	☑	☑	☑
21886	Eastshore-South	Committed	Widen unimproved segment of Industrial Parkway between Whipple Road and improved segment of Industrial Parkway from 2 lanes to 4 lanes	☑	☑	☑	☑	☑	☑
21896	Fremont-South Bay	Committed	Route 84 vertical and horizontal alignment improvements in Fremont (from 3 miles east of I-680 to 5.1 miles east of I-680)	☑	☑	☑	☑	☑	☐
21992	Alameda County-wide	Committed	AC Transit bus corridor improvements	☑	☑	☑	☑	☑	☑
22002	Transbay Bay Bridge	New Commitment	Extend HOV lane on I-880 northbound from existing HOV terminus at Bay Bridge approach to Maritime on-ramp	☑	☐	☑	☑	☑	☑
22007	Alameda County-wide	Committed	Bicycle and pedestrian projects	☑	☑	☑	☑	☑	☑
22013	Tri-Valley	New Commitment	I-580 corridor improvements (includes widen I-580 in both directions for HOV and auxiliary lanes from Tassajara Road to Greenville Road, construct HOV direct connector from westbound I-580 to southbound I-680, construct eastbound truck climbing lane from Flynn Road to Greenville Road (Altamont Summit), and acquire express buses)	☑	☐	☑	☑	☑	☐
22038	Eastshore-North	New Commitment	San Francisco-Oakland Bay Bridge toll plaza HOV bypass lanes	☑	☐	☑	☑	☑	☑
22042	Fremont-South Bay	New Commitment	Widen I-680 for northbound HOV lane from Route 237 to Stoneride Drive (includes ramp metering and auxiliary lanes)	☑	☐	☑	☑	☑	☐
22056	Eastshore-North	New Commitment	Ed Roberts Campus at Ashby BART Station	☑	☐	☑	☑	☑	☑

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22059	Eastshore-North	New Commitment	Improve downtown streets and pedestrian plaza surrounding Berkeley BART Station	☑	☐	☑	☑	☑	☑
22062	Fremont-South Bay	New Commitment	Construct infrastructure for future Irvington BART Station	☑	☐	☑	☑	☑	☐
22063	Eastshore-South	New Commitment	Route 238 corridor improvements between Foothill Boulevard/Mattox Road to Mission Boulevard/Industrial Parkway (includes adding a lane throughout the corridor and grade separations at the Foothill/Mission/Jackson interchange)	☑	☐	☑	☑	☑	☐
22064	Sunol Gateway	New Commitment	Convert southbound High Occupancy Vehicle (HOV) lane on I 680 between Route 84 and Route 237 into High Occupancy Toll (HOT) lane	☑	☐	☑	☑	☑	☑
22080	Eastshore-South	New Commitment	Oakland Citywide Intelligent Transportation Systems (ITS) (Phase 1)	☑	☐	☑	☑	☑	☑
22082	Eastshore-South	New Commitment	Reconstruct 7th Street/Union Pacific Railroad grade separation	☑	☐	☑	☑	☑	☑
22084	Eastshore-South	New Commitment	Oakland International Aiport North Field access road	☑	☐	☑	☑	☑	☐
22085	Eastshore-North	Vision Element	Various grade separations at Union Pacific railroad tracks (including Market Street, Martin Luther King Way, High Street, 98th Street)	☑	☐	☐	☐	☐	☐
22086	Eastshore-South	Vision Element	I-880 incident management, ramp metering, and traveller information	☑	☐	☐	☐	☐	☐
22087	Eastshore-South	Vision Element	I-880/Oak Street on-ramp reconstruction	☑	☐	☐	☐	☐	☐
22088	Tri-Valley	Vision Element	I-580/I-680 interchange truck bypass lanes	☑	☐	☐	☐	☐	☐
22089	Eastshore-North	Vision Element	Various railroad track and signal improvements between Emeryville and Richmond and Richmond and Pittsburg; new railroad tracks between Port of Oakland and Emeryville; and grade separation structures in Richmond at Marina Bay Parkway	☑	☐	☐	☐	☐	☐

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22092	Tri-Valley	New Commitment	Alameda County Transportation Operating System (TOS) and ramp metering from Dublin to I-880, including I-238	☑	☐	☑	☑	☑	☑
22100	Eastshore-South	New Commitment	Replace I-880/Davis Street overcrossing	☑	☐	☑	☑	☑	☐
22101	Eastshore-South	New Commitment	Replace I-880/Marina Boulevard overcrossing	☑	☐	☑	☑	☑	☐
22106	Eastshore-South	Vision Element	Extend Whitesell Street as a 4-lane arterial from Enterprise to Depot Road	☑	☐	☐	☐	☐	☐
22110	Eastshore-North	New Commitment	University Avenue traffic management and streetscape enhancements to support enhanced bus service	☑	☐	☑	☑	☑	☑
22403	Alameda County-wide	Vision Element	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☐	☐	☐	☐
22432	Fremont-South Bay	Vision Element	Construct Irvington BART Station	☑	☐	☐	☐	☐	☐
22455	Eastshore-North	New Commitment	AC Transit Bus Rapid Transit (BRT) and Enhanced Bus: Telegraph Avenue/International Boulevard corridor	☑	☐	☑	☑	☑	☑
22469	Tri-Valley	Committed	East Dublin BART Station transit village	☑	☑	☑	☑	☑	☐
22508	Alameda County-wide	Vision Element	Alameda County lifeline transit priorities	☑	☐	☐	☐	☐	☐
22509	Transbay Bay Bridge	New Commitment	Alameda/Oakland to San Francisco ferry service and Harbor Bay to San Francisco ferry service	☑	☐	☑	☑	☑	☐
22511	Transbay Bay Bridge	New Commitment	Berkeley/Albany to San Francisco ferry service	☑	☐	☑	☑	☑	☐
22538	Tri-Valley	TRANSDEF	TRANSDEF-Modification: I-580 Westbound to State Route 23 (Foothill) Connector	☐	☐	☐	☐	☐	☑

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22539	Eastshore-South	TRANSDEF	TRANSDEF-Modification: Construct underpass of Mission by Jackson and Foothill at the SR 238, SR 185, and SR 92 intersection just south of downtown Hayward (2 lanes in each direction) (Modification to Alameda #94507)	☐	☐	☐	☐	☐	☑
22540	Eastshore-South	TRANSDEF	TRANSDEF-Modification: Widen SR 92 bridge to four lanes EB over I-880 to handle the afternoon peak weave of cloverleaf traffic	☐	☐	☐	☐	☐	☑
22647	Alameda County-wide	Vision Element	Low-income student bus pass program	☑	☐	☐	☐	☐	☐
22657	Tri-Valley	New Commitment	I-205/I-580 Altamont Pass westbound truck lane	☑	☐	☑	☑	☑	☐
22659	Eastshore-North	Vision Element	Ashby BART Station transit-oriented development in west parking lot, and station capacity improvements	☑	☐	☐	☐	☐	☐
22660	Eastshore-South	Vision Element	Widen I-880 by adding one lane in each direction between Whipple and Jackson	☑	☐	☐	☐	☐	☐
22661	Eastshore-North	Vision Element	Adeline Street bridge reconstruction	☑	☐	☐	☐	☐	☐
22664	Tri-Valley	Vision Element	I-580 High Occupancy Toll (HOT) lanes from Greenville Road west to I-680	☑	☐	☐	☑	☐	☐
22666	Tri-Valley	Vision Element	Route 84 High Occupancy Toll (HOT) lanes in Tri-Valley	☑	☐	☐	☑	☐	☐
22667	Tri-Valley	Vision Element	Tri-Valley rail extension from Dublin/Pleasanton BART Station to Greenville Road in the I-580 median	☑	☐	☐	☐	☐	☐
22668	Fremont-South Bay	Vision Element	Add northbound and southbound I-680 HOV lanes between Route 84 in Alameda County to Alcosta Boulevard in Contra Costa County	☑	☐	☐	☑	☐	☐
22670	Eastshore-South	Vision Element	Widen I-880 for HOV lanes northbound from Hacienda overcrossing to 98th Avenue and southbound from 98th Avenue to Marina Boulevard	☑	☐	☐	☑	☐	☐

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22671	Eastshore-South	Vision Element	Construct direct HOV connection between southbound I-880 to westbound Route 84 (Dumbarton Bridge approach)	☑	☐	☐	☑	☐	☐
22673	Eastshore-South	Vision Element	I-880 modernization and ramp reconfiguration in Oakland as identified in the I-880 Safety & Operations Study	☑	☐	☐	☐	☐	☐
22760	Eastshore-South	New Commitment	Outer Harbor intermodal terminal (formerly known as Joint Intermodal Terminal (JIT) expansion)	☑	☐	☑	☑	☑	☐
22761	Eastshore-South	New Commitment	I-880 from Hegenberger Road to I-980 operation improvements (includes freight movement to Port of Oakland)	☑	☐	☑	☑	☑	☐
22763	Eastshore-South	New Commitment	Reconstruct southbound I-880 on- and off- ramps in conjunction with I-880/5th Street seismic retrofit	☑	☐	☑	☑	☑	☐
22764	Eastshore-South	New Commitment	Construct auxiliary lane on I-880 between Hegenberger Road and 66th Avenue and shift merge point of the westbound Hegenberger Road to I-880 on-ramp	☑	☐	☑	☑	☑	☐
22766	Eastshore-South	New Commitment	Fruitvale Avenue Rail Bridge seismic retrofit	☑	☐	☑	☑	☑	☐
22768	Eastshore-South	New Commitment	Estuary Bridges seismic retrofit and repairs	☑	☐	☑	☑	☑	☑
22769	Eastshore-South	New Commitment	I-880/29th Avenue interchange safety and access improvements	☑	☐	☑	☑	☑	☑
22770	Eastshore-North	New Commitment	Traffic signal on Grand Avenue at Rose Avenue/Arroyo Avenue intersection in Piedmont	☑	☐	☑	☑	☑	☑
22771	Eastshore-North	New Commitment	Reconfigure Marin Avenue from San Pablo Avenue to Albany/Berkeley city line from 2 lanes to 1 lanes in each direction to accommodate turn lane and bike lanes	☑	☐	☑	☑	☑	☑
22773	Alameda County-wide	New Commitment	Transit capital replacement, local road rehabilitation and safety projects	☑	☐	☑	☑	☑	☑

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22774	Alameda County-wide	New Commitment	Bicycle and pedestrian improvements in Cherryland/Ashland and South Hayward areas as recommended in community-base transportation plan	☑	☐	☑	☑	☑	☑
22775	Eastshore-South	New Commitment	Broadway Avenue and Telegraph Avenue bus, BART, bicycle and taxi integration improvements	☑	☐	☑	☑	☑	☑
22776	Tri-Valley	New Commitment	Widen Route 84 from 2 lanes to 4 lanes from north of Pigeon Pass to Vineyard Avenue and 2 lanes to 4 or 6 lanes from Vineyard Avenue to Jack London Boulevard	☑	☐	☑	☑	☑	☐
22777	Tri-Valley	New Commitment	I-580 on- and off-ramp improvements in Castro Valley	☑	☐	☑	☑	☑	☑
22778	Eastshore-South	New Commitment	Lewelling Boulevard/East Lewelling Boulevard road modifications from Hesperian Boulevard to East 14th Street to improve channelization and accommodate pedestrian and bicycle facilities	☑	☐	☑	☑	☑	☑
22779	Fremont-South Bay	New Commitment	Route 262/Warren Avenue/I-880 interchange improvements (including Union Pacific Railroad grade separation) (Phase 2)	☑	☐	☑	☑	☑	☐
22780	Alameda County-wide	New Commitment	AC Transit Bus Rapid Transit improvements along major corridors (includes MacArthur Boulevard/West Grand Avenue, College Avenue/University Avenue, Shattuck Avenue/Alameda Boulevard, Foothill Boulevard, Sacramento Street/Market Street, Mission Boulevard/Outer East 14th Street, Hesperian Boulevard)	☑	☐	☑	☑	☑	☑
22781	Eastshore-North	New Commitment	Traffic signals in Albany	☑	☐	☑	☑	☑	☑
22782	Eastshore-South	New Commitment	Transit oriented development (including replacement parking) at MacArthur, West Oakland, and/or Coliseum BART Stations	☑	☐	☑	☑	☑	☑
22783	Eastshore-South	New Commitment	Fruitvale Avenue Bridge seismic retrofit	☑	☐	☑	☑	☑	☑
22784	Tri-Valley	Committed	Narrow First Street between P Street and Maple Street from 4 lanes to 2 lanes to calm traffic and accommodate pedestrians	☑	☑	☑	☑	☑	☑

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22785	Tri-Valley	Committed	Construct I-580 eastbound auxiliary lane from First Street to Vasco Road	☑	☑	☑	☑	☑	☐
22786	Tri-Valley	Committed	Install ramp metering on all existing ramps along I-580 in Livermore	☑	☑	☑	☑	☑	☑
22787	Tri-Valley	Committed	Realign Isabel/Vallecitos intersection for through movement on Route 84	☑	☑	☑	☑	☑	☑
22796	Tri-Valley	Committed	Construct 4-lane arterial connection between future eastern end of Dublin Boulevard in Dublin to North Canyons Parkway in Livermore	☑	☑	☑	☑	☑	☐
22990	Fremont-South Bay	New Commitment	Widen Route 262 from I-880 to Warm Springs Boulevard (including reconstructing Route 262/I-880 and Route 262/Katc Road interchanges) and reconstruct Union Pacific Railroad underpasses	☑	☐	☑	☑	☑	☐
22991	Fremont-South Bay	Committed	Widen I-680 for southbound High Occupancy Vehicle/High Occupancy Toll (HOV/HOT) lane from Route 237 to Route 8 (includes ramp metering and auxiliary lanes)	☑	☑	☑	☑	☑	☐
94001	Alameda County-wide	New Commitment	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☑	☑	☑	☑
94003	Alameda County-wide	Vision Element	BART (Alameda County share) operating and capital replacement program shortfall (excludes seismic program)	☑	☐	☐	☐	☐	☑
94004	Alameda County-wide	Vision Element	AC Transit (Alameda County share) operating and capital program shortfall	☑	☐	☐	☐	☐	☑
94012	Fremont-South Bay	New Commitment	Union City Intermodal Station (Phase 1)	☑	☐	☑	☑	☑	☑
94024	Tri-Valley	Committed	Auto/truck separation lane at I-580/I-205 interchange	☑	☑	☑	☑	☑	☐

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94030	Fremont-South Bay	Committed	Reconstruct I-880/Route 262 interchange and widen I-880 fro Route 262 (Mission Boulevard) to the Santa Clara County line from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes)	☑	☑	☑	☑	☑	☐
94504	Alameda County-wide	Committed	Construct 4-lane Airport Roadway (mostly on Port of Oakland property) from I-880/98th Avenue interchange to Oakland International Airport and then to Bay Farm Island	☑	☑	☑	☑	☑	☑
94506	Fremont-South Bay	Committed	Widen Route 84 to 6-lane parkway from I-880 to Paseo Padre and 4-lane parkway from Paseo Padre to Mission Boulevard along the Historic Parkway alignment	☑	☑	☑	☑	☑	☐
94522	Alameda County-wide	Committed	Local streets and roads pavement and non-pavement maintenance	☑	☑	☑	☑	☑	☑
94525	Alameda County-wide	New Commitment	BART (Alameda County share based on population) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART-to-SFO extension)	☑	☐	☑	☑	☑	☑
94526	Alameda County-wide	New Commitment	AC Transit (Alameda County share based on population) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	☑	☐	☑	☑	☑	☑
94527	Alameda County-wide	Committed	Livermore Amador Valley Transit Authority (LAVTA) transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	☑	☑	☑	☑	☑	☑
98139	Sunol Gateway	New Commitment	ACE station/track improvements in Alameda County (including parking improvements at Vasco Road and downtown Livermore stations)	☑	☐	☑	☑	☑	☐

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98153	Eastshore-North	Committed	Reconstruct MacArthur Boulevard onramp to restore access to I-80 eastbound and I-580 westbound	☑	☑	☑	☑	☑	☑
98207	Eastshore-South	New Commitment	I-880/Broadway-Jackson interchange improvements (Phase 1)	☑	☐	☑	☑	☑	☑
98208	Alameda County-wide	New Commitment	Soundwalls program	☑	☐	☑	☑	☑	☐
Bay Area Region									
21001	Region	New Commitment	Freeway Traffic Operations Systems	☑	☐	☑	☑	☑	☑
21002	Region	New Commitment	Freeway Service Patrol (FSP)/freeway call boxes	☑	☐	☑	☑	☑	☑
21003	Region	New Commitment	Technical Assistance Programs/arterial signal retiming	☑	☐	☑	☑	☑	☑
21005	Region	New Commitment	TransLink®	☑	☐	☑	☑	☑	☑
21006	Region	New Commitment	511/Transit (regional transit information systems) and transportation marketing	☑	☐	☑	☑	☑	☑
21007	Region	New Commitment	Rideshare Program	☑	☐	☑	☑	☑	☑
21008	Region	New Commitment	511/Traffic	☑	☐	☑	☑	☑	☑
21010	Region	New Commitment	Performance monitoring	☑	☐	☑	☑	☑	☑
21011	Region	New Commitment	Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP) - regional and county programs	☑	☐	☑	☑	☑	☑
21012	Golden Gate	Committed	Golden Gate Bridge seismic retrofit (completes Phases 2 and 3)	☑	☑	☑	☑	☑	☑
21013	Region	Committed	Rehabilitation of Bay Area state-owned toll bridges	☑	☑	☑	☑	☑	☑
21014	Transbay Richmond-San Rafael Bridge	Committed	Richmond-San Rafael Bridge deck replacement	☑	☑	☑	☑	☑	☑

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21015	Region	Committed	Seismic retrofit of Bay Area state-owned toll bridges, excluding San Francisco-Oakland Bay Bridge (see #21778 and #21879 below)	☑	☑	☑	☑	☑	☑
21017	Region	Committed	Small transit operators in Alameda, Contra Costa, Napa, Solano and Sonoma Counties - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	☑	☑	☑	☑	☑	☑
21066	Region	Vision Element	California High-Speed Rail with terminal in San Francisco	☑	☐	☐	☐	☐	☐
21320	Golden Gate	Committed	Golden Gate Bridge moveable median barrier	☑	☑	☑	☑	☑	☑
21619	Peninsula	New Commitment	Caltrain express tracks (Phase 2)	☑	☐	☑	☑	☑	☑
21627	Peninsula	New Commitment	Caltrain electrification from San Francisco to Gilroy	☑	☐	☑	☑	☑	☑
21778	Transbay Bay Bridge	Committed	San Francisco-Oakland Bay Bridge: seismic retrofit of the west span and west approach	☑	☑	☑	☑	☑	☑
21879	Transbay Bay Bridge	Committed	San Francisco-Oakland Bay Bridge: east span seismic safety project	☑	☑	☑	☑	☑	☑
22001	Golden Gate	Committed	SMART Commuter Rail project (environmental, preliminary engineering, and right-of-way)	☑	☑	☑	☑	☑	☐
22003	Eastshore-North	Committed	Capitol Corridor: Phase 2 enhancements	☑	☑	☑	☑	☑	☐
22005	Eastshore-South	Vision Element	ACE service expansion to eight (8) trains	☑	☐	☐	☐	☐	☐
22006	Region	Committed	Downtown Ferry Terminal improvements and spare ferry vessels	☑	☑	☑	☑	☑	☐

Project ID	Corridor	Investment Type	Project Description	Transportation 2030 Plan (Proposed Project)	Alternatives FC=Financially Constrained: No Project	FC	FC +HOT	FC +Sales Tax	TRANSDEF Smart Growth
22009	Eastshore-North	Committed	Capitol Corridor intercity rail service (track capacity/frequency improvements from Oakland to San Jose designed to allow 16 daily round trips between Oakland and Sacramento/San Jose)	☑	☑	☑	☑	☑	☐
22016	Region	Vision Element	Various High-Occupancy Vehicle (HOV) lane gap closures to complete the HOV/High-Occupancy Toll (HOT) network	☑	☐	☐	☑	☐	☐
22090	Region	Vision Element	California Interregional Intermodal Study (CIRIS)	☑	☐	☐	☐	☐	☐
22240	Region	Committed	Regional Measure 2 Express Bus South Improvements (includes park-and-ride lots, HOV access improvements, and rolling stock)	☑	☑	☑	☑	☑	☐
22241	Region	Committed	Regional Measure 2 Studies (includes regional rail study, transit connectivity study, Water Transit Authority (WTA) environmental studies, I-680/Pleasant Hill BART connector study, and Caldecott Tunnel transit ridership study)	☑	☑	☑	☑	☑	☐
22242	Region	Committed	Real-Time Transit Grant Program	☑	☑	☑	☑	☑	☐
22243	Region	Committed	Regional Measure 2 Express Bus North Improvements (includes park and ride lots and rolling stock)	☑	☑	☑	☑	☑	☐
22244	Region	Committed	City Carshare	☑	☑	☑	☑	☑	☐
22245	Region	Committed	Safe Routes to Transit	☑	☑	☑	☑	☑	☐
22247	Region	New Commitment	Regional Bicycle and Pedestrian Program	☑	☐	☑	☑	☑	☐
22421	Region	New Commitment	Clean Air Program	☑	☐	☑	☑	☑	☑
22423	Region	New Commitment	Lifeline Transportation Program	☑	☐	☑	☑	☑	☑
22425	Region	New Commitment	Surface Transportation Program (STP) and 10-year support for Transportation Planning and Land Use Solutions (T-PLUS) planning funds for counties	☑	☐	☑	☑	☑	☑

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22491	Region	Vision Element	Small transit operators operating and capital program shortfall	☑	☐	☐	☐	☐	☑
22513	Golden Gate	Vision Element	Sonoma Marin Area Rail Transit District (SMART) commuter rail (construction only)	☑	☐	☐	☐	☐	☐
22520	Region	Committed	BART earthquake safety program (excludes Phase 1 of transbay tube earthquake safety project)	☑	☑	☑	☑	☑	☑
22521	Region	Vision Element	Freeway Traffic Operations Systems (TOS)	☑	☐	☐	☐	☐	☑
22524	Region	Vision Element	TransLink®	☑	☐	☐	☐	☐	☑
22526	Region	Vision Element	511/Transit (regional transit information systems) and transportation marketing	☑	☐	☐	☐	☐	☑
22528	Region	Vision Element	511/Traffic (TravInfo®)	☑	☐	☐	☐	☐	☑
22529	Region	Vision Element	Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP) - regional and county programs	☑	☐	☐	☐	☐	☑
22537	Region	Vision Element	Express Bus System from MTC's 2002 HOV Master Plan	☑	☐	☐	☑	☐	☐
22541	Region	TRANSDEF	TRANSDEF-Defined: Rapid Bus Transit regionwide	☐	☐	☐	☐	☐	☑
22542	Region	TRANSDEF	TRANSDEF-Defined: DMU Operations for SR 4 and Vallejo-Napa corridors	☐	☐	☐	☐	☐	☑
22543	Region	TRANSDEF	TRANSDEF-Defined: High Speed Rail	☐	☐	☐	☐	☐	☑
22636	Region	Committed	BART transbay tube earthquake safety (Phase 1)	☑	☑	☑	☑	☑	☑
22654	Golden Gate	Vision Element	Golden Gate Bridge rehabilitation projects	☑	☐	☐	☐	☐	☐
22674	Region	New Commitment	BART Core Capacity Program - system capacity	☑	☐	☑	☑	☑	☑

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22675	Region	New Commitment	BART Core Capacity Program - station access	☑	☐	☑	☑	☑	☑
22676	Region	New Commitment	BART Core Capacity Program - station capacity	☑	☐	☑	☑	☑	☑
22677	Region	Vision Element	BART Core Capacity Program - vehicles	☑	☐	☐	☐	☐	☐
22678	Region	Vision Element	BART earthquake safety program	☑	☐	☐	☐	☐	☐
22679	Region	Vision Element	BART Core Capacity Program - system capacity	☑	☐	☐	☐	☐	☐
22680	Region	Vision Element	BART Core Capacity Program - station access	☑	☐	☐	☐	☐	☐
22681	Region	Vision Element	BART Core Capacity Program - station capacity	☑	☐	☐	☐	☐	☐
94514	Transbay San Mateo-Hayward and Dumbarton Bridges	Committed	I-880/Route 92 interchange improvements	☑	☑	☑	☑	☑	☐
94540	Eastshore-North	Committed	Carquinez Bridge replacement: construct new suspension bridge west of existing bridges (4 westbound lanes, including an HOV lane, plus new bicycle/pedestrian pathway) and modify Crockett interchange	☑	☑	☑	☑	☑	☑
94541	Eastshore-North	Committed	New Benicia-Martinez Bridge: construct new bridge span east o existing span (4 mixed-flow lanes and 1 slow-vehicle lane). Includes new toll plaza and upgrades to I-680/I-780 interchang and I-680/Marina Vista Road interchange, and reconstruction o the existing bridge for 4 mixed-flow lanes and bicycle and pedestrian lane	☑	☑	☑	☑	☑	☑
Contra Costa									
21036	Diablo	Vision Element	Selected additional I-680 auxiliary lanes south of I-680/Route 2 interchange	☑	☐	☐	☐	☐	☐
21202	Contra Costa County-wide	New Commitment	Bicycle and pedestrian projects	☑	☐	☑	☑	☑	☑

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21203	Contra Costa County-wide	New Commitment	Express bus capital costs for commuter bus service from Contra Costa Express Bus Study	☑	☐	☑	☑	☑	☑
21204	Contra Costa County-wide	New Commitment	Ancillary park-and-ride, transit access, express bus service enhancements	☑	☐	☑	☑	☑	☑
21205	Diablo	New Commitment	I-680/Route 4 interchange freeway-to-freeway direct connectors: eastbound Route 4 to southbound I-680, and northbound I- 680 to westbound Route 4 (Phases 1 and 2)	☑	☐	☑	☑	☑	☐
21206	Diablo	New Commitment	Caldecott Tunnel fourth bore	☑	☐	☑	☑	☑	☐
21207	Diablo	New Commitment	Martinez Intermodal Terminal Facility (Phase 3 initial segment): 200 interim parking spaces (includes site acquisition, demolition and construction)	☑	☐	☑	☑	☑	☐
21208	Eastshore North	Committed	Richmond Parkway Transit Center (includes signal reconfiguration/timing, new 700-800 space parking facility and security improvements at Hilltop park-and-ride lot)	☑	☑	☑	☑	☑	☑
21209	Eastshore-North	New Commitment	Hercules Transit Center relocation and expansion	☑	☐	☑	☑	☑	☑
21210	Eastshore-North	New Commitment	Capitol Corridor train station in Hercules	☑	☐	☑	☑	☑	☑
21211	Delta	Committed	BART/East Contra Costa rail extension (ENV, Preliminary Engineering, and ROW)	☑	☑	☑	☑	☑	☑
21212	Delta	Committed	Construct auxiliary lane along eastbound Route 4 and widen Hillcrest Avenue eastbound off-ramp from 1 lane to 2 lanes	☑	☑	☑	☑	☑	☑
21213	Delta	Committed	Pittsburg/Bay Point BART Station parking & lighting improvements (400 new spaces)	☑	☑	☑	☑	☑	☐
21214	Delta	Committed	Widen Wilbur Avenue over Burlington Northern Santa Fe Railroad from 2 lanes to 4 lanes	☑	☑	☑	☑	☑	☑

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21216	Delta	Committed	Extend Laurel Road from Route 4 Bypass to Empire Avenue	☑	☑	☑	☑	☑	☐
21218	Contra Costa County-wide	Vision Element	Additional bus transit operations support	☑	☐	☐	☐	☑	☑
21223	Diablo	Vision Element	I-680 transit corridor improvements (including express bus service enhancements and improved connections to BART)	☑	☐	☐	☐	☑	☐
21225	Contra Costa County-wide	Vision Element	Regional and local pedestrian and bicycle improvements, including overcrossing locations to be determined	☑	☐	☐	☐	☑	☑
21864	Contra Costa County-wide	Committed	Local bridge maintenance	☑	☑	☑	☑	☑	☑
22004	Eastshore-North	Vision Element	AC Transit Regional Lifeline Transit priorities	☑	☐	☐	☐	☐	☐
22011	Delta	Vision Element	BART/East Contra Costa rail extension (Construction)	☑	☐	☐	☐	☑	☑
22122	Transbay Bay Bridge	Vision Element	Ferry service in western Contra Costa County (Richmond and Hercules or Rodeo)	☑	☐	☐	☐	☑	☐
22336	Delta	Vision Element	Widen shoulders of Byron Highway and construct grade separation over Union Pacific railroad tracks	☑	☐	☐	☐	☑	☑
22342	Diablo	Vision Element	Express bus service expansion along I-680 corridor	☑	☐	☐	☐	☑	☑
22346	Delta	Vision Element	Express bus service expansion along I-580 corridor	☑	☐	☐	☐	☑	☑
22350	Diablo	Vision Element	I-680/Route 4 interchange improvements (Phases 3 through 5) and HOV flyover ramps	☑	☐	☐	☑	☑	☐
22351	Diablo	Vision Element	I-680 northbound HOV gap closure between North Main Stree and Route 242	☑	☐	☐	☑	☑	☐
22352	Diablo	Vision Element	I-680/Norris Canyon Road HOV direct ramps in San Ramon	☑	☐	☐	☑	☑	☐

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22353	Diablo	Committed	I-680 southbound HOV gap closure between North Main Stree and Livorna	☑	☑	☑	☑	☑	☐
22354	Diablo	Vision Element	I-680/Marina Vista interchange improvements	☑	☐	☐	☐	☑	☐
22355	Eastshore-North	Vision Element	I-80/Central Avenue interchange modifications	☑	☐	☐	☐	☑	☐
22358	Eastshore-North	Vision Element	I-80/Route 4 interchange improvements	☑	☐	☐	☐	☐	☐
22360	Eastshore-North	Vision Element	I-80/San Pablo Dam Road interchange reconstruction	☑	☐	☐	☐	☑	☐
22365	Diablo	Vision Element	Martinez Ferry landside improvements	☑	☐	☐	☐	☑	☐
22371	Contra Costa County-wide	Vision Element	Park-and-ride lots for the support of Regional Express Bus service	☑	☐	☐	☐	☐	☐
22375	Diablo	Vision Element	Route 24 and I-680 Traffic Operations System (TOS) and fiber optic cable project	☑	☐	☐	☐	☐	☐
22376	Delta	Vision Element	Route 4 ramp meter,Traffic Operations System (TOS) and fiber optic cable project	☑	☐	☐	☐	☐	☐
22378	Eastshore-North	Vision Element	I-80 and I-580 Traffic Operations System (TOS) and fiber optic cable project	☑	☐	☐	☐	☐	☐
22382	Eastshore-North	Vision Element	Richmond Parkway/San Pablo Avenue grade separated interchange	☑	☐	☐	☐	☑	☐
22383	Eastshore-North	Vision Element	Upgrade Richmond Parkway geometry to principal arterial standards	☑	☐	☐	☐	☑	☐
22388	Diablo	Vision Element	Construct Route 242/Clayton Road northbound on-ramp	☑	☐	☐	☐	☑	☐
22389	Diablo	Vision Element	Construct Route 242/Clayton Road southbound off-ramp	☑	☐	☐	☐	☑	☐

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22390	Delta	Vision Element	Reconstruct Route 4/Willow Pass Road ramps in Concord	☑	☐	☐	☐	☑	☐
22392	Delta	Vision Element	Route 4/Range Road interchange construction	☑	☐	☐	☐	☐	☐
22400	Delta	Vision Element	Construct Route 239 from Brentwood to Tracy Expressway	☑	☐	☐	☐	☐	☐
22402	Diablo	Vision Element	School bus programs in San Ramon and Lamorinda	☑	☐	☐	☐	☑	☑
22404	Contra Costa County-wide	Vision Element	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☐	☐	☐	☑
22483	Contra Costa County-wide	Vision Element	Central Contra Costa Transit Authority (CCCTA) operating and capital program shortfall	☑	☐	☐	☐	☐	☑
22510	Transbay Bay Bridge	Vision Element	Antioch/Pittsburg to Martinez to San Francisco ferry service	☑	☐	☐	☐	☐	☐
22516	Eastshore-North	Vision Element	Enhance Capitol Corridor regional rail service (West Contra Costa and Solano counties)	☑	☐	☐	☐	☐	☐
22600	Delta	Committed	Widen Somersville Road Bridge in Antioch to 4 lanes	☑	☑	☑	☑	☑	☑
22601	Delta	Committed	Route 4 Bypass, Segment 3: construct a 2-lane facility from Balfour Road to Walnut Boulevard, and upgrade Marsh Creek Road	☑	☑	☑	☑	☑	☐
22602	Diablo	New Commitment	Construct I-680 auxiliary lanes in both directions from Sycamore Valley Road to Crow Canyon Road	☑	☐	☑	☑	☑	☐
22603	Eastshore-North	New Commitment	Richmond intermodal transfer station (680 space parking garage	☑	☐	☑	☑	☑	☐
22604	Delta	Vision Element	Construct safety and operational improvements (including potential realignment) on Vasco Road from Brentwood to Alameda County line	☑	☐	☐	☐	☑	☐

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22605	Delta	Vision Element	Route 4 Bypass, Segments 2 & 3: widen and upgrade to full freeway (widen segment 2 to 6 lanes from Lone Tree to Balfour, and widen segment 3 to 4 lanes from Balfour to Walnut)	☑	☐	☐	☐	☑	☐
22607	Delta	Vision Element	Major streets widening, extensions and interchange improvements (East County)	☑	☐	☐	☐	☑	☐
22609	Diablo	Vision Element	Major streets widening, extensions and interchange improvements (Central County)	☑	☐	☐	☐	☑	☐
22610	Eastshore-North	Vision Element	Major streets widening, extensions and interchange improvements (West County)	☑	☐	☐	☐	☑	☐
22611	Eastshore-North	Vision Element	Low-income student bus pass program	☑	☐	☐	☐	☑	☑
22612	Diablo	Vision Element	I-680/Sycamore Valley Road direct HOV ramps in Danville	☑	☐	☐	☑	☑	☐
22613	Eastshore-North	Vision Element	Major streets widening, extensions and interchange improvements (Southwest County)	☑	☐	☐	☐	☑	☐
22614	Diablo	Vision Element	Martinez Intermodal Station (Phase 3): construction of an additional 425 spaces and auto/pedestrian bridges	☑	☐	☐	☐	☑	☑
22637	Diablo	Committed	BART crossover at the Pleasant Hill BART Station	☑	☑	☑	☑	☑	☑
22981	Delta	Vision Element	Widen Route 4 as continuous 4-lane arterial from Marsh Creek Road to San Joaquin County line	☑	☐	☐	☐	☑	☐
94036	Contra Costa County-wide	New Commitment	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☑	☑	☑	☑
94038	Contra Costa County-wide	Vision Element	AC Transit (Contra Costa County share) operating and capital program shortfall	☑	☐	☐	☐	☐	☑

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94040	Contra Costa County-wide	Vision Element	BART(Contra Costa County share) operating and capital program shortfall	☑	☐	☐	☐	☐	☑
94045	Eastshore-North	New Commitment	New express buses for I-80 HOV service (capital costs)	☑	☐	☑	☑	☑	☑
94046	Delta	New Commitment	Non-capacity-increasing improvements to interchanges and parallel arterials to Route 4	☑	☐	☑	☑	☑	☑
94047	Eastshore North	Committed	Extend the northern limits of the I-80 westbound HOV lane from north of Cummings Skyway to Route 4	☑	☑	☑	☑	☑	☐
94048	Eastshore-North	New Commitment	Non-capacity-increasing improvements to interchanges and parallel arterials to I-80	☑	☐	☑	☑	☑	☑
94050	Delta	New Commitment	Upgrade Route 4 to full freeway from I-80 to Cummings Skyway (Phase 2)	☑	☐	☑	☑	☑	☑
94051	Diablo	Committed	I-680 auxiliary lane from Diablo Road to Sycamore Valley Road (Segment 1) in Danville and from Crow Canyon Road to Bollinger Canyon Road (Segment 3) in San Ramon	☑	☑	☑	☑	☑	☐
94052	Diablo	Committed	I-680 HOV lanes from Marina Vista interchange to North Main Street (southbound) and from Route 242 northbound to the Marina Vista interchange	☑	☑	☑	☑	☑	☑
94054	Diablo	Committed	Martinez Intermodal Terminal Facility (Phases 1 and 2); includes construction of a new passenger rail station, bus facilities and parking	☑	☑	☑	☑	☑	☑
94531	Delta	Committed	Widen Route 4 to 6 mixed flow lanes and 2 HOV lanes from Bailey Road to Railroad Avenue with median wide enough to accommodate future BART and restripe from Route 242 to Bailey Avenue for HOV lanes	☑	☑	☑	☑	☑	☑
94532	Diablo	Committed	Gateway Lamorinda Traffic Program	☑	☑	☑	☑	☑	☑
94538	Delta	Committed	Route 4 transportation management system	☑	☑	☑	☑	☑	☑

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94553	Contra Costa County-wide	Committed	Local streets and roads pavement and non-pavement maintenance	☑	☑	☑	☑	☑	☑
94556	Contra Costa County-wide	New Commitment	BART (Contra Costa County share) - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART-to-SFO extension)	☑	☐	☑	☑	☑	☑
94557	Contra Costa County-wide	New Commitment	AC Transit (Contra Costa County) - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	☑	☐	☑	☑	☑	☑
94558	Contra Costa County-wide	Committed	Central Contra Costa Transit Authority (CCCTA) - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	☑	☑	☑	☑	☑	☑
96022	Delta	Committed	Route 4 Bypass, Segment 1: construct a 6-lane facility from Route 4 to Laurel Road and a 4-lane facility from Laurel Road interchange to Lone Tree Way, and add interchanges at Laurel Road and Lone Tree Way	☑	☑	☑	☑	☑	☑
98104	Delta	Committed	Widen Route 4 from Railroad Avenue to Loveridge: interchange improvements and highway widening to 6 mixed flow lanes and 2 HOV lanes	☑	☑	☑	☑	☑	☑
98115	Delta	Committed	Widen Ygnacio Valley/Kirker Pass Roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	☑	☑	☑	☑	☑	☐
98126	Diablo	New Commitment	Non-capacity-increasing improvements to interchanges and parallel arterials to I-680 and Route 24	☑	☐	☑	☑	☑	☑
98127	Diablo	Committed	I-680/Alcosta Boulevard interchange improvements	☑	☑	☑	☑	☑	☑

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98130	Diablo	New Commitment	Widen Alhambra Avenue from Route 4 to McAlvey Drive from 2 lanes to 4 lanes	☑	☐	☑	☑	☑	☐
98132	Diablo	Committed	Widen and extend Bollinger Canyon Road to 6 lanes from Alcosta Boulevard to Dougherty Road	☑	☑	☑	☑	☑	☐
98133	Diablo	New Commitment	Widen Pacheco Boulevard from Blum Road to Arthur Road from 2 lanes to 4 lanes	☑	☐	☑	☑	☑	☑
98134	Diablo	Committed	Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line	☑	☑	☑	☑	☑	☐
98135	Diablo	Committed	Construct Windermere Parkway: 4 lanes from Bollinger Canyon Road extension to East Branch	☑	☑	☑	☑	☑	☐
98136	Diablo	Committed	Construct East Branch as 4 lanes from Bollinger Canyon Road extension to Camino Tassajara	☑	☑	☑	☑	☑	☐
98142	Delta	Committed	Widen Route 4 from 4 lanes to 8 lanes with HOV lanes from Loveridge Road to Somersville Road	☑	☑	☑	☑	☑	☐
98157	Eastshore-North	New Commitment	Enhancements to AC Transit bus service for the San Pablo corridor in Contra Costa County	☑	☐	☑	☑	☑	☑
98193	Delta	Committed	Extend Panoramic Drive from North Concord BART Station to Willow Pass Road	☑	☑	☑	☑	☑	☑
98194	Diablo	New Commitment	Extend Commerce Avenue between Pine Creek and Waterworld Parkway to connect Willow Pass Road with Route 242/Concord Avenue interchange	☑	☐	☑	☑	☑	☐
98196	Diablo	New Commitment	Route 24 eastbound auxiliary lanes from Gateway Boulevard to Brookwood Road/Moraga Way	☑	☐	☑	☑	☑	☐
98197	Eastshore North	Committed	Richmond intermodal transfer station (station building)	☑	☑	☑	☑	☑	☑

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98198	Delta	New Commitment	Vasco Road safety and operational improvements in Contra Costa and Alameda counties	☑	☐	☑	☑	☑	☑
98211	Eastshore North	Committed	I-80 eastbound HOV lane extension from Route 4 to the Crockett interchange just south of the Carquinez Bridge	☑	☑	☑	☑	☑	☐
98221	Delta	Committed	Route 4 Bypass, Segment 2, Phase2: widen to 4 lanes from Lone Tree Way to Balfour Road	☑	☑	☑	☑	☑	☐
98222	Delta	New Commitment	Route 4 Bypass, Segment 1: Route 160 freeway-to-freeway connectors to and from the north	☑	☐	☑	☑	☑	☐
98999	Delta	New Commitment	Widen Route 4 eastbound from 4 lanes to 8 lanes from Somersville Road to Route 160	☑	☐	☑	☑	☑	☐
Marin									
21030	Golden Gate	Vision Element	I-580/US 101 interchange improvements and new freeway-to-freeway connectors from westbound I-580 to northbound and southbound US 101	☑	☐	☐	☐	☐	☐
21301	Marin County-wide	Vision Element	Golden Gate Transit capital program shortfall	☑	☐	☐	☐	☐	☑
21302	Marin Countywide	New Commitment	Bicycle and pedestrian projects	☑	☐	☑	☑	☑	☑
21303	Golden Gate	New Commitment	Local Marin bus service enhancements (capital only)	☑	☐	☑	☑	☑	☑
21306	Golden Gate	New Commitment	US 101/Lucas Valley Road interchange improvements (initial phase)	☑	☐	☑	☑	☑	☐
21308	Golden Gate	New Commitment	Expand Manzanita park-and-ride lot	☑	☐	☑	☑	☑	☑
21315	Golden Gate	Vision Element	US 101/Miller Creek Road interchange improvements in Marinwood: signalize ramp intersections	☑	☐	☐	☐	☐	☐
21317	Golden Gate	Vision Element	Widen Route 1 from US 101 to Flamingo Road	☑	☐	☐	☐	☐	☐

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21325	Golden Gate	Committed	US 101/Greenbrae interchange improvements	☑	☑	☑	☑	☑	☐
21326	Golden Gate	Vision Element	US 101/Tiburon Boulevard interchange improvements (remaining phases)	☑	☐	☐	☐	☐	☐
21329	Golden Gate	Vision Element	Expand Manzanita park-and-ride lot (remaining phases)	☑	☐	☐	☐	☐	☐
21330	Marin Countywide	Vision Element	Bicycle and pedestrian projects	☑	☐	☐	☐	☑	☑
21331	Golden Gate	Vision Element	Local Marin bus service enhancements (capital only) (remaining phases)	☑	☐	☐	☐	☑	☑
21334	Golden Gate	Vision Element	US 101/Lucas Valley Road interchange improvements (remaining phases)	☑	☐	☐	☐	☐	☐
21865	Marin County-wide	Committed	Local bridge maintenance	☑	☑	☑	☑	☑	☑
21888	Golden Gate	Committed	Construct flyover from Sanitary Landfill Road east of US 101 to southbound US 101	☑	☑	☑	☑	☑	☑
22146	Golden Gate	Committed	Construct Class 1 bicycle path between Larkspur and Central San Rafael; includes rehabilitation of Cal Park Hill Tunnel	☑	☑	☑	☑	☑	☑
22157	Golden Gate	New Commitment	Park-and-ride lots	☑	☐	☑	☑	☑	☑
22159	Golden Gate	New Commitment	Marin County US 101 northbound ramp meter, TOS, fiber optic cable project	☑	☐	☑	☑	☑	☑
22160	Golden Gate	New Commitment	Marin County US 101 southbound and I-580 ramp meter, TOS fiber optic cable project	☑	☐	☑	☑	☑	☑
22405	Marin County-wide	Vision Element	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☐	☐	☑	☑
22419	Golden Gate	Vision Element	Widen US 101 for HOV lanes in both directions from Lucky Drive to North San Pedro Road	☑	☐	☐	☑	☑	☑

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22429	Golden Gate	Vision Element	US 101/Manuel Freitas Parkway interchange improvements	☑	☐	☐	☐	☐	☐
22430	Golden Gate	Vision Element	Kerner Boulevard/Francisco Boulevard East/Andersen Drive underpass connector	☑	☐	☐	☐	☐	☐
22436	Golden Gate	Vision Element	US 101 southbound auxiliary lane from Lincoln to Mission	☑	☐	☐	☐	☐	☐
22437	Golden Gate	Vision Element	US 101 northbound auxiliary lane at Nave Drive	☑	☐	☐	☐	☐	☐
22752	Marin Countywide	Vision Element	Seismic retrofit and upgrade (rehabilitation) of local bridges and overpasses shortfall	☑	☐	☐	☐	☐	☐
22753	Golden Gate	Vision Element	Park-and-ride lots for the support of Regional Express Bus service	☑	☐	☐	☐	☐	☐
22754	Golden Gate	Vision Element	US 101 northbound ramp meter, Traffic Operation System (TOS), fiber optic cable project	☑	☐	☐	☐	☐	☐
22755	Golden Gate	Vision Element	US 101 and I-580 ramp meter, Traffic Operation System (TOS) fiber optic cable project	☑	☐	☐	☐	☐	☐
94055	Marin County-wide	New Commitment	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☑	☑	☑	☑
94563	Golden Gate	Committed	Widen US 101 for HOV lanes (one in each direction) from Lucky Drive in Corte Madera to North San Pedro Road in San Rafael	☑	☑	☑	☑	☑	☑
94572	Marin County-wide	Committed	Golden Gate Transit (Marin County share) - Transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion)	☑	☑	☑	☑	☑	☑
98154	Golden Gate	New Commitment	Widen US 101 from Route 37 to the Sonoma County line from 4 lanes to 6 lanes (including 2 HOV lanes) and convert some highway sections to freeway standards	☑	☐	☑	☑	☑	☐

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98178	Golden Gate	Committed	US 101/Sir Francis Drake Boulevard improvements	☑	☑	☑	☑	☑	☑
98179	Golden Gate	New Commitment	US 101/Tiburon Boulevard interchange improvements	☑	☐	☑	☑	☑	☐
98511	Marin County-wide	Committed	Local streets and roads pavement and non-pavement maintenance	☑	☑	☑	☑	☑	☑
98525	Marin Countywide	New Commitment	Seismic retrofit and upgrade (rehabilitation) of local bridges and overpasses shortfall	☑	☐	☑	☑	☑	☑
Napa									
21871	Napa County-wide	Committed	Local bridge maintenance	☑	☑	☑	☑	☑	☑
22406	Napa County-wide	Vision Element	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☐	☐	☐	☐
22417	Napa County-wide	Vision Element	Safe Routes to School bicycle and pedestrian program	☑	☐	☐	☐	☐	☐
22740	Napa Valley	Vision Element	Route 29 safety and operational improvements	☑	☐	☐	☐	☐	☐
22742	Napa County-wide	Vision Element	Senior and disabled free fares	☑	☐	☐	☐	☐	☐
22743	Napa Valley	Vision Element	Express bus/pre-rail program	☑	☐	☐	☐	☐	☐
22744	Napa County-wide	Vision Element	Countywide traffic signal coordination	☑	☐	☐	☐	☐	☐
22745	Napa County-wide	Vision Element	Countywide local roads and streets maintenance	☑	☐	☐	☐	☐	☐
22746	Napa Valley	Vision Element	Widen Route 29/First Street overcrossing to 4 lanes	☑	☐	☐	☐	☐	☐
22747	North Bay East-West	Vision Element	Route 12/Route 29/Route 121 intersection improvements	☑	☐	☐	☐	☐	☐
22749	Napa County-wide	Vision Element	Safety and congestion relief program on arterials and county roads	☑	☐	☐	☐	☐	☐

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22750	Napa County-wide	Vision Element	Transportation project environmental mitigation	☑	☐	☐	☐	☐	☐
94064	Napa County-wide	New Commitment	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☑	☑	☑	☑
94070	Napa Countywide	Committed	Transit service center on Soscol Avenue at Jackson Street and operational improvements to existing transit programs	☑	☑	☑	☑	☑	☑
94071	Napa Valley	Committed	Replace Napa River (Maxwell) Bridge and widen from 2 lanes to 4 lanes on Route 121 over the Napa River in the city of Napa	☑	☑	☑	☑	☑	☑
94073	North Bay East-West	New Commitment	Construct new southbound Route 221 to southbound Route flyover (including auxiliary lane to Route 12/Route 29)	☑	☐	☑	☑	☑	☑
94074	North Bay East-West	New Commitment	Widen Route 12 (Jamieson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Napa County portion of project)	☑	☐	☑	☑	☑	☐
94075	North Bay East-West	New Commitment	Route 12/Route 29/Airport interchange construction	☑	☐	☑	☑	☑	☐
94076	Napa Valley	Committed	Trancas intermodal facility adjacent to interchange at Route 29 and Redwood Road/Trancas Street	☑	☑	☑	☑	☑	☑
94575	Napa Valley	Committed	Construct grade-separated interchange at Route 29 and Redwood Road/Trancas Street	☑	☑	☑	☑	☑	☑
94576	Napa County-wide	Committed	Local streets and roads pavement and non-pavement maintenance	☑	☑	☑	☑	☑	☑
San Francisco									
21342	San Francisco	New Commitment	Caltrain downtown extension/Transbay Terminal replacement (preliminary engineering/right-of-way acquisition)	☑	☐	☑	☑	☑	☑
21501	San Francisco	New Commitment	Bicycle projects and programs	☑	☐	☑	☑	☑	☑
21502	San Francisco	New Commitment	Pedestrian projects and programs	☑	☐	☑	☑	☑	☑

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21503	San Francisco County-wide	Committed	Traffic calming program	☑	☑	☑	☑	☑	☑
21504	San Francisco	New Commitment	Traffic signals and signs	☑	☐	☑	☑	☑	☑
21505	San Francisco	New Commitment	Local bridge seismic work	☑	☐	☑	☑	☑	☑
21506	San Francisco	New Commitment	Advanced Technology and Information Systems (SFgo)	☑	☐	☑	☑	☑	☑
21507	San Francisco	New Commitment	Transit enhancement program; includes transit system connectivity and accessibility, service gap closures, and expanded service	☑	☐	☑	☑	☑	☑
21508	San Francisco	New Commitment	Bus Rapid Transit Program (BRT)/Transit Preferential Streets (TPS) Program	☑	☐	☑	☑	☑	☑
21510	San Francisco	New Commitment	Third Street light-rail transit extension to Chinatown, Phase 2 (Central Subway)	☑	☐	☑	☑	☑	☐
21526	San Francisco County-wide	New Commitment	Transit rehabilitation and replacement	☑	☐	☑	☑	☑	☑
21529	San Francisco	New Commitment	New and upgraded streets	☑	☐	☑	☑	☑	☑
21533	San Francisco County-wide	Committed	Street tree program	☑	☑	☑	☑	☑	☑
21535	San Francisco County-wide	New Commitment	Travel Demand Management (TDM)/Transportation Land Use Coordination	☑	☐	☑	☑	☑	☑
21544	San Francisco	Vision Element	Balboa Park BART Station expansion	☑	☐	☐	☐	☐	☐
21548	San Francisco	New Commitment	Non-Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation	☑	☐	☑	☑	☑	☑
21549	Peninsula	Committed	Construct access route linking Hunters Point Shipyard Redevelopment Area to US 101 (involves environmental study, design and right-of-way acquisition)	☑	☑	☑	☑	☑	☑

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21866	San Francisco County-wide	Committed	Local bridge maintenance	☑	☑	☑	☑	☑	☑
22008	San Francisco	Vision Element	Caltrain Downtown Extension/TransBay Terminal Replacement (construction phase)	☑	☐	☐	☐	☐	☐
22248	San Francisco County-wide	Committed	Wheelchair curb ramps	☑	☑	☑	☑	☑	☑
22249	San Francisco County-wide	Committed	New and upgraded streets program	☑	☑	☑	☑	☑	☑
22255	San Francisco County-wide	Committed	Construct Ilinois Street Intermodal Bridge across Islais Creek to connect to Port of San Francisco's Pier 80 cargo terminal	☑	☑	☑	☑	☑	☑
22407	San Francisco County-wide	Vision Element	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☐	☐	☐	☑
22412	San Francisco County-wide	Committed	Additional light rail vehicles (LRVs) to expand MUNI rail service	☑	☑	☑	☑	☑	☑
22415	San Francisco Countywide	Committed	Expand historic streetcar service (sales tax project)	☑	☑	☑	☑	☑	☑
22416	San Francisco	New Commitment	Traffic calming	☑	☐	☑	☑	☑	☐
22420	San Francisco Countywide	Committed	Bus Rapid Transit (BRT)/Transit Preferential Streets (TPS) (sales tax project)	☑	☑	☑	☑	☑	☑
22426	San Francisco County-wide	New Commitment	Islais Creek maintenance facility	☑	☐	☑	☑	☑	☑
22456	San Francisco	Vision Element	Integrated Transportation Management System (SFgo)	☑	☐	☐	☐	☐	☐
22460	San Francisco	Vision Element	Traffic calming program	☑	☐	☐	☐	☐	☐
22461	San Francisco	Vision Element	Traffic Signals and Signs Program	☑	☐	☐	☐	☐	☐
22462	San Francisco	Vision Element	Bicycle projects and programs	☑	☐	☐	☐	☐	☐
22463	San Francisco	Vision Element	Pedestrian projects and programs	☑	☐	☐	☐	☐	☐

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22464	San Francisco	Vision Element	Local bridge seismic work	☑	☐	☐	☐	☐	☐
22465	San Francisco	Vision Element	Transit Enhancements Program	☑	☐	☐	☐	☐	☐
22466	San Francisco County-wide	Vision Element	Wheelchair Curb Ramps Program	☑	☐	☐	☐	☐	☐
22467	San Francisco County-wide	Vision Element	Travel Demand Management (TDM) and planning for transit, bicycle and pedestrians (includes funding match for Transportation for Livable Communities/Housing Incentive Programs)	☑	☐	☐	☐	☐	☐
22468	San Francisco County-wide	Vision Element	Transit rehabilitation and replacement	☑	☐	☐	☐	☐	☐
22470	San Francisco	Vision Element	New and upgraded local streets and roads	☑	☐	☐	☐	☐	☐
22471	San Francisco	Vision Element	Bus Rapid Transit (BRT)/Transit Preferential Streets (TPS) program	☑	☐	☐	☐	☐	☐
22481	San Francisco County-wide	Committed	Caltrain (San Francisco County share) transit operating and capital improvement program (including replacement, rehabilitation and system enhancements for rolling stock, equipment, fixed facilities and other capital assets). Station Improvements (e.g., platforms) are included.	☑	☑	☑	☑	☑	☑
22482	San Francisco County-wide	New Commitment	Golden Gate Transit (San Francisco County share) -Transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion)	☑	☐	☑	☑	☑	☑
22484	San Francisco County-wide	Vision Element	Caltrain (San Francisco County share) operating and capital program shortfall	☑	☐	☐	☐	☐	☑
22485	San Francisco County-wide	Vision Element	San Francisco Municipal Railway (MUNI) operating and capital program shortfall	☑	☐	☐	☐	☐	☑

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22512	Transbay Bay Bridge	Vision Element	Treasure Island to San Francisco ferry service	☑	☐	☐	☐	☐	☐
22514	San Francisco County-wide	Committed	Integrated Traffic Management System (SFgo)	☑	☑	☑	☑	☑	☑
22533	San Francisco County-wide	Vision Element	Golden Gate Transit (San Francisco County share) operating and capital program shortfall	☑	☐	☐	☐	☐	☐
22982	San Francisco County-wide	Committed	Transit enhancements program	☑	☑	☑	☑	☑	☐
22984	San Francisco County-wide	New Commitment	Wheelchair curb ramps	☑	☐	☑	☑	☑	☐
94078	San Francisco	New Commitment	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☑	☑	☑	☑
94079	San Francisco County-wide	Vision Element	BART (San Francisco County share) operating and capital program shortfall	☑	☐	☐	☐	☐	☑
94089	Golden Gate	New Commitment	Reconstruct Doyle Drive from Golden Gate Bridge toll plaza to Broderik Street (includes Route 1/US 101 interchange improvements)	☑	☐	☑	☑	☑	☑
94090	San Francisco County-wide	Committed	Bicycle and pedestrian program	☑	☑	☑	☑	☑	☑
94624	San Francisco Countywide	Committed	Traffic signals and signs program	☑	☑	☑	☑	☑	☑
94625	San Francisco Countywide	Committed	Upgrade Bernal Heights streets to accommodate emergency vehicle access	☑	☑	☑	☑	☑	☑
94627	San Francisco County-wide	Committed	Local streets and roads pavement and non-pavement maintenance	☑	☑	☑	☑	☑	☑
94632	San Francisco Countywide	Committed	Third Street Light Rail project: light rail transit extension to Bayview Hunters Point (Phase 1, initial operating segment)	☑	☑	☑	☑	☑	☑

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94635	San Francisco County-wide	New Commitment	BART (San Francisco County share) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART-to-SFO extension)	☑	☐	☑	☑	☑	☑
94636	San Francisco County-wide	Committed	San Francisco Municipal Railway (MUNI) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	☑	☑	☑	☑	☑	☑
94637	San Francisco Countywide	Committed	Paratransit	☑	☑	☑	☑	☑	☑
94639	San Francisco Countywide	Committed	Travel Demand Management (TDM) Program	☑	☑	☑	☑	☑	☑
98102	Golden Gate	Committed	South Access to the Golden Gate Bridge: Doyle Drive environmental study	☑	☑	☑	☑	☑	☑
98593	San Francisco Countywide	Committed	Integrated Transportation Management System (SFgo) Initial Phase	☑	☑	☑	☑	☑	☑
98630	San Francisco Countywide	Committed	BART Advanced Automatic Train Control System (county share)	☑	☑	☑	☑	☑	☑
San Mateo									
21349	Peninsula	Committed	US 101/Ralston Avenue interchange improvement	☑	☑	☑	☑	☑	☑
21602	Peninsula	New Commitment	US 101/Broadway interchange reconstruction	☑	☐	☑	☑	☑	☑
21603	Peninsula	New Commitment	US 101/Woodside Road interchange improvements	☑	☐	☑	☑	☑	☐
21604	Peninsula	Vision Element	US 101 auxiliary lanes from Sierra Point to San Francisco County line	☑	☐	☐	☐	☑	☐

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21605	Peninsula	Committed	US 101/Oyster Point Boulevard interchange improvements (Phases 2 and 3)	☑	☑	☑	☑	☑	☐
21606	Peninsula	Committed	US 101/ Willow Road interchange reconstruction	☑	☑	☑	☑	☑	☐
21607	Peninsula	Committed	US 101/University Avenue interchange reconstruction	☑	☑	☑	☑	☑	☑
21608	Peninsula	Committed	US 101 northbound and southbound auxiliary lanes from Mars Road to Santa Clara County line	☑	☑	☑	☑	☑	☐
21609	Peninsula	Vision Element	I-280/I-380 local access improvements from Sneath Lane and San Bruno Avenue to I-380	☑	☐	☐	☐	☑	☐
21610	Peninsula	Vision Element	US 101 auxiliary lanes from San Bruno Avenue to Grand Avenu	☑	☐	☐	☐	☑	☐
21612	Peninsula	New Commitment	Improvement of Dumbarton Bridge access to US 101 (Phase 1)	☑	☐	☑	☑	☑	☑
21613	Peninsula	New Commitment	Route 92 improvements from San Mateo Bridge to I-280, includes uphill passing lane from US 101 to I-280 (Phase 1)	☑	☐	☑	☑	☑	☐
21615	Peninsula	New Commitment	I-280/Route 1 interchange safety improvements (initial phase)	☑	☐	☑	☑	☑	☐
21617	Peninsula	Committed	Caltrain Express service between San Francisco and San Jose; includes passing tracks and rolling stock (Phase 1)	☑	☑	☑	☑	☑	☑
21618	Transbay San Mateo-Hayward and Dumbarton Bridges	New Commitment	Dumbarton rail corridor (Phase 1) - Res. 3434 project	☑	☐	☑	☑	☑	☐
21623	Peninsula	Committed	Caltrain local station improvements in San Mateo County	☑	☑	☑	☑	☑	☑
21624	San Mateo County-wide	New Commitment	Transit-Oriented Development Incentives Program	☑	☐	☑	☑	☑	☑
21626	Peninsula	Committed	Caltrain grade separation program (San Mateo County)	☑	☑	☑	☑	☑	☑
21630	San Mateo County-wide	Committed	Continuation of SamTrans express service	☑	☑	☑	☑	☑	☑

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21867	San Mateo County-wide	Committed	Local bridge maintenance	☑	☑	☑	☑	☑	☑
21876	San Mateo County-wide	New Commitment	BART (San Mateo County share) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART to SFO extension)	☑	☐	☑	☑	☑	☑
21892	Peninsula	Vision Element	Widen Route 84 from 4 lanes to 6 lanes from El Camino Real to Broadway	☑	☐	☐	☐	☑	☐
21893	Peninsula	Vision Element	Route 92 between Half Moon Bay city limits and Pilarcitos Creek alignment and shoulder improvements	☑	☐	☐	☐	☑	☐
22120	Transbay San Mateo-Hayward and Dumbarton Bridges	Vision Element	Ferry service from Redwood City to San Francisco to Alameda	☑	☐	☐	☐	☑	☐
22125	Peninsula	New Commitment	Ferry service from South San Francisco to San Francisco	☑	☐	☑	☑	☑	☐
22223	Peninsula	New Commitment	Study of US 101/Peninsula Avenue southbound ramps	☑	☐	☑	☑	☑	☐
22224	Peninsula	Vision Element	Caltrain and California High Speed Rail grade separations and station in Atherton	☑	☐	☐	☐	☑	☑
22226	Peninsula	New Commitment	Intermodal transit improvements at Caltrain Bayshore station, includes cross platform transfers with 3rd Street LRT and improved bus connections (Phase 1)	☑	☐	☑	☑	☑	☑
22227	Peninsula	Vision Element	Extend Geneva Avenue from Bayshore Boulevard to US 101/Harney ramps from 4 lanes to 6 lanes (includes grade separation with Caltrain tracks and Tunnel Avenue)	☑	☐	☐	☐	☑	☑
22228	Peninsula	Vision Element	Extend Lagoon Way to connect to US 101, Bayshore Boulevard and Guadalupe Canyon Parkway	☑	☐	☐	☐	☑	☐
22229	Peninsula	Vision Element	US 101/Sierra Point Parkway interchange replacement	☑	☐	☐	☐	☑	☐

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22230	Peninsula	New Commitment	Study of I-280 auxiliary lanes from I-380 to Hickey Boulevard	☑	☐	☑	☑	☑	☐
22231	Peninsula	Vision Element	Widen north side of John Daly Boulevard/I-280 overcrossing for additional westbound traffic lane and dedicated right-turn lane for southbound I-280 off-ramp	☑	☐	☐	☐	☑	☐
22232	Peninsula	Vision Element	Construct streetscape improvements on Mission Street from San Pedro Road to John Daly Boulevard	☑	☐	☐	☐	☐	☐
22236	Peninsula	New Commitment	Study of Hillsdale Transit Center relocation	☑	☐	☑	☑	☑	☑
22239	Peninsula	New Commitment	Study of Manor Drive/Route 1 overcrossing widening and improvement project	☑	☐	☑	☑	☑	☑
22261	Peninsula	New Commitment	Route 1/San Pedro Creek Bridge replacement project (Initial Phase)	☑	☐	☑	☑	☑	☑
22262	Peninsula	New Commitment	US 101 North and Route 92 ramp metering, Traffic Operations System (TOS) and fiber communications project	☑	☐	☑	☑	☑	☑
22264	Peninsula	New Commitment	I-280 North and I-380 ramp metering, Traffic Operations System (TOS), fiber communications project	☑	☐	☑	☑	☑	☑
22265	Peninsula	New Commitment	I-280 South and Route 92 ramp metering, Traffic Operations System (TOS) and fiber communications project	☑	☐	☑	☑	☑	☑
22267	Peninsula	Vision Element	Union Pacific Railroad right-of-way acquisition for transit, bicycle and pedestrian use	☑	☐	☐	☐	☑	☑
22268	San Mateo County-wide	New Commitment	Countywide shuttle service programs	☑	☐	☑	☑	☑	☑
22271	Peninsula	Vision Element	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane	☑	☐	☐	☐	☑	☐
22273	Peninsula	Vision Element	US 101/Candlestick interchange reconstruction (Phase 2)	☑	☐	☐	☐	☑	☐

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22274	San Mateo County-wide	New Commitment	Intelligent Transportation System (ITS) improvements in San Mateo County	☑	☐	☑	☑	☑	☑
22279	Peninsula	Vision Element	US 101/Produce Avenue interchange project	☑	☐	☐	☐	☑	☐
22282	Peninsula	New Commitment	Widen US 101 southbound by adding 5th lane from westbound Route 92 loop on-ramp to Ralston Avenue off-ramp	☑	☐	☑	☑	☑	☐
22408	San Mateo County-wide	Vision Element	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☐	☐	☐	☑
22424	San Mateo County-wide	New Commitment	BART Advanced Automatic Train Control (AATC) Phase V - Daly City to Millbrae/SFO	☑	☐	☑	☑	☑	☐
22486	San Mateo County-wide	Vision Element	Caltrain (San Mateo County share) operating and capital program shortfall	☑	☐	☐	☐	☐	☑
22534	San Mateo County-wide	Vision Element	BART (San Mateo County share) operating and capital program shortfall	☑	☐	☐	☐	☐	☑
22615	Transbay San Mateo-Hayward and Dumbarton Bridges	Vision Element	Dumbarton Rail Corridor and station improvements	☑	☐	☐	☐	☑	☐
22622	Peninsula	Vision Element	Manor Drive/Route 1 overcrossing widening and improvement project	☑	☐	☐	☐	☑	☐
22719	Transbay San Mateo-Hayward and Dumbarton Bridges	Vision Element	Dumbarton rail corridor (Phase 2)	☑	☐	☐	☐	☑	☐
22720	Peninsula	New Commitment	Caltrain grade separation program (San Mateo County)	☑	☐	☑	☑	☑	☑
22722	Peninsula	Vision Element	Caltrain grade separation program in San Mateo County	☑	☐	☐	☐	☑	☑
22723	Peninsula	Vision Element	Improvement of Dumbarton Bridge access to US 101 (Phase 2)	☑	☐	☐	☐	☑	☐
22724	Peninsula	Vision Element	Improve Route 92 from San Mateo Bridge to I-280 (Phase 2)	☑	☐	☐	☐	☑	☑

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22725	Peninsula	Vision Element	I-280/Route 1 interchange improvements	☑	☐	☐	☐	☑	☐
22726	Peninsula	Vision Element	South San Francisco to Alameda ferry service	☑	☐	☐	☐	☑	☐
22727	Peninsula	Vision Element	US 101/Peninsula Avenue southbound ramps	☑	☐	☐	☐	☑	☐
22728	Peninsula	Vision Element	Bayshore intermodal facility: cross platform transfers with 3rd Street LRT at Caltrain Bayshore station and improve bus connection (Phase 2)	☑	☐	☐	☐	☑	☑
22729	Peninsula	Vision Element	I-280 auxiliary lanes from I-380 to Hickey Boulevard	☑	☐	☐	☐	☑	☐
22732	Peninsula	Vision Element	Hillsdale Transit Center relocation	☑	☐	☐	☐	☑	☑
22735	Peninsula	Vision Element	I-280 North and I-380 ramp metering/Traffic Operating System (TOS)/fiber communications project	☑	☐	☐	☐	☐	☐
22736	Peninsula	Vision Element	I-280 South and Route 92 ramp metering/Traffic Operating System (TOS)/fiber communications project	☑	☐	☐	☐	☐	☐
22737	San Mateo County-wide	Vision Element	Countywide shuttle service programs	☑	☐	☐	☐	☑	☑
22738	San Mateo County-wide	Vision Element	Intelligent Transportation System (ITS) improvements in San Mateo County	☑	☐	☐	☐	☑	☑
22739	Peninsula	Vision Element	US 101 operational improvements near Route 92	☑	☐	☐	☐	☑	☐
22741	Peninsula	Vision Element	Caltrain express tracks (Phase 2) (San Mateo County share)	☑	☐	☐	☐	☑	☑
22751	Peninsula	Vision Element	Route 1 operational and safety improvements in Half Moon Bay area	☑	☐	☐	☐	☑	☐
22756	Peninsula	New Commitment	US 101/Candlestick interchange reconstruction (Phase 1)	☑	☐	☑	☑	☑	☐
22900	Peninsula	New Commitment	Caltrain local station capital improvements	☑	☐	☑	☑	☑	☑

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22901	Peninsula	Vision Element	US 101 North and Route 92 ramp metering/Traffic Operations System (TOS)/fiber communications project	☑	☐	☐	☐	☐	☐
22980	San Mateo County-wide	Vision Element	SamTrans operating and capital replacement program shortfall	☑	☐	☐	☐	☐	☐
94093	San Mateo County-wide	New Commitment	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☑	☑	☑	☑
94100	Peninsula	Committed	US 101 auxiliary lanes from Marsh Road to Route 92 (under construction)	☑	☑	☑	☑	☑	☑
94643	Peninsula	Committed	Widen Route 92 between Route 1 and Half Moon Bay city limit	☑	☑	☑	☑	☑	☑
94644	Peninsula	Vision Element	Route 92 westbound slow vehicle lane between Route 35 and I 280	☑	☐	☐	☐	☑	☐
94656	Peninsula	Committed	Devil's Slide bypass	☑	☑	☑	☑	☑	☑
94662	San Mateo County-wide	Committed	Local streets and roads pavement and non-pavement maintenance	☑	☑	☑	☑	☑	☑
94664	San Mateo County-wide	Committed	Caltrain (San Mateo County share) transit operating and capita improvement program (including replacement, rehabilitation and system enhancements for rolling stock, equipment, fixed facilities and other capital assets). Station improvements (e.g., platforms) are included.	☑	☑	☑	☑	☑	☑
94666	San Mateo County-wide	New Commitment	SamTrans - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	☑	☐	☑	☑	☑	☑
94667	San Mateo County-wide	Vision Element	SamTrans Americans With Disabilities Act (ADA) services	☑	☐	☐	☐	☑	☑
98176	Peninsula	Committed	US 101 auxiliary lanes from 3rd Avenue to Millbrae and US 101/Peninsula Avenue interchange reconstruction	☑	☑	☑	☑	☑	☐

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98203	Peninsula	New Commitment	Study of Route 1 in Half Moon Bay area operational and safety improvements	☑	☐	☑	☑	☑	☑
98204	Peninsula	Committed	Construct Route 1 northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	☑	☑	☑	☑	☑	☑
Santa Clara									
20001	Silicon Valley	Committed	US 101/Bailey Avenue interchange improvements	☑	☑	☑	☑	☑	☑
20002	Silicon Valley	New Commitment	Route 85 noise mitigation between I-280 and Route 87	☑	☐	☑	☑	☑	☐
21558	Silicon Valley	Committed	Foothill Expressway traffic and signal operational improvements from Edith Avenue to El Monte Avenue, and at Grant Avenue/St. Joseph Avenue intersection	☑	☑	☑	☑	☑	☐
21702	Silicon Valley	Vision Element	US 101/Buena Vista Avenue interchange construction	☑	☐	☐	☐	☐	☐
21703	Silicon Valley	Committed	I-880/Coleman Avenue interchange improvements	☑	☑	☑	☑	☑	☑
21704	Silicon Valley	Vision Element	Improve I-280 downtown access between 3rd Street and 7th Street	☑	☐	☐	☐	☐	☐
21705	Silicon Valley	New Commitment	Route 237/El Camino Real/Grant Road intersection improvements	☑	☐	☑	☑	☑	☑
21708	Silicon Valley	Vision Element	Add I-280 northbound braided ramps between Foothill Expressway and Route 85	☑	☐	☐	☐	☐	☐
21713	Silicon Valley	New Commitment	Construct auxiliary lane on eastbound Route 237 from North First Street to Zanker Road	☑	☐	☑	☑	☑	☐
21714	Silicon Valley	New Commitment	Widen US 101 between Monterey Highway and Route 25 (includes an extension to Santa Teresa Boulevard) and construct a full interchange at US 101/Route 25/Santa Teresa Boulevard	☑	☐	☑	☑	☑	☐

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21715	Silicon Valley	Committed	Route 152/Route 156 interchange improvements	☑	☑	☑	☑	☑	☑
21716	Silicon Valley	New Commitment	Widen Route 237 from 4 lanes to 6 lanes for HOV lanes between Route 85 and east of Mathilda Avenue	☑	☐	☑	☑	☑	☐
21717	Silicon Valley	New Commitment	Widen Route 25 from US 101 to Route 156 from 2 lanes to 6 lanes (includes new interchange at Route 156)	☑	☐	☑	☑	☑	☐
21718	Silicon Valley	New Commitment	Route 85 northbound and southbound auxiliary lanes between Homestead Avenue and Fremont Avenue	☑	☐	☑	☑	☑	☐
21719	Silicon Valley	New Commitment	I-880/I-280/Stevens Creek Boulevard interchange improvements (Phase I)	☑	☐	☑	☑	☑	☐
21720	Silicon Valley	New Commitment	US 101/Tennant Avenue interchange improvements	☑	☐	☑	☑	☑	☐
21722	Silicon Valley	New Commitment	US 101 southbound Trimble Road/De La Cruz Boulevard/Central Expressway interchange improvements	☑	☐	☑	☑	☑	☐
21723	Silicon Valley	New Commitment	US 101/Tully Road interchange modifications	☑	☐	☑	☑	☑	☐
21724	Silicon Valley	New Commitment	Widen US 101 for northbound and southbound auxiliary lane from Trimble Road to Montague Expressway	☑	☐	☑	☑	☑	☐
21727	Silicon Valley	Committed	Route 87/US 101 ramp connection to Trimble Road interchang	☑	☑	☑	☑	☑	☐
21729	Silicon Valley	Committed	Mary Avenue bicycle and pedestrian overcrossing at I-280	☑	☑	☑	☑	☑	☑
21730	Silicon Valley	Committed	Los Gatos Creek Trail from Lincoln Avenue to Auzerais	☑	☑	☑	☑	☑	☑
21731	Silicon Valley	Committed	Los Gatos Creek Trail from San Fernando Street to San Carlos Street	☑	☑	☑	☑	☑	☑
21733	Silicon Valley	Committed	Uvas Creek Class 1 Trail connection to Gilroy Sports Park (Phases 1 and 2 from Thomas Road Bridge to Gilroy Sports Park)	☑	☑	☑	☑	☑	☑

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21735	Silicon Valley	Committed	San Tomas Aquino Creek Trail (Route 237 to Santa Clara city limits)	☑	☑	☑	☑	☑	☑
21737	Silicon Valley	Committed	Borregas Avenue bicycle and pedestrian overcrossings at US 101 and Route 237	☑	☑	☑	☑	☑	☑
21738	Silicon Valley	Committed	West Little Llagas Creek bicycle and pedestrian pathway from Spring Road to Watsonville Road	☑	☑	☑	☑	☑	☑
21739	Silicon Valley	Committed	Union Pacific bicycle and pedestrian overcrossing from Gibraltar Court to Montague Expressway	☑	☑	☑	☑	☑	☑
21741	Silicon Valley	Committed	Bicycle and pedestrian improvements on Hamilton Avenue from Salmar to Creekside (Route 17)	☑	☑	☑	☑	☑	☑
21742	Silicon Valley	Committed	River Oaks Parkway bike and pedestrian bridge at Guadalupe River	☑	☑	☑	☑	☑	☑
21743	Silicon Valley	Committed	Bicycle improvements on Almaden Expressway between Ironwood Drive and Foxworthy	☑	☑	☑	☑	☑	☑
21744	Silicon Valley	New Commitment	Bike and pedestrian overcrossing at Caltrain railroad tracks near Brokaw Road	☑	☐	☑	☑	☑	☑
21745	Silicon Valley	Committed	De Anza Trail (Reach 3)	☑	☑	☑	☑	☑	☑
21746	Silicon Valley	Committed	Cox Avenue/Southern Pacific railroad intersection improvements; includes improvements to grade crossings and bicycle paths	☑	☑	☑	☑	☑	☑
21747	Silicon Valley	Vision Element	California Avenue bicycle and pedestrian undercrossing at Caltrain station	☑	☐	☐	☐	☐	☐
21749	Silicon Valley	New Commitment	Extend Butterfield Boulevard from Tennant Avenue to Watsonville Road	☑	☐	☑	☑	☑	☐

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21750	Santa Clara Countywide	Committed	VTA Landscape Restoration and Graffiti Removal Program	☑	☑	☑	☑	☑	☑
21754	Santa Clara County-wide	New Commitment	VTA Soundwall Program	☑	☐	☑	☑	☑	☑
21760	Silicon Valley	Committed	Double-track segments of the Caltrain line between San Jose and Gilroy	☑	☑	☑	☑	☑	☑
21768	Peninsula	Committed	Caltrain local station improvements	☑	☑	☑	☑	☑	☑
21770	Silicon Valley	Vision Element	Extend Caltrain from Gilroy to Salinas	☑	☐	☐	☐	☐	☐
21785	Silicon Valley	Committed	US 101/Blossom Hill Road interchange improvements	☑	☑	☑	☑	☑	☐
21786	Silicon Valley	Committed	US 101/Hellyer Avenue interchange modifications	☑	☑	☑	☑	☑	☐
21787	Silicon Valley	Committed	Palo Alto Intermodal Transit Center (Phase I)	☑	☑	☑	☑	☑	☑
21794	Silicon Valley	Committed	Bus Rapid Transit corridor: El Camino Real (Line 22) (Phase 1 and 2)	☑	☑	☑	☑	☑	☑
21797	Silicon Valley	Committed	Route 17 bus service improvements between downtown San Jose and downtown Santa Cruz	☑	☑	☑	☑	☑	☑
21831	Silicon Valley	Committed	Montague Expressway level-of-service improvements from US 101 to North First Street	☑	☑	☑	☑	☑	☑
21832	Silicon Valley	Committed	Central Expressway level-of-service improvements from Bowers Avenue to De la Cruz Boulevard	☑	☑	☑	☑	☑	☐
21833	Silicon Valley	Committed	Almaden Expressway level-of-service improvements from Blossom Hill Road to Branham Lane	☑	☑	☑	☑	☑	☑
21836	Silicon Valley	New Commitment	San Tomas Expressway at Hamilton Avenue level-of-service improvements	☑	☐	☑	☑	☑	☐

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21837	Silicon Valley	Committed	Capitol Expressway level-of-service improvements at McLaughlin Avenue	☑	☑	☑	☑	☑	☐
21838	Silicon Valley	Committed	Foothill Expressway level-of-service improvements at various locations	☑	☑	☑	☑	☑	☑
21868	Santa Clara County-wide	Committed	Local bridge maintenance	☑	☑	☑	☑	☑	☑
21921	Fremont-South Bay	Committed	BART extension into Santa Clara County	☑	☑	☑	☑	☑	☐
21922	Silicon Valley	Committed	San Jose International Airport connections to Guadalupe Light Rail Transit (LRT)	☑	☑	☑	☑	☑	☐
21923	Silicon Valley	Committed	New Bus Rapid Transit Corridor: Stevens Creek Boulevard, El Camino Phase IIIB and Monterey Highway	☑	☑	☑	☑	☑	☑
22010	Silicon Valley	New Commitment	Construct I-280 northbound second exit lane to Foothill Expressway	☑	☐	☑	☑	☑	☐
22012	Silicon Valley	New Commitment	Route 237 eastbound auxiliary lane improvement from North First Street to Zanker Road	☑	☐	☑	☑	☑	☐
22014	Silicon Valley	Committed	Downtown East Valley: Santa Clara/Alum Rock and Capitol Expressway to Nieman: Preliminary Engineering and Right of way purchase	☑	☑	☑	☑	☑	☐
22015	Fremont-South Bay	New Commitment	I-680/I-880 cross connector (environmental and conceptual engineering)	☑	☐	☑	☑	☑	☐
22017	Silicon Valley	Vision Element	Construct Route 237 eastbound to Mathilda Avenue flyover offramp	☑	☐	☐	☐	☐	☐
22018	Silicon Valley	New Commitment	US 101/Mathilda Avenue interchange improvements	☑	☐	☑	☑	☑	☐
22019	Silicon Valley	Vision Element	Downtown East Valley: Santa Clara/Alum Rock and Capitol Expressway to Nieman: Construction	☑	☐	☐	☐	☐	☐

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22020	Silicon Valley	Vision Element	US 101 northbound braided ramps between Capitol Expressway and Yerba Buena Road	☑	☐	☐	☐	☐	☐
22022	Silicon Valley	New Commitment	Palo Alto Smart Residential Arterials	☑	☐	☑	☑	☑	☑
22091	Silicon Valley	Vision Element	Upgrade Route 152 to a limited access 4-lane freeway	☑	☐	☐	☐	☐	☐
22118	Silicon Valley	New Commitment	Extend Hill Road to Peet Avenue	☑	☐	☑	☑	☑	☐
22121	Silicon Valley	New Commitment	Loyola Drive/Foothill Expressway intersection improvements	☑	☐	☑	☑	☑	☑
22127	Silicon Valley	Vision Element	Route 85 northbound and southbound auxiliary lanes from Stevens Creek Boulevard to Saratoga/Sunnyvale Road	☑	☐	☐	☐	☐	☐
22128	Silicon Valley	Vision Element	Route 85 northbound and southbound auxiliary lanes from Saratoga/Sunnyvale Road to Saratoga Avenue	☑	☐	☐	☐	☐	☐
22130	Silicon Valley	Vision Element	Route 85 northbound and southbound auxiliary lanes from Saratoga Avenue to Winchester Boulevard	☑	☐	☐	☐	☐	☐
22134	Silicon Valley	New Commitment	Widen US 101 southbound from Story Road to Yerba Buena Road	☑	☐	☑	☑	☑	☐
22138	Silicon Valley	New Commitment	Widen US 101 to 4 lanes from Route 25 to Santa Clara/San Benito County line	☑	☐	☑	☑	☑	☑
22140	Silicon Valley	New Commitment	Widen US 101 between Cochrane Road and Monterey Highwa from 6 lanes to 8 lanes	☑	☐	☑	☑	☑	☐
22142	Silicon Valley	New Commitment	US 101/Capitol Expressway interchange improvements (includes new northbound on-ramp from Yerba Buena Road)	☑	☐	☑	☑	☑	☐
22145	Silicon Valley	New Commitment	Widen westbound Route 237 on-ramp from Route 237 to northbound US 101 to 2 lanes and add auxiliary lane on northbound US 101 from Route 237 on-ramp to Ellis Street interchange	☑	☐	☑	☑	☑	☐

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22147	Silicon Valley	Vision Element	US 101 interchange at Zanker Road/Skyport Drive/North Fourth Street (Phase I)	☑	☐	☐	☐	☐	☐
22152	Silicon Valley	New Commitment	Reconstruct Mathilda Avenue bridge over Caltrain tracks and Evelyn Avenue	☑	☐	☑	☑	☑	☑
22153	Silicon Valley	New Commitment	Extend Mary Avenue north across Route 237	☑	☐	☑	☑	☑	☐
22155	Silicon Valley	Vision Element	Comprehensive sidewalk network for Sunnyvale employment areas	☑	☐	☐	☐	☐	☐
22156	Silicon Valley	New Commitment	Route 85 northbound to SR 237 eastbound connector ramp improvements	☑	☐	☑	☑	☑	☐
22158	Silicon Valley	Vision Element	Route 85 auxiliary lanes between Fremont Avenue and El Camino Real	☑	☐	☐	☐	☐	☐
22161	Silicon Valley	Vision Element	Route 85 auxiliary lanes between El Camino Real and Route 237, and Route 85/El Camino Real interchange improvements	☑	☐	☐	☐	☐	☐
22162	Silicon Valley	New Commitment	Route 237 westbound to Route 85 southbound connector ramp improvements	☑	☐	☑	☑	☑	☐
22164	Silicon Valley	New Commitment	Route 237 westbound on-ramp at Middlefield Road	☑	☐	☑	☑	☑	☑
22165	Silicon Valley	Vision Element	US 101 southbound to Route 237 eastbound auxiliary lane improvements (Phase 1)	☑	☐	☐	☐	☐	☐
22167	Silicon Valley	Vision Element	US 101 southbound braided ramps between Capitol Expressway and Yerba Buena Road	☑	☐	☐	☐	☐	☐
22168	Silicon Valley	New Commitment	Convert one-way streets to two-way streets at various intersections in San Jose	☑	☐	☑	☑	☑	☑
22169	Silicon Valley	New Commitment	Widen Coleman Avenue from Hedding Street and a future Autumn Street extension from 4 lanes to 6 lanes	☑	☐	☑	☑	☑	☐

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22170	Silicon Valley	New Commitment	Construct I-880 overcrossing on Charcot Avenue between Paragon Drive and Old Oakland Road as a reliever route to Montague Expressway and Brokaw Road	☑	☐	☑	☑	☑	☐
22171	Silicon Valley	New Commitment	Extend Autumn Street from Julian Street to Coleman Avenue to connect I-880 to west part of downtown San Jose	☑	☐	☑	☑	☑	☐
22175	Silicon Valley	New Commitment	Widen Almaden Expressway between Coleman Road and Blossom Hill Road to 8 lanes	☑	☐	☑	☑	☑	☐
22176	Silicon Valley	New Commitment	Widen Berryessa Road from I-680 to Commercial Street from 4 lanes to 6 lanes	☑	☐	☑	☑	☑	☐
22177	Silicon Valley	New Commitment	Widen Branham Lane from Vista Park Drive to Snell Avenue from 4 lanes to 6 lanes	☑	☐	☑	☑	☑	☐
22178	Silicon Valley	New Commitment	Replace 4-lane structure with 6-lane bridge on Calaveras Boulevard over Union Pacific Railroad from Abel Street to Milpitas Boulevard	☑	☐	☑	☑	☑	☐
22179	Silicon Valley	New Commitment	Widen Central Expressway between Lawrence Expressway and San Tomas Expressway from 4 lanes to 6 lanes	☑	☐	☑	☑	☑	☐
22180	Silicon Valley	New Commitment	Widen Central Expressway between Lawrence Expressway and Mary Avenue to provide auxiliary acceleration and/or deceleration lanes	☑	☐	☑	☑	☑	☐
22181	Silicon Valley	New Commitment	Construct 4-lane bridge over Guadalupe River between Almaden Expressway and Fell Avenue to connection sections of Chynoweth Avenue	☑	☐	☑	☑	☑	☐
22182	Silicon Valley	New Commitment	Gilman Road/Arroyo Circle traffic signal and intersection improvements	☑	☐	☑	☑	☑	☐
22183	Silicon Valley	New Commitment	Widen Lucretia Avenue from 2 lanes to 4 lanes from Story Road to Phelan Avenue	☑	☐	☑	☑	☑	☑

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22185	Silicon Valley	New Commitment	Widen Oakland Road from 4 lanes to 6 lanes from US 101 to Montague Expressway	☑	☐	☑	☑	☑	☑
22186	Silicon Valley	New Commitment	Widen San Tomas Expressway between Route 82 and Williams Road to 8 lanes	☑	☐	☑	☑	☑	☐
22187	Silicon Valley	Vision Element	Improve Scott Street pedestrian corridor from I-880 to Meridian Avenue	☑	☐	☐	☐	☐	☐
22246	Silicon Valley	New Commitment	Blossom Hill Road pedestrian overcrossing and improvements	☑	☐	☑	☑	☑	☑
22409	Santa Clara County-wide	Vision Element	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☐	☐	☐	☑
22418	Silicon Valley	Vision Element	Junipero Serra Boulevard traffic calming (Phase 2)	☑	☐	☐	☐	☐	☐
22422	Silicon Valley	New Commitment	Widen Senter Road between Tully Road and Capitol Expressway to 6 lanes	☑	☐	☑	☑	☑	☐
22431	Silicon Valley	Vision Element	Scott Street pedestrian corridor	☑	☐	☐	☐	☐	☐
22480	Santa Clara County-wide	New Commitment	BART (Santa Clara County share) - transit operating and capita improvement program (including replacement, rehabilitation, and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART to SFO extension)	☑	☐	☑	☑	☑	☑
22487	Santa Clara County-wide	Vision Element	BART (Santa Clara County share) operating and capital program shortfall	☑	☐	☐	☐	☐	☑
22488	Santa Clara County-wide	Vision Element	Caltrain (Santa Clara County share) operating and capital program shortfall	☑	☐	☐	☐	☐	☑
22489	Santa Clara County-wide	Vision Element	VTA operating and capital program shortfall	☑	☐	☐	☐	☐	☑

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22649	Silicon Valley	New Commitment	Widen Campbell Avenue Bridge over Los Gatos Creek to accommodate pedestrian and bicycle facilities	☑	☐	☑	☑	☑	☑
22800	Fremont-South Bay	Vision Element	BART extension into Santa Clara County (needs operating plar	☑	☐	☐	☐	☐	☐
22801	Silicon Valley	Committed	Bernardo Avenue pedestrian/bicycle undercrossing at Caltrain tracks	☑	☑	☑	☑	☑	☑
22802	Silicon Valley	Committed	Extend Hetch Hetchy pathway from Los Altos Avenue to El Camino Real	☑	☑	☑	☑	☑	☑
22803	Silicon Valley	Committed	Bicycle Racks Program	☑	☑	☑	☑	☑	☑
22804	Silicon Valley	Committed	Feasibility study of Stevens Creek Trail connection between Mountain View and Cupertino	☑	☑	☑	☑	☑	☑
22805	Fremont-South Bay	New Commitment	Widen Dixon Landing Road from 4 to 6 lanes between North Milpitas Boulevard and 1-880	☑	☐	☑	☑	☑	☑
22806	Fremont-South Bay	New Commitment	Capitol Avenue/Great Mall Parkway grade separation over Montague Expressway	☑	☐	☑	☑	☑	☐
22807	Peninsula	New Commitment	Caltrain local station improvements	☑	☐	☑	☑	☑	☑
22808	Peninsula	Vision Element	Caltrain grade separation program in Santa Clara County	☑	☐	☐	☐	☐	☑
22809	Silicon Valley	New Commitment	DeWitt Avenue/Sunnyside Avenue intersection realignment	☑	☐	☑	☑	☑	☑
22810	Silicon Valley	New Commitment	San Martin Avenue/Monterey Road railroad crossing improvements	☑	☐	☑	☑	☑	☑
22811	Silicon Valley	New Commitment	Church Avenue/Monterey Highway railroad crossing improvements	☑	☐	☑	☑	☑	☑
22812	Silicon Valley	New Commitment	Capitol Expressway channelization improvements	☑	☐	☑	☑	☑	☑

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22813	Silicon Valley	New Commitment	Wedgewood Avenue traffic and pedestrian safety improvements	☑	☐	☑	☑	☑	☑
22814	Silicon Valley	New Commitment	Extend Foothill Expressway westbound deceleration lane at San Antonio Road	☑	☐	☑	☑	☑	☑
22815	Silicon Valley	New Commitment	Miramonte Avenue bikeway improvements	☑	☐	☑	☑	☑	☑
22816	Silicon Valley	New Commitment	Oregon-Page Mill Expressway corridor operational improvements	☑	☐	☑	☑	☑	☐
22817	Silicon Valley	New Commitment	Widen Campbell Avenue to accommodate pedestrian and bicycle facilities	☑	☐	☑	☑	☑	☐
22818	Santa Clara County-wide	New Commitment	Expressway and city street signals coordination	☑	☐	☑	☑	☑	☑
22819	Silicon Valley	New Commitment	Santa Teresa Boulevard/Fitzgerald Avenue intersection improvements	☑	☐	☑	☑	☑	☑
22820	Santa Clara County-wide	New Commitment	Expressway traffic signal system upgrade to allow traffic count collection	☑	☐	☑	☑	☑	☑
22821	Santa Clara County-wide	New Commitment	Transportation for Livable Communities (TLC) and Pedestrian Program	☑	☐	☑	☑	☑	☑
22822	Santa Clara County-wide	Committed	Expressway traffic information outlets	☑	☑	☑	☑	☑	☐
22823	Silicon Valley	New Commitment	Widen Snell Avenue from 4 lanes to 6 lanes from Branham Lane to Chynoweth Avenue	☑	☐	☑	☑	☑	☑
22826	Silicon Valley	New Commitment	Rengstorff Avenue grade separation at Central Expressway and Caltrain tracks	☑	☐	☑	☑	☑	☑
22827	Silicon Valley	New Commitment	Magdalena Avenue/Country Club Drive intersection improvements	☑	☐	☑	☑	☑	☑

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22828	Silicon Valley	New Commitment	Dixon Landing Road/North Milpitas Boulevard intersection improvements	☑	☐	☑	☑	☑	☑
22829	Silicon Valley	New Commitment	Fitzgerald Road/Masten Avenue intersection improvements	☑	☐	☑	☑	☑	☑
22830	Silicon Valley	New Commitment	Widen First Street/Route 152 to add one eastbound lane from Church Street to Monterey Street	☑	☐	☑	☑	☑	☐
22831	Santa Clara County-wide	New Commitment	Install traffic signal interconnect systems in Sunnyvale, Palo Alto, Mountain View and Los Altos	☑	☐	☑	☑	☑	☑
22832	Silicon Valley	New Commitment	Widen Route 152 from 2 lanes to 4 lanes from Miller Slough to Holsclaw Road (including widen existing structures over Llagas Creek and old Llagas Creek and new traffic signal at Gilroy Foods/WTI Trucking entrance)	☑	☐	☑	☑	☑	☑
22833	Silicon Valley	New Commitment	Route 85/Almaden Expressway interim operational improvements	☑	☐	☑	☑	☑	☑
22834	Silicon Valley	New Commitment	Widen Route 237 for eastbound auxiliary lane from Mathilda Avenue to Fair Oaks Avenue	☑	☐	☑	☑	☑	☐
22835	Silicon Valley	New Commitment	Construct Sunnyvale Caltrain Station overpass/underpass for pedestrians and bicyclists	☑	☐	☑	☑	☑	☑
22836	Silicon Valley	New Commitment	Widen Quito Road between Saratoga Avenue and Bucknall Road for channelization and pedestrian and bicycle lane improvements	☑	☐	☑	☑	☑	☑
22837	Silicon Valley	New Commitment	Saratoga Avenue and Saratoga-Sunnyvale Road corridor signalization improvements	☑	☐	☑	☑	☑	☑
22838	Silicon Valley	New Commitment	Study of Lawrence Expressway/Calvert/I-280 interchange improvements (Caltrans Project Study Report)	☑	☐	☑	☑	☑	☐

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22839	Silicon Valley	New Commitment	Convert HOV lane to mixed-flow lane on Central Expressway between San Tomas and De La Cruz (including removing HOV queue jump lanes at Bowers)	☑	☐	☑	☑	☑	☐
22840	Silicon Valley	New Commitment	Study to reconfigure Route 85/Almaden Expressway interchange (Caltrans Project Study Report/Project Development Study)	☑	☐	☑	☑	☑	☐
22841	Silicon Valley	New Commitment	Los Gatos Creek Trail from San Carlos Street to Guadalupe River	☑	☐	☑	☑	☑	☑
22842	Silicon Valley	New Commitment	Route 152/Ferguson Road intersection improvements	☑	☐	☑	☑	☑	☑
22843	Silicon Valley	New Commitment	Widen Lawrence Expressway between Moorpark/Bollinger and south of Calvert from 6 lanes to 8 lanes	☑	☐	☑	☑	☑	☐
22844	Silicon Valley	New Commitment	Construct right-turn lane from westbound Monroe Street to San Tomas Expressway	☑	☐	☑	☑	☑	☑
22845	Silicon Valley	New Commitment	Construct US 101 southbound auxiliary lane from Ellis Street to eastbound Route 237	☑	☐	☑	☑	☑	☐
22846	Silicon Valley	New Commitment	Stevens Creek Trail Reach 4 Central from North Meadow to Dale Neighborhood	☑	☐	☑	☑	☑	☑
22847	Silicon Valley	New Commitment	Route 9 bike lanes from Saratoga through Monte Sereno to Los Gatos	☑	☐	☑	☑	☑	☑
22848	Silicon Valley	New Commitment	Develop High Occupancy Toll (HOT) lane demonstration project on one freeway corridor in Santa Clara County	☑	☐	☑	☑	☑	☑
22850	Silicon Valley	New Commitment	Widen Almaden Plaza Way for a fifth lane at the approach of the Route 85/Almaden Plaza Shopping Center/Alameda Expressway intersection	☑	☐	☑	☑	☑	☑
22852	Silicon Valley	New Commitment	Coyote Creek Trail from Hellyer County Park to Anderson Lake County Park	☑	☐	☑	☑	☑	☑

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22853	Silicon Valley	New Commitment	Alma Bridge replacement feasibility study	☑	☐	☑	☑	☑	☑
22854	Silicon Valley	New Commitment	I-280/Oregon-Page Mill interchange modification	☑	☐	☑	☑	☑	☐
22855	Silicon Valley	New Commitment	Coyote Creek Trail connection	☑	☐	☑	☑	☑	☑
22856	Silicon Valley	New Commitment	Lawrence Expressway-Saratoga Avenue Corridor signal optimization	☑	☐	☑	☑	☑	☑
22857	Silicon Valley	New Commitment	Widen US 101 for a southbound auxiliary lane from I-880 to McKee Road/Julian Street	☑	☐	☑	☑	☑	☐
22858	Silicon Valley	New Commitment	Widen Union Avenue from Los Gatos-Almaden Road to Ross Creek from 2 lanes to 4 lanes	☑	☐	☑	☑	☑	☑
22859	Silicon Valley	New Commitment	Berryessa Creek Trail (Reach 3) between Abel Street and Gill Park	☑	☐	☑	☑	☑	☑
22860	Silicon Valley	New Commitment	Replace California Avenue undercrossing of Caltrain tracks and Alama Street	☑	☐	☑	☑	☑	☑
22861	Silicon Valley	New Commitment	Bicycle boulevards and bike lanes network	☑	☐	☑	☑	☑	☑
22862	Silicon Valley	New Commitment	Alum Rock School District Area traffic-calming elements	☑	☐	☑	☑	☑	☑
22863	Silicon Valley	New Commitment	Borregas Avenue bike lanes	☑	☐	☑	☑	☑	☑
22864	Silicon Valley	New Commitment	Bollinger Road bike lanes from Anza Boulevard and Lawrence Expressway/Miller Boulevard	☑	☐	☑	☑	☑	☑
22865	Silicon Valley	New Commitment	Coyote Creek trail from Route 237/Bay Trail to Story/Keyes	☑	☐	☑	☑	☑	☑
22866	Silicon Valley	New Commitment	I-280/Lawrence Expressway signal phasing and timing coordination	☑	☐	☑	☑	☑	☑

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22867	Silicon Valley	New Commitment	Rancho Rinconada neighborhood traffic management plan	☑	☐	☑	☑	☑	☑
22868	Silicon Valley	New Commitment	Park Avenue bicycle and pedestrian enhancements	☑	☐	☑	☑	☑	☑
22869	Silicon Valley	New Commitment	Guadalupe River Trail from Alviso to I-880	☑	☐	☑	☑	☑	☑
22870	Silicon Valley	New Commitment	Study of Uvas Creek trail extension from Gilroy Sports Park to Gavilan College	☑	☐	☑	☑	☑	☑
22871	Silicon Valley	New Commitment	Extend 2-lane Uvas Park Drive from Laurel Drive to Wren Avenue	☑	☐	☑	☑	☑	☑
22872	Silicon Valley	New Commitment	Widen Montague Expressway for HOV lanes between I-880 an I-680 (6 mixed-flow, 2 HOV lanes)	☑	☐	☑	☑	☑	☐
22873	Silicon Valley	New Commitment	Replace Loyola Bridge bicycle/pedestrian crossing over Foothill Expressway	☑	☐	☑	☑	☑	☑
22874	Silicon Valley	New Commitment	Route 85/Fremont Avenue ramp improvements	☑	☐	☑	☑	☑	☑
22875	Silicon Valley	New Commitment	Widen Campbell Avenue Bridge over Los Gatos Creek for pedestrians and bicyclists	☑	☐	☑	☑	☑	☑
22876	Silicon Valley	New Commitment	Convert HOV lanes to mixed flow lanes on Lawerence Expressway from US 101 to Elko	☑	☐	☑	☑	☑	☑
22877	Silicon Valley	New Commitment	Design and construct bicycle/pedestrian trail along Sunnyvale east drainage trail from JWC Greenway to Tasman Drive	☑	☐	☑	☑	☑	☑
22878	Silicon Valley	New Commitment	Realign Wildwood Avenue to connect with Lawrence Expressway (includes new traffic signal at Lawrence Expressway/Wildwood Avenue intersection)	☑	☐	☑	☑	☑	☐
22879	Silicon Valley	New Commitment	US 101 bike/pedestrian overcrossing at Branham Lane	☑	☐	☑	☑	☑	☑
22880	Silicon Valley	New Commitment	Winchester Boulevard streetscape improvements	☑	☐	☑	☑	☑	☑

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22881	Silicon Valley	New Commitment	Construct auxiliary lanes Lawrence Expressway from westbound Route 237 to southbound Lawrence Expressway and from northbound Lawrence Expressway to eastbound Route 237	☑	☐	☑	☑	☑	☐
22882	Silicon Valley	New Commitment	Bascom Avenue Intelligent Transportation System (ITS) enhancements	☑	☐	☑	☑	☑	☑
22883	Silicon Valley	New Commitment	Modify medians on Lawrence Expressway from De Sota Avenue and St. Lawrence Drive/Lawrence Station Road for limited access	☑	☐	☑	☑	☑	☐
22884	Silicon Valley	New Commitment	Construct bike lanes on Evelyn Avenue from Sunnyvale Avenue to Reed Avenue	☑	☐	☑	☑	☑	☑
22885	Silicon Valley	New Commitment	Extend Los Gatos Creek Trail on west side from Hamilton Avenue to Campbell Avenue	☑	☐	☑	☑	☑	☑
22886	Silicon Valley	New Commitment	Widen McKean Road shoulders to accommodate bicycle improvements	☑	☐	☑	☑	☑	☑
22887	Silicon Valley	New Commitment	Widen south side of Moody Road from Elena Road westbound by 1,500 feet to accommodate bicycle and pedestrian improvements	☑	☐	☑	☑	☑	☑
22888	Silicon Valley	New Commitment	Widen King Road to 4 lanes from Aborn Road and Barberry Lane	☑	☐	☑	☑	☑	☑
22889	Silicon Valley	New Commitment	Stevens Creek Trail (Reach 4) south from Dale Neighborhood to Mountain View High School	☑	☐	☑	☑	☑	☑
22890	Silicon Valley	New Commitment	Adobe Creek bike/pedestrian bridge replacement	☑	☐	☑	☑	☑	☑
22891	Silicon Valley	New Commitment	Alamden Expressway pedestrian/bike overcrossing	☑	☐	☑	☑	☑	☑
22892	Silicon Valley	New Commitment	Widen US 101 southbound auxiliary lane from Great America Parkway to Lawrence Expressway	☑	☐	☑	☑	☑	☐

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22893	Silicon Valley	New Commitment	Widen US 101 for a northbound auxiliary lane from McKee/Julian Street to I-880	☑	☐	☑	☑	☑	☐
22894	Silicon Valley	New Commitment	US 101 Mabury Road/Taylor Street new interchange (environmental and preliminary engineering)	☑	☐	☑	☑	☑	☐
22895	Silicon Valley	New Commitment	San Tomas Expressway/Route 17 interchange operational improvements	☑	☐	☑	☑	☑	☐
22896	Silicon Valley	New Commitment	Coyote Creek Trail (Reach 1) from North McCarthy Boulevard to South Ranch Drive	☑	☐	☑	☑	☑	☑
22897	Sunol Gateway	New Commitment	Widen I-680 northbound for an HOV lane from Route 84 to Calavaras Boulevard	☑	☐	☑	☑	☑	☐
22902	Silicon Valley	Committed	Future rail corridors to be determined by Major Investment Studies (MIS)	☑	☑	☑	☑	☑	☐
22903	Santa Clara County-wide	New Commitment	Non-Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement maintenance	☑	☐	☑	☑	☑	☑
22904	Silicon Valley	Vision Element	Construct streetscape improvements on North Thirteenth Street	☑	☐	☐	☐	☐	☐
22905	Silicon Valley	Vision Element	Improve Senter Road between Singleton Avenue and Monterey Highway to accommodate pedestrians and bicyclists	☑	☐	☐	☐	☐	☐
22906	Silicon Valley	Vision Element	Wolfe Road/Reed Avenue intersection improvement	☑	☐	☐	☐	☐	☐
22907	Santa Clara County-wide	Vision Element	Sidewalk improvements	☑	☐	☐	☐	☐	☐
22908	Silicon Valley	Vision Element	Mary Avenue/El Camino Real intersection improvements	☑	☐	☐	☐	☐	☐
22909	Silicon Valley	Vision Element	Operating costs for transit services including BART and Downtown/East Valley light rail transit	☑	☐	☐	☐	☐	☐

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22910	Silicon Valley	Vision Element	Intelligent Transportation Systems (ITS) improvements on Santa Teresa Boulevard between Day Road and Mesa Road	☑	☐	☐	☐	☐	☐
22911	Silicon Valley	Vision Element	Widen Farrell Avenue Bridge to 2-lane facility	☑	☐	☐	☐	☐	☐
22912	Silicon Valley	Vision Element	Mary Avenue/Fremont Avenue intersection improvement	☑	☐	☐	☐	☐	☐
22913	Santa Clara County-wide	Vision Element	Install metal beam guard rails countywide	☑	☐	☐	☐	☐	☐
22914	Silicon Valley	Vision Element	McKee Road between White Road and Staples Avenue pedestrian and bicycle improvements	☑	☐	☐	☐	☐	☐
22915	Silicon Valley	Vision Element	Junipero Serra Boulevard shoulder widening	☑	☐	☐	☐	☐	☐
22916	Silicon Valley	Vision Element	Install Herriman Drive/Saratoga Avenue traffic signal	☑	☐	☐	☐	☐	☐
22917	Silicon Valley	Vision Element	Install Verde Vista Lane/Saratoga-Sunnyvale Road traffic signal	☑	☐	☐	☐	☐	☐
22918	Silicon Valley	Vision Element	Mantelli Drive corridor improvements	☑	☐	☐	☐	☐	☐
22919	Silicon Valley	Vision Element	Fair Oaks Avenue/Arques Avenue intersection improvement	☑	☐	☐	☐	☐	☐
22920	Santa Clara County-wide	Vision Element	Pedestrian ramps at various locations	☑	☐	☐	☐	☐	☐
22921	Silicon Valley	Vision Element	Wolfe Road/Kifer Road intersection improvement	☑	☐	☐	☐	☐	☐
22922	Silicon Valley	Vision Element	Calaveras Road improvements	☑	☐	☐	☐	☐	☐
22923	Silicon Valley	Vision Element	Burbank area streetlighting project	☑	☐	☐	☐	☐	☐
22924	Santa Clara County-wide	Vision Element	Construct pedestrian ramps countywide	☑	☐	☐	☐	☐	☐
22925	Silicon Valley	Vision Element	DeWitt Avenue S-curve realignment	☑	☐	☐	☐	☐	☐

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22926	Silicon Valley	Vision Element	Citywide traffic calming program in Sunnyvale	☑	☐	☐	☐	☐	☐
22927	Silicon Valley	Vision Element	Bicycle boulevard network project: 7 new bicycle boulevards identified in City's Bicycle Transportation Plan	☑	☐	☐	☐	☐	☐
22928	Silicon Valley	Vision Element	Mitty Avenue/Lawrence Expressway area pedestrian and bicycle improvements	☑	☐	☐	☐	☐	☐
22929	Silicon Valley	Vision Element	Lyndale School area pedestrian and bicycle improvements	☑	☐	☐	☐	☐	☐
22930	Silicon Valley	Vision Element	Improve White Road streetscape between Golf Drive and McKee Road	☑	☐	☐	☐	☐	☐
22931	Silicon Valley	Vision Element	Pedestrian/bicycle improvements in the Toyon Road area	☑	☐	☐	☐	☐	☐
22932	Silicon Valley	Vision Element	McKean Road and Watsonville Road left-turn pockets and shoulder widening	☑	☐	☐	☐	☐	☐
22933	Silicon Valley	Vision Element	El Monte Road/I-280 improvements	☑	☐	☐	☐	☐	☐
22934	Silicon Valley	Vision Element	Mary Avenue bicycle improvements from Fremont Avenue to Maude Avenue	☑	☐	☐	☐	☐	☐
22936	Silicon Valley	Vision Element	Oak Place/Route 9 pedestrian signals	☑	☐	☐	☐	☐	☐
22937	Silicon Valley	Vision Element	Garden Avenue and Dahl Elementary School area: pedestrian and bicycle improvements	☑	☐	☐	☐	☐	☐
22938	Santa Clara County-wide	Vision Element	New pavement markers and traffic signs	☑	☐	☐	☐	☐	☐
22939	Silicon Valley	Vision Element	Pedestrian and bicycle improvements on Hyland Avenue between White Road and Kirk Avenue	☑	☐	☐	☐	☐	☐
22940	Santa Clara County-wide	Vision Element	Class II & III bicycle route improvements	☑	☐	☐	☐	☐	☐

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22941	Silicon Valley	Vision Element	Loyola Corners traffic circulation improvements	☑	☐	☐	☐	☐	☐
22942	Silicon Valley	Vision Element	Pedestrian and bicycle improvements on Alum Rock Avenue south of Miguelita Creek Bridge	☑	☐	☐	☐	☐	☐
22943	Silicon Valley	Vision Element	Pedestrian improvements on White Road between Alum Rock Avenue and Mabury Road	☑	☐	☐	☐	☐	☐
22945	Silicon Valley	Vision Element	Construct Aldercroft Creek Bridge on Old Santa Cruz Highway	☑	☐	☐	☐	☐	☐
22946	Silicon Valley	Vision Element	Martha Street bicycle pedestrian corridor	☑	☐	☐	☐	☐	☐
22948	Silicon Valley	Vision Element	Taylor Street improvements	☑	☐	☐	☐	☐	☐
22949	Silicon Valley	Vision Element	Sterlin Road/Shoreline Boulevard intersection modification	☑	☐	☐	☐	☐	☐
22957	Silicon Valley	Vision Element	West San Carlos streetscape improvements	☑	☐	☐	☐	☐	☐
22958	Silicon Valley	Vision Element	US 101 southbound to eastbound Route 237 connector improvements	☑	☐	☐	☐	☐	☐
22959	Silicon Valley	Vision Element	Construct streetscape improvements on McLaughlin Avenue	☑	☐	☐	☐	☐	☐
22960	Silicon Valley	Vision Element	Widen Almaden Road from Malone Road to Curtner Avenue to accommodate pedestrians	☑	☐	☐	☐	☐	☐
22961	Silicon Valley	Vision Element	Construct streetscape improvements on Delmas Avenue between Willow Street and I-280	☑	☐	☐	☐	☐	☐
22962	Silicon Valley	Vision Element	Improve pedestrian access and facilities on Bird Avenue from San Carlos Street to Virginia Street	☑	☐	☐	☐	☐	☐
22963	Silicon Valley	Vision Element	Mary Avenue/Evelyn Avenue intersection improvements	☑	☐	☐	☐	☐	☐
22965	Silicon Valley	Vision Element	US 101/Mabury Road/Taylor Street interchange construction	☑	☐	☐	☐	☐	☐

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22966	Silicon Valley	Vision Element	Gifford Avenue streetscape	☑	☐	☐	☐	☐	☐
22967	Silicon Valley	Vision Element	Sunnyvale-Saratoga Road/Remington Drive intersection improvement	☑	☐	☐	☐	☐	☐
22968	Silicon Valley	Vision Element	Aborn Road pedestrian improvements at Irwindale Drive	☑	☐	☐	☐	☐	☐
22969	Silicon Valley	Vision Element	Keyes Street streetscape improvement project	☑	☐	☐	☐	☐	☐
22970	Silicon Valley	Vision Element	Construct streetscape improvements on Mathilda Boulevard from Iowa Avenue to Washington Avenue in downtown Sunnyvale	☑	☐	☐	☐	☐	☐
22971	Silicon Valley	Vision Element	Construct streetscape improvements on West Virginia Avenue	☑	☐	☐	☐	☐	☐
22972	Silicon Valley	Vision Element	Easy Street/Gladys Avenue intersection modification	☑	☐	☐	☐	☐	☐
22973	Silicon Valley	Vision Element	Auzerais Avenue bicycle/pedestrian improvements	☑	☐	☐	☐	☐	☐
22974	Silicon Valley	Vision Element	Construct year-round bicycle/pedestrian grade-separated crossing of US 101at San Antonio	☑	☐	☐	☐	☐	☐
22975	Silicon Valley	Vision Element	Washington Avenue/Mathilda Avenue intersection improvement	☑	☐	☐	☐	☐	☐
22976	Silicon Valley	Vision Element	Balbach Avenue pedestrian corridor	☑	☐	☐	☐	☐	☐
22979	Silicon Valley	New Commitment	US 101/Zanker Road/Skyport Drive/Fourth Street interchange improvements (environmental and preliminary engineering)	☑	☐	☑	☑	☑	☑
22983	Silicon Valley	Vision Element	US 101/Zanker Road/Skyport Drive/Fourth Street interchange construction (Phase 2)	☑	☐	☐	☐	☐	☐
22987	Silicon Valley	New Commitment	Java Drive bikeway between Mathilda Avenue and Crossman Avenue	☑	☐	☑	☑	☑	☐

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22999	Silicon Valley	Vision Element	Reed Street pedestrian corridor project	☑	☐	☐	☐	☐	☐
94106	Santa Clara County-wide	New Commitment	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☑	☑	☑	☑
94117	Silicon Valley	Committed	Transit centers and park-and-ride lots	☑	☑	☑	☑	☑	☑
94609	Santa Clara County-wide	Committed	Local streets and roads pavement and non-pavement maintenance	☑	☑	☑	☑	☑	☑
94610	Santa Clara Countywide	Committed	VTA - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets. Does not include system expansion)	☑	☑	☑	☑	☑	☑
94613	Peninsula	Committed	Caltrain (Santa Clara County portion) transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	☑	☑	☑	☑	☑	☑
96002	Silicon Valley	Committed	Route 152 safety improvements from Uvas Creek to Route 156 near Gilroy	☑	☑	☑	☑	☑	☑
98103	Silicon Valley	New Commitment	Construct auxiliary lane on northbound Route 17 from Camden Avenue to Hamilton Avenue (including improvements to northbound on-ramp from Camden Avenue)	☑	☐	☑	☑	☑	☐
98119	Silicon Valley	Committed	Vasona Corridor light rail extension from downtown San Jose to Winchester Boulevard in Campbell	☑	☑	☑	☑	☑	☑
98121	Silicon Valley	Committed	Increase Caltrain service from San Jose to Gilroy, includes Caltrain corridor facilities and service improvements	☑	☑	☑	☑	☑	☑
98140	Sunol Gateway	Committed	I-680 Sunol Grade southbound HOV lanes, ramp metering and auxiliary lane from Route 84 to Route 237 (possible value pricing project)	☑	☑	☑	☑	☑	☑

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98175	Silicon Valley	New Commitment	Widen Montague Expressway from 6 lanes to 8 lanes (6 mixed-flow and 2 HOV lanes) from I-680 to US 101	☑	☐	☑	☑	☑	☑
Solano									
21341	Eastshore-North	Committed	Project development for new Fairfield/Vacaville multi-modal rail station for Capitol Corridor intercity rail service in Solano County (Phase 1)	☑	☑	☑	☑	☑	☐
21348	Eastshore-North	Committed	Install a second span along existing Green Valley Bridge to facilitate four lanes of travel each way and an acceleration/deceleration lane in each direction	☑	☑	☑	☑	☑	☑
21801	Solano County-wide	Vision Element	Vallejo Transit operating and capital program shortfall	☑	☐	☐	☐	☐	☑
21807	Eastshore-North	New Commitment	Widen I-80 from I-680 to Air Base Parkway from 8 lanes to 10 lanes for HOV lanes (includes a braided ramp from I-680 to Suisun Valley Road and improvements to Red Top Road)	☑	☐	☑	☑	☑	☐
21809	Solano County-wide	New Commitment	Match for improvements to local interchanges and arterials	☑	☐	☑	☑	☑	☑
21823	North Bay East-West	New Commitment	Route 12 from Sacramento River to I-80 (Phase 1) operational and safety improvements (as identified in Route 12 Major Investment Study (MIS))	☑	☐	☑	☑	☑	☑
21824	North Bay East-West	Vision Element	Route 12 from I-80 to Sacramento Bridge capacity and operational improvements as identified in Route 12 Major Investment Study	☑	☐	☐	☐	☑	☐
21869	Solano County-wide	Committed	Local bridge maintenance	☑	☑	☑	☑	☑	☑
22410	Solano County-wide	Vision Element	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☐	☐	☐	☑
22623	Eastshore-North	Committed	Widen Nut Tree overcrossing from 2 lanes to 4 lanes (includes left turn lane and ramp improvements)	☑	☑	☑	☑	☑	☑

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22624	Eastshore-North	Committed	Construct continuous 4-lane Jepson Parkway from Suisun City to Vacaville	☑	☑	☑	☑	☑	☑
22625	Eastshore-North	Committed	I-80/North Texas Street interchange improvements (includes relocation of North Texas Street, new connection between Manuel Campos Parkway and existing bridge, new eastbound on- and off-ramps and new bridge)	☑	☑	☑	☑	☑	☑
22626	North Bay East-West	Committed	Route 29/Route 37 interchange improvements (includes new 4-lane freeway on new alignment between Enterprise Street and Diablo Street)	☑	☑	☑	☑	☑	☑
22628	Eastshore-North	Committed	Realign Wilson Avenue from Florida to Route 37 to accommodate pedestrians and bicyclists (Phase 2)	☑	☑	☑	☑	☑	☑
22629	Eastshore-North	Committed	New Vallejo Ferry Terminal intermodal facility	☑	☑	☑	☑	☑	☐
22630	Eastshore-North	Committed	Parkway Boulevard overcrossing of Union Pacific Railroad grade separation	☑	☑	☑	☑	☑	☑
22631	Eastshore-North	Committed	Route 12 westbound (Red Top Road) truck lane	☑	☑	☑	☑	☑	☐
22632	Eastshore-North	Committed	American Canyon Road overpass at I-80	☑	☑	☑	☑	☑	☐
22633	Eastshore-North	Committed	Widen Azuar Drive/Cedar Avenue from P Street to Residential Parkway from 2 lanes to 4 lanes	☑	☑	☑	☑	☑	☑
22634	Eastshore-North	New Commitment	Vacaville intermodal station (400-space parking garage and 200 space surface parking lot)	☑	☐	☑	☑	☑	☑
22700	Eastshore-North	New Commitment	Construct parallel corridor north of I-80 from Red Top Road to Abernathy Road (the western section extends from the railroad crossing on Red Top Road to Business Center Drive)	☑	☐	☑	☑	☑	☐
22701	Eastshore-North	New Commitment	I-80/I-680/Route 12 interchange improvements (includes truck scales and auxiliary lanes) (as identified in I-80/I-680/I-780 Corridor Study)	☑	☐	☑	☑	☑	☐

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22702	Eastshore-North	Vision Element	I-80/I-680/Route 12 interchange improvements: truck scales an auxiliary lanes (Phases 3 and 4)	☑	☐	☐	☐	☑	☐
22703	Eastshore-North	New Commitment	I-80/I-680/I-780 corridor mid-term capacity and operation improvements except transit hubs and park and ride lots (as identified in I-80/I-680/I-780 Corridor Study)	☑	☐	☑	☑	☑	☐
22708	North Bay East-West	New Commitment	Route 12 from I-80 to Sacramento Bridge long-term capacity and operational improvements (as identified in Route 12 Major Investment Study(MIS))	☑	☐	☑	☑	☑	☐
22710	Solano County-wide	Vision Element	Non-capacity-increasing safety projects to improve congested intersections, local arterials and highways	☑	☐	☐	☐	☑	☐
22711	Eastshore-North	Vision Element	Senior/disabled transit capital and operating	☑	☐	☐	☐	☑	☑
22712	Eastshore-North	Vision Element	Express bus capital and operating	☑	☐	☐	☐	☑	☐
22716	Eastshore-North	Vision Element	Vallejo Baylink ferry service capital and operation	☑	☐	☐	☐	☑	☑
22717	Eastshore-North	Vision Element	I-80/I-680/I-780 corridor improvements (midterm projects except transit hubs and park-and-ride lots)	☑	☐	☐	☐	☑	☐
22794	Eastshore-North	New Commitment	Curtola Transit Center improvements (construct parking structure, improve off-street bus transfer facilities and improve bus ingress and egress)	☑	☐	☑	☑	☑	☑
22795	Eastshore-North	New Commitment	Fairfield Transportation Center improvements (add 600 parking spaces)	☑	☐	☑	☑	☑	☑
22898	Eastshore-North	New Commitment	Widen I-80 from west of Meridian Road to west of Kidwell Road from 6 lanes to 8 lanes	☑	☐	☑	☑	☑	☐
22899	North Bay East-West	Committed	Widen Route 12 between Suisun City and Rio Vista from 2 lanes to 4 lanes (includes study of new Rio Vista Bridge)	☑	☑	☑	☑	☑	☐

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22985	Eastshore-North	Committed	Benicia Intermodal Transportation Station	☑	☑	☑	☑	☑	☐
22986	Eastshore-North	Committed	Widen and improve Broadway between Route 37 and Mini Drive from 2 lanes to 4 lanes	☑	☑	☑	☑	☑	☐
22988	Eastshore-North	Vision Element	Commuter Rail Service - Sacramento to Oakland (capital and operating)	☑	☐	☐	☐	☑	☑
94138	Solano County-wide	New Commitment	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☑	☑	☑	☑
94139	Solano County-wide	New Commitment	Non-Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement maintenance shortfall	☑	☐	☑	☑	☑	☑
94148	Eastshore-North	New Commitment	Construct rail stations and track improvements for Amtrak Capitol Corridor service from Sacramento to Oakland	☑	☐	☑	☑	☑	☑
94150	Diablo	Committed	I-80/I-680/Route 12 interchange improvements; includes connectors and auxiliary lanes between Green Valley Road and Cordelia truck weigh station (Phase 1)	☑	☑	☑	☑	☑	☑
94151	Eastshore-North	New Commitment	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road	☑	☐	☑	☑	☑	☐
94152	North Bay East-West	New Commitment	Widen Route 12 (Jameson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Solano County portion of project)	☑	☐	☑	☑	☑	☐
94153	Solano County-wide	New Commitment	Non-capacity increasing safety projects to improve congested intersections, local arterials and highways	☑	☐	☑	☑	☑	☑
94675	North Bay East-West	Committed	Widen Route 37 from Napa River Bridge to Route 29 from 2-lane expressway to 4-lane freeway (not including Routes 29/37 interchange), planting and environmental mitigation	☑	☑	☑	☑	☑	☑
94681	Solano County-wide	Committed	Local streets and roads pavement and non-pavement maintenance	☑	☑	☑	☑	☑	☑

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94683	Solano County-wide	New Commitment	Vallejo Transit - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	☑	☐	☑	☑	☑	☑
98168	Solano County-wide	New Commitment	Intercity bus service and transit hubs in Solano County (capital costs)	☑	☐	☑	☑	☑	☑
98212	Solano County-wide	New Commitment	Local bicycle and pedestrian projects	☑	☐	☑	☑	☑	☑
Sonoma									
21070	North Bay East-West	Committed	Realign Route 116 (Stage Gulch Road) along Champlin Creek and widen remaining segments to accommodate pedestrians and bicyclists	☑	☑	☑	☑	☑	☐
21346	Golden Gate	Committed	Widen Route 116 onramp to southbound US 101	☑	☑	☑	☑	☑	☑
21870	Sonoma County-wide	Committed	Local bridge maintenance	☑	☑	☑	☑	☑	☑
21884	Golden Gate	Vision Element	Petaluma cross town connector/interchange	☑	☐	☐	☐	☐	☐
21901	Sonoma County-wide	Vision Element	Golden Gate Transit (Sonoma County share) operating and capital program shortfall	☑	☐	☐	☐	☐	☑
21902	Golden Gate	New Commitment	Widen US 101 for HOV lanes from Old Redwood Highway to Rohnert Park Expressway	☑	☐	☑	☑	☑	☐
21998	North Bay East-West	Committed	Rehabilitate and widen Route 116 between Elphick Road to Redwood Drive (involves realignment, new shoulders and channelization improvements)	☑	☑	☑	☑	☑	☑
22190	North Bay East-West	Vision Element	Hwy 116/Hwy 121 intersection improvements and Arnold Drive improvements	☑	☐	☐	☐	☑	☐
22191	Golden Gate	Vision Element	US 101/Airport Boulevard interchange improvements	☑	☐	☐	☐	☑	☐

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22192	Sonoma County-wide	Vision Element	Widen Airport Boulevard from 2 lanes to 4 lanes (also includes a center turn lane)	☑	☐	☐	☐	☑	☐
22193	Golden Gate	Vision Element	Construct Forestville bypass on Route 116	☑	☐	☐	☐	☑	☐
22194	Golden Gate	Vision Element	Mark West Springs Road/Porter Creek Road safety improvements	☑	☐	☐	☐	☑	☑
22195	Golden Gate	Vision Element	Old Redwood Highway/US 101 interchange improvements	☑	☐	☐	☐	☑	☐
22197	Golden Gate	Vision Element	Penngrove local road improvements including Railroad Avenue interchange	☑	☐	☐	☐	☑	☐
22199	Golden Gate	Vision Element	US 101 Traffic Operations System (TOS)	☑	☐	☐	☐	☐	☐
22200	Golden Gate	Vision Element	US 101 ramp metering and fiber optic cable in Sonoma County	☑	☐	☐	☐	☐	☐
22203	Golden Gate	Vision Element	River Road channelization and signals from Fulton Road to the town of Guerneville	☑	☐	☐	☐	☑	☐
22204	Golden Gate	Vision Element	Widen Fulton Road from Guerneville Road to US 101 from 2 lanes to 4 lanes	☑	☐	☐	☐	☑	☐
22205	Golden Gate	Vision Element	US 101/Hearn Avenue interchange improvements; including widening overcrossing and ramps	☑	☐	☐	☐	☑	☐
22206	Golden Gate	Vision Element	Construct Route 12/Fulton Road interchange	☑	☐	☐	☐	☑	☐
22207	Golden Gate	Vision Element	Extend Farmers Lane as a 3-lane or 4-lane arterial from Bellevue Avenue to Route 12	☑	☐	☐	☐	☑	☐
22411	Sonoma County-wide	Vision Element	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☐	☐	☐	☑
22438	Golden Gate	Vision Element	Bodega Highway improvements west of Sebastopol	☑	☐	☐	☐	☑	☑

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22439	Sonoma County-wide	Vision Element	Bicycle and pedestrian routes	☑	☐	☐	☐	☑	☑
22440	Sonoma County-wide	Vision Element	Local streets and roads: pothole repair and congestion relief	☑	☐	☐	☐	☑	☑
22441	Sonoma County-wide	Vision Element	Local bus service (includes express bus, evening service, and transit for seniors and disabled)	☑	☐	☐	☐	☑	☑
22443	Golden Gate	Vision Element	Design, project development, and financing costs for widening US 101	☑	☐	☐	☐	☑	☐
22490	Sonoma County-wide	Committed	Convert bridges of Sonoma County from one-lane to two-lane bridges	☑	☑	☑	☑	☑	☐
22639	Golden Gate	Vision Element	US 101/Mill Street interchange in Healdsburg	☑	☐	☐	☐	☐	☐
22640	Golden Gate	Vision Element	US 101/Shiloh Road interchange in Windsor	☑	☐	☐	☐	☐	☐
22641	Golden Gate	Vision Element	US 101/Baker interchange in Santa Rosa	☑	☐	☐	☐	☐	☐
22642	Golden Gate	Vision Element	US 101/Dry Creek interchange in Healdsburg	☑	☐	☐	☐	☐	☐
22643	Golden Gate	Vision Element	US 101/Mendocino Avenue/Hopper Avenue interchange	☑	☐	☐	☐	☐	☐
22644	Golden Gate	Vision Element	US 101/Bellevue interchange	☑	☐	☐	☐	☐	☐
22646	Golden Gate	Vision Element	US 101/River Road interchange	☑	☐	☐	☐	☐	☐
22652	Golden Gate	Committed	Rehabilitate pavement on US 101 from Steele Lane to Grant overhead in Healdsburg	☑	☑	☑	☑	☑	☑
22655	Golden Gate	Committed	Widen US 101 for HOV lanes (one in each direction) from Rohnert Park Expressway to Santa Rosa Avenue (includes interchange improvements and ramp metering)	☑	☑	☑	☑	☑	☐
22656	Golden Gate	Committed	US 101/East Washington Street interchange improvements	☑	☑	☑	☑	☑	☑

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94155	Sonoma County-wide	New Commitment	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	☑	☐	☑	☑	☑	☑
94165	Golden Gate	Committed	US 101 northbound and southbound HOV lanes from Route 1 to Steele Lane in Santa Rosa	☑	☑	☑	☑	☑	☐
94689	Golden Gate	Committed	US 101/Arata Lane interchange improvements in Windsor (Phase 2)	☑	☑	☑	☑	☑	☑
94691	North Bay East-West	Committed	Route 121 traffic signal system and channelization at 8th Street	☑	☑	☑	☑	☑	☑
94694	Sonoma County-wide	Committed	Local streets and roads pavement and non-pavement maintenance	☑	☑	☑	☑	☑	☑
98147	Golden Gate	New Commitment	Widen US 101 from Route 116 east to the Marin/Sonoma County line from 4 lanes to 6 lanes (including 2 HOV lanes), upgrade Petaluma Bridge, and convert some highway sections to freeway standards	☑	☐	☑	☑	☑	☐
98183	Golden Gate	New Commitment	Widen US 101 for HOV lanes between Steele Lane and Windsor River Road	☑	☐	☑	☑	☑	☐
98213	Sonoma County-wide	Committed	Bicycle and pedestrian projects	☑	☑	☑	☑	☑	☑
98572	Sonoma County-wide	New Commitment	Golden Gate Transit (Sonoma County share) -Transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion)	☑	☐	☑	☑	☑	☑